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## 1 INTRODUCTION

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### 1.1 BACKGROUND

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In terms of the Municipal Systems Act (Act No. 32 of 2000) Section 26(e), all municipalities are required to prepare an Integrated Development Plan (IDP) for their area of jurisdiction, which must include a Spatial Development Framework (SDF).

Section 34 of the Municipal Systems Act determines that the Integrated Development Plan (IDP) must be reviewed and amended annually in accordance with an assessment of its performance measurements (in terms of section 41 of the Municipal Systems Act) and to the extent that changing circumstances demand. The SDF should therefore also be reviewed in accordance with the annual review of the IDP.

Above all, the review of the SDF will facilitate the implementation of the IDP spatially in terms of the Local Government: Municipal Systems Act, 2000 (Act 32 of 2000). The existing Thembisile Hani SDF (2010) was compiled in terms of the guidelines contained in Government Gazette No. 22605 dated 24 August 2001, which stipulated that a Spatial Development Framework of a municipality should at least achieve the following objectives:

- Give effect to the principles of the Development Facilitation Act
- Set out objectives that reflect the desired spatial form

- Contain strategies and policies to achieve the above
- Set out guidelines for land use management
- Set out a capital investment framework
- Contain a strategic environmental assessment
- Identify programmes and projects for the development of land
- Provide a visual representation of the desired spatial form of the municipality which representation include:
  - i. Where public and private land development and infrastructure should take place.
  - ii. Indication where desired and undesired utilisation of space in a particular area.
  - iii. Delineation of the urban edge.
  - iv. Identification of areas where strategic intervention is required.
  - v. Indication of areas where priority spending is required.

### 1.2 SPATIAL PLANNING AND LAND USE MANAGEMENT ACT (SPLUMA)

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During 2013 the new Spatial Planning and Land Use Management Act (SPLUMA) was promulgated under the jurisdiction of the Department of Rural Development and Land Reform. This legislation puts forward a set of principles to influence spatial planning, land use management and land development. It also provides for national and regional spatial development frameworks as well as provincial and municipal spatial development frameworks, implying that a package of plans will be undertaken from national to municipal level to direct



land use management, while providing for uniform regulation of land use management throughout South Africa.

The general principles endorsed by this Act is that spatial planning, land use management and land development must promote and enhance Spatial Justice, Spatial Sustainability; Efficiency; Spatial Resilience, and Good Administration as briefly summarised below:

<b>Spatial Justice</b>	
(i)	past spatial and other development imbalances must be redressed through improved access to and use of land;
(ii)	spatial development frameworks and policies at all spheres of government must address the inclusion of persons and areas that were previously excluded, with an emphasis on informal settlements, former homeland areas and areas characterised by widespread poverty and deprivation;
(iii)	spatial planning mechanisms, including land use schemes, must incorporate provisions that enable redress in access to land by disadvantaged communities and persons;
(iv)	must include all areas of a municipality and specifically include provisions that are flexible and appropriate for the management of disadvantaged areas, informal settlements and former homeland areas;
(v)	must include provisions that accommodate access to secure tenure and the incremental upgrading of informal areas; and
(vi)	a Municipal Planning Tribunal considering an application before it, may not be impeded or restricted in the exercise of its discretion solely on

	the ground that the value of land or property is affected by the outcome of the application.
<b>Spatial Sustainability</b>	
(i)	promote land development that is within the fiscal, institutional and administrative means of the Republic;
(ii)	ensure that special consideration is given to the protection of prime and unique agricultural land;
(iii)	uphold consistency of land use measures in accordance with environmental management instruments;
(iv)	promote and stimulate the effective and equitable functioning of land markets;
(v)	consider all current and future costs to all parties for the provision of infrastructure and social services in land developments;
(vi)	promote land development in locations that are sustainable and limit urban sprawl; and
(vii)	result in communities that are viable.
<b>Efficiency</b>	
(i)	land development optimises the use of existing resources and infrastructure;
(ii)	decision-making procedures are designed to minimise negative financial, social, economic or environmental impacts; and
(iii)	development application procedures are efficient and streamlined.
<b>Spatial Resilience</b>	
Flexibility in spatial plans, policies and land use management systems are accommodated to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks.	



Good Administration	
(i)	all spheres of government ensure an integrated approach to land use and land development that is guided by the spatial planning and land use management systems as embodied in this Act;
(ii)	all government departments must provide their sector inputs and comply with any other prescribed requirements during the preparation or amendment of spatial development frameworks;
(iii)	the requirements of any law relating to land development and land use are met timeously;
(iv)	the preparation and amendment of spatial plans, policies, land use schemes as well as procedures for development applications, include transparent processes of public participation that afford all parties the opportunity to provide inputs on matters affecting them; and
(v)	policies, legislation and procedures must be clearly set in order to inform and empower members of the public.

As far as the methodology to be followed and minimum contents of a Spatial Development Framework are concerned, the Act stipulates as follow:

Municipal Spatial Development Framework	
Preparation of Municipal Spatial Development Framework	
(1)	The Municipal Council of a municipality must by notice in the <i>Provincial Gazette</i> adopt a municipal spatial development framework for the municipality.
(2)	The municipal spatial development framework must be prepared as part of a municipality's integrated development plan in accordance with the provisions of the Municipal Systems Act.

(3)	Before adopting the municipal spatial development framework contemplated in subsection (1) and any proposed amendments to the municipal spatial development framework, the Municipal Council must—
(a)	give notice of the proposed municipal spatial development framework in the <i>Gazette</i> and the media;
(b)	invite the public to submit written representations in respect of the proposed municipal spatial development framework to the Municipal Council within 60 days after the publication of the notice referred to in paragraph (a); and
(c)	consider all representations received in respect of the proposed municipal spatial development framework.

Contents of Municipal Spatial Development Framework	
(a)	give effect to the development principles and applicable norms and standards set out in Chapter 2;
(b)	include a written and spatial representation of a five-year spatial development plan for the spatial form of the municipality;
(c)	include a longer term spatial development vision statement for the municipal area which indicates a desired spatial growth and development pattern for the next 10 to 20 years;
(d)	identify current and future significant structuring and restructuring elements of the spatial form of the municipality, including development corridors, activity spines and economic nodes where public and private investment will be prioritised and facilitated;
(e)	include population growth estimates for the next five years;
(f)	include estimates of the demand for housing units across different socio-economic categories and the planned location and density of future



	housing developments;
(g)	include estimates of economic activity and employment trends and locations in the municipal area for the next five years;
(h)	identify, quantify and provide location requirements of engineering infrastructure and services provision for existing and future development needs for the next five years;
(i)	identify the designated areas where a national or provincial inclusionary housing policy may be applicable;
(j)	include a strategic assessment of the environmental pressures and opportunities within the municipal area, including the spatial location of environmental sensitivities, high potential agricultural land and coastal access strips, where applicable;
(k)	identify the designation of areas in the municipality where incremental upgrading approaches to development and regulation will be applicable;
(l)	identify the designation of areas in which—
(i)	more detailed local plans must be developed; and
(ii)	shortened land use development procedures may be applicable and land use schemes may be so amended;
(m)	provide the spatial expression of the coordination, alignment and integration of sectoral policies of all municipal departments;
(n)	determine a capital expenditure framework for the municipality's development programmes, depicted spatially;
(o)	determine the purpose, desired impact and structure of the land use management scheme to apply in that municipal area; and
(p)	include an implementation plan comprising of—
(i)	sectoral requirements, including budgets and resources for

	implementation;
(ii)	necessary amendments to a land use scheme;
(iii)	specification of institutional arrangements necessary for implementation;
(iv)	specification of implementation targets, including dates and monitoring indicators; and
(v)	specification, where necessary, of any arrangements for partnerships in the implementation process.

The major impetus (apart from addressing the distortions created by apartheid) for the SDF's completed up to 2012, was to comply with the legislative requirements presented by the Municipal Systems Act. Yet, to ensure that development does in actual fact take place in an integrated and sustainable manner, the Integrated Development Plans (IDP's) and Spatial Development Frameworks (SDF's) of local and district authorities now have to be aligned with the goals and directives provided by the Spatial Planning and Land Use Management Act and new national and provincial policy documents. This implies that IDP's and SDF's need to be reviewed on a continual basis to ensure synergy between the three spheres of government – i.e. what happens on local level needs to “fit-in” and “contribute” to both provincial and national development goals and priorities.

In view of the above, the Thembisile Hani Municipality in conjunction with the Nkangala District Municipality commissioned the review of the Thembisile Hani SDF to bring it in line with the SPLUMA requirements. Furthermore, the timing for an update of the SDF is appropriate for the following reasons:



- Census 2011 information is now available for the area while the previous SDF used 2001/ 2007 information;
- National government have since published the National Development Plan;
- The National Outcomes Approach and Comprehensive Rural Development Programme have been initiated; and
- Mpumalanga Province formulated a new provincial Vision 2030, Infrastructure Master Plan, Human Settlement Master Plan, Industrial Development Strategy and a new Mpumalanga Spatial Development Framework.

## 2 STUDY OBJECTIVES, METHODOLOGY AND REPORT STRUCTURE

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### 2.1 STUDY OBJECTIVES

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With the above legal requirements as background, the objectives of this study can be summarised as follows:

- To review and update the 2010 Spatial Development Framework of the Thembekele Hani Local Municipality;
- To obtain the SDF with the SPLUMA Development Principles and to ensure that it comprises all the content as required in the Act;
- To align the Thembekele Hani SDF with the Provincial Vision 2030, Provincial Spatial Development Framework and other provincial sectoral

plans, and with national policy guidelines like the National Development Plan;

- To align the SDF with the Land Use Management System of the municipality;
- To include a Rural Development Strategy for the local municipality in line with the guidelines following from the CRDP currently implemented by the Department of Rural Development and Land Reform;
- To align the Thembekele Hani Municipality SDF with that of the surrounding local municipalities and the Nkangala District.

### 2.2 METHODOLOGY

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An inception meeting was held during January 2014 and the project team started collecting information from various sources both within and outside the Municipality. A presentation was made on the proposed study objectives, methodology and deliverables to the Project Steering Committee (PSC) established by the Local Municipality.

The project team completed the status quo analysis by the end of April according to the project programme and presented the findings to the PSC for comments and amendments.



Following from this the project team commenced with the formulation of draft Development Proposals for the Thembekele Hani LM based on the information obtained.

The Draft SDF Report will be presented to all stakeholders, including Provincial and National Departments, other Local Municipalities and Nkangala District, as well as parastatals and business.

The period to follow will allow for all parties to deliver additional inputs, comments and propose amendments to the draft proposals. The final document will then be delivered to the Municipality for approval at the end of July 2014.

## 2.3 REPORT STRUCTURE

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**Section 3** comprises an overview of the issues identified in the Thembekele Hani IDP, and highlights the spatial implications thereof before linking this to the Vision and Mission of the Municipality.

**Section 4** represents the Situational Analysis which includes an analysis of the national, provincial and district policy environment that form the basis for a normative based spatial planning approach (**Section 4.1**).

**Sections 4.2 – 4.12** provide a multi-disciplinary analysis of the current situation regarding the regional and local context of the municipal area. From this

situational analysis a list of development opportunities and constraints were identified and summarised as a Synthesis in Section 4.13 of the document.

**Section 5** contains the proposed Spatial Development Framework for the Local Municipality, which is based on a set of Development Objectives with a Spatial Plan and Development Strategy.

**Section 6** delineates the way forward in terms of an Implementation Programme comprising a list of SDF related Priority Projects earmarked for future Implementation in the study area.

## 3 ISSUES AND VISION

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### 3.1 IDP RELATED PRIORITY ISSUES

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The following list represents the priority issues within the municipal area, as noted in the THLM IDP 2014-2015:

- Need for upgrading of engineering services in some areas to achieve RDP levels or to facilitate new development; and expansion of services in other areas where no services exist;
- Need for community facilities at certain villages and settlements;



- Request for the development of bridges to help connect communities;
- Requests of the establishment of additional municipal satellite office for the payment of rates and taxes;
- Need for upgrading of engineering services to rural areas i.e. people residing on farms;
- Local roads are in bad condition and some roads are incomplete;
- Greater need for subsidised RDP housing;
- Need for better storm water control in areas prone to flooding;
- Need for the development of primary and secondary schools at certain communities;
- The management of prevention of the increasing number of informal settlements.

### 3.2 FUTURE VISION FOR THEMBISILE-HANI

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The spatial vision for the Thembisile Hani Municipality evolves around the following key elements:

- The clustering and grouping of community facilities around the Moloto Road and future Moloto Rail;
- consolidation of the spatial structure of existing towns and settlements and the establishment of a nodal hierarchy in order to achieve physical, social and economic integration of communities and to enhance cost-efficient and sustainable service delivery;
- making sufficient provision for upgrading of informal settlements and development of sustainable human settlements in general.

## 4 SITUATIONAL ANALYSIS

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The following is a brief summary of national and provincial policy guidelines which are applicable to the Thembisile Hani Municipality and which need to be considered and adhered to in the compilation of the municipal SDF:

### 4.1 NATIONAL AND PROVINCIAL POLICY CONTEXT AND DEVELOPMENT GUIDELINES

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#### 4.1.1 NATIONAL DEVELOPMENT PLAN (NDP)

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

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



The NDP reports that increases pressure on services and transport, complicated by apartheid-fragmented geography in all municipal areas. Economic growth has been slower than the demand for employment in these areas, and as a result unemployment and poverty are common features in towns and cities. Combined with this, affordable housing (full ownership and rental) is in huge demand, but delivery of such has been slow.

In urban areas, key NDP recommendations include:

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

In the rural areas, the National Development Plan reports that general productivity has been declining and outmigration to cities and towns has been accelerating. The rural landscape is characterised by rural densification without associated infrastructure and governance arrangements, ill located land-reform initiatives from the perspective of viable farming, or access to markets, and many of these initiatives are in conflict with other imperatives such as mining or

preserving biodiversity. This situation is unsustainable and requires timeous intervention.

The NDP suggests that rural interventions will differentiate less dense marginal areas primarily needing appropriate service provision from more viable and denser areas with transport and market access, including:

- Innovative, targeted and better co-ordinated provision of infrastructure (including ICTs) and services provision supported by the spatial consolidation of rural settlements to enhance densities and associated service delivery;
- Prioritising agricultural and rural development along mobility corridors, to build local economies and contribute to national food security;
- Identification of non-agricultural opportunities such as tourism and mining, especially with a “green” focus’;
- Promoting small-town development as nodes/core areas of rural development;
- Implementing mechanisms to make land markets work more effectively for the poor, especially women.

The National Development Plan provides for the following spatial development proposals as part of the national spatial development interventions (see **Figure 1**):

- **Primary Transnational Development Corridors** and cross border infrastructure connections. These include:
  - The Maputo Development Corridor (MDC) which runs through the Thembekele Hani LM;



- The Ermelo-Richards Bay Freight Corridor;
- A link between Ermelo and Swaziland;
- Gauteng as a national **Node of Competiveness** which strongly associates with the nearby economic activity nodes of Emalahleni, Middelburg, Secunda and Nelspruit as part of the Maputo Development Corridor.
- The **National Competiveness Corridor** building on the Durban-Gauteng Freight Corridor, providing for logistics hubs, road, rail and fuel transportation.
- **Rural Restructuring Zones:** These zones include the more densely parts of the previous homelands where there is sufficient numbers of people to provide the basis for viable markets through the Comprehensive Rural Development Programme (CRDP). The rural restructuring zones within Mpumalanga include the municipalities of Thembisile Hani, Dr JS Moroka, and Bushbuckridge as a whole, as well as large parts of Mbombela, Nkomazi, Chief Albert Luthuli and Mkhondo.
- **Resource critical zones:** These have valued mineral resources, and are areas of great importance to biodiversity and critical water production. The sustainability of these areas is crucial and needs specific policies to protect them.

#### 4.1.2 NATIONAL OUTCOMES APPROACH

In January 2010, Cabinet adopted 12 Outcomes within which to frame public-service delivery priorities. Cabinet Ministers accordingly signed Performance Agreements linked to these Outcomes. More detailed Delivery Agreements

have since been developed to extend targets and responsibilities to national and provincial departments, agencies and municipalities. Below are the 12 Outcomes and the respective outputs per outcome.

#### Outcome 1: Improve the Quality of Basic Education

- Output 1: Improve the quality of teaching and learning.
- Output 2: Undertake regular assessment to track progress.
- Output 3: Improve early childhood development.
- Output 4: Ensure a credible outcomes-focused planning and accountability system

#### Outcome 2: Improve Health and Life Expectancy

- Output 1: Increasing life expectancy
- Output 2: Decreasing maternal and child mortality rates
- Output 3: Combating HIV and AIDS and decreasing the burden of disease from Tuberculosis
- Output 4: Strengthening health system effectiveness

#### Outcome 3: All People in South Africa Protected and Feel Safe

- Output 1: Address overall levels of crime and reduce the levels of contact and trio crimes
- Output 2: Improve effectiveness and ensure integration of the Criminal Justice System (CJS)
- Output 3: Combat corruption within the Justice, Crime Prevention and Security Cluster to enhance its effectiveness and its ability to serve as deterrent against crime
- Output 4: Manage perceptions of crime among the population
- Output 5: Ensure security at the border environment
- Output 6: Secure the identity and status of citizens
- Output 7: Integrate ICT systems and combat cyber crime
- Output 8: Corruption

#### Outcome 4: Decent Employment Through Inclusive Economic Growth



- Output 1: Faster and sustainable inclusive growth
- Output 2: More labour absorbing growth
- Output 3: Multi-pronged strategy to reduce youth unemployment
- Output 4: Increased competitiveness, to raise net exports, grow trade as a share of world trade and improve its composition
- Output 5: Improved cost structure in the economy
- Output 6: Improved support to small business and cooperatives
- Output 7: Implementation of the expanded public works programme

#### **Outcome 5: A Skilled and Capable Workforce to Support Inclusive Growth**

- Output 1: Establish a credible institutional mechanism for skills planning
- Output 2: Increase access to programmes leading to intermediate and high level learning
- Output 3: Increase access to occupationally-directed programmes in needed areas and thereby expand the availability of intermediate level skills (with a special focus on artisan skills)
- Output 4: Increase access to high level occupationally-directed programmes in needed areas
- Output 5: Research, development and innovation in human capital for a growing knowledge economy

#### **Outcome 6: An Efficient, Competitive and Responsive Economic Infrastructure Network**

- Output 1: Improving Competition and Regulation
- Output 2: Ensure reliable generation, distribution and transmission of electricity
- Output 3: To ensure the maintenance and strategic expansion of our road and rail network, and the operational efficiency, capacity and competitiveness of our sea ports.
- Output 4: Maintenance and supply availability of our bulk water infrastructure
- Output 5: Communication and Information technology

- Output 6: Develop a set of operational indicators for each segment

#### **Outcome 7: Vibrant, Equitable and Sustainable Rural Communities and Food Security**

- Output 1: Sustainable agrarian reform
- Output 2: Improved access to affordable and diverse food
- Output 3: Rural services and sustainable livelihoods
- Output 4: Rural job creation linked to skills training and promoting economic livelihoods
- Output 5: Enabling institutional environment for sustainable and inclusive growth

#### **Outcome 8: Sustainable Human Settlements and Improved Quality of Household Life**

- Output 1: Accelerated delivery of housing opportunities
- Output 2: Improve access to basic services
- Output 4: More efficient land utilisation
- Output 4: Improved property market

#### **Outcome 9: A Responsive, Accountable, Effective and Efficient Local Government System**

- Output 1: Implement a differentiated approach to municipal financing, planning and support
- Output 2: Improving access to basic services.
- Output 3: Implementation of the Community Work Programme
- Output 4: Actions supportive of the human settlement outcome
- Output 5: Deepen democracy through a refined Ward Committee model
- Output 6: Administrative and financial capability
- Output 7: Single window of coordination

#### **Outcome 10: Protection and Enhancement of Environmental Assets and Natural Resources**

- Output 1: Enhanced quality and quantity of water resources
- Output 2: Reduced greenhouse gas emissions, climate change impacts and improved air/atmospheric quality



- Output 3: Sustainable environmental management
- Output 4: Protected biodiversity

#### Outcome 11: A Better South Africa, a Better and Safer Africa and World

- Output 1: Enhanced African agenda and sustainable development
- Output 2: Enhanced regional integration
- Output 3: Reformed global governance institutions
- Output 4: Enhanced trade and investment

#### Outcome 12: A Development-Orientated Public Service and Inclusive Citizenship

- Output 1: Service delivery quality and access
- Output 2: Human resource management and development
- Output 3: Business processes, systems, decision rights and accountability management
- Output 4: Tackling corruption in the public service

#### 4.1.3 THE REGIONAL INDUSTRIAL DEVELOPMENT STRATEGY (RIDS)

The Regional Industrial Development Strategy (RIDS) identifies the Nkangala District as a **core “diversified mining” region / cluster**, specialising in the **mining, manufacturing and infrastructure sectors**, and essentially acts as a functional extension of the larger Gauteng metropolitan area and functional hinterland (see **Figure 2a**). Furthermore, from a RIDS perspective, the District also acts as a **central node**, facilitating interaction between the diversified mining region of Rustenburg to the far west, the Nelspruit-Barberton services / tourism region to the east, and the Empangeni-Richards Bay port region to the far south-east. As such, the District’s **transportation network** plays a key role in facilitating and maintaining the **mining/ energy and export-orientated**

**manufacturing linkages (corridors)** found between these regions (see **Figure 2b**).

**Sector-specific districts** identified to be characterising the Nkangala District Municipality space-economy in which medium to high levels of economic potential and clustering may be discerned include **high-intensity agriculture and mixed use** (Delmas), **mining and energy complex** (Middelburg-Witbank), **medium-intensity agriculture** (the central southern extents of the District), **tourism** (Belfast-Dullstroom-Machadodorp / Waterval-Boven) and **well-linked 2<sup>nd</sup> economy areas** (KwaMhlanga-Verena-Kwaggafontein) (see **Figure 3**). These sector-specific districts represent areas within which the clustering of economic activities should be encouraged.

#### 4.1.4 NATIONAL COMPREHENSIVE RURAL DEVELOPMENT PROGRAMME (CRDP)

Essentially, the Comprehensive Rural Development Programme (CRDP) is aimed at being an effective response to poverty alleviation and food insecurity in rural areas by maximizing the use and management of natural resources to create “vibrant, equitable and sustainable rural communities”.

The vision of the CRDP is to be achieved through a **three-pronged strategy** based on:

1. A coordinated and integrated broad-based **Agrarian Transformation**;
2. Strategically increasing **Rural Development** through infrastructure investment; and



### 3. An improved **Land Reform Programme**.

The objectives of each of the three strategic thrusts thought applicable to the formulation of a SDF for the Thembekele Hani LM are as follows (see diagram on

**Figure 3):**

#### 1. **Agrarian Transformation**

- Facilitating the establishment of rural and agro-industries, cooperatives, cultural initiatives and vibrant local markets.
- Increased production and sustainable use of natural resources by promoting farming and related value chain development (exploring all possible species for food and economic activity).

#### 2. **Rural Development**

- Access to community and social infrastructure, especially well-resourced clinics.
- Focusing on the development of new and the rehabilitation of existing infrastructure.
- Improving and developing infrastructure conducive to economic development – e.g. distribution and transportation infrastructure, agricultural infrastructure, water and electricity infrastructure, market and storage infrastructure, retail infrastructure, and telecommunications infrastructure.
- Improving and developing infrastructure conducive to social development – e.g. sanitation infrastructure, health infrastructure, sports and recreation infrastructure, and educational infrastructure (especially ABET centres).

#### 3. **Land Reform**

- Promoting restitution, tenure reform, and redistribution in a sustainable manner.
- Increased access to land by previously disadvantaged people.
- Establishing Agri-villages for local economic development on farms.
- Up-to-date information pertaining to land claims.
- Providing reliable and efficient property (deeds) registration systems.
- Contributing to economic growth and housing development by providing government and private agents with essential land information in order to engage in planning as well as economic transactions.
- Providing spatial planning information and services to local municipalities and other public or private institutions that may require these services for development purposes.

#### 4.1.5 **THE NATIONAL TRANSPORTATION MASTER PLAN 2050 (NATMAP)**

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



The core directives/ paradigm shifts emanating from the Master Plan are to place greater **emphasis on developing rail as a transportation medium, to ensure greater integration between land use development and transportation planning**, and to **put more emphasis on enhancing development of a number of priority national transport corridors**. Figure 4 depicts conceptually the major corridors identified for South Africa as part of NATMAP.

The sub-continental N4 development corridor between Maputo and Walvis Bay runs through the central parts of the Nkangala District Municipality.

#### 4.1.6 MPUMALANGA VISION 2030

In line with the Mpumalanga Spatial Development Framework, the Mpumalanga Vision 2030 document formulated a spatial rationale for the province which is based on the following eight Key Drivers:

**Key Driver 1: Nodal Development**

**Key Driver 2: Business, Commercial and Industrial Development**

**Key Driver 3: Tourism Development**

**Key Driver 4: Forestry Development**

**Key Driver 5: Agricultural Development**

**Key Driver 6: Mining and Energy Related Development**

**Key Driver 7: Urban Development**

**Key Driver 8: Rural Development**

Key Drivers 1 to 6 are focused towards promoting economic development and job creation according to the space economy of Mpumalanga province from which priority nodes/ areas for economic development have been identified. These are reported on more extensively in sections 4.7 and 4.11 in this document.

Key Drivers 7 and 8 are focused on human settlement in and around these priority nodes/ areas identified. Following below is a brief summary of the spatial guidelines for urban and rural areas as described under Key Drivers 7 and 8 of Mpumalanga Vision 2030:

#### **Key Driver 7: Urban Development**

In terms of the National Development Plan: Vision 2030, human settlement patterns within cities and towns should meet the needs and preferences of the citizens, taking into account broader social, environmental and economic interests. Travel distances need to be shorter which implies ensuring that a larger proportion of workers live closer to their places of work, and that public transport is safe, reliable, affordable and energy efficient.

The above requires two main interventions in the urban areas of Mpumalanga Province: Urban Restructuring and Urban Renewal.

#### ***Intervention 1: Urban Restructuring***

Urban Restructuring is aimed at transforming cities, towns and villages into more sustainable human settlements. The appropriate utilisation of well-located



public owned land and public funded housing initiatives can act as powerful tools towards achieving urban restructuring objectives in Mpumalanga.

In the medium to longer term the objective should be to consolidate and densify the fragmented urban and rural settlement structure in three priority areas in the province with a view to transforming these into metropolitan areas. This will require strong interventionist approaches in terms of planning and development across municipal boundaries in these areas. The areas to be considered include:

- Mbombela and its rural surrounds including parts of Bushbuckridge and Nkomazi;
- The Witbank-Middelburg-Ogies complex extending up to Verena and settlements along the Moloto Corridor in Thembisile Hani (in Nkangala); and
- The Trichardt-Evander-Kinross-Secunda (TEKS) complex in the Gert Sibande District.

### ***Intervention 2: Urban Renewal and Revitalisation***

Urban Renewal and Revitalisation is relevant to all business/ commercial areas and residential neighbourhoods in cities and towns in Mpumalanga Province, but even more so in the small towns in the Province, many of which are currently in a state of neglect and urban decay. The private sector should become active partners with government towards addressing the revitalisation of the small towns. The mining industry in particular can play a significant role in this regard as confirmed in the agreements reached in the recent Mpumalanga Mining Indaba.

Apart from enhancing the public space and facilities and promoting business and industrial uses in small towns, the provision/ upgrading of existing housing stock (full ownership or rental) can also make a significant contribution towards creating “critical sustainable mass” in small towns and thereby enhance the economic viability thereof.

### **Key Driver 8: Rural Development**

Vision 2030 places particular emphasis on building the economy in rural areas, and more specifically through the following approach which is embedded into the Comprehensive Rural Development Programme (CRDP):

- Creating more jobs through agricultural development, based on effective land reform and the growth of irrigated agriculture and land production.
- Providing basic services and infrastructure in rural areas in such a way that it enables people to develop in a sustainable manner and to take advantage of opportunities in the rural parts of the Province.
- Developing industries such as agro-processing, tourism, fisheries and small enterprises where potential exists.

In pursuance of the above, the proposed approach towards rural development in Mpumalanga Province centres around the following three Interventions:

### ***Intervention 1: Establishment of Thusong Centres***

This principle requires that strategically located and accessible nodal points should be identified in all rural parts of Mpumalanga Province. These should then become focal points for public investment around which to establish a



comprehensive range of community facilities serving the social needs of surrounding rural communities. Apart from clustering community facilities and services at these points, government should also consolidate large scale rural housing projects in and around these nodes rather than numerous small scale rural housing projects scattered across the rural landscape.

#### ***Intervention 2: Rural Settlement Consolidation***

Existing settlements around service delivery nodes should be functionally consolidated and integrated over time. This can be achieved by way of the establishment of rural development boundaries which will firstly limit/ curb the uncontrolled expansion of low density rural settlements. The resulting higher densities will lead to more sustainable rural human settlements. The consolidation of these settlements into rural clusters around rural service delivery points will transform rural settlement areas into functionally viable and sustainable clusters of human settlement throughout the province.

#### ***Intervention 3: Agrarian Transformation***

As far as the rural hinterland between these rural clusters is concerned, the important principle as contained in Mpumalanga Vision 2030 is to promote agrarian transformation in order to transform these areas from subsistence farming to commercial farming areas. This will contribute significantly towards improved food security and economic empowerment of rural communities.

#### **4.1.7 MPUMALANGA PROVINCIAL GROWTH PATH**

The Mpumalanga Economic Growth and Development Path (MEGDP) underpins the following two spatial strategic objectives:

- Actively promote and support economic growth and development in terms of the provincial economy, its linkages to the national and international economy and with an emphasis on provincial priorities such as targeted growth areas, priority sectors and corridors as well as developmental priorities such as employment and eradicating poverty.
- Facilitate and provide essential services in social and human development in areas such as health, education, social welfare, community safety and with an emphasis on human capital development including human resources development and skills development.

This is to be achieved by way of the following:

- Reducing the *unemployment rate in the Province* by creating additional jobs.
- Increasing the income level of *more individuals* above the poverty line.
- Increasing the Human Development Index (HDI), the literacy level and the life expectancy.
- Reducing inequality.

The following main economic sectors have been identified as key to spur economic growth and employment creation in Mpumalanga:

- Agriculture and forestry.
- Mining and energy.
- Manufacturing and beneficiation.
- Tourism and cultural industries.



All the above sectors except Forestry are prominent in the space economy of the Thembekele Hani Local Municipality.

#### 4.1.8 MPUMALANGA PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK (MPSDF)

The following set of interrelated strategic development objectives provides the foundation for the Spatial Development Framework for Mpumalanga:

**Strategic Objective 1: Capitalise on the regional spatial development initiatives**

**Strategic Objective 2: Focus development on development corridors and nodes**

**Strategic Objective 3: Protect biodiversity and agricultural resources**

**Strategic Objective 4: Economic development and job creation supporting and guiding the spatial development pattern of Mpumalanga**

**Strategic Objective 5: Accommodating urbanisation within the province**

**Strategic Objective 6: The integration of the historically disadvantaged communities into a functional nodal and settlement pattern**

**Strategic Objective 7: Tenure Upgrading**

**Strategic Objective 8: Promote the development of rural areas that can support sustainable economic, social and engineering infrastructure**

**Strategic Objective 9: Infrastructure Investment**

Following from the Strategic Objectives a number of Strategic Focus Areas (Areas of Intervention) were identified as illustrated on the Mpumalanga Indicative Framework (**Figure 5**).

The following directives apply to the Strategic Focus Areas noted in the Mpumalanga SDF (2012):

- The concentration of development within development and activity nodes with a regional and sub-regional function viz. **Mbombela (Nelspruit), Emalahleni (eMalahleni), Steve Tshwete (Middelburg), Govan Mbeki (Secunda) and Msukaligwa (Ermelo)**. Restructure these development and activity nodes to accommodate growth.
- The large population concentrations (supported by activity nodes) of **Dr JS Moroka (Siyabuswa), Thembekele Hani (KwaMhlangwa), Bushbuck Ridge (Acornhoek, Bushbuckridge), Nkomazi, Nsikazi within Mbombela and Chief Albert Luthuli** should:
  - Link with nearby nodes of economic potential by providing efficient transportation and roads infrastructure providing for high mobility of movement;
  - Integrate economic activities to provide local employment.
- The Secondary activity nodes of **Delmas, Standerton, Bethal, Belfast, Mashishing, Barberton, Komatipoort and Mkhondo** should:
  - Balance the population with economic activities;
  - Provide social, economic and engineering infrastructure in support of the existing population.



- The small settlements of **Pixley ka Isaka Seme (Volksrust), Dipaleseng (Balfour)** and other smaller towns need to act as service centres for the surrounding population.
- Dispersed villages should not be discouraged. The clustering of villages to allow for the provision of sustainable social and economic infrastructure should be encouraged.
- The housing of mining and power station personnel should take place in existing nearby towns.

The Mpumalanga SDF furthermore stipulates that infrastructure investment needs to promote the role and function of rural communities and focus on the development of communities to manage and develop their local economies, become self-sufficient, create livelihoods, add to the economy and reduce their dependency on social grants.

Rural development thus needs to provide for rural population clusters that can support sustainable economic, social and engineering infrastructure, but also be accessible to higher order economic and social services within nearby urban nodes. Road and transportation linkages to urban areas need to be provided and maintained.

#### 4.1.9 MPUMALANGA INFRASTRUCTURE MASTER PLAN

The MIMP is based on a multi-disciplinary study dealing with the full spectrum of infrastructure including amongst others, basic infrastructure, social

infrastructure and economic infrastructure intended to unlock economic development potential within the province. It cuts across a wide range of development sectors and represents a key element towards the future sustainable development of Mpumalanga Province. The MIMP proposes that the following development principles be paramount in terms of guiding and directing decisions regarding infrastructure investment in the Province:

#### **Principle 1: Balance economic growth and social upliftment**

Following a balanced investment approach which focuses on both infrastructure investment to promote economic growth, and investment to enhance social upliftment.

#### **Principle 2: Respond to regional differences in development potential**

Infrastructure Investment has to respond to the locational factors and economic drivers of the province and take into consideration regional differences in terms of development potential.

#### **Principle 3: Recognise roles and responsibilities of stakeholders**

Recognising the roles and responsibilities of all stakeholders and facilitating the functional integration and alignment of infrastructure investment between these.

#### **Principle 4: Build on existing initiatives**

Building on existing initiatives as a priority in order to support the successful implementation thereof.

#### **Principle 5: Preserve existing assets**



Sufficiently allocating funding towards maintenance and preservation of existing assets (infrastructure) as part of a broader infrastructure life-cycle approach.

**Principle 6: Align investment with available resources**

Aligning infrastructure investment in Mpumalanga Province with the availability of resources in the Province.

**Principle 7: Build a heritage**

Promoting investment in image building assets for the Province.

**4.1.10 MPUMALANGA HUMAN SETTLEMENT MASTER PLAN**

One of the fundamental principles of the Mpumalanga Sustainable Human Settlement Master Plan is that all public and private housing projects in cities, towns and villages in Mpumalanga should comply with the following spatial objectives:

- Promote the availability of residential and employment opportunities in close proximity to each other;
- Contribute towards the correction of historically distorted spatial patterns of settlement in towns by filling the strategically located vacant strips of land between segregated communities, and providing for economic and social integration;
- Optimise the use of existing resources including bulk infrastructure, roads, transportation and social facilities; and

- Contain the phenomenon of urban sprawl in urban areas through the introduction of an Urban Development Boundary/ Urban Edge which will contribute towards the development of more compact towns through processes of infill development and densification – especially around economic activity nodes and along public transport corridors.

The Mpumalanga Human Settlement Master Plan comprises fifteen Strategic Objectives as listed below:

**Strategic Objective 1:** Ensure that all Human Settlement related planning and implementation activities are aligned with the objectives, guidelines and directives as defined in National and Provincial Policies and Legislation.

**Strategic Objective 2:** Promote Sustainable Human Settlements within Mpumalanga by Focusing on Mixed Land Use, -Typology, -Income and – Tenure Developments in the Province.

**Strategic Objective 3:** Encourage sustainable resource use by exploring alternative technologies, designs, layouts, topography, etc. in order to achieve the most energy- and cost-effective development.

**Strategic Objective 4:** Implement Annual IDP Housing Chapter Compilation/ Review Procedure.

**Strategic Objective 5:** Establish a comprehensive Mpumalanga Human Settlement Demand Monitoring Database and GIS System to Inform Decisions Pertaining to Location, Scale and Priority of Human Settlement Projects.

**Strategic Objective 6:** Local and Provincial Housing Needs Register (Demand Database) to Become Official Source of Information for Housing Demand and Waiting Lists.



**Strategic Objective 7:** Enhance alignment between Mpumalanga Human Settlement Projects and Provincial, District and Local Spatial Development Frameworks by only considering land located in Strategic Development Areas.

**Strategic Objective 8:** Facilitate Technically Informed Land and Building Acquisition Based on Results of Comprehensive Feasibility Assessment Processes.

**Strategic Objective 9:** Establish a Human Settlements Delivery Planning Unit to Manage and Maintain the Provincial Database and Monitoring System, and to Facilitate and Inform the Formulation of the Annual Departmental Business Plan in Conjunction with District and Local Municipalities, and other Provincial Departments.

**Strategic Objective 10:** Ensure that Town Planning/ Township Establishment processes are Comprehensive and Technically Sound in order to grant beneficiaries sufficient Security of Tenure.

**Strategic Objective 11:** Initiate Processes Which Will Ensure the Installation of Appropriate Engineering Services as part of every Human Settlement Project in Mpumalanga.

**Strategic Objective 12:** Facilitate the Provision of a Sufficient Number of Community Facilities parallel to the Construction of Housing (top structures) in every Human Settlement Project in Mpumalanga.

**Strategic Objective 13:** Expanding Community Participation and Consumer Education Programmes through Community Outreach Initiatives.

**Strategic Objective 14:** To actively enhance Rural Development by aligning Human Settlement Projects and Programmes to the Comprehensive Rural Development Programme of the Province.

**Strategic Objective 15:** Align Provincial Tenure Upgrading Programme with Human Settlement Programmes.

Strategic Objectives 1, 2, 3, 7, 10, 11, 12 and 14 have spatial implications and need to be practically incorporated into the Thembekele Hani SDF. In terms of Strategic Objective 7, future human settlement projects will rely on Spatial Development Frameworks to indicate the optimum location for different types of housing in municipal areas.

This could include areas earmarked for large scale RDP projects in urban or rural areas; social housing and CRU funded housing (rental stock) in business areas as part of mixed use developments or in areas earmarked for urban renewal; priority areas for development of rural housing and to accommodate Upgrading of Informal Settlements; and priority areas to accommodate medium- and higher density residential development (full ownership or rental stock).

The Master Plan supports the notion of mixed income, mixed use and mixed tenure developments, energy efficient township layouts and construction materials, sound and scientific based feasibility assessment of land for housing development, comprehensive township establishment processes leading to sufficient security of tenure, the synchronised provision of appropriate engineering services and community facilities to all new housing developments in the province, and a special focus on enhancing rural development through provision of housing in a sustainable manner in rural areas.



**Figure 6** indicates the focus areas (priority nodal areas) in the Province for future housing provision, while **Figure 7** illustrates conceptually the proposed spatial distribution of various housing programmes over the next 10 years.

#### 4.1.11 MPUMALANGA TOURISM GROWTH STRATEGY (MTGS)

The Mpumalanga Provincial Government aims to develop the tourism sector as a driver of economic activity and diversification. It is convinced that the Province has natural and cultural resource base upon which to develop a sustainable tourism industry as some parts of Mpumalanga represent world-renowned tourism destinations e.g. the Kruger National Park.

Consequently, it has set the formidable challenge of growing the tourism contribution to Gross Domestic Product (GDP) by 10 percent per annum. The goal put is that by 2016, tourism should represent approximately six percent of Gross Domestic Regional Product in Mpumalanga.

Subsequently, the Provincial Government in cooperation with the Mpumalanga Tourism and Parks Agency (MTPA) formulated the Mpumalanga Tourism Growth Strategy (MTGS) (2007). As part of the strategy, an indicative assessment was undertaken of what the market wants, of which the results were correlated with what the Province can realistically supply in terms of product development. The analysis demonstrated that Mpumalanga's tourism product can be diversified and expanded to cover a wide range of product market segments, namely:

- Nature tourism;
- Activity tourism;
- Adventure;
- Golf;
- Eco-resorts;
- Special interest;
- Touring;
- Residential;
- Sports;
- Shopping;
- Medical;
- Conference;
- Festivals/ events; and
- Leisure/ entertainment.

Based on the market opportunities, and feedback from consultations with stakeholders, a tourism vision up to 2016 was formulated for the Province (see **Figure 8**). To realize "Vision 2016", the MTGS proposes a number of "Flagship Projects", some of which are directly applicable/ relevant to the municipal area, namely:

##### 1. The Mpumalanga Route

Rather than having a number of isolated or 'stand alone' attractions, there is need to link the various points of interest together under a common brand name for the province. Hence, the MTGS proposes the development of a tourism route (i.e. The Mpumalanga Route), which should take visitors from Johannesburg through Mpumalanga, via Swaziland (or Mozambique), to the Coast at St Lucia or Durban. With its combinations of stunning mountain scenery, outstanding wildlife, historic sites, culture, championship golf courses, events, the Kingdom of Swaziland (or Mozambique) and the Indian Ocean, such a route could be second to none in terms of tourist attractiveness.



However, the Mpumalanga Route would not necessarily follow a single route. For example, there could be diversions to the industrial museums at Middelburg or Secunda; the Ndebele cultural villages; the Loskop Dam; the Highland Meander or The Panorama, while, as an alternative to travelling to the Coast via Swaziland, some visitors might prefer to continue along the N4 to Maputo and Mozambique.

## 2. Commercialisation of MTPA Parks and Reserves

The MTPA parks and reserves represent a major opportunity to expand and diversify the Province's nature and leisure tourism product. However, the parks and reserves require major investment and improved management. This can be achieved through a commercialisation strategy which could attract private sector investment.

## 3. Industrial Museums

In order to capitalise on the region's importance as South Africa's main coal mining area, it is recommended that at least two industrial museums/ interpretative centres be established – one at Middelburg (based on coal mining) and one at Secunda (based on Sasol's fuel-from-coal plant and underground coal mining complex). These museums could be modelled on the existing Kimberley Mine Museum, or the Atlas Coal Mine National Historic Site in Alberta, Canada for example. The economic benefits of these are obvious. Yet, less obvious, but equally important are the sense of identity and pride which they invoke in local heritage.

The guiding principles to be applied in pursuit of achieving MTPA's vision and the commercialisation objectives are:

- Developing a diverse range of alternative tourism products to meet the requirements of different market segments, including providing affordable access to local communities and others from previously disadvantaged backgrounds;
- Developing products that complement and do not compromise or threaten the natural resources on which the tourism developments rely;
- Planning and zoning developments spatially within protected areas to ensure an integrated approach between conservation and development and to maintain the integrity of the biodiversity and cultural resources;
- Partnering with land claimants and other local communities to promote a conservation economy in and around the parks in support of local economic development in line with Mpumalanga Vision 2030;
- Following a consultative and integrated approach by involving all relevant stakeholders in the development process, including alignment with municipal IDPs;
- Creating an enabling and investor friendly environment;
- Promoting the involvement of the private sector in the development, funding and management of tourism facilities; and
- Complying with all relevant legislation and regulations, including the PFMA and Treasury Regulations, the Tourism BEE Charter and Scorecard, as well as environmental legislation such as Environmental Impact Assessment Regulations.



#### 4.1.12 NKANGALA DISTRICT SPATIAL DEVELOPMENT FRAMEWORK (SDF)

The NDM Spatial Development Framework (SDF) 2010 was based on the following key principles (see **Figure 9**):

- **Principle 1:** To achieve a sustainable equilibrium between urbanisation, biodiversity conservation, mining, industry, agriculture, forestry, and tourism related activities within the District, by way of effective management of land uses and environmental resources.
- **Principle 2:** To establish a functional hierarchy of urban and rural nodes (service centres/agri-villages) in the Nkangala District area; and to ensure equitable and equal access of all communities to social infrastructure and the promotion of local economic development by way of strategically located Thusong Centres (Multi Purpose Community Centres) (MPCCs) in these nodes.
- **Principle 3:** To functionally link all nodal points (towns and settlements) in the District to one another, and to the surrounding regions, through the establishment and maintenance of a strategic transport network comprising internal and external linkages, and focusing on the establishment of Development Corridors.
- **Principle 4:** To incorporate the existing natural environmental, cultural-historic and man-made resources within the Municipality in the development of Tourism Precincts, with specific focus on the Tourism Gateway in the north-eastern parts of the District (Emakhazeni); as well as the northern and north-western mountainous parts of the District (Loskop/Mabusa/Skosana/Mkhombo/Dinokeng).
- **Principle 5:** To promote a wide spectrum of extensive commercial farming activities throughout the District, and to establish local markets for fresh products at the main nodal points identified.
- **Principle 6:** To optimally utilise the mining potential in the District without compromising the long term sustainability of the natural environment.
- **Principle 7:** To concentrate industrial and agro-processing activities at the higher order nodes in the District where industrial infrastructure is available.
- **Principle 8:** To enhance business activities (formal and informal) at each of the identified nodal points in the Nkangala District by consolidating these activities with the Thusong Centres and modal transfer facilities.
- **Principle 9:** To ensure that all communities (urban and rural) have access to at least the minimum levels of service as enshrined in the Constitution.
- **Principle 10:** To consolidate the urban structure of the District at the highest order centres by way of infill development and densification in identified Strategic Development Areas (SDAs) and Implementation Priority Areas.

#### 4.1.13 CONCLUSIVE SUMMARY

Municipalities throughout South Africa are finding it increasingly difficult to provide its inhabitants not only with cost-effective and equitable infrastructure, but also with sufficient social infrastructure and economic opportunities. For this reason, development in South Africa is guided and directed by a range of national, provincial and local development policies, as discussed. The most



**prominent development directives** emerging from the various developments policy documents, which should inform the development of an SDF for Thembekele Hani Local Municipality includes:

<ul style="list-style-type: none"> <li>• <b>National Development Plan (NDP)</b></li> </ul>
<p><b>Urban Areas</b></p> <ul style="list-style-type: none"> <li>- Upgrading of informal settlements;</li> <li>- Urban densification within existing urban fabric and along development corridors;</li> <li>- Extensive provision and prioritisation of public transport;</li> <li>- Job creation and urban renewal in former township areas;</li> <li>- Diverse range of subsidised housing typologies and densities, and focusing on filling the housing “gap market” in terms of bonded housing.</li> </ul> <p><b>Rural Areas</b></p> <ul style="list-style-type: none"> <li>- Spatial consolidation of rural settlements to increase densities and enhance sustainability;</li> <li>- Innovative (green), targeted and coordinated infrastructure delivery;</li> <li>- Prioritise rural development along mobility corridors and at strategic intersections;</li> <li>- Rural nodal development and revitalisation of small towns;</li> <li>- Diversification of rural economy towards mining, tourism and local business.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Regional Industrial Development Strategy (RIDS)</b></li> </ul>
<ul style="list-style-type: none"> <li>- Confirms the District status as one of the more successful economic regions in South Africa;</li> <li>- Municipal-wide focus on energy generation, mining, agriculture and tourism development.</li> </ul>

<ul style="list-style-type: none"> <li>• <b>Comprehensive Rural Development Programme</b></li> </ul>
<ul style="list-style-type: none"> <li>- Seeks to advance rural development through a three-pronged approach: Agrarian Transformation, Targeted Infrastructure Provision and Tenure Reform.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>The National Transportation Master Plan 2005 – 2050 (NATMAP):</b></li> </ul>
<ul style="list-style-type: none"> <li>- Greater emphasis on developing rail as a transportation medium, rather than road-based modes in South Africa;</li> <li>- Greater integration between land use development and transportation planning should be achieved via ensuring that land development is concentrated in and around transport corridors, and that corridors are orientated towards providing sustainable rail transport rather than road-based transport modes.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Mpumalanga Vision 2030</b></li> </ul>
<ul style="list-style-type: none"> <li>- Spatial Rationale for future development of Mpumalanga centres around eight key drivers: nodal development, business, commercial and industrial development, tourism, forestry, agriculture and mining;</li> <li>- Urban Development should focus on two main interventions: Urban Restructuring and Urban Renewal and Revitalisation;</li> <li>- In terms of Rural Development the focus should be on three main interventions: Rural Nodal Development by way of public infrastructure provision, Rural Settlement Consolidation and Agrarian Transformation from subsistence farming to commercial farming.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Mpumalanga Growth Path</b></li> </ul>
<ul style="list-style-type: none"> <li>- Give effect to the principles of a developmental state by facilitating cooperative governance and by prioritising development;</li> <li>- Facilitate and support sustainable development through following an integrated approach to managing the relationship between socio-economic development and the environment.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Mpumalanga Spatial Development Framework</b></li> </ul>



- Identified a hierarchy of Primary; Secondary and Third Order Nodes in the urban and rural parts of Mpumalanga Province. These are Strategic Focus Areas for development.

**• Mpumalanga Infrastructure Master Plan**

- Seeks to direct infrastructure investment to areas of highest need in terms of providing the constitutionally mandated minimum levels of services to communities, and to priority areas with potential for economic development and job creation.
- It highlights specific areas in Mpumalanga targeted to facilitate development of various economic sectors.
- The main sectors supported in Thembekele Hani are .....

**• Mpumalanga Human Settlement Master Plan**

- Focus on initiating all new urban and rural housing projects in Strategic Development Areas identified and demarcated in municipal Spatial Development Frameworks.
- Promote mixed use, mixed density housing projects which offer a variety of tenure alternatives.

**• The Mpumalanga Tourism Growth Strategy (MTGS):**

- Developing a diverse range of alternative tourism products to meet the requirements of different market segments.
- Developing products that complement and do not compromise or threaten the natural resources on which the tourism developments rely.

**• Nkangala District Spatial Development Framework (SDF)**

- Consolidating the urban and rural structure of the District around urban and rural nodal points.
- Optimally utilise all resources associated with the space economy of the District in a sustainable manner.
- Focus service delivery and infrastructure investment around the nodal

structure which represent the highest population concentrations.

- Target intervention programmes around areas in need of service upgrading and areas requiring urban renewal.
- Implement comprehensive Environmental Management mechanisms and procedures.

**4.2 REGIONAL CONTEXT**

Thembekele Hani local municipality is located in the western region of the Nkangala District Municipality (see **Figure 10**), and covers a geographical area of approximately 2,384 square kilometres. It is situated about 80 kilometres to the northeast of the Tshwane Metropolitan Area and about 80 kilometres north of eMalahleni (Witbank) town in the Emalahleni Local Municipality.

The R573 provincial road, also known as the Moloto Road, serves as a major communication and transportation route for the Municipality, linking it with Marble Hall and Groblersdal to the east and Gauteng to the south-west.

**4.3 LOCAL CONTEXT**

The study area, together with Dr JS Moroka LM, comprises the former KwaNdebele homeland area. Most of the land in the Municipality belongs to the State and falls under Tribal Authority.



There are approximately 76 different towns and villages throughout the Municipality. The largest concentration of settlements is found in the northern and north-western extents of the municipal area and along the Moloto Road. As is evident from **Figure 11**, many of the settlements have consolidated. Five clusters of settlements are discerned and are referred to as the Moloto, KwaMhlanga, Tweefontein, and Kwaggafontein, complexes from west to east respectively; while the fifth complex – Verena – is located to the south, in the central extents of the THLM.

The settlements are mainly dormitory residential areas as local communities mostly rely on the City of Tshwane (CoT) for employment opportunities and higher order services.

#### 4.4 INSTITUTIONAL CONTEXT

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##### 4.4.1 MUNICIPAL WARD BOUNDARIES

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Thembekele Hani comprises 32 wards, illustrated on Figure 11. The five residential complexes identified all fall within two or more wards respectively.

##### 4.4.2 LAND OWNERSHIP

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The majority of land in the Municipality belongs to the State and falls under Tribal Authority. The Municipality do not own a lot of land within the THLM.

The six main Tribal authorities who are active in Thembekele Hani Local Municipality are as follows:

- Ndzundza Fene Tribal Authority,
- Ndzundza Somphalali Tribal Authority,
- Ndzundza Mabhoko Tribal Authority
- , Manala Mbongo Tribal Authority,
- Manala Mgibe Tribal Authority and
- Manala Makerana Tribal Authority and
- Machipe Tribal Authority.

**Figure 12** outlines the areas where the different tribal authorities are located. The boundaries of the Tribal Authority areas were reconstructed from Government Gazette Notices (The boundaries can be extended further if more information comes to light). It can be noted from the figures that the proclaimed townships within the municipal area are excluded from the Traditional Authority areas.

Land invasion is a major problem within the Municipality with Traditional Leaders allocating land to individuals without the proper planning processes being followed. Road and Power Line Servitudes are disregarded in the process that causes further challenges when the areas need to be formalised A further challenge, which is being experienced between the Traditional Authority and the Local Municipality, is the lack of integration and cooperation.



The Traditional Authorities allocated areas for residential and business purposed as per tradition without consultation with the local authority. The allocation therefore creates additional needs for services (water, sanitation, refuse removal etc) in areas where the municipality has not planned anything. The Traditional Authorities furthermore do not reserve land for community facilities (schools, clinics) and therefore the residents have to travel to adjacent areas to access the services. The impact on the environment by the growing informal settlements are also taken into consideration.

The Nkangala District Municipality conducted a Land Tenure Strategy in 2012, which identified strategic portions of land within the Strategic Development Areas as outlined in the 2010 SDF of Thembeisile Hani Municipality. The Nkangala District appointed a consultant in 2013 to commence with the state land release of the strategic portions of land. Due to the capacity at the Department of Rural Development and Land Reform the different portions of land were prioritised in terms of location and land claim status. The consultant has since begun with the process for the release of a couple of farm portions between Vlaklaagte Ridge and Tweefontein K. The portions of land are predominantly vacant which will allow the Municipality to proactively plan the identified portions.

The section within the Department of Rural Development and Land Administration who was responsible for the tenure upgrading of the townships have embarked in collaboration with Nkangala District Municipality on the release of the townships that are vested with the provincial department. The cost of the transfer of the identified portions will be borne by the District. The

transfer of the stands is however, an extensive process and has not yet been finalised. Furthermore, the unit dealing with the tenure-upgrading program has since been transferred to the Department of Cooperative Governance and Traditional Affairs.

Thembeisile Hani Municipality plays an integrated part in the on-going process of registering Deed of Grants. The municipality is responsible in providing the clearance certificates and to ensure that two Deeds of Grant are not registered over the same property.

As per the identified problems above, THLM has started the process of liaising with National and Provincial Departments to transfer land back to the municipality for effective planning and land use control. Therefore, the following list in **Table 1** is the small scale diagrams which are in the process to be transferred to the municipality.

**Table 1: List of Small Scale Diagrams**

Property Description	Approximate Area	Existing Land Use	Ownership
Ptn 11 of the Farm Enkeldoornog 219 JR	42.45 ha	Informal / Vacant	Government of Kwandabele (National Government of South Africa)
Ptn of Ptn 21 of the Farm Enkeldoornog 219 JR	13.13 ha	Informal / Vacant	Government of Kwandabele (National Government of South Africa)
Ptn of Ptn 2 of the	312.665 ha	Informal	Government of



Property Description	Approximate Area	Existing Land Use	Ownership
Farm Enkeldoornoog 219 JR			Kwandabele (National Government of South Africa)
Ptn 42 of the Farm Enkeldoornoog 219 JR	45.01 ha	Vacant / Agricultural	Government of Kwandabele (National Government of South Africa)
Ptn 29 of the Farm Enkeldoornoog 219 JR	40.38 ha	Informal / Vacant / Agricultural	Government of Kwandabele (National Government of South Africa)
Ptn 44 of the Farm Enkeldoornoog 219 JR	45.60 ha	Informal	Government of Kwandabele (National Government of South Africa)
Ptn 28 of the Farm Enkeldoornoog 219 JR	44.88 ha	Informal	Government of Kwandabele (National Government of South Africa)
Ptn 32 of the Farm Enkeldoornoog 219 JR	40.18 ha	Informal	Government of Kwandabele (National Government of South Africa)
Ptn of Ptn 13 of the Farm Buffelshoek 91 JS	83.86 ha	Informal	Government of Kwandabele (National Government of South Africa)
Ptn of Ptn 8 of the	49.59 ha	Vacant / Agricultural	Government of

Property Description	Approximate Area	Existing Land Use	Ownership
Farm Wolvenkop 227 JS			Kwandabele (National Government of South Africa)
Ptn of Ptn 3 of the Farm Enkeldoorn 217 JR	58.64 ha	Vacant	Government of Kwandabele (National Government of South Africa)
Ptn of Ptn 2 of the Farm Enkeldoorn 217 JR	28.06 ha	Vacant	Government of Kwandabele (National Government of South Africa)
Kwamhlanga D & E (Mountain View 746 JR)	276.516 ha	Informal	Mpumalanga Provincial Government
Ptn 46 of the Farm Hartbeestspruit 235 JR	20.16 ha	Informal	National Government of South Africa
Ptn 45 of the Farm Hartbeestspruit 235 JR	25.94 ha	Informal	National Government of South Africa
A Portion Ptn 17 of the Farm Sybrandskraal 244 JR	165.03 ha	Informal / Incomplete Planning	National Government of South Africa
Ptn 14 of the Farm Prins Anna 234 JR	22.09 ha	Vacant	National Government of South Africa
Ptn of Ptn 13 of the Farm Prins Anna 234 JR	20.55 ha	Vacant	National Government of South Africa
Ptn of Ptn 12 of the Farm Prins Anna 234 JR	20.92 ha	Vacant / Slight encroachment	National Government of South Africa



Property Description	Approximate Area	Existing Land Use	Ownership
Ptn of Ptn 11 of the Farm Prins Anna 234 JR	22.34 ha		National Government of South Africa
Ptn 10 of the Farm Prins Anna 234 JR	21.95 ha	Vacant	National Government of South Africa
<b>Total</b>	<b>1395.98 ha</b>		

Table 2: Land and Restitution Progress Report 06/2006: ThembeSile Hani

No	KRP	Project Name	No of claims	Project Officer	P1: Lodgement & Registration	P2: Screening & Categorisation	P3: Determination of Qualification	P4: Negotiations	P5: Settlement	P6: Implementation
<b>A</b>										
<b>KWAMHLANGA</b>										
1	12336	Blesbokfontein 459JR	1	17	X	11/08/06	04/08/06	07/08/06	15/11/06	-
	1001	Blesbokfontein 459JR	1	17	X	11/08/06	04/08/06	07/08/06	15/11/06	-
	1376	Blesbokfontein 459JR	1	17	X	11/08/06	04/08/06	07/08/06	15/11/06	-
	960	Blesbokfontein 459JR	1	17	X	11/08/06	04/08/06	07/08/06	15/11/06	-
	957	Blesbokfontein 459JR	1	17	X	11/08/06	04/08/06	07/08/06	15/11/06	-
	1376*	Blesbokfontein 459JR	1	17	X	11/08/06	04/08/06	07/08/06	15/11/06	-
2	12364	Gembokspruit 229JR	1	0	X	-	-	-	-	-
3	12354	Yzenarkfontein 467JR	1	19	X	15/07/06	31/08/06	15/08/06	30/11/06	-
	12340	Yzenarkfontein 467JR	1	19	X	15/07/06	31/08/06	15/08/06	30/11/06	-
	11324	Yzenarkfontein 467JR	1	19	X	15/07/06	31/08/06	15/08/06	30/11/06	-
	1457	Yzenarkfontein 467JR	1	19	X	15/07/06	31/08/06	15/08/06	30/11/06	-
4	12355	Rooipoort 440JR	1	9	X	17/07/06	23/09/06	0	28/02/07	-
	12334	Rooipoort 440JR	1	9	X	17/07/06	23/09/06	0	28/02/07	-
	920	Rooipoort 440JR	1	9	X	17/07/06	23/09/06	0	28/02/07	-
	5414	Rooipoort 440JR	1	9	X	17/07/06	23/09/06	0	28/02/07	-
	5596	Rooipoort 440JR	1	9	X	17/07/06	23/09/06	0	28/02/07	-
	1425	Rooipoort 440JR	1	9	X	17/07/06	23/09/06	0	28/02/07	-
	953	Rooipoort 440JR	1	9	X	17/07/06	23/09/06	0	28/02/07	-
	1430	Rooipoort 440JR	1	9	X	17/07/06	23/09/06	0	28/02/07	-
5	12348	Enkeldoorn 217JR	1	0	X	-	-	-	-	-
	1000	Enkeldoorn 217JR	1	0	X	-	-	-	-	-
6	12349	Van Dykspruit 431JR	1	0	X	-	-	-	-	-
	1055	Van Dykspruit 431JR	1	0	X	-	-	-	-	-
	1080	Van Dykspruit 431JR	1	0	X	-	-	-	-	-
7	12350	Sybrandskraal 244JR	1	0	X	-	-	-	-	-
8	6184	Gemboksfontein 231JR	1	0	X	-	-	-	-	-
	5979	Gemboksfontein 231JR	1	0	X	-	-	-	-	-
	5449	Gemboksfontein 231JR	1	0	X	-	-	-	-	-
	5270	Gemboksfontein 231JR	1	0	X	-	-	-	-	-
	5453	Gemboksfontein 231JR	1	0	X	-	-	-	-	-
	5452	Gemboksfontein 231JR	1	0	X	-	-	-	-	-
	5451	Gemboksfontein 231JR	1	0	X	-	-	-	-	-
	12170	Gemboksfontein 231JR	1	0	X	-	-	-	-	-
	717	Gemboksfontein 231JR	1	0	X	-	-	-	-	-
	4999	Gemboksfontein 231JR	1	0	X	-	-	-	-	-
	12351	Gemboksfontein 231JR	1	0	X	-	-	-	-	-
	11434	Gemboksfontein 231JR	1	0	X	-	-	-	-	-
	1427	Gemboksfontein 231JR	1	0	X	-	-	-	-	-
	2459	Gemboksfontein 231JR	1	0	X	-	-	-	-	-
	6183	Gemboksfontein 231JR	1	0	X	-	-	-	-	-
	2461	Gemboksfontein 231JR	1	0	X	-	-	-	-	-
	2460	Gemboksfontein 231JR	1	0	X	-	-	-	-	-
9	5609	Rietfontein 446JR	1	4	X	31/07/06	30/07/06	0	09/08/06	-
	12339	Rietfontein 446JR	1	4	X	31/07/06	30/07/06	0	09/08/06	-
	10194	Rietfontein 446JR	1	4	X	31/07/06	30/07/06	0	09/08/06	-
10	12338	Leeuwkop 228JR	1	4	X	31/07/06	30/07/06	0	09/08/06	-
11	12340	Loopspruit 435JR	1	0	X	-	-	-	-	-
	1414	Loopspruit 435JR	1	0	X	-	-	-	-	-
12	12340	Papkuilfontein 469JR	1	4	X	31/08/06	31/10/06	0	30/11/06	-
13	12340	Rietfontein 470JR	1	0	X	-	-	-	-	-
14	12340	Taaifontein 461JR	1	9	X	14/07/06	X	0	31/12/06	-
	5600	Taaifontein 461JR	1	9	X	14/07/06	X	0	31/12/06	-
	2286	Taaifontein 461JR	1	9	X	14/07/06	X	0	31/12/06	-
15	11308	Zusterhoek 246JR	1	0	X	-	-	-	-	-
	995	Zusterhoek 246JR	1	0	X	-	-	-	-	-
	936	Zusterhoek 246JR	1	0	X	-	-	-	-	-

#### 4.4.3 LAND CLAIMS

Virtually the entire ThembeSile Hani municipal area is subject to land claims as illustrated in **Figure 13**. Most of this land is also state owned at the moment. According to **Table 2** the number of claims in the ThembeSile Hani Municipal Area totals approximately 133, and they are located on 60 individual properties. Most of these claims are located in the KwaMhlanga area, which has a total of 82 claimants on 29 properties.

The challenge, which is faced, by the Department of Rural Development and Land Reform is that a mechanism has not yet been created to settle land claims that fall under Traditional authorities. Therefore, the Land Claims Commissioner is unable to settle land claims, which fall Traditional authorities.

# THEMBISILE HANI LOCAL MUNICIPALITY – SPATIAL DEVELOPMENT FRAMEWORK (SDF)



No	KRP	Project Name	No of claims	Project Officer	P1: Lodgement & Registration	P2: Screening & Categorisation	P3: Determination of Qualification	P4: Negotiations	P5: Settlement	P6: Implementation
16	1568	Hartebeestfontein 441JR	1	0	X	-	-	-	-	-
	5546	Hartebeestfontein 441JR	1	0	X	-	-	-	-	-
	906*	Hartebeestfontein 441JR	1	0	X	-	-	-	-	-
17	5554	Lanseeria 233JR	1	0	X	-	-	-	-	-
18	5005	Vlakfontein 453JR	1	0	X	-	-	-	-	-
	2728	Vlakfontein 453JR	1	0	X	-	-	-	-	-
	2735	Vlakfontein 453JR	1	0	X	-	-	-	-	-
	2456	Vlakfontein 453JR	1	0	X	-	-	-	-	-
19	2726	Hartebeestspruit 235JR	1	0	X	-	-	-	-	-
20	999	Klipspruit 245JR	1	0	X	-	-	-	-	-
21	993	Rodepoort 439JR	1	9	X	29/07/06	24/10/06	0	31/12/06	-
	737	Rodepoort 439JR	1	9	X	29/07/06	24/10/06	0	31/12/06	-
	2458	Rodepoort 439JR	1	9	X	29/07/06	24/10/06	0	31/12/06	-
	1377	Rodepoort 439JR	1	9	X	29/07/06	24/10/06	0	31/12/06	-
22	736	Kameelpoortnek 218JR	1	0	X	-	-	-	-	-
	1111	Kameelpoortnek 218JR	1	0	X	-	-	-	-	-
	735	Kameelpoortnek 218JR	1	0	X	-	-	-	-	-
23	730	Leeuwfontein 214JR	1	0	X	-	-	-	-	-
	1079	Leeuwfontein 214JR	1	0	X	-	-	-	-	-
24	1426	Rietfontein 466JR	1	0	X	-	-	-	-	-
25	6576	Tweefontein 220JR	1	4	X	31/07/06	30/09/06	0	09/08/06	-
	5463	Tweefontein 220JR	1	4	X	31/07/06	30/09/06	0	09/08/06	-
26	1109	Prins Anna 234JR	1	0	X	-	-	-	-	-
27	1161	Hartebeestspruit 434JR	1	0	X	-	-	-	-	-
28	206	Klipfontein 205JR	1	0	X	-	-	-	-	-
29	219	Enkeldoornmoog 219JR	1	19	X	X	31/08/06	15/08/06	30/11/06	-
29		<b>KWAMHLANGA</b>	<b>82</b>							
<b>B</b>		<b>MKOBOLA</b>								
30	11324	Rietfontein 90JS	1	1	X	X	X	X	X	-
	728	Rietfontein 90JS	1	1	X	X	X	X	X	-
	11324	Rietfontein 90JS	1	1	X	X	X	X	X	-
	6472	Rietfontein 90JS	1	1	X	X	X	X	X	-
31	11891	Klipdrift 252JR	1	3	X	05/08/06	12/08/06	X	06/09/06	-
	6406	Klipdrift 252JR	1	3	X	05/08/06	12/08/06	X	06/09/06	-
	208	Klipdrift 252JR	1	3	X	05/08/06	12/08/06	X	06/09/06	-
	1030	Klipdrift 252JR	1	3	X	05/08/06	12/08/06	X	06/09/06	-
	905	Klipdrift 252JR	1	3	X	05/08/06	12/08/06	X	06/09/06	-
	6427	Klipdrift 252JR	1	3	X	05/08/06	12/08/06	X	06/09/06	-
32	731	Vrischgewaagd 226JR	1	11	X	30/09/06	31/08/06	31/10/06	30/11/06	-
	710	Vrischgewaagd 226JR#	1	11	X	30/09/06	31/08/06	31/10/06	30/11/06	-
33	1175	Bultfontein 94JS	1	3	X	X	X	26/07/06	30/07/06	-
34	1369	Wolengaten 255JR	1	0	X	-	-	-	-	-
	2276	Wolengaten 255JR	1	0	X	-	-	-	-	-
35	1002	Hartebeestfontein 93JS	1	10	X	31/07/06	30/08/06	10/09/06	20/11/06	-
36	344	Buffelshoek 91JS	1	0	X	-	-	-	-	-
37	723	Zwartfontein 89JS	1	0	X	-	-	-	-	-
38	1020	Klipdrift 62JS	1	1	X	X	X	X	31/07/06	-
39		Gembokfontein 199JR	1	1	X	X	X	X	31/07/06	-
40		Kwaggafontein 196JR	1	1	X	X	X	X	31/07/06	-
41		Maloeq Zyn Kop 58JS	1	1	X	X	X	X	31/07/06	-
42		Rhenosterfontein 227JR	1	19	X	X	31/08/06	15/08/06	30/11/06	-
43		Vreemdeiling 65JS	1	3	X	26/09/06	29/08/06	10/10/06	10/12/06	-
14		<b>MKOBOLA</b>	<b>24</b>							
<b>C</b>		<b>WITBANK</b>								
44	348	Aasvolgelkrans 275JS	1	0	X	-	-	-	-	-
45	1340	Zaaihoek 260JS	1	0	X	-	-	-	-	-
	922	Zaaihoek 260JS	1	0	X	-	-	-	-	-
	1596	Zaaihoek 260JS	1	0	X	-	-	-	-	-
	2299	Zaaihoek 260JS	1	0	X	-	-	-	-	-

No	KRP	Project Name	No of claims	Project Officer	P1: Lodgement & Registration	P2: Screening & Categorisation	P3: Determination of Qualification	P4: Negotiations	P5: Settlement	P6: Implementation
46	5587	Waterval 230JS	1	0	X	-	-	-	-	-
47	1159	Parys 84JS	1	0	X	-	-	-	-	-
48	680	Blaaupoort 257JS	1	0	X	-	-	-	-	-
49	919	Stroomwater 96JS	1	11	X	10/11/06	31/10/06	31/10/06	30/11/06	-
	1544	Stroomwater 96JS	1	11	X	10/11/06	31/10/06	31/10/06	30/11/06	-
	5172	Stroomwater 96JS	1	11	X	10/11/06	31/10/06	31/10/06	30/11/06	-
50	1357	Domeek 88JS	1	0	X	-	-	-	-	-
	943	Domeek 88JS	1	0	X	-	-	-	-	-
	1112	Domeek 88JS	1	0	X	-	-	-	-	-
51	5896	Langkloof 229JS	1	0	X	29/09/06	30/09/06	30/09/06	31/10/06	-
	9624	Langkloof 229JS	1							
52	668	Hondekraal 234JS	1	0	X	-	-	-	-	-
53	1154	Doomfontein 98JS	1	0	X	-	-	-	-	-
10		<b>WITBANK</b>	<b>18</b>							
<b>D</b>		<b>MBIBANA</b>								
	722	Leeuwfontein 228JR	1	0	X	-	-	-	-	-
28	923	Klipfontein 205JR	1	0	X	-	-	-	-	-
	648	Klipfontein 205JR	1	0	X	-	-	-	-	-
1		<b>MBIBANA</b>	<b>3</b>							
<b>E</b>		<b>MIDDELBURG</b>								
54		Loskop 81JS	1	0	X	-	-	-	-	-
1		<b>MIDDELBURG</b>	<b>1</b>							
<b>F</b>		<b>OTHER CLAIMS</b>								
55		Kranspoort 255 JS	1	2	X	30/08/06	30/09/06	07/10/06	18/10/06	-
56		Wolvenkop 227 JS (Overlap - GP)	1	4	X	31/08/06	31/10/06	0	30/11/06	-
57		Nooitgedacht 87 JS	1	15	X	15/09/06	30/09/06	31/10/06	30/11/06	-
58		Silverhill 253 JR	1	19	X	14/07/06	31/08/06	15/08/06	30/11/06	-
59	6186	Suikerboschplaat 263JS	1	0	X	-	-	-	-	-
5		<b>OTHER CLAIMS</b>	<b>5</b>							
60		<b>THEMBISILE</b>	<b>133</b>							

## 4.4.4 LAND TENURE STRATEGY

The Nkangala District Municipality appointed a consultant in 2012 to undertake a Land Tenure Strategy which identified land tenure projects to be implemented. with the state land release of the strategic portions of land. **Table 3** read together with **Figure 14.1-14.4** outlines the proposed tenure upgrading projects within the Thembisile Hani Municipality.



Table 3: Land Tenure Projects

Project Name	Project Description	Status
<b>Proposed: Township Formalisation Projects</b>		
Buhlebesizwe (Vlaklaagte 2)	100 stands	Township Formalisation
Vlaklaagte 1	200 stands	Township Formalisation
Kwaggafontein C Extension	70 stands	Township Formalisation
Matshipe	800 stands	Township Formalisation
Wellas (Verena D)	1000 stands	Township Formalisation
Zakheni Extensions 1 & 2	500 stands	Township Formalisation
Mandela Extension	1500 stands	Township Formalisation
Sun City AA	380 stands	Township Formalisation
Jordaan (Phola Park)	500 stands	Township Formalisation
Fene (Enkeldoornoog B)	150 stands	Township Formalisation
Chris Hani	1000 stands	Township Formalisation
Sakhile (Oop Einel S/market)	600 stands	Township Formalisation
Twefontein E Extension	100 stands	Township Formalisation
Phumula A Extension	200 stands	Township Formalisation
<b>Proposed: Tenure Upgrading Projects</b>		
Kwaggafontein C	2719 stands	Tenure Upgrading
Kwaggafontein D	1341 stands	Tenure Upgrading
Mathyzensloop	1378 stands	Tenure Upgrading
Vriesgewagt	779 stands	Tenure Upgrading
Gemsbokspruit/Mzimhlophe	1383 stands	Tenure Upgrading
Vlaklaagte 01	2439 stands	Tenure Upgrading
Vlaklaagte 02	2486 stands	Tenure Upgrading
Verena B	793 stands	Tenure Upgrading
Verena C	1015 stands	Tenure Upgrading
Moloto South	5340 stands	Tenure Upgrading
Moloto North	2780 stands	Tenure Upgrading
Klipfontein	240 stands	Tenure Upgrading
Twefontein D	693 stands	Tenure Upgrading
Twefontein F	1299 stands	Tenure Upgrading
Twefontein M	1299 stands	Tenure Upgrading
Twefontein N	782 stands	Tenure Upgrading
Vezubuhle	2366 stands	Tenure Upgrading
Phola Park	2130 stands	Tenure Upgrading
Sun City AA	1427 stands	Tenure Upgrading
Zakheni 01 and 02	765 stands	Tenure Upgrading

**Proposed: Land Surveying Projects**

KwaMhlanga 1A	9 stands	Land Surveying
KwaMhlanga B	1 stands	Land Surveying
Chris Hani	100 stands	Land Surveying
Sakhile	600 stands	Land Surveying
Mandela Extension	1500 stands	Land Surveying
Zakheni 1 & 2	500 stands	Land Surveying
Sun City AA	380 stands	Land Surveying
Phumula A Extension	200 stands	Land Surveying
Kwaggafontein C (Dobhaphansi)	70 stands	Land Surveying
Vlaklaagte 01 Extension	200 stands	Land Surveying
Buhlebesizwe Extension	100 stands	Land Surveying
Machipe	800 stands	Land Surveying
Jordan	500 stands	Land Surveying

**4.4.5 LAND USE MANAGEMENT**

The Thembekele Hani Local Municipality adopted its Land Use Management Scheme (LUMS) in 2010. Essentially the LUMS covers the entire municipal area (wall-to-wall) and is mainly used to perform the following functions:

- Assess and verify existing development rights on individual properties in the municipal area;
- Compare existing rights as recorded in the LUMS to potential rights as earmarked in the Spatial Development Framework for any given property under investigation;
- Determine the most appropriate procedure to follow to obtain the rights to be applied for, based on the directives contained in the LUMS.

All areas within THLM are governed by a wall to wall Land Use Management scheme 2010 prepared in terms of section 18 of the Town planning and



Township ordinance 15 of 1986. The Land Use Management scheme 2010 is used by the municipality as a tool to regulate land uses of the current and proposed development within the jurisdiction of Thembisile. A Register of Land Use Rights (REGLUR) further compliments the Land Use Scheme, which is a register of all land use rights on surveyed and some un-surveyed erven. The Thembisile Hani Municipality has also embarked in adopting the e-LUMS which is an initiative by the Department of Rural Development and Land Reform and is implemented by Nkangala District Municipality. The e-LUMS allows applicants to submit applications on-line without having to go to the municipality. The program is however, still experiencing challenges that need to be addressed.

The planning duties and powers are vested with Nkangala District Municipality with Thembisile Hani Municipality acting as an entry point for planning applications. The Thembisile Hani Municipality has since 2011 built up the planning unit of the municipality. The unit consisted of a Chief Town planner and two additional planners and a GIS technician. However, due to certain circumstances the planning unit has decreased to one Chief Town Planner. The municipality has great difficulty is retaining the services of town planners and needs to develop a retaining strategy.

The municipality furthermore, experiences great difficulty in implementing the land use management scheme. This can be attributed to the traditional nature of the former homeland system that needs to be addressed through workshops and community involvement. The current land use management system and its regulations also make the change of land use rights a cumbersome process with a lot of people being stopped at the point of land ownership. The current LUMS only allows the owner to apply for a change of land use rights and as

stated in the previous section the majority of the land is Thembisile Hani is vested with the national or provincial government. Therefore, the occupants of the land cannot apply for a change in land use because they do not have a title deed or deed of grant.

COGTA obtained a legal opinion in 2013 that indicated the Town Planning and Township Ordinance 15 of 1986 is not applicable to the former homeland areas in Mpumalanga. This has implications for Thembisile Hani, DR JS Moroka and Bushbuckridge Municipality. The implication of this finding is that the THLM does technically not have a legislative system in place to accommodate any land use applications. However, the relevance of the Ordinance has not yet been challenged in court in Mpumalanga and the municipality is still accepting land use applications.

COGTA has therefore begun with the development of a by-law for the municipality that will enable the municipality to adopt a new Land Use Management Scheme in terms of the by-law. The draft by-law has almost been completed and once adopted by Council, THLM will need to revise the existing LUMS within three years. The municipality will however, need to revise the LUMS in a shorter period of time in order to ensure that a legislative mechanism is in place to accommodate any land use applications. The DRAFT by-law, which THLM is busy with, allows for beneficial owners to apply for change in land use rights. The definition of a beneficial owner in terms of the proposed by-law is:



“beneficial owner in law” means a person who is not the registered owner of the land, but a person who holds a lawful right in or to land”

The municipality will however, need to revise and align their LUMS with SPLUMA once its implemented.

The municipality is furthermore, busy with the development of an Informal Settlement By-Law which will allow the municipality to address the growing informal settlements within the municipality.

#### 4.5 DEMOGRAPHIC ANALYSIS/ SOCIO-ECONOMIC PROFILE

The socio-economic environment of an area is defined by social factors, such as population growth and education levels as well as the economic situation as it relates to society, for example, income and employment statistics. This information provides an indication of the level of poverty and wellbeing in the community.

Subsequent paragraphs, tables and diagrams provide the demographic profiles of the Thembisile Hani Local Municipality. **Figure 15** indicates the functional area groupings for the purpose of area based demographic comparisons (Moloto, KwaMhlanga, Tweefontein, Kwaggafontein, Mathys Zyn Loop, Verena and Thembilise Rural).

#### 4.5.1 POPULATION PROFILE

##### Population Size

Diagrams 1 and 2 indicate the population profile of the Thembisile LM and the respective functional areas.

The Thembisile Hani LM experienced a slight increase in the total population from 257112 in 2001 to 310436 in 2011, as indicated in Diagram 1. The population percentage increase calculated for the time period 2001 to 2011 is 17.1%, which translates into approximately 53 324 people. The total population of Emakhazeni contributed a mere 23.7% towards the total Nkangala Population (Diagram 2).

Diagram 1: Population Distribution 2001-2011

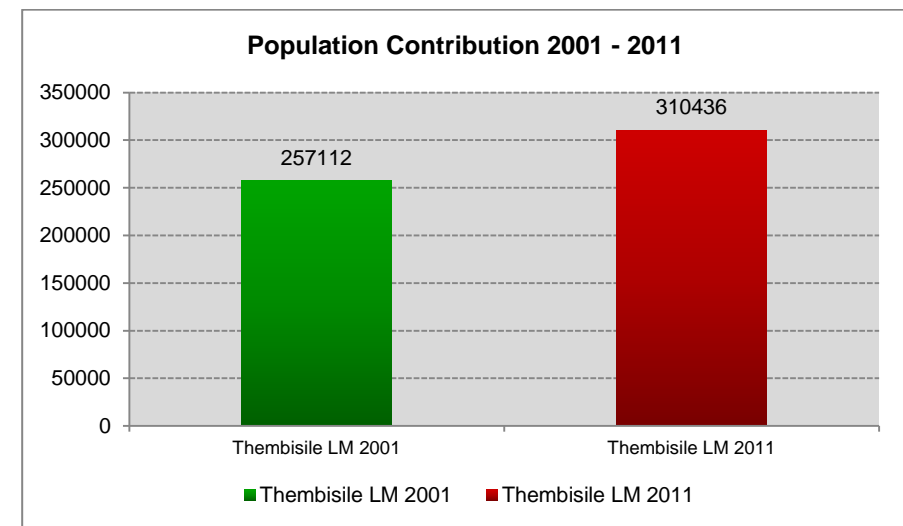
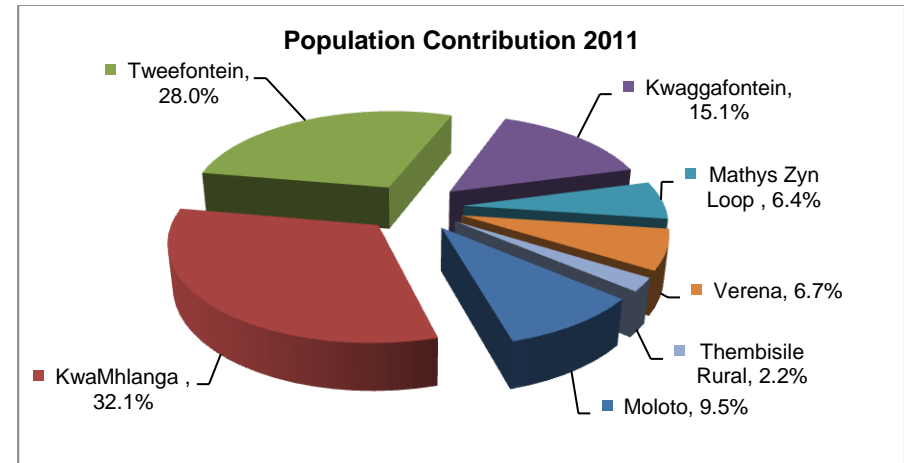
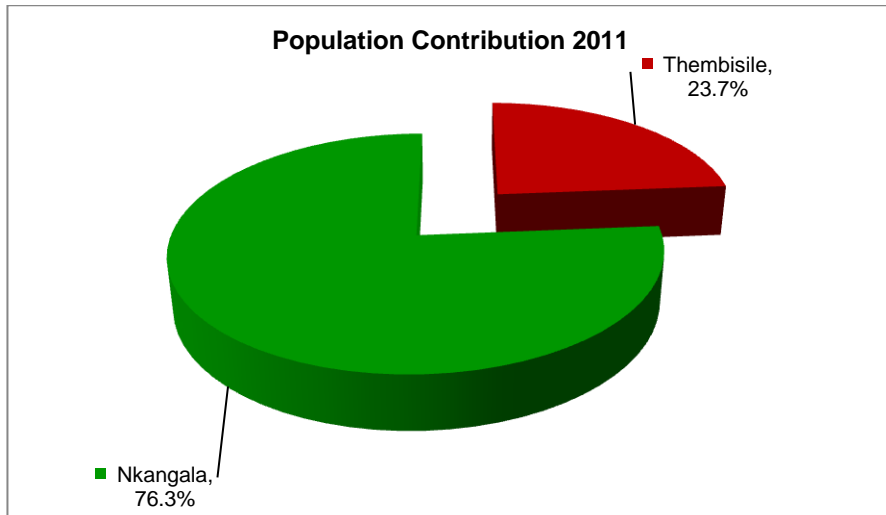


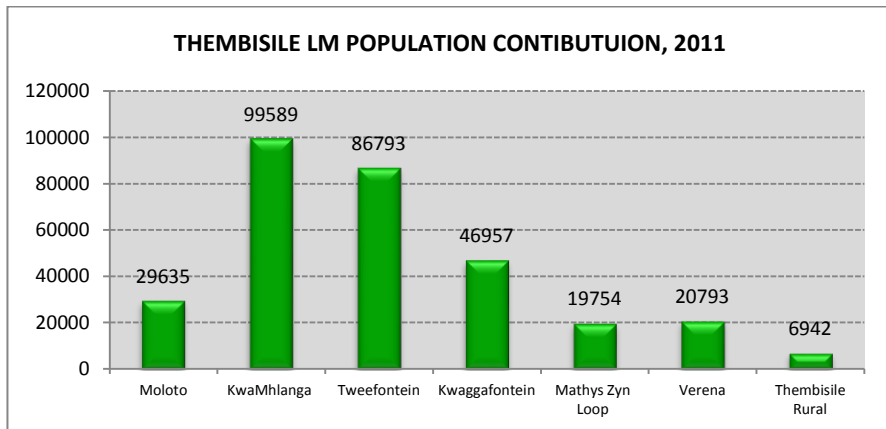


Diagram 2: Population Contribution to District 2011



Diagrams 3 and 4 indicate that most of the Thembisile Hani’s population is concentrated within the functional area of KwaMhlanga (32.1%) and Tweefontein (28.0%). The rural area of Thembisile Hani has no significant points of concentration as the population is scattered throughout the rural area (2.2%).

Diagram 3: Population Distribution 2011



**Household Size**

The total population and the number of households within the Thembisile Hani LM translate into approximately 4.1 people per households. Table 1 is a summary of the total population, number of households and households’ size.

Table 1: Households Size

	Total Population	Number of Households	Household Size
Thembisile Hani LM	310,436	75,634	4.1

Diagram 4: Population Contribution 2011



**Population Projections**

From the historic census data, population growth trends can be deduced and accordingly population projections can be made. Table 3 indicates the historic population numbers and relevant population projections for the Nkangala District and the Thembelesile Hani LM for 2020 and 2030.

**Table 3: Population Projections**

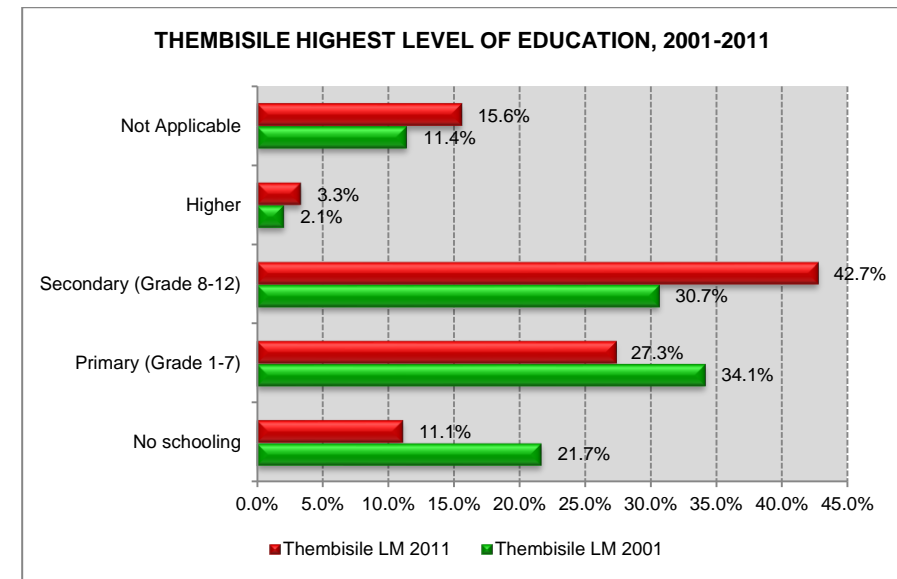
Population	2001	2011	2020	2030
Thembelesile Hani	258,877	310,436	354,370	395,831
<b>Nkangala Total</b>	<b>1,020,582</b>	<b>1,307,948</b>	<b>1,580,766</b>	<b>1,860,894</b>

Diagram 4 graphically illustrates the population growth trend of the Thembelesile Hani LM. For the period 1980 to 2011 the Thembelesile Hani LM had an average growth rate of approximately 1.4%.

**4.5.2 EDUCATION**

The education profile provides an indication of the literacy levels of the Local Municipality. Diagrams 5 and 6 illustrate the highest level of education for the Thembelesile Hani LM and the respective functional areas.

**Diagram 5: Thembelesile Hani Highest Level of Education 2001- 2011**



As indicated in Diagram 5, Thembelesile Hani LM experienced an increase in the highest level of education from 2001 to 2011 in the categories Secondary (Grade 8-12) (from 30.7% in 2001 to 42.7% in 2011) and Higher (2.1% in 2001 to 3.3% in 2011). For the same time period the following education categories declines; Primary (grade 1-7) (from 34.1% in 2001 to 27.3% in 2011) and no Schooling (from 21.7% in 2001 to 11.1% in 2011).



Diagram 6: Thembisile Hani Highest Level of Education 2011

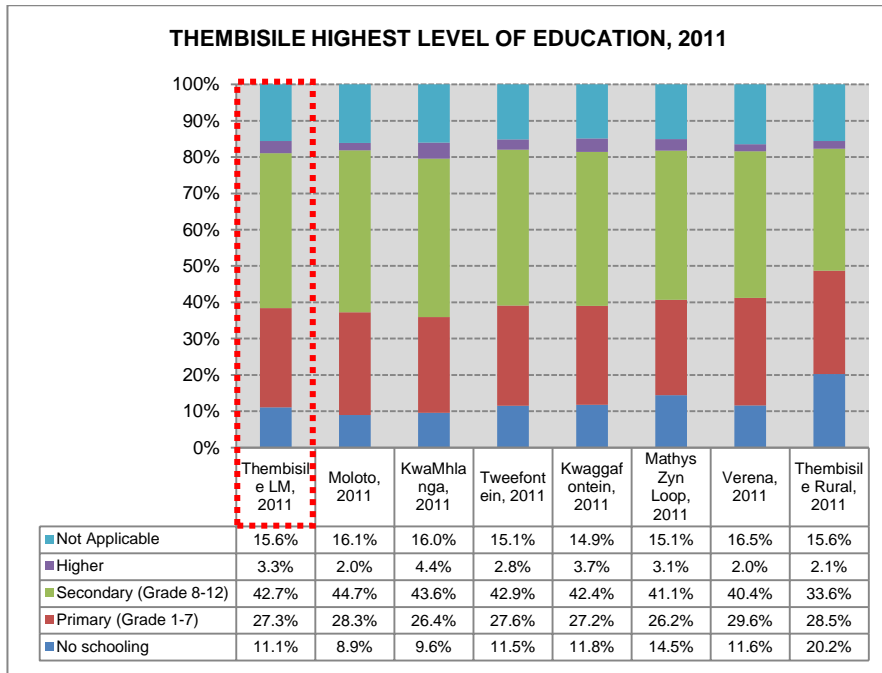
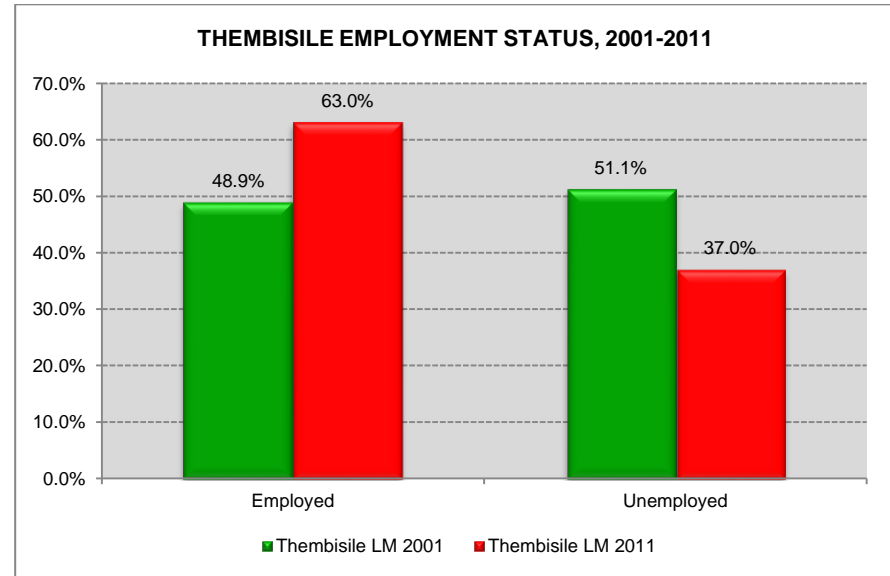


Diagram 6 indicates that throughout the Local Municipality the education levels are relatively constant with most individuals having at least a Secondary (Grade 8-12) level of education (42.7%).

4.5.3 EMPLOYMENT

Employment status is a good indication of the economic environment of a Municipality. Diagrams 7 and 8 indicate the employment status of the Thembisile Hani LM and respective functional areas.

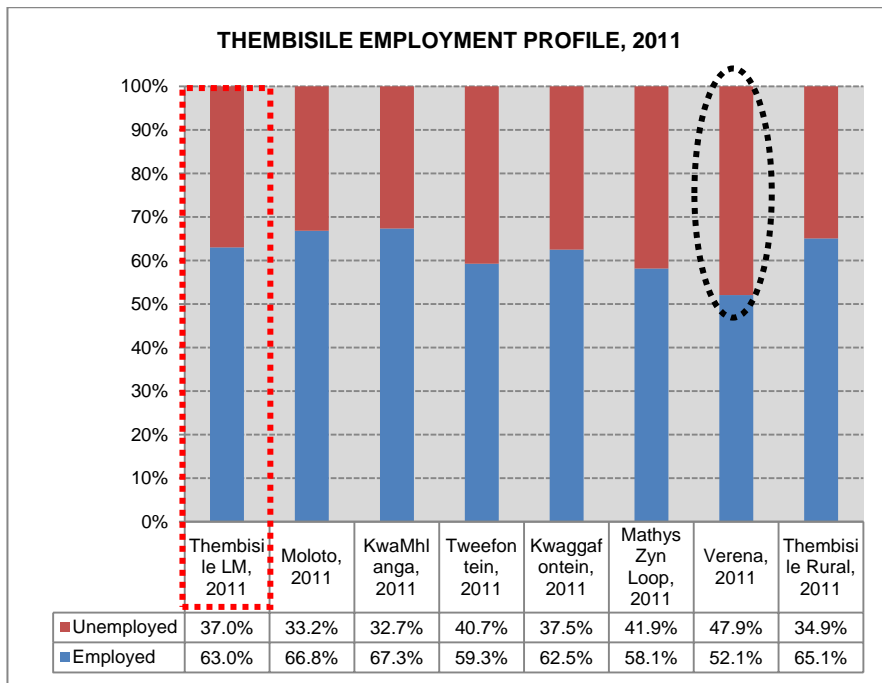
Thembisile Hani 7: Thembisile Hani LM Employment Profile 2001-2011



As indicated in Diagram 7, the overall employment levels within the LM are moderate, of which the total employment increased by 14.2% from 48.9% in 2001 to 63.0% in 2011. This is a good indication of an expanding local economy.



Diagram 8: Thembisile Hani LM Employment Profile 2011



The functional areas reflect a similar employment / unemployment profile as the ML. It is noted that the Verena functional area has the highest unemployment level (47.9%) compared to the other functional areas (Diagram 8).

Table 1 indicates the 2011 employed segment and the economically active population (EAP) segment.

Table 1: Employment and EAP Segment 2011

Area	Employed Segment	EAP Segment
Thembisile Hani LM	63.0%	68.5%
Moloto	66.8%	67.4%
KwaMhlanga	67.3%	65.6%
Tweefontein	59.3%	69.9%
Kwaggafontein	62.5%	68.1%
Mathys Zyn Loop	58.1%	72.8%
Verena	52.1%	75.1%
Thembisile Rural	65.1%	69.1%

The EAP segment of the Thembisile Hani LM is approximately 70% of which 60% is employed. The Verena has the highest EAP segment of approximately 75% and the lowest employment level (52.1%).

#### 4.5.4 INCOME

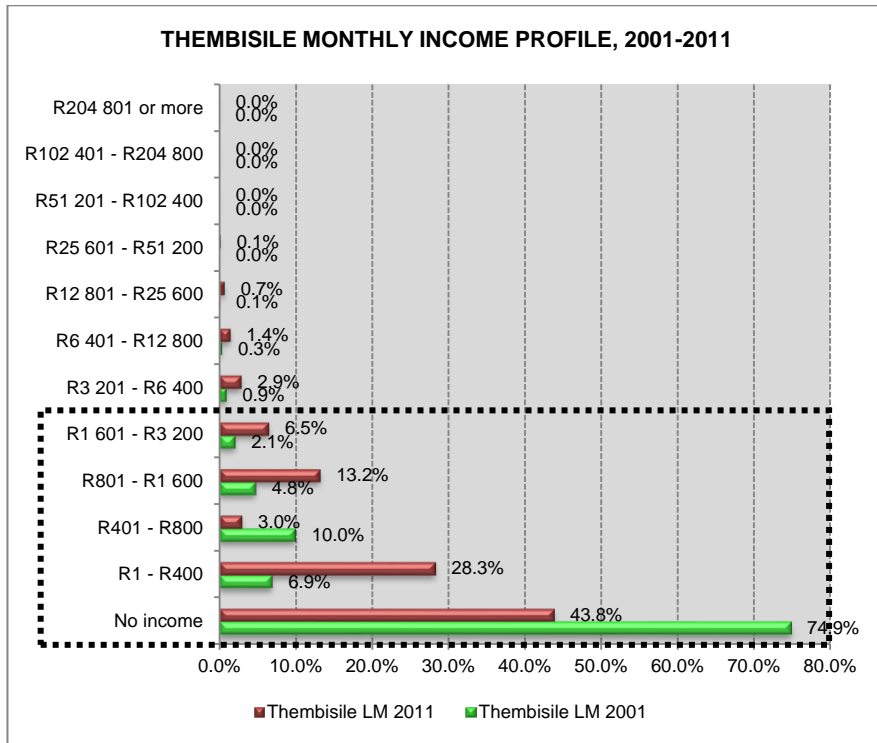
Diagrams 9 and 10 indicate the monthly income of households within the Thembisile Hani LM and the functional areas.

Diagram 9 indicates that the monthly income per household increased significantly from 2001 to 2011. The total number of households earning no income decreased by 31.1%; from 74.9.7% in 2001 to 43.8% in 2011.



Households earning a monthly income of R0-400 increased significantly from 6.9% in 2001 to 28.3% in 2011 and households earning R801-R1600 increased from 4.8% in 2001 to 13.2% in 2011.

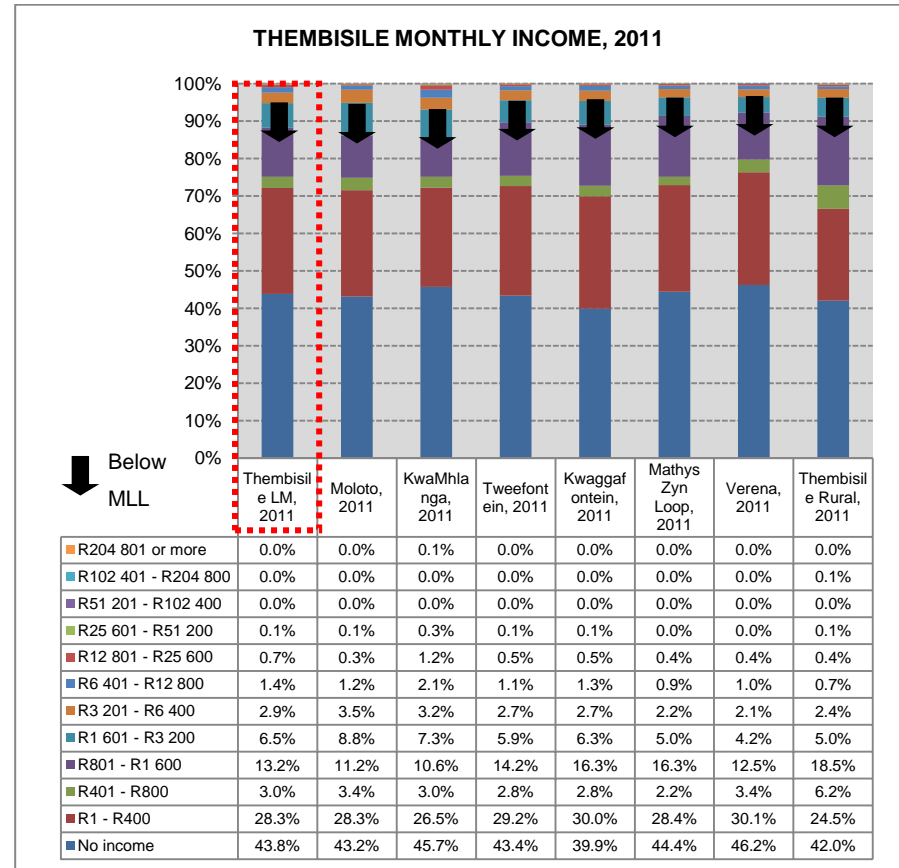
Diagram 9: Thembisile Hani LM Household Monthly Income Profile 2001-2011



The increase in monthly income is positive, although the overall level of monthly income is still well below the minimum living levels (MLL) estimated at R4 000 to R4 500 per month for 2014 (National Treasury). At minimum, 94.8% of households (for 2011) within Thembisile Hani LM earned a monthly income well

below the MLL. This indicates high dependency levels of households on government grants and services.

Diagram 10: Thembisile Hani LM Household Monthly Income Distribution 2001-2011





As show in Diagram 10, the rural area of Thembisile Hani has the highest number of households earning an income of between R3201 and R6400 (18.5%). Overall the level of income is very low.

#### 4.5.5 CONCLUSIVE SUMMARY

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According to the population distribution profile, it is clear that the highest population concentration is recorded for the KwaMhlanga (32.1%) and Tweefontein (28.0%) functional area. The rural area of Thembisile Hani has the smallest resident population concentration (2.2%).

Most individuals within the Thembisile Hani LM have at least a Secondary (Grade 8-12) level of education (42.7%). The overall employment levels of the Thembisile Hani LM is moderate, with 63.0% of the economically active population segment (68.5%) being employed. The rural area of the LM has the lowest employment levels (52.1%) and the highest EAP segment (75.1%).

The 2011 monthly income profile indicates overall very low income levels, which is concerning as it indicates high dependency levels of households on government grants and services. At minimum, 94.8% of households (for 2011) within Thembisile Hani LM earned a monthly income well below the MLL.

#### 4.6 ENVIRONMENTAL FEATURES

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##### 4.6.1 TOPOGRAPHY AND HYDROLOGY

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The northern part of the Thembisile Hani Local Municipality is characterised by a mountainous area. The Dikwale/ Dithaba mountain range that extends in a north-south direction, separating the Thembisile Hani and Steve Tshwete Local Municipalities, is the most significant topographical landform in the area.

Apart from the undulating topography, several rivers and streams run through the municipal area. The majority of these form part of the Olifants River system. In total 80% of Thembisile Hani falls within the Middle Olifants sub-WMA, while the remaining southern portion (20%) falls within the Upper Olifants sub-WMA. The northern area of the district is drained by the Elands River, which flows in an easterly direction to join the Olifants River. The general direction of drainage is towards the northeast.

##### 4.6.2 GEOLOGY AND MINERAL POTENTIAL

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The occurrence of minerals in Thembisile Hani is very high in comparison to the other local municipalities within the Nkangala District. Very large deposits of refractory (flint) are present in the south-western regions (refer to **Figure 16**). Various smaller deposits of Gold, Tin, Copper, Lead, Manganese, Uranium, Nickel, Cobalt and Silver occur throughout the municipal area.



#### 4.6.3 VEGETATION

The dominant vegetation type in the region, covering most of the south-western parts of the Municipality, is Sourish Mixed Bushveld (refer to **Figure 17**). The eastern mountainous areas are covered with Mixed Bushveld Veld Types.

#### 4.6.4 SOIL TYPES

As far as Soil Types are concerned, the mountainous areas comprise of rock areas with intermittent occurrences of Glenrosa and/or Mispah forms, while the central and western parts are predominantly covered with Plinthic Cantena and Margalitic soils (refer to **Figure 18**).

Generally, the soil and geological formations present in the study area are fairly stable and do not pose significant development constraints to the region.

#### 4.6.5 EXISTING NATURE RESERVES, CONSERVANCIES AND BIODIVERSITY

Thembekele Hani LM boasts two rather large nature reserves, namely the Mabusa Nature Reserve between the R573 and R25 and the Loskop Dam Nature Reserve; together with the smaller SS Skosana Nature Reserve in the north between Goederede and Mathys Zijn Loop (refer to **Figure 19**). At regional level there is potential to link all these nature reserves to one another,

as well as to the Mukhombo Nature Reserve in the Dr JS Moroka LM, to form one continuous macro nature reserve.

In terms of conservation, THLM is a very important area in the District for threatened species, second only to Emakhazeni LM. In total, Thembekele Hani supports 70 threatened species, and four Red Data species of urgent threat status. All four Red Data species occur within the confines of the Loskop Dam Nature Reserve, which is managed by the Mpumalanga Parks Board. The only Red Data frog species occurring within NDM is the Giant Bullfrog (*Pyxicephalus Adspersus*) (Near-threatened), and has been recorded in Thembekele Hani.

The most critical areas in respect of biodiversity and environmental sensitivity are:

- The Loskop Dam Nature Reserve (mammals, birds, reptiles); and
- The ecological corridors connecting the numerous nature reserves and conservancies in the south-eastern and north-eastern extents of the municipal area.

The level of formal protection for the centres of endemism, i.e. valuable biodiversity regions, in Thembekele Hani is very low – 75% of the high biodiversity areas are not formally protected. Appropriate management action that addresses habitat loss, environmental degradation and fragmentation of landscapes and their root causes are necessary to mitigate the threat of species' extinction.



#### 4.6.6 PROVINCIAL ENVIRONMENTAL GUIDELINES

The level of formal protection for the centres of endemism, i.e. valuable biodiversity regions, in Thembekele Hani is very low (75% of the high biodiversity areas are not formally protected). Appropriate management action that addresses habitat loss, environmental degradation and fragmentation of landscapes and their root causes, are necessary to mitigate the threat of species' extinction.

The Mpumalanga Biodiversity Conservation Plan provides the following guidelines for un-transformed land with natural vegetation cover (see **Table 4**).

**Table 4: Land Use Suitability per Biodiversity Category**

LAND USE SUITABILITY PER BIODIVERSITY CATEGORY		PROTECTED	IRREPLACEABLE	HIGHLY SIGNIFICANT	IMPORTANT AND NECESSARY	ECOLOGICAL CORRIDORS	LEAST CONCERN
<b>BIODIVERSITY FRIENDLY LAND USES</b>							
1.	Conservation Management	Y	Y	Y	Y	Y	Y
2.	Game Farming	Y	Y	Y	Y	Y	Y
3.	Extensive Livestock Production	R	Y	Y	Y	Y	Y
4.	Rural Recreational Development	N	N	R	R	R	Y
<b>HIGH IMPACT RURAL LAND USES</b>							
5.	Rural (Communal) Settlement	N	N	R	R	R	R

6.	Dryland Crop Cultivation	N	N	N	N	R	Y
7.	Intensive Animal Farming (including dairy)	N	N	N	N	R	Y
8.	Irrigated Crop Cultivation	N	N	N	N	R	Y
9.	Timber Production	N	N	N	N	N	R
<b>URBAN INDUSTRIAL LAND USES</b>							
10.	Urban and Business Development	N	N	N	N	N	Y
11.	Major Development Projects	N	N	N	R	R	R
12.	Linear Engineering Structures	N	R	R	R	R	R
13.	Water Projects and Transfers	N	N	R	R	R	R
14.	Underground Mining	N	N	R	R	R	Y
15.	Surface Mining, Dumping and Dredging	N	N	N	N	R	R
<b>Y = YES</b> – permitted/encouraged activity <b>N = NO</b> – not permitted/actively discouraged activity <b>R = RESTRICTED</b> – by compulsory site-specific conditions and controls when unavoidable. Not usually permitted							

#### 4.6.7 CLIMATE CHANGE

Although average temperatures are more moderate in NDM than in certain other parts of the country, the global phenomenon of climate change and related temperature increases can still be expected to have significant implications for the NDM region. In response, the NDM drafted a Climate Change Mitigation and Response Strategy (CCMRS) in 2013.

The CCMRS noted the key potential climatic changes within the municipal area, summarised below:



**Table 5: Summary of Key Potential Climatic Changes for NDM (2036-2065 relative to 1961-2000)**

Variable	Projected Change
<b>Temperature</b>	<ul style="list-style-type: none"> <li>• Average temperatures are expected to increase by 1°C to 3°C for the NDM region</li> <li>• Both maximum and minimum temperatures expected to increase</li> </ul>
<b>Rainfall</b>	<ul style="list-style-type: none"> <li>• Average rainfall is projected to decrease by 10-30% over the NDM regional, particularly during the summer rainfall season</li> </ul>
<b>Extreme Events</b>	<ul style="list-style-type: none"> <li>• Increases in the frequency and intensity of extreme events are projected</li> <li>• This includes more severe storms and flooding, as well as more severe droughts</li> <li>• Temperature-related extremes such as increases in the number and intensity of very hot days (maximum temperatures &gt; 35°C), and extended very hot spells to increase</li> </ul>
<b>Water Resources</b>	<ul style="list-style-type: none"> <li>• As temperatures and evaporation increase, and rainfall decreases, already-scarce water resources will become further depleted</li> <li>• Existing problems of water quality will be further exacerbated by climate change</li> </ul>

It was found that the foreseen impacts of climate change on the District are generally negative, and are likely to impact on, amongst others, the mining and energy, agriculture, and tourism sectors within the District.

The Strategy proposed that the challenge to mitigate the impacts of climate change and reduce carbon emissions be met by meeting five key objectives:

1. Mitigation
2. Adaptation
3. Education and Capacity-Building
4. Climate Finance, Incentives and Taxation
5. Monitoring, Reporting and Verification

The SDF proposals should be aligned with the CCMRS where applicable.

- Lack of enforcement of relevant legislation on land use planning (MSA);
- Land use conflicts.

#### 4.7 CULTURAL AND HISTORIC SITES

The section below includes direct extracts from a document entitled: *“Formalisation of Cultural and Historic Sites in the Nkangala District, 2004”*.

The Municipality of Thembekele Hani (“to have promised”) consists of a large portion of the former KwaNdebele homeland. The densely populated and semi-urban residential areas of Kwaggafontein (Egezini), Tweefontein, Boekenhouthoek, Goederede, Vlakraagte, etc. were inhabited by the Ndebele speaking community only recently, in the period after 1879. The entire region also falls in the tribal domain of Ingwenyama Mayisha II at Emtambothini.



A system of regional headmen as well as three *amakhosi* is particularly active during the execution of male initiation. The original residents in the region were presumably Tswana/ North Sotho speaking as is evident in some early graves which are spread over the area.

Generally, the eastern part of Thembekele Hani is more significant in terms of cultural heritage for the Ndebele people. Archaeological remains of settlements here date to the post 1883 period of Ndzundza diaspora, when Ndebele were indentured as labour tenants. There are numerous such sites on farmsteads in the region, especially on the Western side of the Olifants (Ibhalule) River drainage system. Mkobola Hill and the Wilge River area are also mentioned in pre-colonial oral tradition. **Figure 20** indicates the cultural historic sites in the municipal area.

The KoMrimitjha archaeological site of the Mgibe-Manala community at the confluence of the Olifants and Klein Olifants (Mhluze) Rivers was occupied before the 1883 Mapoch War. Some of the heritage sites are:

- Emonjaneni (Rooipoort) archaeological site;
- Remains of Wolvengat school;
- Mjudana trading store;
- Rietfontein/Masilela farmstead;
- KoMagodongo in the Wilge River;
- Old homestead of EL Masilela; KwaMakgapetlwana; and
- Site of Maqhawe's shop.

The town of KwaMhlanga was destined to become the capital of an independent KwaNdebele (1986) homeland. Moloto, an early trading post, has now become densely populated. The Loopspruit winery is the northernmost winery in SA, established in the 1960's. A number of trading stores and an old police station etc. which dates back to the 1950's and 1960's (now deserted) are located along the Bronkhorstspuit-Groblersdal axle.

## 4.8 MUNICIPAL SPATIAL STRUCTURE AND TRANSPORTATION NETWORK

### 4.8.1 SPATIAL STRUCTURE

The majority of business/ commercial as well as residential activity occurs in the northern parts of the municipal area, particularly along the R573/ Moloto Road (see **Figure 21**).

Large parts of the Municipality, particularly in the eastern extents, constitute Nature Reserves and Conservation Areas. Limited mining activity currently occurs in the southern portions of the municipality along the R568. The remainder of the study area is largely rural in nature, and consists of subsistence agriculture activities.

As mentioned, the five primary settlement clusters within the municipal boundaries are namely Moloto, KwaMhlanga, Kwaggafontein, Tweefontein and Verena. Other settlements include: Boekenhouthoek, Bundu, Ekangala,



Ekandustria, Enkeldoornog, Goederede, Phola Park, Seringkop, Sybrandskraal, Vlakfontein, and Witnek.

#### 4.8.2 TRANSPORT NETWORK

##### 4.8.2.1 Road

The Thembisile Hani Local Municipality is linked to the surrounding regions via several major road links (**Figure 22**). To the north is Route R568 which links KwaMhlanga to Dr JS Moroka Local Municipality and specifically to Siyabuswa town and Marble Hall; Route P573 (the Moloto road) which runs from Tshwane through Thembisile Hani towards Siyabuswa, and Route P95/1 (R25) which runs from Bronkhorstspuit past Verena northwards towards Groblersdal. To the south there are two main linkages to adjacent areas: Route R544 which links Thembisile Hani southwards past Verena to Emalahleni Local Municipality, and Route R568 which links KwaMhlanga southwards to Ekangala and Bronkhorstspuit.

The most prominent linkage between Thembisile Hani and the surrounding environment is along route R573 (the Moloto Road) in a south-westerly direction towards Tshwane. It is estimated that in excess of 25,000 people commute along this road to Tshwane on a daily basis. The main mode of transport in this regard is by bus. This route also carries the highest number of vehicles in the municipality, and as a result, has developed into an “activity spine” around

which the majority of residential, industrial and business development of the LM has established during the past few years.

There are, however, also many negative aspects associated with this commuter system. First and foremost is the high number of serious vehicle accidents on this road. Secondly, commuters spend a large amount of time and money daily to reach their place of work, which makes the system highly inefficient. The feeder system consists of buses, which travel through the residential areas and finally to the City of Tshwane. The road network in the settlements consists of blacktop and gravel and the latter is time consuming on the busses. The local feeder system is further complimented by mini-bus taxis, which transport people to the closest bus station.

Limited access control is exercised along the R573, which lowers the mobility on the road. The R 573 has K route status, which implies that limited access points are allowed onto the road. The section between KwaMhlanga Crossings and Vezebuhle Four-Way has experienced an increase in development and the mobility of the section has deteriorated to a point where vehicles have started using alternative routes.

The road linkage from Vezubuhle Four-Way linking to the R568 towards Cullinan has been upgraded in the past year to a high quality tar road. The road is utilised by the surrounding community to commute to the R 573 and to miss the section between KwaMhlanga Cross and Vezubuhle Four-Way. The gravel road between Boekenhouthoek and Goederede has also been upgraded recently to a tar road.



The following are priority needs with regard to Upgrading of Provincial Roads:

- Jabulani to Somarobogo
- Thokoza to Tweefontein N
- Bundu to Moteti
- Langkloof to Kwarrielaagte 149
- Verena to Kwarrielaagte
- Entrance road to the Tweefontein industrial area

Additional transport needs are listed below:

**Table 6: Road Needs Identified in IDP 2011-2016**

<b>Roads Needs – All wards</b>
Re-gravelling of roads where applicable
Request tarred roads where applicable
Maintenance of tarred roads where applicable
Speed humps on tar roads where applicable
Bus road to be completed where applicable
Robots on R573
Build pavement on roads
Request for foot bridge ward 7
Street names ward 7
Request for a bridge at Bly 'n Bietjie
Tarred road construction to be completed where applicable
4 x Bridge from C1 to C2
Construct bridge from B1 to B2
Bus roads to be maintained

Bridge requested next to the depot ward 22
Bridge at Luthuli Ext 11
Paving for bus route to Mahlabatini 2.5 km
Build bridge at Mandela
Robots at the intersection at the Kwagga Plaza/Police station road
Installation of road signs and markings
1.5 km bus route from Mandela to Luthuli
Tar/paving of Peace Valley connector roads Tweefontein N

There are no additional road linkages proposed for the Thembekele Hani Local Municipality area. The regional road network seems to be sufficient in serving current needs, and to link the area to the entire surrounding region. However, it is important to note that the quality, maintenance and standard of the road network is not always satisfactory.

The municipality has however, experienced an influx of planning applications for the development of shopping complexes / malls. The majority of the proposed developments are located adjacent to the R573. The development of the new complexes will increase the number of vehicles at certain intersections therefore a Road Access strategy needs to be investigated.



#### 4.8.2.2 Maputo Development Corridor

The Province is indeed cognisant of the fact that to address poverty and unemployment it is critical to stimulate the economy so that it creates jobs and income opportunities. The development corridors will unlock economic development opportunities that will benefit the people of the Province. Besides the rehabilitation of the primary infrastructure, the project seeks to stimulate the social and economic development within the broad corridor along the N4. The Maputo Development Corridor has a potential to further advance economic cooperation and partnerships between Mozambique and South Africa, particular Mpumalanga. It is essential that private and public sector partnerships be mobilized to leverage business development and investment opportunities along the Maputo corridor in order to benefit the people of Mpumalanga and Mozambique.

In respond to these challenges Thembisile Hani Local Municipality will be engaging the relevant stakeholders to empower the resident of Thembisile Hani Local Municipality in the form of economic development and this will be achieved by holding two zonal meeting per quarter.

The Moloto Corridor, which serves the THLM and Dr JS Moroka Local Municipalities has received priority in order to address serious needs of accessibility and commuter transport in the region. This development will be discussed further in the next chapter.

The transport corridors must keep up with the fast developing business in close proximity of shopping complexes programme and the road R573. The municipality must facilitate the development of dormant economic potential in the municipal area, particularly in the mining, agriculture and eco-tourism sectors.

Urbanised areas within the municipality include various scattered villages and conglomeration of villages such as KwaMhlanga, Tweefontein A-H & K, Verena A-D and Kwaggafontein A-E. There are even smaller towns and villages which include Mathyzensloop, Boekenhouthoek, Bundu, Enkeldoornoog, Goederede, Moloto north and south, Sun City A-C, and Phola Park etc.

As a norm, population density in urban areas is high and low in rural residential areas. Mathyzensloop, Kwaggafontein, Verena, Milliva, KwaMhlanga and Moloto can be considered as the primary business nodes with adjacent shopping centres.

Secondary nodes exist along the R573 Provincial Road leading to Marble Hall. Similar secondary nodes exist along the R25 Provincial Road which links Kempton Park, Bronkhorstspuit and Verena to Groblersdal.

The R573 and R25 can be considered as regional activity spines. Most of the urban, peri-urban and agricultural settlements are situated along the R573 Provincial road also referred to as the Moloto Road. The road provides a significant communication and transportation route for the municipality, linking it with Marble Hall and Groblersdal to the east and Gauteng to the south-west.



Many future residential and economic developments in the region are planned along the Moloto Road.

#### 4.8.2.3 Moloto Rail Development Corridor

The Moloto Rail Corridor Development Initiative was launched at national and provincial government level and enjoys the full support of the Nkangala District Municipality and local municipalities in the District. The main focus of the Initiative is to replace the bus commuter system along the Moloto road with a rail commuter system. The objective is to provide safer, faster and more efficient rail transport, while buses and taxis will be used as part of a feeder system to the railway stations along the Moloto Rail Corridor.

The railway line and stations will form the basis for the nodal system, which will be used as a tool to promote the development of retail and community facilities at stations. Stations will be developed in accordance with the concept of Transit Orientated Development (see Figure 23), which promotes high density, mixed land use within walking distance from stations. These TODs will create the critical mass required to stimulate viable economic activity. Through careful planning, a range of community services can be provided along the railway line, ensuring that the community has access to a full range of community services via use of the railway system (in line with the Multi-Purpose Community Centre (MPCC) concept as discussed in section 5.2.1.4 in this document.

#### Background

Many people require public transport services between their homes in the broader Moloto area and the adjacent large Tshwane Metro area. These trips generally stretch over long distances and are currently provided by subsidised bus services operating under an interim contract (IC52), primarily along the Moloto Road (R573). Along this corridor, Moloto Corridor commuters have to travel 3 hours door-to-door trip just to get to work.

This corridor aims to provide safer, faster and more efficient rail transport, while buses and taxis will form part of a feeder system to the railway stations along the Moloto Rail Corridor.

A study has been undertaken to determine whether a passenger rail service would alleviate this problem, but in view of the dispersed nature of both the origins and destinations of these trips it is necessary to investigate all possible solutions along this corridor. The following stakeholders were consulted during the study:

- Department of Transport
- Gauteng Provincial Administration
- Mpumalanga Provincial Administration
- PRASA
- Bus companies
- SANRAL
- Tshwane Metro
- Nkangla District Municipality
- Sekhukhune District Municipality



In the future ideally, railway line and stations will form the basis for the nodal system, which will be used as a tool to promote and stimulate the development of retail and community facilities at stations. Stations will be developed in accordance with the concept of Transit orientated Development. These developments promote high density, mixed land use and are within walking distance from stations. These TODs will create the critical mass required to stimulate viable economic activity. With the right planning, a range of services catering for the community can be provided along the railway line.

The Moloto Rail Corridor Plan has identified 24 potential railway stations along this corridor. Twenty of these stations are located within the Nkangala District Municipality area.

#### **Initial Proposed Route**

The Moloto Rail Corridor will serve two municipalities in the Nkangala District Municipality – Thembisile Hani and Dr. JS Moroka. To the east it could be extended through the Elias Motsoaledi Municipal Area which is part of the Sekhukhune District Municipality, and to the west it serves the municipality of Dinokeng Tsa Taemane in the Metsweding Municipality, from where eventually links to the Tshwane Metropolitan Area. The planned rail corridor will comprise approximately 198 km of railway line linking 24 railway stations in total.

#### **Implementation**

A detailed feasibility study is currently underway to determine whether the Moloto Corridor is still a viable option.

#### **4.8.2.4 Public Transport**

Apart from the bus service which serves the community along R573 as well as a secondary public transport road network which runs through the different urban settlements, there is also an extensive taxi service in the Thembisile Hani Municipal area. The taxi service is especially concentrated around six different taxi ranks, namely KwaMhlanga (Phola Park), Vlakraagte 2, Enkeldoornoog B, Kwaggafontein, Mathys Zyn Loop and Verena.

The bus service between Thembisile Hani and Tshwane is the most expensive public transport subsidy in South Africa costing in excess of R550 million per annum. It is estimated that these commuters earn less than R550 million per annum in Tshwane, and it would thus be better to pay the people the subsidy to rather stay at home.

#### **Bus**

In the Thembisile Hani Local Municipality, bus services are the dominate mode of transport.

The Thembisile Hani Local Municipality IDP details the need for 1.5km bus routes and 2.5 km bus routes in the region. The locations are however not specified. The dominate bus service is Putco buses which uses old, often un-roadworthy vehicles.



### Rail

There are currently no rail commuter services in Thembekele Hani Local Municipality. However, the existing freight lines can be investigated for further lines, particularly with the Moloto Corridor. Plans are underway to construct a railway line and implement rail commuter services along the Moloto Road between Tshwane and two municipalities: Thembekele Hani and Dr JS Moroka (discussed in section 4.8.2.3).

### Mini-Bus Taxi

Mini-bus taxis still fulfil a large role in the public transport realm providing more flexibility and frequency as opposed to the busses. The taxis are however more expensive than the busses but the commuters who wish to arrive in a shorter period of time in the City of Tshwane opt to use taxis.

#### 4.8.2.5 Air

There is no air transport in Thembekele Hani.

#### 4.8.2.6 Freight

The following corridors in Thembekele Hani Local Municipality carry the most freight traffic according to the Transport Strategy in Hazardous Material for the Nkangala District Municipality report submitted by Gibb:

- R573; and
- R568.

## 4.9 SPATIAL DISTRIBUTION OF ECONOMIC ACTIVITIES

**Figure 24** indicates the broad land uses in the THLM. The largest concentration of settlements is found in the northern and north-western extents of the municipal area.

Furthermore, large parts of the Municipality constitute either Nature Reserves and Conservation Areas or agricultural land. Limited mining activity currently occurs in the southern portions of the municipality along the R568.

The majority of business/ commercial as well as residential activity occurs in the northern parts of the municipal area, particularly along the R573/ Moloto Road. Nature Reserves occur in the eastern extents of the municipality. The remainder of the study area is largely rural in nature, and consists of subsistence agriculture activities. Due to a rather small local economic base, according to the PGDS, the focus must be towards reducing the impact of poverty through social services.



#### 4.9.1 AGRICULTURE

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Apart from the urban settlements highlighted above, the rural parts of the Thembisile Hani Local Municipality is predominantly utilised for agricultural purposes. The agricultural land towards the east of Verena is predominantly utilised by white farmers while the agricultural land to the west of Verena in the Thembisile Hani area is utilised by black and emerging farmers. Subsistence farming is the order of the day with intensive crop farming taking place in the south of the municipality in close proximity to Ekangala. The subsistence farming consists of cattle and crop farming and a number of people are farming with broiler chickens. Limited irrigated crop farming is taking place west of Kwaggafontein..

#### 4.9.2 MINING

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Limited mining activity currently occurs in the southern portions of the municipality along the R568. Active mines include Boekenhoutskloofdrift, Roodepoort, Loopspruit, Nooitgedacht and Blesbokfontein.

#### 4.9.3 TOURISM

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Tourist attractions in Thembisile Hani LM include:

- The Zithabiseni Holiday Resort in the Mabusa Nature Reserve

- Loopspruit Winery
- The Ngodwana Ndebele Village – which is situated along the KwaMhlanga-Ekangala road and consists of a reconstruction of Ndebele dwellings, an exhibition of arts and crafts, demonstrations of beadwork, and weaving.
- Loopspruit winery at Schoongezicht – the most northern wine estate in South Africa, established in the 1960s. It is located just east of the R568 between KwaMhlanga and Ekangala in the south.

#### 4.9.4 BUSINESS ACTIVITIES

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The economic activity around the intersection of routes R568 and R573 in the vicinity of KwaMhlanga represents the highest order activity node in the Thembisile Hani area (see Figure 21). This is probably the most strategic intersection in the entire municipal area, and it is surrounded by a fairly large number of households (formal and informal). The result is a fairly high concentration of economic activity with a variety of shopping facilities (formal and informal), a taxi rank, and community facilities which include, amongst others, the Solomon Mahlangu stadium and the former KwaNdebele government offices.

The KwaMhlanga area has recently been earmarked by potential developers for the development of an additional shopping centre adjacent to the R 573. The KwaMhlanga area has also seen the development of a large number of rentable accommodation units underlining the need for accommodation for people that work in the area.



Service industry uses are also developing along the R573 towards Kwaggafontein and Moloto. The development resembles a corridor type development with the strategic intersections being the beads on a string the smaller uses developing towards each bead. The business uses are furthermore only or two stands deep on either side of the R 573 underlining the dependency of the uses on the regional and local traffic. The developments are however, gaining direct access to the R573, which negatively impacts the mobility of the road.

The second most significant activity node in the Thembisile Hani area is found in Kwaggafontein B, at the intersection between route R573 and the link road between Kwaggafontein and Verena where a large shopping centre (Kwagga Centre) exists. The Thembisile Hani Local Municipality offices are also located in this precinct.

There are about five other emerging/secondary activity nodes can be distinguished in the Thembisile Hani area: the first is in the vicinity of Moloto, the second at Enkeldoornog B, the third one at Vlaklaagte 2, the fourth at Mathys Zyn Loop to the north, and the fifth at Verena around the intersection between routes R25 and R544 in the southern parts of the Thembisile Municipality.

A recent retail study, which was undertaken for the municipality to determine the buying power of the different areas, indicated that the Enkeldoorn / Vlaklaagte area has a similar retail demand as the KwaMhlanga area. The area is however, still undeveloped with only a few small shops and service industry

uses. The municipality has however, received a number of land use applications to develop shopping centres in this area. The most advanced application is located at the Vezubuhle Four-Way where the land use rights have been established and the developer is busy finalising the service level agreement with the THLM.

The municipality has received additional land use applications along the R573 but the applications processes are delayed by the lengthy state land release processes and other legislative processes.

#### 4.9.5 INDUSTRY (MANUFACTURING)

There are four industrial areas in the Thembisile Hani Local Municipality area: one in the vicinity of KwaMhlanga, a second in the vicinity of Tweefontein and the third industrial area in the vicinity of Kwaggafontein B. The fourth, the Ekandustria development, is situated further to the south in the City of Tshwane. Of the four the Ekandustria development is the largest and most advanced despite being relatively dormant at the moment. The KwaMhlanga industrial area is under developed and the municipality has allocated a number of the sites for the development of churches. The KwaMhlanga Industrial area could not develop due to the limited economy in the area and its inaccessibility.

The industrial area at Tweefontein is characterised by a small number of buildings, which are owned by MEGA (Mpumalanga Economic Growth Agency) and leased to various artisans (mechanics and panel beaters). The fire



department and a Total petrol station are also located in this node with a few undeveloped erven. A dilapidated gas distribution centre is located opposite the fire department and some interest has been shown by developers to re-commission the site. A brick manufacturing facility has recently been established at Tweefontein IA, which is contributing to the revitalisation of the area.

The Kwaggafontein industrial area currently holds a few small and medium enterprises. The land uses the Kwaggafontein IA township consists of a few artisans (mechanic and panel beaters) and a bakery. Some of the units that were designed for small and medium enterprises have been converted to a primary school.

None of these industrial areas can, however, be classified as a major source of job opportunity or income at the moment in the region. Mechanics and panel beaters and other manufacturing business are opting to cluster around the existing economic core areas.

#### 4.10 TOWNS AND SETTLEMENTS: ROLE, SPATIAL STRUCTURE AND LAND USE

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##### 4.10.1 MOLOTO

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Moloto is located in the most western part of the Municipality and is the gateway into Thembisile Hani Municipality from Gauteng. The town serves as a

residential area with easy linkage to Gauteng Province. The town is divided into Moloto North and South with the R573 traversing the settlement. The settlement mostly consists of residential uses with a few scattered business uses. The largest economic centre in the area is the Big Tree Mall that located west of Moloto in Gauteng Province.

The main economic activities are located in the western section of the town at the intersection of the R567 and the R 573 towards Gauteng Province. The main land uses at the intersection of R 573 and R 567 are: building material, filling station, mixed use development, Putco Bus Depot and scattered informal trading as indicated on **Figure 25**.

The number of informal settlement has grown very little in the settlement as opposed to other settlements within Thembisile Hani. A number of RDP units are located in Moloto Ext 11 located to the east of the town north of the R573 (see **Figure 26**). The layout consists of 665 erven and only a portion of the erven were allocated with number of sites still available for successfully beneficiaries. A layout has been completed on the vacant area opposite Moloto Ext 11 but the area cannot be developed due to unfavourable geotechnical conditions. Pressure however; exist for the allocation of sites by the Traditional Authorities to the area east of the layout and the areas being sand mined.



#### 4.10.2 KWAMHLANGA

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The KwaMhlanga nodal point is the highest order node in the Thembekele Hani municipal area that lies to the north-east of the City of Tshwane, along the Moloto Road. The spatial structure is characterised with a business core branching out along the main roads surrounded by a strong residential component. The also node enjoys very good access and visibility from two provincial roads: R 573 and R568 as indicated on **Figure 27**.

The majority of the energy of the node is centred on the intersection of the R 573 and R568 including Crossroads Plaza with linear development taking place along the two roads. The land uses range from retail, business and service industry. The area north of the R 573 is predominantly retail services with the area to the south being a mixture of retail and service industry. A large number of informal traders are located adjacent to the roads and the main pedestrian movement network.

The R573 provides the main feed for economic activity with that a number of commercial type uses (whole sale, small scale manufacturing, tyre and exhaust centres) being located adjacent to the R 573

The Kwandebele Government Complex is further located south of the intersection of the R 573 and R568 in KwaMhlanga B which is surrounded by a well-established residential community. The Government Complex is being utilised by various provincial departments. The Solomon Mahlangu Sports Stadium is also located in close proximity to the Government Complex.

The node has experienced increased growth since the compilation of the 2010 SDF with the establishment of a large number of informal settlements and the development of new businesses.

#### 4.10.3 TWEEFONTEIN / ENKELDOORN

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The Tweefontein / Enkeldoorn area is outlined on **Figure 21** and consist of Enkeldoornoog, Tweefontein and Vaklaagte and Gembokspruit. The area consists of a strong residential base and an industrial township at Tweefontein IA. The area does not have any significant shopping centres as opposed to Kwaggafontein and KwaMhlanga even though a recent market study indicated that a lot of potential exists in the area for retail services. A planning application has been submitted for the development of a shopping complex at Thembaletu Four Way (Enkeldoornoog), which will be similar in size to Kwagga Plaza at Kwaggafontein

As indicated on **Figure 21** it can be noted that the area experienced an increase in informal settlements in the 2010 SDF's Strategic Development Areas. It can be noted that the majority of land invasion have taken place in close proximity to the R 573 emphasising the important role of the road in the area. Most of the townships in the area do have General Plans but Phola Park, Chris Hani and Sakhile are still informal areas where no formal planning applications have been commissioned.



#### 4.10.4 KWAGGAFONTEIN

Kwaggafontein is the second largest nodal point with KwaMhlanga the biggest and is situated in the western area of the municipality and is developed around the R573 with well-developed residential structure and a limited number of informal settlements. The main attractions in Kwaggafontein are: Kwagga Plaza, which was developed in 1994, Thembekele Hani Municipal Offices, library Magistrates Court and Police Station (see **Figure 21**). The smaller settlements to the east of Kwaggafontein: Mathys Zyn Loop, Boekenhouthoek, Bundu and Matshipe form part of the functional area of Kwaggafonten. The focal point of the area is Kwagga Plaza and the government facilities.

#### 4.10.5 VERENA

Verena and is the most southern node in the Municipality and is classified as a tertiary node. The node is located at the intersection of the R25 which is a east-west route connecting Bronkhorstspuit and Groblersdal and the R544 which connects Verena to Emalahlen (see Figure 21). Verena is one of the focal CRDP sites with crop farming initiatives taking place in the area. The node has a limited amount of economic activities at the intersection of the R 25 and R544 and a MPCC is also located at this intersection.

Wolvenkop is located west of Verena along the R25 and consist of a small residential component and two school sites.

### 4.11 COMMUNITY FACILITIES

#### 4.11.1 COMMUNITY FACILITIES – AN OVERVIEW

**Table 7** reflects the number and spatial distribution of community facilities in the Thembekele Hani Local Municipality Area. The table also provides the *desired ratio* for the provision of these facilities, according to the minimum standards and the population in the area.

**Table 7: Number and Distribution of Community Facilities in the THLM**

	Hospital	Clinic	Preschool	Primary	Secondary	Combined	Tertiary Institution	Police Station	Municipal/Govt Buildings	Post Office	Libraries	Emergency Services	Community Hall
<b>THEMBISILE</b>													
1.Boekenhout	0	2	1	4	3	1			4				
2.Goederede/Bundu		1		3	2				5				
3.Kwaggafontein		4		10	9	4	3	1	11	1			1
4.KwaMhlanga	1	2	3	12	6	1	1	2	18	1			1
5.Moloto1,2,3		1	1	3	2		2	1	1				
6.Schoongezicht		1		1	1								
7.Tweefontein A B C D K		5	8	13	6	10							1
8.Tweefontein E, F, G, H, J		3		9	7	4			2				
9.Enkeldoornog A, B, C, D, E		2	6	14	6	1		2					1
10.Verena C		2	2	8	4	1	1	1	6				1
<b>Sub-total</b>	<b>1</b>	<b>23</b>	<b>21</b>	<b>77</b>	<b>46</b>	<b>22</b>	<b>7</b>	<b>7</b>	<b>47</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>
Standard Ratio	1:100 000	1:10 000	1:4 000	18% of pop / 700 p/school	12% of pop / 900 p/school			1 per town		1 per town	1 per town		1 per town
Facility per population (Population 258875)	3	26	65	67	35			10		10	10		10
Number needed according to standard	2	3	44	-10	-11			3		8	10	0	5

Note: 1) Rural facilities included in Witbank or Middleburg DSC  
2) Clinics include mobile clinics



The table indicates that there are shortages in the provision of a variety of community facilities in the Thembisile Hani Municipality. The provision of these facilities and services is however mainly the responsibility of Provincial Departments and other service providers. The THLM can only play a facilitating role in the provision of these services. The Municipality should further ensure that community facilities are equitably distributed spatially and in accordance with the population distribution.

The table also reflects that there is an over-supply of some community facilities in the region. The standards used to calculate these ratios however do not take aspects such as population densities, vast distances in rural areas and quality of facilities into account. In the case of over-provision of services in the Thembisile Hani Municipalities, the high population densities necessitate the provision of more facilities. In some instances, such as the high number of schools in the Municipality, the quality of services is not taken into account. Also, some of these facilities include mobile clinics or private schools on farms, which provide minimal facilities and services. The vast distances in the rural areas, also necessitate more community facilities to ensure accessibility for all communities.

The spatial distribution of essential community facilities is reflected on **Figures 28.1 – 28.4**. The standards and ratios for community facilities provision provided in Table 4 therefore have to be considered along with the spatial distribution of the population, to provide a true reflection of community needs. In essence, there is a need for a more equitable distribution of community facilities throughout the Municipality, to ensure better access for especially non-urban communities.

It is, however, also important to note that the mere existence of a facility is irrelevant if it is not sufficiently operational and provides services at an acceptable level e.g. service hours of clinics and police stations, or the range of medical stock available and capacity and expertise of personnel at clinics.

Community facilities should thus be considered not only in terms of the physical infrastructure, but also the operational aspects pertaining thereto.

#### 4.11.2 EDUCATION

A full range of educational facilities exists in the Thembisile Hani Local Municipality area. There are 77 primary schools, 22 combined schools, 46 secondary schools, 21 pre-schools and 7 tertiary institutions.

From **Figure 28.1** it seems that all communities in the Thembisile Hani area have access to primary and secondary school facilities. The physical quality of the structures, the quality of service, number of pupils per class, and the range of subjects provided can, however, not be verified.

From Table 7 it is clear that there is actually a surplus of schools in terms of national standards in the municipal area. This indicates that more efforts should rather be put into improving and maintaining the existing facilities than to create new ones.



#### 4.11.3 HEALTH

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Thembisile Hani Local Municipality has 23 clinics and only one hospital. The majority of the clinics are located in Tweefontein and Kwaggafontein (see **Figure 28.2**). The hospital is located in KwaMhlanga along the R573/ Moloto road. From Figure 28.2 it seems that the community is fairly well served by health facilities.

#### 4.11.4 COMMUNITY HALLS

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The Thembisile Hani Local Municipality has a total of five community halls in four areas. KwaMhlanga/ Enkeldoornoog has two community halls and the other three community halls are located in Kwaggafontein, Verena and Klipfontein .

#### 4.11.5 MOBILE POST BOXES AND POST OFFICES

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There are only four post offices within the jurisdiction areas of the Municipality which are located at Kwaggafontein, Verena, KwaMhlanga and Somarobogo respectively, The other one is at Moloto Big Tree Mall (located at Tshwane Metro – Gauteng Province) which mostly serves the Moloto community.

There were 24 lobby post boxes serving the community, two (2) were removed from Verena and one (1) from Somarobogo by the South African Post Office.

The reason for the removal was the ineffectiveness of this service and it was replaced by street delivery service.

The street delivery seems to be effective but might be hindered by the lack of street names and proper house numbering. The Municipality and Post Office must develop the mechanism of ensuring that farm communities have access to this service.

#### 4.11.6 SAFETY AND SECURITY

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There are 7 police stations in the Thembisile Hani Local Municipality (see **Figure 28.3**). Five of these police stations are located or clustered in the Moloto, KwaMhlanga, Vlaklaagte and Enkeldoornoog area. The other two police stations are at Verena and Kwaggafontein respectively. Not all areas within the municipality have access to police stations. Areas such as Boekenhouthoek, Goedereede, Schoongezicht, Tweefontein and Enkeldoornoog have no police stations at all.

#### 4.11.7 LIBRARIES

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The municipality consists of two libraries one at Tweefontein and the other next to the Municipal Offices in Kwaggafonetin. The standard as indicated in table 4 is 1 library per settlement therefore there is a serious lack in facilities in the



Municipality. The municipality further has two mobile libraries at Verena and Boekenhouthoek but lacks functionality due to low capacity in personnel.

#### 4.11.8 CEMETERIES

Thembisile Hani local municipality has 41 cemeteries in its 32 wards (see **Figure 29**). It is very difficult to manage and maintain such a large number of cemeteries, as a result not all have proper burial registers. Only four cemeteries have registers Buhlebesizwe 2, Thokoza, Muzimuhle, and Mountain View. Out of the 41 cemeteries the municipality has only 26 cemeteries that have been newly fenced but do not have lighting water and require maintenance.

Bylaws and policies are not in place to regulate the utilization of cemeteries, tariffs charges and burial register. At present the council has established one regional cemetery at Buhlebesizwe. The existing regional cemetery needs further development that includes ablution, lighting, pegging and provision of water and the restoration of the concrete palisade fence. A number of the cemeteries in the Municipality are not properly planned and some are located adjacent to wetlands or water courses,

A feasibility study was compiled to fence the 15 remaining cemeteries with the aim of avoiding further expansion and to encourage the use of regional and sub-regional cemeteries.

The council further intends to establish six sub –regional cemeteries (6) one in each zone.

Recommended areas for the establishment of sub-regional cemeteries:

- Verena C – zone 5
- Kwaggafontein – zone 4b
- Boekenhouthoek -zone 4a
- KwaMhlanga Mountain View
- Moloto –zone1
- Thokoza

#### 4.11.9 MUNICIPAL/ GOVERNMENT

Thembisile Hani Local Municipality has 47 municipal or government buildings in total (**Figure 28.4**). KwaMhlanga and Kwaggafontein have the highest number and concentration of such buildings. KwaMhlanga has 18 municipal buildings where as Kwaggafontein has 11 municipal/ government buildings. The other two concentrations of facilities are at Verena (with 6) and Goederede (with 5).

#### 4.11.10 SPORT AND RECREATIONAL FACILITIES

Thembisile Hani Local Municipality has two stadiums one is at KwaMhlanga and the other at Kwaggafontein. These facilities are however utilised based on conditions of tariff's policy and there is no policy on availing these facilities to community based teams. The Solomon Mahlangu Stadium presents a hub through which other sporting codes can be developed including Netball, Tennis,



Basketball, Boxing and so forth. A complimentary sports facility is currently being constructed directly north of the Solomon Mahlangu Stadium which will consist of a netball and tennis court.

The Regional Sport and Recreation Master Plan conducted for the Nkangala District in 2003 provides an assessment of the type of facilities currently in the municipal area (e.g. soccer, netball, athletics etc.), together with their location (town) and condition. The existing facilities are divided into four categories, namely regional, major, secondary and tertiary or informal facilities, and are summarised in **Table 8** below:

**Table 8: Sport and Recreation Facilities**

NAME	CLASSIFICATION	CONDITION	FACILITIES OFFERED
Moloto – North Eastern Side	Tertiary Facility	Poor	Soccer field – developed at steep incline. Netball court with gravel surface and no markings. No floodlights or pavilion.
Moloto – South Eastern Side	Tertiary facility.	Not utilised.	Face brick multipurpose centre that could be used for sport and recreation – never been used. Informal soccer field developed at steep incline.
Moloto – South Western Side	Informal Facility	Poor.	Informal soccer field with no floodlights or pavilion.
KwaMhlanga: Solomon Mahlangu Stadium	Regional Facility	Very good. Upgrading recently completed. Considered to be the best sport facility in the NDM.	Covered pavilion with seating for 5 100 spectators. Additional embankments. Provides for 9 100

			spectators in total. Good ablution and change room facilities. Playing field regressed and regraded. Six lane athletics track. Floodlights and fence.
KwaMhlanga General Sport and Recreation Facilities	Tertiary Facilities	Poor. Clubhouse vandalised. Swimming pool damaged. Change rooms vandalised.	Located opposite Solomon Mahlangu Stadium. One tennis court. One multi-purpose court used for basketball and netball.
KwaMhlanga – Sun City Area (Subsection Luthuli)	Informal Facility	Poor	Soccer field with very little grass, two home-made posts.
Sun City Area (Subsection Mandela)	Secondary Facility	Very good. Informal soccer field requires upgrading.	New multi-purpose centre with a stage and access for wheelchairs. Informal soccer field west of the centre.
Thembaletu/ Tweefontein	Tertiary Facility	Poor. Vandalised. Developed at a slope.	Soccer stadium. No floodlights or pavilion, generally unmaintained.
Kwaggafontein C-Stadium	Secondary Facility	Good. Requires maintenance. No floodlights.	Athletics stadium. Community hall used for karate and other sport. Pavilion, change rooms and ablution facilities.
Kwaggafontein C – Soccer Field	Tertiary Facility	Poor	Soccer field constructed on a future business property with no fence, pavilion or floodlights.
Bundu Youth Centre	Secondary Facility	Good.	Four halls used for youth training.



## 4.12 HOUSING

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### 4.12.1 HOUSING BACKLOG

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According to the Mpumalanga Sustainable Human Settlement Master Plan the Thembisile Hani Local Municipality had about 63 296 formal houses and 12 334 informal houses in 2011 (also refer to **Figure 30**). The 12 334 informal houses comprised 2 875 traditional structures, 3 807 backyard units, and 5 654 structures in informal settlements. It also projected incremental subsidized demand of 2 800 units by 2032, and 32 200 bonded units by the same time.

**Table 9** overleaf summarises the above information per each of the 32 wards in THLM and depicts the information spatially on Figure 30. From this it is evident that wards 2 and 14 represent the largest housing backlog (917 and 1189 units respectively).

### 4.12.2 HOUSING PROFILE

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The following section highlights the dwelling type and housing tenure trends for the period 2001 to 2011 within the Thembisile Hani LM and the respective functional areas.



Table 9: THLM Summary of Existing Housing

Local Municipality Wards	Total Formal	Informal			Total Informal	Projected Increment Demand 2032	
		Traditional	Backyard	Informal		Projected Subsidy	Projected Bonded
Ward 1	2036	14	354	215	583		
Ward 2	2070	19	138	760	917		
Ward 3	1342	12	225	468	705		
Ward 4	3459	13	199	685	897		
Ward 5	1540	17	76	20	113		
Ward 6	2181	79	175	250	504		
Ward 7	2238	37	36	38	111		
Ward 8	2315	323	96	226	645		
Ward 9	2038	20	149	82	251		
Ward 10	1494	80	34	56	170		
Ward 11	2189	296	98	109	503		
Ward 12	1329	70	30	47	147		
Ward 13	1756	35	26	46	107		
Ward 14	2719	146	287	756	1189		
Ward 15	2028	36	70	88	194		
Ward 16	2055	31	76	69	176		
Ward 17	1968	144	37	32	213		
Ward 18	1942	51	482	41	574		
Ward 19	2257	108	139	248	495		
Ward 20	2776	288	175	451	914		
Ward 21	1688	233	170	34	437		
Ward 22	2060	9	216	376	601		
Ward 23	1946	73	28	59	160		
Ward 24	2218	184	19	48	251		
Ward 25	1799	75	65	89	229		
Ward 26	1626	48	39	51	138		
Ward 27	1782	44	29	32	105		
Ward 28	1557	24	30	49	103		
Ward 29	1265	9	19	42	70		
Ward 30	2305	85	64	92	241		
Ward 31	1837	120	139	16	275		
Ward 32	1481	152	87	79	318		
<b>Thembekele</b>	<b>63296</b>	<b>2875</b>	<b>3807</b>	<b>5654</b>	<b>12334</b>	<b>2800</b>	<b>32200</b>

Source: Statistics South Africa: Web page: [www.statissa.gov.za](http://www.statissa.gov.za)

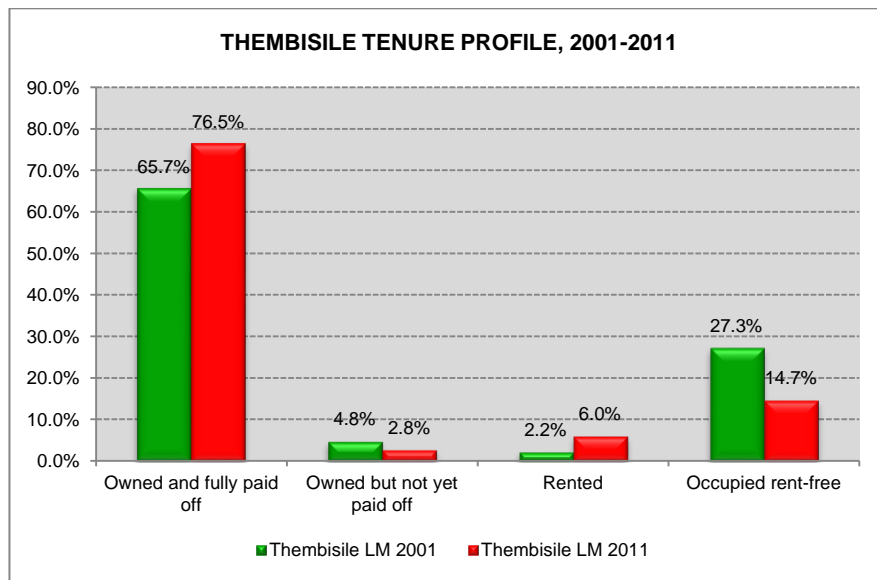


### 4.12.3 TENURE STATUS

The tenure status gives an indication of the residential home ownership profile of the Thembeke Hani LM. Diagrams 21 and 22 indicate the tenure status of the local municipality and the respective functional areas from 2001 to 2011.

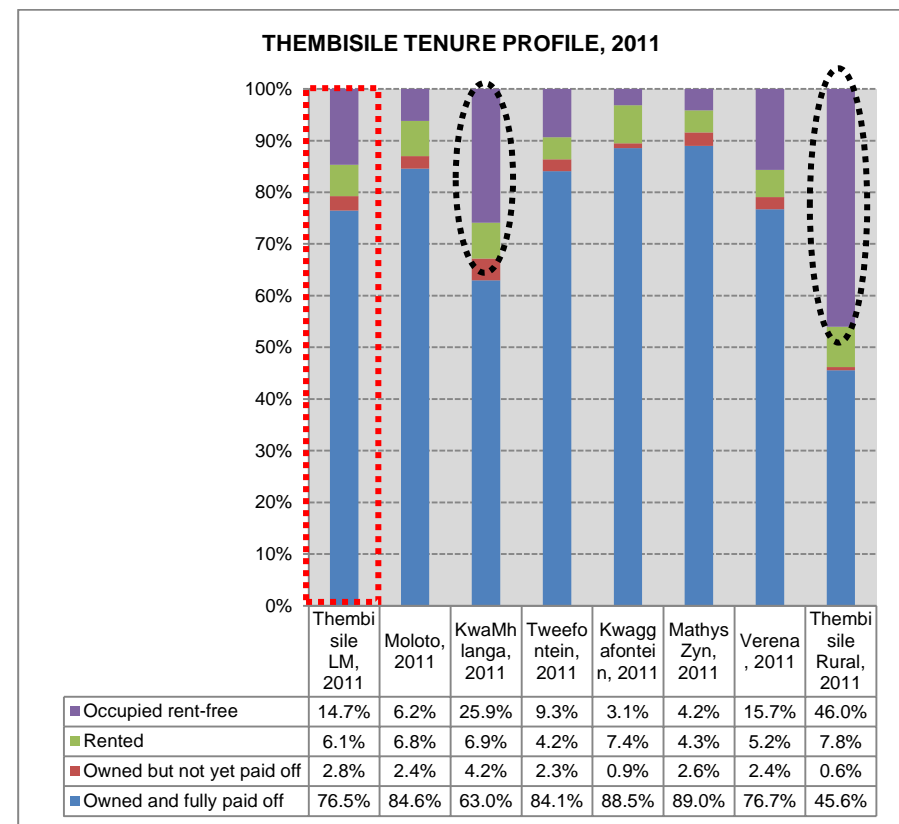
The total number of households that own the property they reside in and that is fully paid off increased from 65.7% in 2001 to 76.5% in 2011. The number of households occupying rent-free declined significantly from 27.3% in 2001 to 14.7% in 2011.

Diagram 21: Thembeke Hani LM Tenure Profile 2001-2011



In terms of the 2001 profile, as indicated in Diagram 22, approximately three-quarters (76.5%) of the household within the Thembeke Hani LM own the property they reside in, and is fully paid off. The rural area of Thembeke Hani has the highest number of households occupying rent-free (46.0%) followed by households residing in KwaMhlanga (25.9%).

Diagram 22: Thembeke Hani LM Tenure Profile 2011

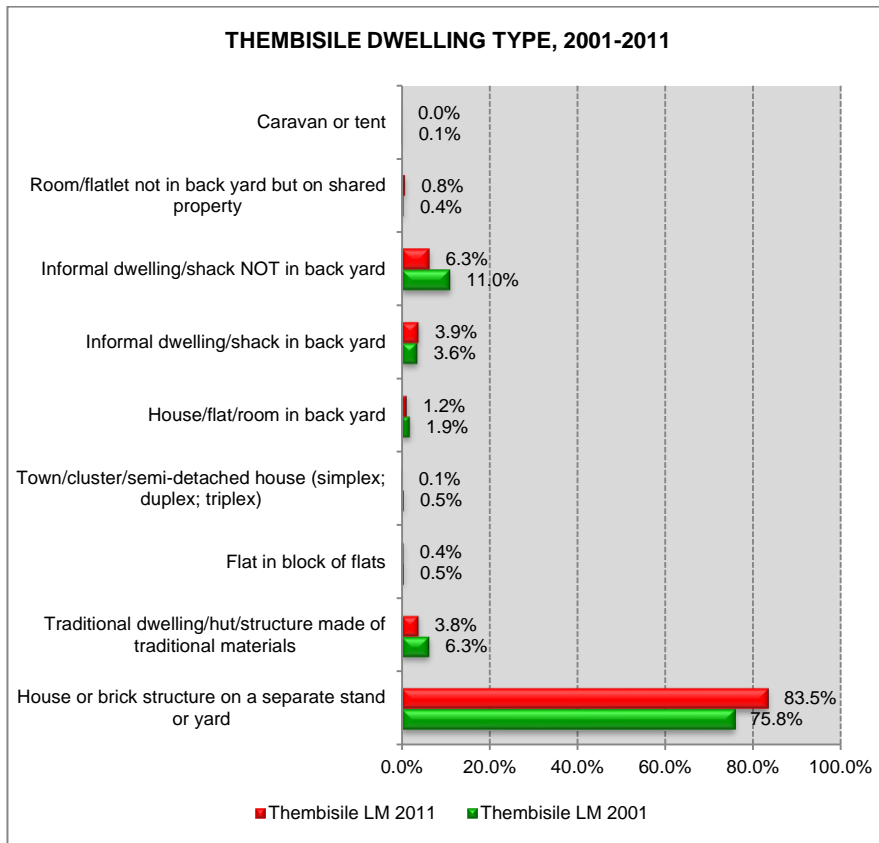




4.12.4 DWELLING TYPE

Dwelling type is a good indication of the residential character of a municipality. Diagrams 23 and 24 indicate the dwelling type distribution within the Thembekele Hani LM and the respective functional areas.

Diagram 23: Thembekele Hani LM Dwelling Type 2001-2011



The number of households residing in a house or brick structure on a separate stand or yard increased from 75.8% in 2001 to 83.5% in 2011. In addition the number of households residing in an informal dwelling not in a back yard decreased from 11.0% in 2001 to 6.3% in 2011. The total number of households residing in a traditional dwelling / hut / structure made of traditional materials declined slightly from 6.3% in 2001 to 3.8% in 2011.



Diagram 24: Thembisile Hani LM Dwelling Type 2011

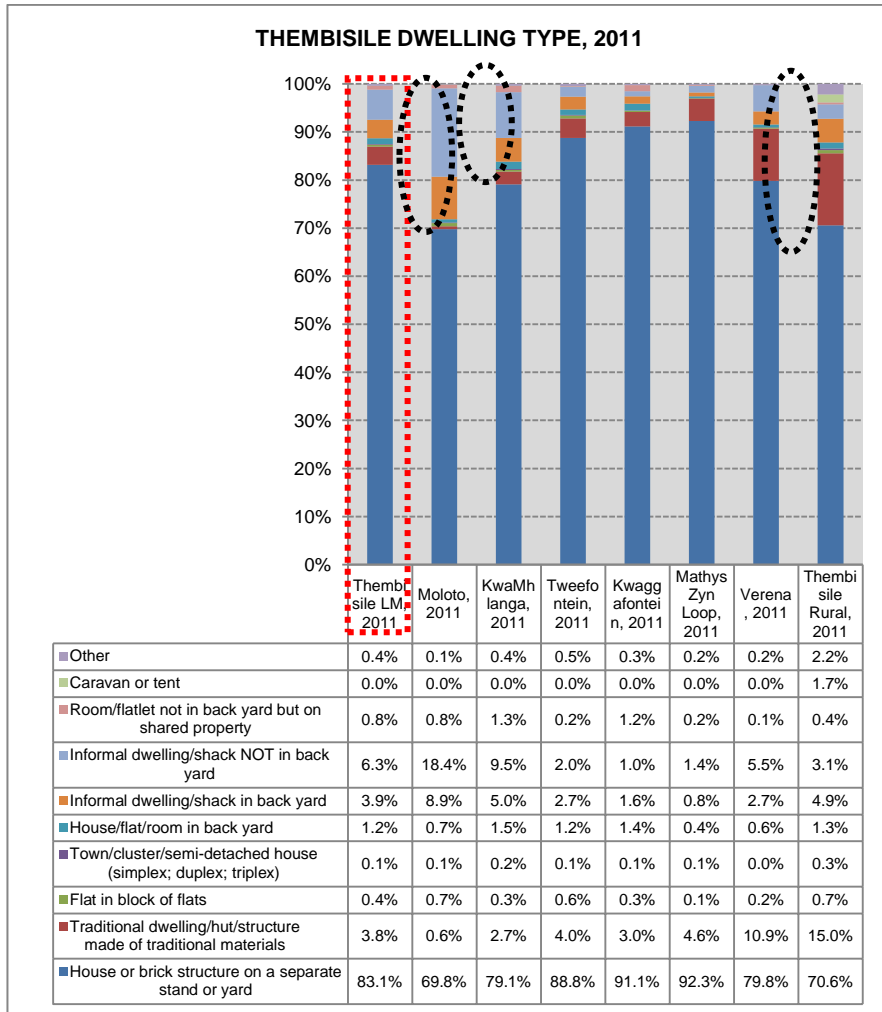


Diagram 24 indicates that most of the households within the Thembisile Hani LM reside in a house or brick structure on a separate stand or yard (83.1%). A

significant proportion of households located within the rural areas within the Thembisile Hani LM reside in a traditional dwelling / hut / structure made of traditional materials (15.0%). Approximately 18.4% of households within Moloto reside informal dwelling / shack not in a back yard.

#### 4.12.5 TENURE UPGRADING PROGRAMME

Table 10 below provides an overview of the tenure programs currently taking place in Thembisile Hani Municipality.

Table 10: Tenure Upgrading Programmes

No	Areas	Land Ownership	Estimated number of erven
1.	Kwaggafontein "C"	State land	2719
2.	Kwaggafontein "D"	State land	1341
3.	Mathyszensloop	State land	1378
4.	Vriesgewagt	State land	779
5.	Gemsbokspruit(Mzimuhle)	State land	1383
6.	Vlaklaagte no 1	State land	2439
7.	Vlaklaagte 2	State land	2486
8.	Verena "B"	State land	793
9.	Verena "C"	State land	1015
10.	Moloto South	State land	5340
11.	Moloto North	State land	2780
12.	Klipfontein	State land	240
13.	Tweefontein "D"	State land	693
14.	Tweefontein "F"	State land	1299
15.	Tweefontein "M" (Thokoza)	State land	1299
16.	Tweefontein "N"	State land	782
17.	Vezubuhle	State land	2366
18.	Phola park	State land	2130



No	Areas	Land Ownership	Estimated number of erven
19.	Sun city "AA"	State land	1427
20.	Zakheni 1&2	State land	765

A total number of 29 formal townships exist in the local municipality with a total of 30 886 stands and an additional 38 townships have registered general plans but the township registration has not yet been finalized and therefore no secure right of tenure exists in the 38 townships. The problem in the municipal area is not so much informal dwellings (shacks), but more the formalization of existing villages to secure a right of tenure to the beneficiaries already occupying units within the village. Most of these villages are under the rule of the Traditional Authorities.

#### 4.12.6 CONCLUSIVE SUMMARY

Most of the household within the Thembisile Hani LM own the property they reside in, and it fully paid off (76,5%) which is predominantly a house or brick structure on a separate stand or yard (83,5%). The rural areas of the LM have the most households residing in a house constructed from bricks (70,6%).

#### 4.13 ENGINEERING SERVICE INFRASTRUCTURE

##### 4.13.1 WATER

According to the Department of Water Affairs and Forestry there are currently 31 631 people ( $\pm$  6 000 households) in the Thembisile Hani area with water supply below RDP standards. This is about 12% of the total population. At an average cost of R750 per person it would require an amount of about R23 723 million to rectify this situation (to bring all households at least to RDP level which is access to piped water within 200 metres).

Of major concern is the fact that DWAF calculated that a population the size of Thembisile Hani require about 15 mega litres of water per day. The current supply is 40 mega litres which represents an oversupply of 25 mega litres. However, the community still complains about water shortages. The causes of these shortages are leakages, general waste and misuse of water, and illegal connections which can all be linked back to poor water management. There are also some concerns about inoperative bulk meters which hinders the determination of actual water consumption.

In response to this water "shortage" the current (over) supply is augmented with an additional 30 mega litres per day supplied by Rand Water via the Mamelodi-Bronkhorstspuit line.

As far as Institutional Capacity is concerned, the Thembisile Hani LM does not have the capacity to provide and maintain water infrastructure. It has thus been proposed that this be undertaken at regional level for the water supply area including the Dr. JS Moroka..



The following Table represents zones of local water and sanitation service delivery areas:

**Table 11: Water Supply Zones**

WATER SUPPLY ZONES	
Zone	Area
1.1	Moloto North
	Moloto South
1.2	Engwenyameni
	Jordan
	Mandela
	<b>KwaMhlanga</b>
	Luthuli
	<b>Phola Park</b>
	<b>Phola Park Extension</b>
	Sun City
	<b>Zakheni</b>
	<b>Zakehni Extension</b>
2	Buhlebusile
	<b>Sakhile</b>
	Thembaletu
	Thokoza
	<b>Twefontein E, F, G, H, J, N</b>
	Belfast
	Vezebuhle
Zenzele	
3.1	<b>Twefontein A, B, C, D, K</b>
	<b>Vlaklaagte 1</b>
3.2	Buhlebesizwe
	Mzimuhle
4.1	<b>Vlaklaagte 2</b>
	Kwaggafontein A, B, C, D, E (Vrisgewaagd)
4.2	<b>Boekenhouthoek</b>
	Bundu
	Mohlamunyane
	Machipe
	<b>Mathys Zijn Loop</b>

5.1	Langkloof
	<b>Verena A, B, C, D</b>
	Wolvenkop
5.2	Bronx Mine

**Figure 31** illustrates the current situation with regard to water supply in Thembeisile Hani. The most important feature to note is the areas indicated in red where there is no water supply. As can be seen from Figure 31, these are mostly the informal areas/ new developments around Zakheni, Phola Park, Sun City, Thokoza, and Sakhile and isolated areas around Twefontein and Vlaklaagte.

Areas where there is a supply network, but where it needs to be expanded by way of additional connections are indicated in dark blue. This includes areas like Moloto, Mountain View to the east of KwaMhlanga, large areas around the Moloto road in the vicinity of Phola Park, large parts of Twefontein G, H and J, as well as K and A, B and C, and Kwaggafontein north of the Moloto road, Boekenhouthoek, and virtually the entire Verena and Langkloof.

Water metres (light blue) are mostly required in parts of Enkeldoornoog, Twefontein F, Kwaggafontein C and D, Machipe and Verena.

The remainder of the area is fairly well-served as far as water reticulation is concerned (indicated in green). It should, however, be noted that this is not to say that there are no problems in these areas, but the general condition of water supply is good.



Also indicated on Figure 31 is the bulk water network for Thembisile Hani. From this it is evident that the two main supply lines come from Kungwini in the south. From here it links into a system comprising 16 reservoirs which serves the entire Thembisile Hani, with the exception of Klipfontein and Langkloof which are being supplied from groundwater sources.

The Thembisile Hani IDP proposes that a Water Management Plan be undertaken for the municipal area, to put forward a strategy for comprehensive water provision in the area.

#### 4.13.2 SANITATION

According to the latest information regarding sanitation backlogs in the Thembisile Hani area as published by DWAF, about 205 000 people ( $\pm 40\ 000$  households) in Thembisile Hani lack sanitation services or are served below RDP standard. At an average cost of R3 000 per person, the estimated cost to upgrade the entire area to at least VIP toilet level thus amounts to about R136,061 million.

At present, virtually all the towns and settlements in Thembisile Hani have pit latrines. Only KwaMhlanga and Tweefontein K have waterborne sewerage systems (see **Figure 32**). Towns with VIP toilets include the central parts around Phola Park and Sun City (about 189 units), Thokoza (224 units), Vlaklaagte 2 and Gembokspruit (219 units), Kwaggafontein D and E (209 units), as well as Langkloof.

Also indicated on Figure 21 are the areas where planning has been done in the past to provide flush toilets (see the star symbols). These include Vlaklaagte 1 and 2, Gembokspruit, Tweefontein IA and Tweefontein RDP which could share the oxidation pond serving Tweefontein K; and Kameelpoortnek A, B, C, Zakhene, Mandela, Luthuli and Sun City which could utilise the unused sewerage pipe which runs through the area. A new oxidation pond will, however, have to be constructed to serve this line, but it could also serve to augment the capacity of the existing KwaMhlanga oxidation pond.

The line between the Tweefontein oxidation pond and Tweefontein IA is completed, while the other three lines indicated in this area (to Vlaklaagte 1 and 2 and Gembokspruit) need to be extended.

The IDP for Thembisile Hani Municipality proposes that a Water Services Development Plan should be undertaken for the municipality, including a strategy to provide proper sanitation services, as the current situation clearly shows that there is no strategy to comprehensively deal with the challenges.

#### 4.13.3 SOLID WASTE

The Thembisile Hani LM is responsible for household refuse removal and local disposal sites, while the Nkangala DM is responsible for regional sites and a Regional Waste Disposal Strategy. At present, widespread littering occurs in Thembisile Hani – a situation which is not satisfactory because of the health hazards it poses and the negative aesthetic impact it has on the area.



The current Thembisile Hani budget allows for R4,25 million per annum to render this service. It is however doubtful if this is sufficient as only about 8 out of 58 areas currently have refuse removal services. There is also no proper management of dumping sites.

#### 4.13.4 ELECTRICITY

The Thembisile Hani area is mostly well-served with electricity, with more than 80% of the community having access to electricity (see **Figure 33**). Eskom is the service provider (license holder) for house connections, while the Thembisile Hani Municipality is responsible for street lighting and public lighting.

Figure 22 indicates the areas with significant backlogs in electricity supply. The top priority should be the areas where there are no house connections at present, indicated in red. This includes parts of Phola Park/Jordan, Sun City, Thokoza extension and small portions of Vlakraagte 1 and Verena.

The second priority should be areas where there is no public lighting available. This includes the entire Moloto, Mountain View, Zakheni, Mandela and Luthuli, Sun City, Jordan and Enkeldoornog (Thembaletu/ Buhlebuzile), Thokoza and Tweefontein N.

Apart from the above there are also large areas where there is public lighting but it is generally in need of upgrading (see light blue areas on Figure 22).

Three areas are well served with public lighting: KwaMhlanga, Tweefontein (south) and Tweefontein (north).

At regional level one of the top priorities is to have the entire urban area around the Moloto road served with high mast lighting in order to improve safety conditions at night for pedestrians, public transport passengers, and motorists along the road and the adjacent areas.

The following inputs were provided by the community:

- Regular interruptions in electricity supply damage household goods;
- Main road crossings are dark at night and are a cause of accidents;
- Vending stations are not easily accessible to all;
- Councils FBE policy cannot be fully realised as 5% of households, including farm settlements and informal areas do not have access to electricity; and
- The Moloto Rail project will require electricity for which the current system is inadequate.

#### 4.13.5 TELECOMMUNICATION

68,2% of the households reported that they had access to telephone facilities at home or nearby, while 27,8% had access to a cell phone only. Only 1,4% of the population had no access to any telephone.



**4.14 ACCESS TO ENGINEERING SERVICES**

Engineering infrastructure generally includes water and sewerage systems, lighting, drainage, road and transportation facilities, waste disposal sites and electricity. Following is an overview of each of the aforementioned engineering services.

**4.14.1 WATER PROVISION**

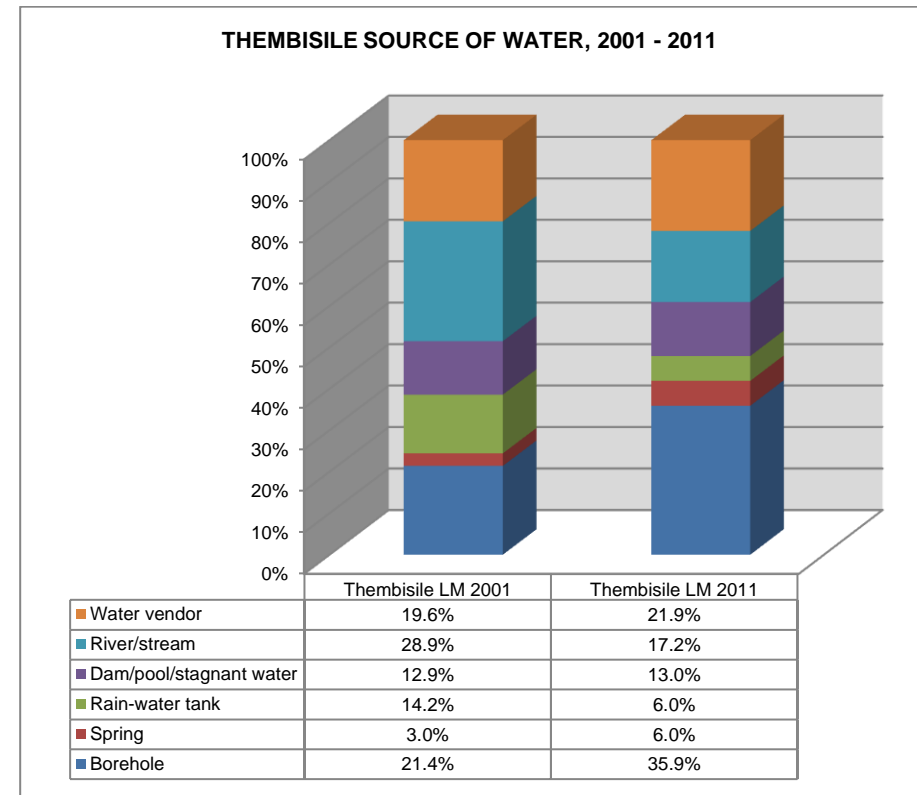
Water provision is divided into two categories, namely *Source of Water* and *Piped Water*.

➤ **SOURCE OF WATER**

Diagrams 11 and 12 illustrate the *Source of Water* for the Thembisile Hani LM and the respective functional areas for the time period 2001 to 2011 (*Note: Regional / local water scheme [operated by municipality or other water services provider] was not recorder in 2001*).

Households utilizing a borehole and water vendor as source of water increased significantly from 21.4% in 2001 to 35.9% in 2011 as the total number of households that utilize a river / stream as source of water declined from 28.9% in 2001 to 17.2% in 2011.

**Diagram:11 Thembisile Hani Source of Water 2001-2011**



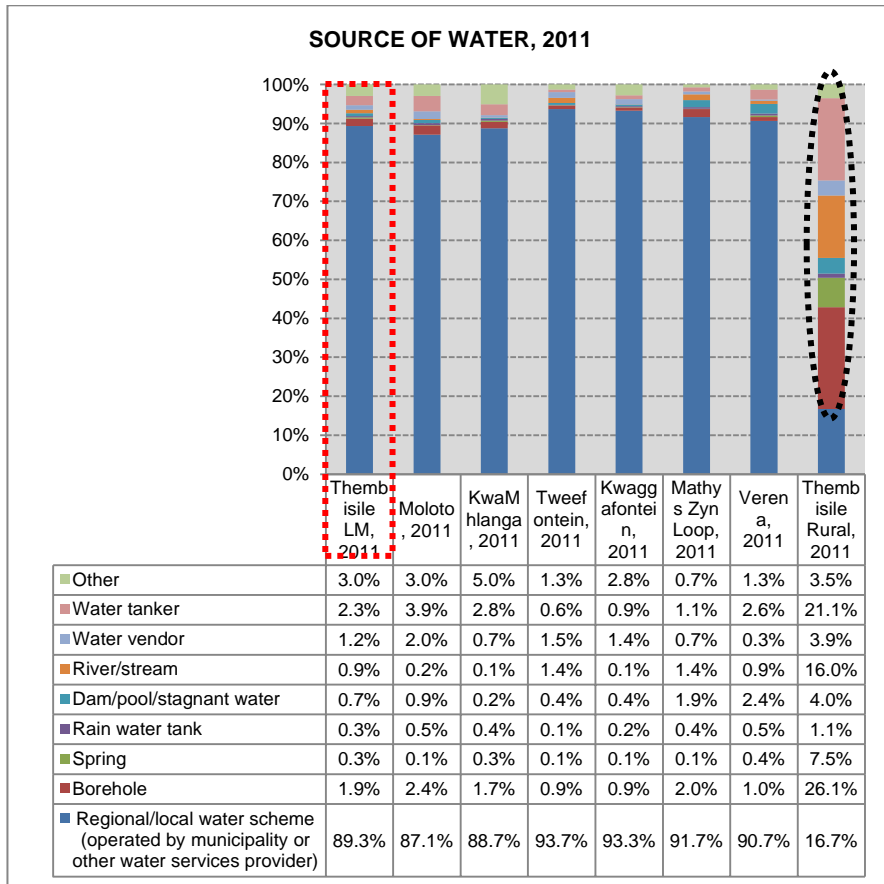
The 2011 profile, as shown in Diagram 12, indicates that within the Thembisile Hani LM, 89.3% of households are provided for by a regional/ local water scheme [operated by municipality or other water services provider].

The rural functional area of the LM has the lowest percentage (16.7%) of households provided for by a regional/ local water scheme [operated by



municipality or other water services provider]; most households within the rural area primarily utilize a borehole (26.1%), water tanker (21.1%) and river/stream (16.0%) as source of water.

Diagram 12: Source of Water per Functional Area, 2011



➤ **PIPED WATER**

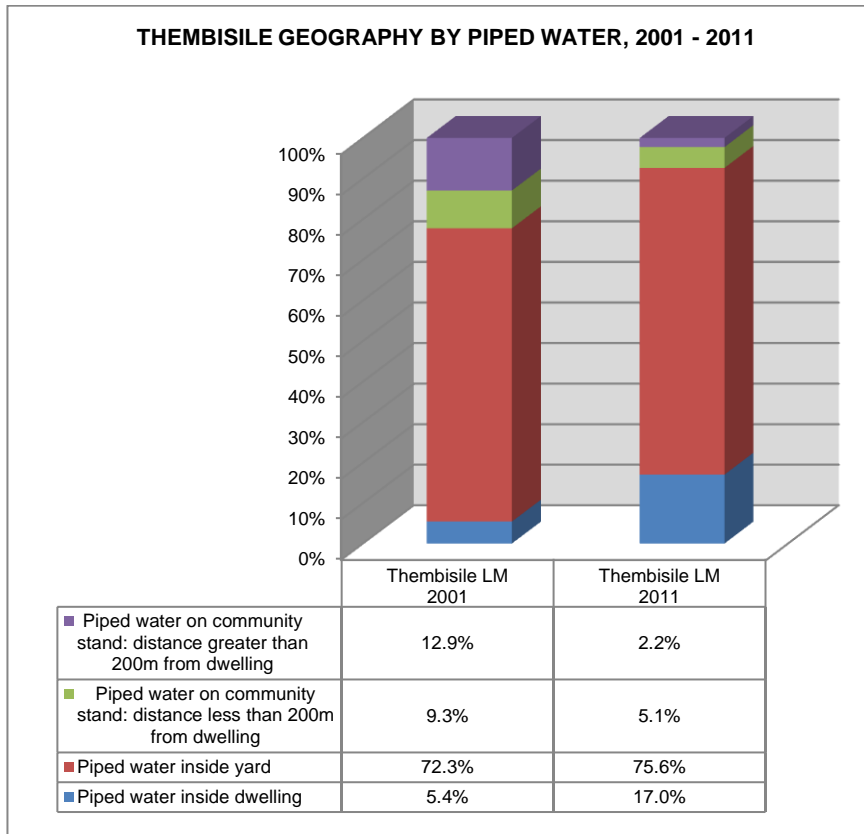
Diagrams 13 and 14 illustrate the *Geography by Piped Water* for the Thembisile Hani Local Municipality and the respective functional areas for the period 2001 to 2011. (Note: Only the following four categories could be compared in terms of the 2001 and 2011 census due to changes in categories between the two censuses:

- Piped water inside dwelling
- Piped water inside yard
- Piped water on community stand: distance less than 200m from dwelling
- Piped water on community stand: distance greater than 200m from dwelling).

The total number of households that have access to piped water within their dwelling and within their yard increased from 5.4% in 2001 to 17.0% in 2011, whilst the total number of households that have access to piped water on a community stand located further than 200m from their dwelling, declined from 12.9% in 2001 to 2.2% in 2011.

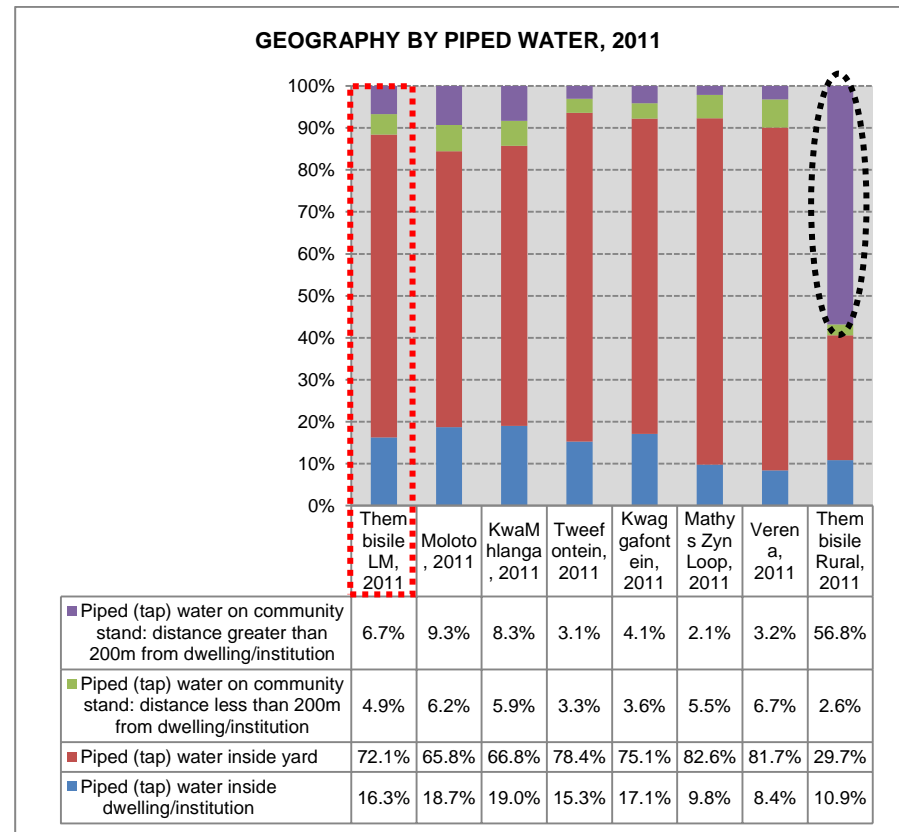


Diagram 13: Thembekele Hani Geography by Piped Water, 2001 - 2011



Comparing the functional areas within the LM (2011), as indicated in Diagram 14, it is clear that most households within Thembekele Hani have access to piped water within their yard (72.1%). Households within the rural area of Thembekele Hani mainly have access piped water on a community stand, which is located further than 200m from their primary dwelling (56.8%).

Diagram 14: Geography by Piped Water per Functional Area, 2011



#### 4.14.2 SANITATION

As shown in Diagram 15, the total number of households, within the Thembekele Hani LM, that have access to a flush toilet (connected to a sewerage system)



increased slightly from 5.5% in 2001 to 6.9% 2011 and the total number of households that only have access to a pit latrine without ventilation declined from 81.4% in 2001 to 65.3% in 2011.

Diagram 15: Thembisile Hani Toilet Facilities, 2001 – 2011

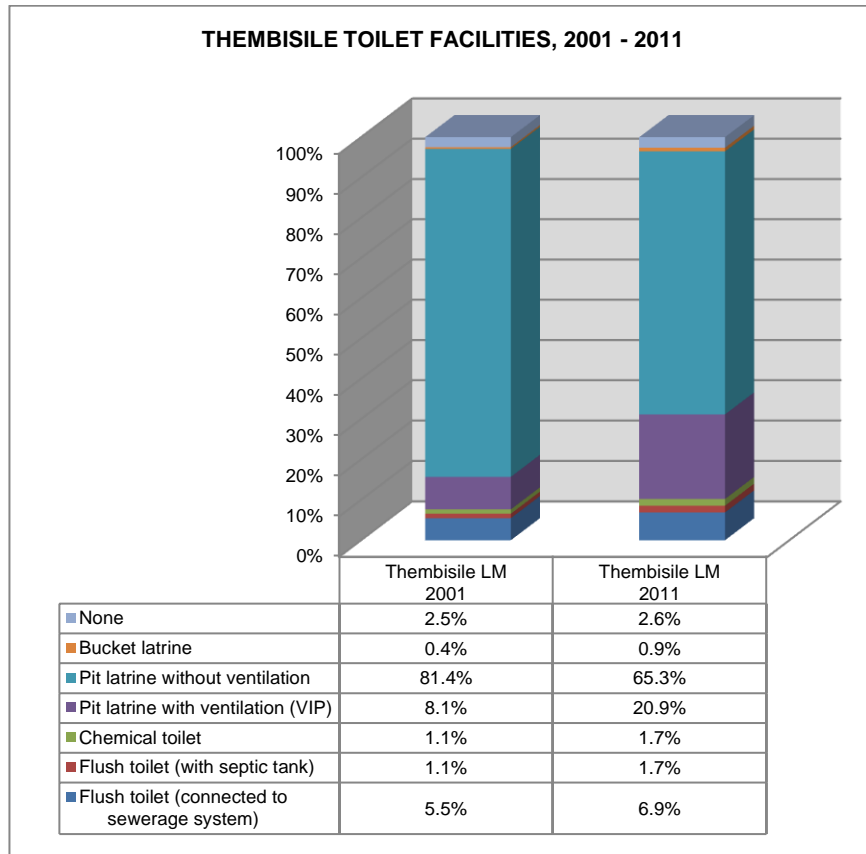


Diagram 16: Toilet Facilities per Functional Area, 2011

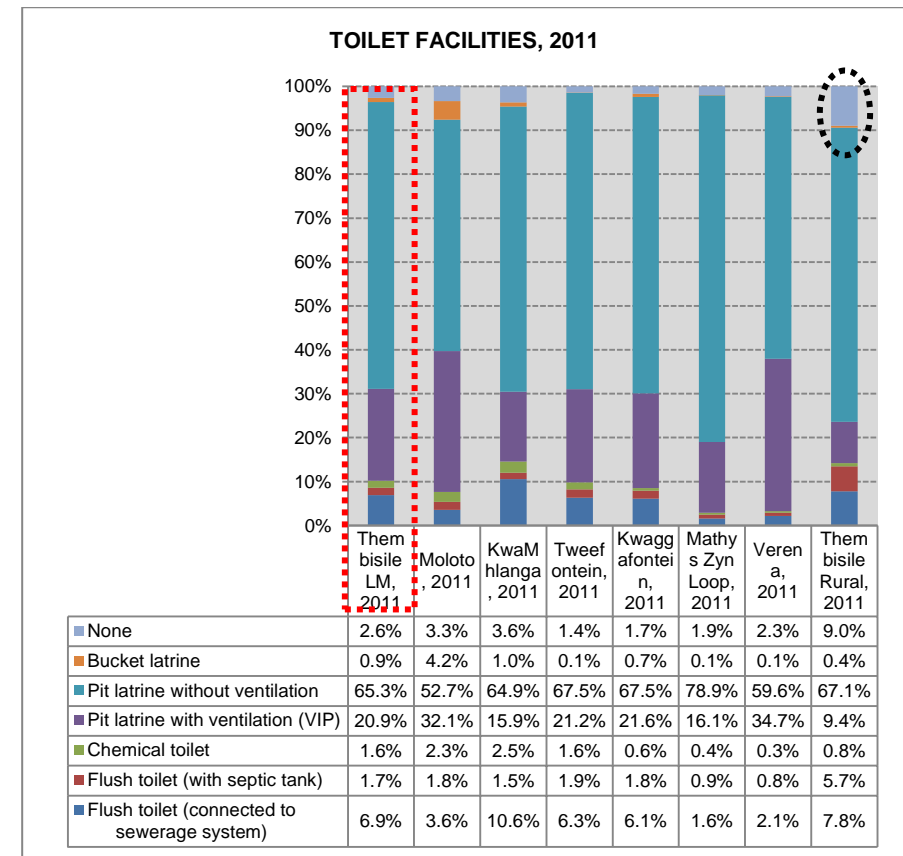


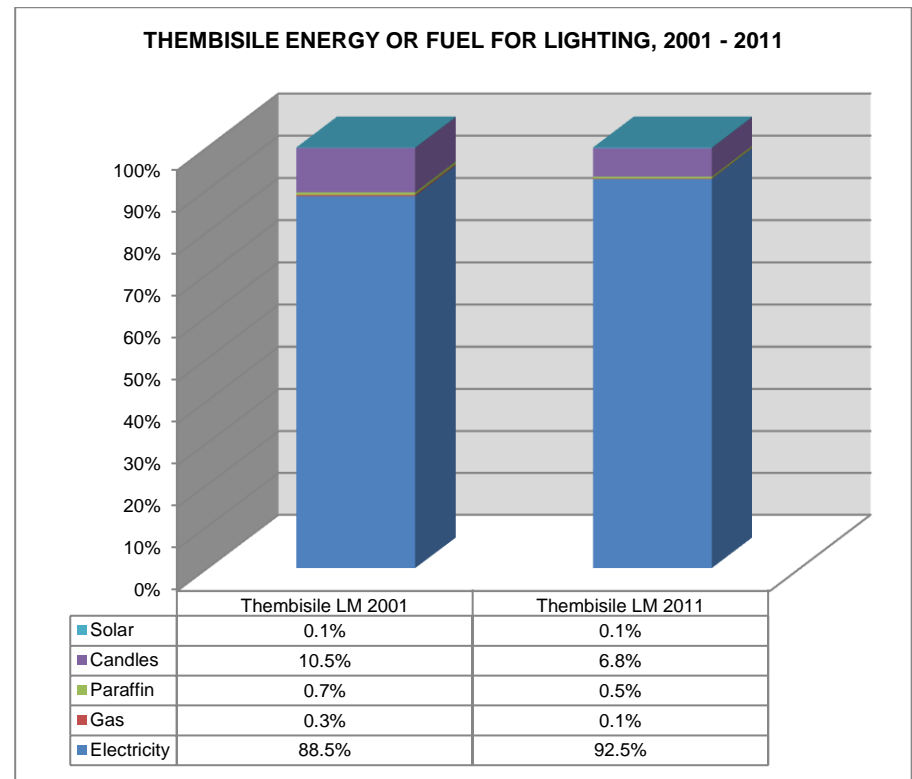
Diagram 16 indicates that a mere 6.9% of households within the Thembisile Hani LM had access to a flush toilet (connected to sewerage system) in 2011. Most households only had access to a pit latrine without ventilation (65.3%). Approximately 9.0% of households located within the rural areas of the LM have no toilet facilities.



4.14.3 ENERGY

The number of households that have access to electricity as primary form of energy or fuel for lighting increased slightly from 88.5% in 2001 to 92.5% in 2011. In turn, the total number of households that utilize candles as primary form of energy or fuel for lighting decreased from 10.5% in 2001 to 6.8% in 2011 (Diagram 17).

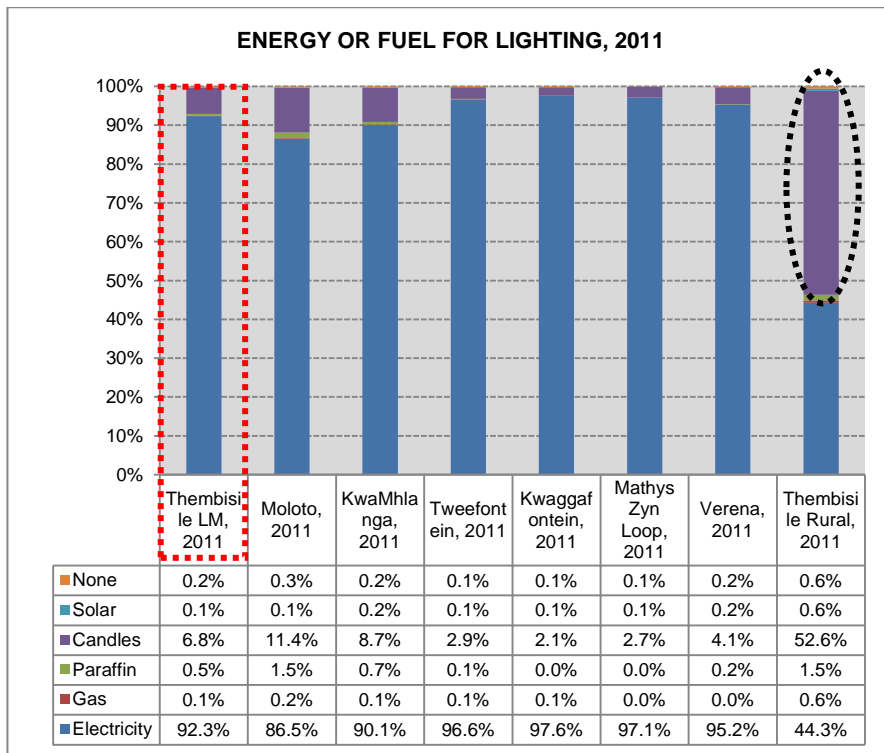
Figure 17: Thembekele Hani Energy or Fuel for Lighting, 2001 - 2011



As shown in Diagram 18, most of the households within the Thembekele Hani LM had access to electricity (92.3%) as primary form of energy or fuel for lighting. Compared to the other functional areas; the highest number of households that utilize a candle (52.6%) as form of energy or fuel for lighting is located within the rural areas of Thembekele Hani.

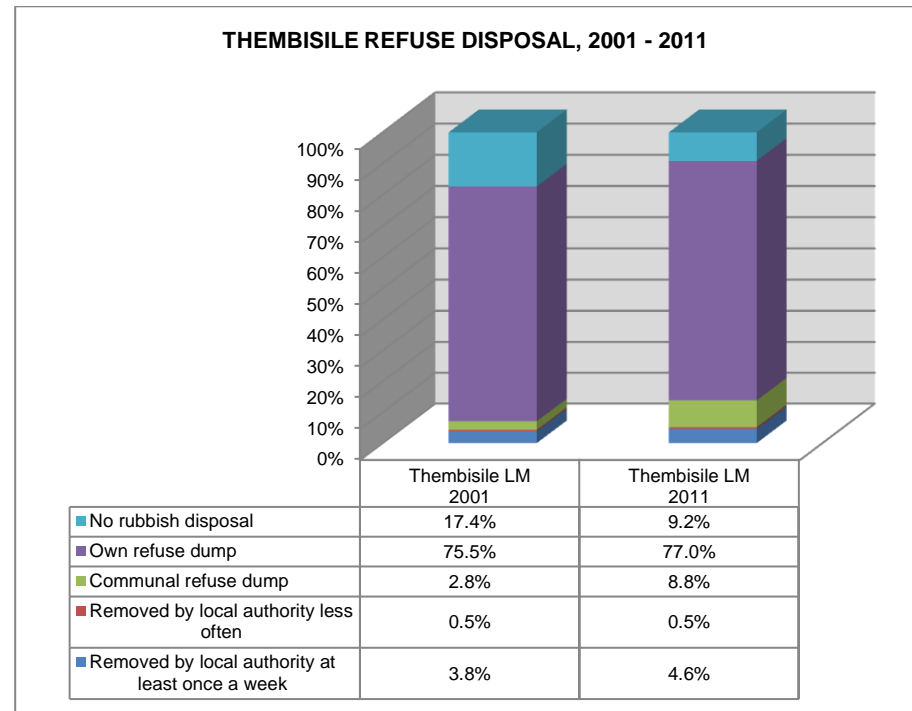


Diagram 18: Energy or Fuel for Lighting per Functional Area, 2011



2001 to 77.0% in 2011. It is noted that the 2001 and 2011 profile is almost identical, which indicates limited improvement in terms of refuse disposal.

Diagram 19: Thembekele Hani Refuse Disposal, 2001 - 2011



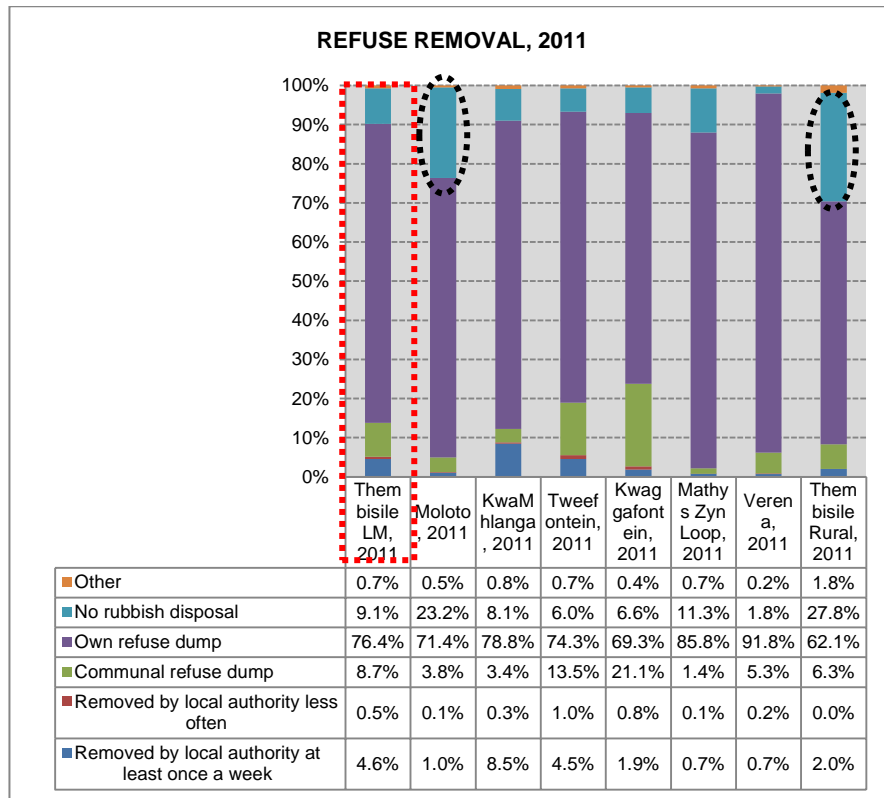
#### 4.14.4 WASTE MANAGEMENT

Diagram 19 indicates that the number of households within the Thembekele Hani LM that have their refuse removed by the local authority at least once a week increased marginally from 3.8% in 2001 to 4.6% in 2011. The number of households that utilize their own refuse dump increased slightly from 75.5% in

As shown in Diagram 20, the largest proportion of households within the Thembekele Hani LM utilized their own refuse dump as means of disposal of their refuse (76.4%). This is concerning as the environmental impact is high do to the scattered refuse dumps with no regulations. Approximately a third of households within the Moloto (23.2%) and Thembekele Hani rural (27.8%) functional areas have no refuse disposal.



Diagram 20: Refuse Disposal per Functional Area, 2011



parts of the LM mainly utilize a borehole (26.1%), water tanker (21.1%) and river/stream (16.0%) as source of water. In terms of access to piped water, most households within the LM have access to piped water within their yard (72.1%), whilst households located within the rural areas of the LM mainly have access piped water on a community stand (56.8%).

Households within the Thembisile Hani LM are poorly provided for in terms of proper sanitation facilities. Most households (approximately 65.3%) within the LM only have access to a pit latrine without ventilation. Approximately 9% of households located within the rural parts of the LM have access to no toilet facilities.

The number of households that have access to electricity as primary form of energy or fuel for lighting increased slightly from 88.5% in 2001 to 92.5% in 2011. Although, approximately 52.6% of households located within the rural areas of the LM, are still reliant on candles as primary form of energy or fuel for lighting.

Most households (76.4%) within the LM utilize their own refuse dump, with limited numbers having their refuse removed by the local authority at least once a week.

In general, the LM is well provided for in terms of electricity as as primary form of energy or fuel for lighting. Water provision in terms of piped water inside the dwelling needs to be improved. The provision of proper sanitation facilities is lacking throughout the LM, with households located within the rural areas the

4.14.5 CONCLUSIVE SUMMARY

Most households located within the Thembisile Hani LM are provided with water by means of a regional / local water scheme [operated by municipality or other water services provider] – 89.3%. Although, households located within the rural



most neglected. Refuse removal is concerning as most households utilize their own refuse dump which creates numerous environmental issues.

#### 4.15 MAIN ECONOMIC DRIVERS

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##### 4.15.1 THE MACRO-ECONOMY OF THLM

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At the moment, a very large proportion of the population is dependent on adjacent areas, like Tshwane in Gauteng, for job opportunities. According to the PGDS, in order to accelerate changes in the provincial economy towards one that is more inclusive and equitable, there is a clear need to support the industrial and service sectors to create jobs. Also, the agriculture and tourism sectors have the potential to employ large numbers of workers, including the low-skilled, so should be targeted in order to use indigenous resources to create jobs.

As mentioned, the majority of economic concentrations/ business activity nodes occur in the northern extents of the municipality, along the R573/ Moloto Road.

The largest node in the LM is located at the intersection of the R568 and the R573 routes (KwaMhlanga). The second largest node in the municipal area is found at Kwaggafontein, along the R573. Smaller nodes (second order nodes) in the area include the following: From west to east: at Phola Park, along the R573; at Tweefontein, also along the R573; at Mathys Zyn Loop, at the turn-off

to Boekenhouthoek; and at Verena, at the intersection between the R544 and R25 routes. Finally, a smaller node is also located at the intersection of the R567 and R573/ Moloto road, at the western entrance to the municipality.

The development of transport infrastructure through the Delta Transport Development Initiative promoted a high growth in transport sectors in Nkangala. However a decline in investment in buildings, houses and civil infrastructure in the area had a negative impact on the state of infrastructure. This implies a weak investment climate in the area.

The number of businesses in the Thembekele Hani area clearly indicates the area's poor attraction for investment. It is therefore critical to stimulate and strengthen the informal sector.

The study area is thus in dire need of diversification, and without growth in small sectors the economy will be too susceptible to cyclic changes in the three leading sectors. Additionally, the main sector, community service, is not normally associated with LED initiatives.

##### 4.15.2 GROWTH PROFILE

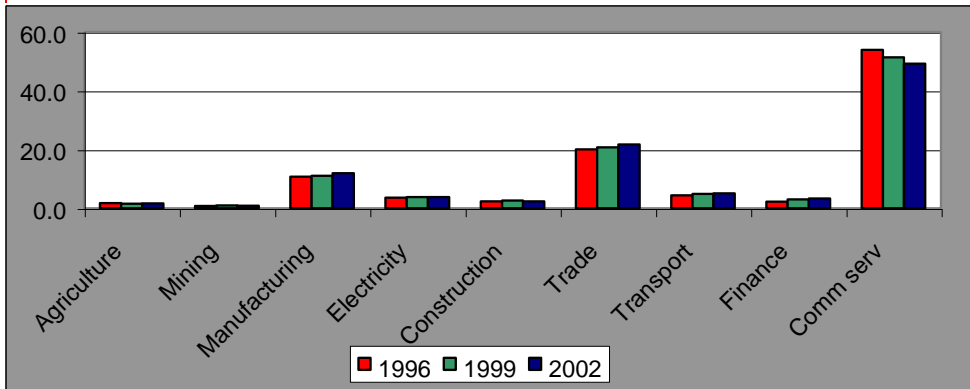
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The economic analysis of the study area conducted as part of the Thembekele Hani LED Strategy indicated that Thembekele Hani's local economy is dominated by community services, trade and manufacturing. The remaining sectors are all relatively small. The municipal area's economy is very small in comparison to



that of the NDM. Therefore specific actions need to be undertaken to broaden the tax base .

**Diagram 142: Thembisile Hani GGP profile by sector, 1996 to 2002**



Source: Global Insight Version, 1.50 (172), 2003

**Table 12: Growth Rates 1996-2002**

Growth Rates 1996-2002			
Sectors	1996-1999	1999-2002	1996-2002
Agriculture	-0.5	3.1	1.3
Mining	6.8	0.8	3.7
Manufacturing	2.7	4.8	3.7
Electricity	3.8	2.2	3.0
Construction	5.0	-2.2	1.4
Trade	2.9	3.7	3.3
Transport	4.9	3.8	4.4
Finance	12.2	5.8	9.0

Comm services	0.3	0.6	0.4
Total	1.9	2.1	2.0

Source: Global Insight Version, 1.50 (172), 2003

The sectors that recorded highest growth rates during the 1996-2002 periods are:

- Finance: the sector expanded at 9.0% per annum. The main driver of this growth was the exceptionally high growth of 12.2% during the 1996-1999 with a slower, yet high, growth of 5.8% during 1999-2002.
- The manufacturing sector, expanded at 4.8% per annum during the 1999-2002 period.
- Similarly, the agriculture activities grew during the short term at an average annual rate of 3.1%

Other sectors that expanded include:

- Mining
- Transport
- Electricity

#### 4.15.3 SUB-REGIONAL COMPARATIVE ADVANTAGES

Thembisile Hani (and Nkangala) has a comparative advantage in electricity/ power generation.



**Table 12** below summarises the sectoral competitive advantages of each of the municipalities in Nkangala District as defined in the Mpumalanga Spatial Development Framework (2012).

**Table 13: Comparative Advantages Per Municipality**

<b>Victor Khanye</b>	Agriculture, Manufacturing, Transport and Communication
<b>Emalaheni</b>	Mining, Utilities
<b>Steve Tshwete</b>	Manufacturing, Utilities, Construction, Transport and Communication
<b>Emakhazeni</b>	Agriculture, Manufacturing, Trade, Transport and Communication, Finance and Business services, Community, Social and Personal Services
<b>Thembisile Hani</b>	Construction, Trade, Transport and Communication, Finance and Business Services, Community, Social and Personal Services, General Government Services
<b>Dr JS Moroka</b>	Transport and Communication, Finance and Business Services, Community, Social and Personal Services, General Government Services

- Rural development through the development of animal handling facilities and sustainable agrarian reform
- Improved access to affordable and diverse food through planting of crops and school feeding schemes
- Improved rural services to support livelihood through the construction of various community facilities
- To promote tourism through the upgrade of Zithabiseni and installation of tourism signage
- The support and development of SMME's

#### 4.15.5 PROVINCIAL AND DISTRICT ECONOMIC/INFRASTRUCTURE ENDEAVOURS

The following potential infrastructure projects for Mpumalanga Province are listed in the Mpumalanga Industrial Development Strategy with the ones applicable to the Thembisile Hani District printed in bold.

#### 4.15.4 STRATEGIC INTERVENTIONS (LED)

According to the available information the Led Strategy for THLM proposes that the following strategic thrusts be implemented:

- Agricultural development through poultry, cattle, goat and maize projects



Table 14: Infrastructure Implications

Key Drivers	Infrastructure Projects	Preferred/ Optimum Location
1. Corridor Development	<ul style="list-style-type: none"> <li>Upgrading of Maputo (N4), N2/N17 and N11 primary corridors</li> </ul>	
	<ul style="list-style-type: none"> <li>Proposed cargo airport facility at Victor Khanye</li> </ul>	<ul style="list-style-type: none"> <li>Victor Khanye</li> </ul>
	<ul style="list-style-type: none"> <li>Border Post Upgrading</li> </ul>	<ul style="list-style-type: none"> <li>Mozambique and Swaziland</li> </ul>
	<ul style="list-style-type: none"> <li><b>Consolidating economic activity at strategic locations along development corridors</b></li> </ul>	<ul style="list-style-type: none"> <li>All nodes</li> </ul>
	<ul style="list-style-type: none"> <li>Industrial development along Dilokong Corridor</li> </ul>	<ul style="list-style-type: none"> <li>Mashishing</li> <li>Emalahleni/Witbank-Middelburg</li> </ul>
	<ul style="list-style-type: none"> <li>Coal haulage link between Waterberg coal fields and Mpumalanga power stations</li> </ul>	<ul style="list-style-type: none"> <li>Limpopo-Mpumalanga</li> </ul>
	<ul style="list-style-type: none"> <li>Railway link between Lothair and Richards Bay via Swaziland</li> </ul>	<ul style="list-style-type: none"> <li>Lothair</li> </ul>
	<ul style="list-style-type: none"> <li>Introduction of a passenger railway service along R40</li> </ul>	<ul style="list-style-type: none"> <li>Mbombela-Bushbuckridge</li> </ul>
	<ul style="list-style-type: none"> <li><b>Establishment of Moloto Rail Corridor</b></li> </ul>	<ul style="list-style-type: none"> <li><b>Moloto to Siyabuswa</b></li> </ul>
	<ul style="list-style-type: none"> <li>Upgrading of route R40 and branding of investment opportunities</li> </ul>	<ul style="list-style-type: none"> <li>Nelspruit-White River</li> <li>Hazyview-Mkhuhlu</li> <li>Bushbuckridge-Acornhoek</li> </ul>
<ul style="list-style-type: none"> <li>Improvement of Nelspruit-Burgersfort road links (R34 and R37) with Dilokong Platinum Corridor</li> </ul>	<ul style="list-style-type: none"> <li>Nelspruit-Mashishing-Burgersfort</li> </ul>	
<ul style="list-style-type: none"> <li>Upgrading Middelburg-eMalahleni road (R555) and rail link with</li> </ul>	<ul style="list-style-type: none"> <li>Steve Tshwete</li> </ul>	

Key Drivers	Infrastructure Projects	Preferred/ Optimum Location
	<ul style="list-style-type: none"> <li>Steelpoort</li> <li>Enhancing links between N4 and southern parts of Nkomazi</li> </ul>	<ul style="list-style-type: none"> <li>Nkomazi</li> </ul>
2. Nodal Hierarchy	<ul style="list-style-type: none"> <li>High Order Business, Commercial and Industrial Infrastructure Investment</li> </ul>	<ul style="list-style-type: none"> <li>Emalahleni/ Witbank, Middelburg, Nelspruit/Mbombela, Secunda, Ermelo (Primary Nodes)</li> </ul>
	<ul style="list-style-type: none"> <li><b>Lower Order Business, Commercial and Industrial Infrastructure Investment</b></li> </ul>	<ul style="list-style-type: none"> <li><b>Secondary Nodes</b></li> </ul>
	<ul style="list-style-type: none"> <li><b>Establishment of Thusong Centres</b></li> </ul>	<ul style="list-style-type: none"> <li><b>Rural Nodes</b></li> </ul>
	<ul style="list-style-type: none"> <li>Provincial High Order Education Facilities</li> <li>- Mpumalanga University</li> <li>- SA Universities Satellite Campuses</li> </ul>	<ul style="list-style-type: none"> <li>Primary Nodes</li> <li>Mbombela</li> <li>Emalahleni, Mbombela</li> </ul>
3. Business, Commercial and Industrial Development	<ul style="list-style-type: none"> <li>Expansion of Business and Commercial Areas</li> </ul>	<ul style="list-style-type: none"> <li>Five Primary Nodes</li> </ul>
	<ul style="list-style-type: none"> <li>Establishment of Industrial Parks</li> </ul>	<ul style="list-style-type: none"> <li>Five Primary Nodes along N4 and N17-N2 Corridors</li> </ul>
	<ul style="list-style-type: none"> <li>Ferrochrome Smelter</li> <li>Entrepreneur Development Centre</li> </ul>	<ul style="list-style-type: none"> <li>Emalahleni, Middelburg</li> <li>Emalahleni</li> </ul>
4. Tourism Development	<ul style="list-style-type: none"> <li>High Altitude Training Centre/ Sports Academy</li> </ul>	<ul style="list-style-type: none"> <li>Belfast</li> </ul>
	<ul style="list-style-type: none"> <li>International Convention Centre</li> </ul>	<ul style="list-style-type: none"> <li>Mbombela or Bushbuckridge (close to Kruger National Park)</li> </ul>
	<ul style="list-style-type: none"> <li><b>Tourism Node Development</b></li> </ul>	<ul style="list-style-type: none"> <li><b>Dinokeng-Loskop</b></li> </ul>



Key Drivers	Infrastructure Projects	Preferred/ Optimum Location
		Dam Precinct
	<ul style="list-style-type: none"> <li>• Facility Upgrading and Marketing</li> </ul>	<ul style="list-style-type: none"> <li>• Dinokeng-Loskop Dam Precinct (Zithabiseni-Bundu-Mkhombo Dam)</li> </ul>
	<ul style="list-style-type: none"> <li>• Tourism Branding, Signage, Marketing</li> </ul>	<ul style="list-style-type: none"> <li>• Five Provincial Tourism Precincts</li> </ul>
5.	Forestry Development	<ul style="list-style-type: none"> <li>• Forestry Technical Training Centres</li> <li>• Wood SMME Incubator</li> <li>• Lothair-Ngwenya Rail Link</li> </ul>
		<ul style="list-style-type: none"> <li>• Sabie, Mkhondo</li> <li>• Sabie, Mkhondo</li> <li>• Lothair</li> </ul>
6.	Agricultural Development	<ul style="list-style-type: none"> <li>• Lowveld Food Technology Centre</li> <li>• Regional Fresh Produce Market</li> <li>• Sugar Mill Plant</li> <li>• Dry Port SEZ/Logistics Hub</li> <li>• Establishment of Biofuels Plant</li> <li>• Small Scale Milling and Canning Plants</li> <li>• Hydroponic Projects</li> <li>• Agri Parks</li> <li>• Poultry Farming</li> <li>• Irrigation Schemes</li> </ul>
		<ul style="list-style-type: none"> <li>• Mbombela</li> <li>• Mbombela/Komatipoort</li> <li>• Komatipoort/Nkomazi</li> <li>• Komatipoort</li> <li>• Secunda</li> <li>• Rural Nodes in CRDP areas</li> <li>• 8 CRDP areas</li> <li>• 8 CRDP areas</li> <li>• 8 CRDP areas</li> <li>• 8 CRDP areas</li> <li>• 8 CRDP areas</li> </ul>
7.	Mining and Electricity Development	<ul style="list-style-type: none"> <li>• Bulk Water Supply</li> <li>• Water Reclamation Programme</li> </ul>
		<ul style="list-style-type: none"> <li>• Emalahleni-Middelburg-Ermelo-Secunda</li> <li>• Emalahleni-Middelburg-Ermelo-</li> </ul>

Key Drivers	Infrastructure Projects	Preferred/ Optimum Location
		Secunda
	<ul style="list-style-type: none"> <li>• Dedicated Environmental Management Programmes</li> <li>• Coal Haulage Upgrade (Road to Rail)</li> <li>• Mining and Energy Tertiary Training Facilities</li> <li>• Maths and Science Academy</li> <li>• Mining Entrepreneur Development Centre</li> <li>• Mining Supplier Park</li> </ul>	<ul style="list-style-type: none"> <li>• Emalahleni-Middelburg-Ermelo-Secunda</li> <li>• Emalahleni-Middelburg-Ermelo-Secunda</li> <li>• Emalahleni/Secunda</li> <li>• Emalahleni/Secunda</li> <li>• Emalahleni</li> <li>• Emalahleni</li> </ul>
8.	Rural Nodal Development	<ul style="list-style-type: none"> <li>• Establishment of Thusong Centres in each of 8 CRDP Rural Nodes</li> <li>• Construction of Dams/Irrigation Systems</li> <li>• Consolidation of Rural Housing around Rural Nodes</li> <li>• Transport Linkages to Urban Areas</li> <li>• Water, Sanitation and Electricity at each Rural Node</li> </ul>
		<ul style="list-style-type: none"> <li>• Eight CRDP Rural Nodes</li> <li>• Eight CRDP Rural Nodes</li> <li>• Around sugarcane industry</li> <li>• Eight CRDP Rural Nodes</li> <li>• All rural areas</li> <li>• Eight CRDP Rural Nodes</li> </ul>
9.	Urban Development	<ul style="list-style-type: none"> <li>• Establish Urban Housing on well-located land contributing towards Urban Restructuring</li> <li>• Focus Housing Projects on areas of greatest demand</li> </ul>
		<ul style="list-style-type: none"> <li>• All Towns and Cities</li> <li>• Emalahleni</li> <li>• Secunda</li> <li>• Mbombela-Nelspruit</li> </ul>



Key Drivers	Infrastructure Projects	Preferred/ Optimum Location
		<ul style="list-style-type: none"> <li>• Thembisile</li> <li>• Bushbuckridge</li> <li>• Nkomazi</li> </ul>
	<ul style="list-style-type: none"> <li>• Implement Breaking New Ground Principles in all housing projects</li> </ul>	<ul style="list-style-type: none"> <li>• All municipalities</li> </ul>
	<ul style="list-style-type: none"> <li>• Consolidate urban and rural settlements to establish provincial metropolitan areas</li> </ul>	<ul style="list-style-type: none"> <li>• Mbombela-Bushbuckridge-Nkomazi</li> <li>• Witbank-Middelburg-Verena-Ogies</li> <li>• Trichard-Evander-Kinross-Secunda</li> </ul>

potential. Some heritage sites are scattered throughout the municipality, particularly in the central parts.

In terms of service delivery, the nodes in the area are vital in serving the surrounding rural populations.

The municipality’s high level of dependency on Tshwane etc for job opportunities is of great concern, due to the distances that have to be travelled on a daily basis. The commuting is time consuming as well as expensive, despite subsidies. Emphasis has to be on local resources, and strengthening the local economy. This vision must also start with providing proper education to the youth, and equipping them with the knowledge and skills to not only live sustainability lives, but to be able to uplift themselves out of (often) chronic poverty.

**4.16 SYNTHESIS**

To summarise, Thembisile Hani Local Municipality forms the north-western extent of the Nkangala District in Mpumalanga Province. The municipality is largely rural in nature, with much subsistence agriculture and a small economic base. However, the LM does have some unlocked potential due to its strategic location between Tshwane and Sekhukhune. The key to unlocking this potential is the R573/ Moloto Road that traverses the northern parts of the municipality.

This road poses much potential as an activity corridor, especially with regards to rail services. The area also holds some hidden treasures in terms of tourism

**5 SPATIAL DEVELOPMENT FRAMEWORK**

**5.1.1 LOCAL POPULATION PROJECTIONS AND ASSOCIATED LAND USE BUDGET**

**Table 14** below depicts the projected population for Thembisile Hani Municipality as well as Nkangala district up to 2030. It projects a district population of 1 580 766 people by 2020 and 1 860 894 by 2030 and a local population 354 370 by 2020 and 395 831 by 2030



Table 15: Nkangala Population, 2001 - 2030

Table : Nkangala Population, 2001 - 2030				
Population	2001	2011	2020	2030
Victor Khanye	56 206	75 453	90 148	103 129
Emalahleni	276 410	395 419	516 399	646 708
Steve Tshwete	142 772	229 795	302 180	383 769
Emakhazeni	43 007	47 176	52 271	56 505
Thembisile	258 877	310 436	354 370	395 831
Dr JS Moroka	243 310	249 669	265 398	274 952
<b>Nkangala Total</b>	<b>1 020 582</b>	<b>1 307 948</b>	<b>1 580 766</b>	<b>1 860 894</b>
<b>Incremental Population</b>				
	<b>2001-2011</b>	<b>2011-2020</b>	<b>2020-2030</b>	<b>2011-2030</b>
Victor Khanye	19 247	14 695	12 981	27 676
Emalahleni	119 009	120 980	130 309	251 289
Steve Tshwete	87 023	72 385	81 589	153 974
Emakhazeni	4 169	5 095	4 234	9 329
Thembisile	51 559	43 934	41 461	85 395
Dr JS Moroka	6 359	15 729	9 554	25 283
<b>Nkangala Total</b>	<b>287 366</b>	<b>272 818</b>	<b>280 128</b>	<b>552 946</b>
<b>Increment p.a.</b>				
	<b>2001-2011</b>	<b>2011-2020</b>	<b>2020-2030</b>	<b>2011-2030</b>
Victor Khanye	1 925	1 633	1 298	1 457
Emalahleni	11 901	13 442	13 031	13 226
Steve Tshwete	8 702	8 043	8 159	8 104
Emakhazeni	417	566	423	491
Thembisile	5 156	4 882	4 146	4 494
Dr JS Moroka	636	1 748	955	1 331
<b>Nkangala Total</b>	<b>28 737</b>	<b>30 313</b>	<b>28 013</b>	<b>29 102</b>
<b>Growth rate p.a.</b>				
	<b>2001-2011</b>	<b>2011-2020</b>	<b>2020-2030</b>	<b>2011-2030</b>
Victor Khanye	3.0%	2.0%	1.4%	1.7%
Emalahleni	3.6%	3.0%	2.3%	2.6%
Steve Tshwete	4.9%	3.1%	2.4%	2.7%
Emakhazeni	0.9%	1.1%	0.8%	1.0%
Thembisile	1.8%	1.5%	1.1%	1.3%
Dr JS Moroka	0.3%	0.7%	0.4%	0.5%
<b>Nkangala Total</b>	<b>2.5%</b>	<b>2.1%</b>	<b>1.6%</b>	<b>1.9%</b>

Source: 2001, 2011 Population Census, STATS SA 2020, 2030 Plan Associates, 2014

This translates into an increment of about 43 934 people up to 2020 (about 4 882 per annum) and another 41 461 by 2030 at a rate of about 4 146 people per annum.

The largest population increment is expected in the District is Emalahleni (about 251 000 (compared with current 276 400 people), followed by Steve Tshwete with 153 944 people and **Thembisile Hani** with 85 395 people.

**Tables 15 and 16** below converts the projected population increment into a land use budget for each of the municipalities and the district as a whole up to 2020, and up to 2030 respectively.

**Table 15** shows that the incremental population of 43 934 will require about 10 716 additional dwelling units with associated additional 24 schools, 4 clinics, 2 police stations and a range of other community facilities.

Similarly, approximately 57 114m<sup>2</sup> of retail space and 5 711m<sup>2</sup> of office space should be made available for development. In total, about 794 hectares of land will be required for urbanisation in the Thembisile Hani by 2020. **Table 15** shows that another 766 hectares will be required by 2030 which brings the total incremental urbanisation footprint for Thembisile Hani by 2030 up to about 1 560 hectares of land

THEMBISILE HANI LOCAL MUNICIPALITY – SPATIAL DEVELOPMENT FRAMEWORK (SDF)



Table 16: Nkangala District Municipality: Incremental Land Use Budget (2011-2020)

INCREMENTAL LAND USE BUDGET (2011 - 2020)																					
LAND USE	VICTOR KHANYE LM			EMALAHLENI LM			STEVE TSHWETE LM			EMAKHAZENI LM			THEMBISILE LM			DR JS MOROKA LM			NKANGALA DM		
	no	ha	%	no	ha	%	no	ha	%	no	ha	%	no	ha	%	no	ha	%	no	ha	%
<b>BASE DATA</b>		198.6	59%		1 833.0	59%		1 034.1	61%		74.9	60%		535.8	67%		196.6	59%		3 873.0	60%
Dwelling Units	3 972	198.6		36 661	1 833.0		20 682	1 034.1		1 499	74.9		10 716	535.8		3 932	196.6		77 460	3 873.0	
Population	14 695			120 980			72 385			5 095			43 934			15 729			272 818		
<b>Education</b>	7	8.6	3%	53	20.4	1%	33	15.0	1%	3	7.6	6%	24	11.9	1%	10	8.7	3%	130	72.3	1%
Pre-Primary	4	1.6		27	13.4		17	8.0		1	0.6		11	4.9		5	1.7		64	30.3	
Primary	2	2.4		17	2.4		10	2.4		1	2.4		8	2.4		3	2.4		41	14.4	
Secondary	1	4.6		10	4.6		6	4.6		0	4.6		5	4.6		2	4.6		25	27.6	
<b>Retail (floor area in m²)</b>	19 103	5.8	2%	254 058	79.6	3%	152 009	47.7	3%	6 624	2.0	2%	57 114	17.2	2%	20 448	6.2	2%	509 356	158.4	2%
Small and Local Convenience retail centres (floor area in m²)	7 347	1.8		60 490	15.1		36 193	9.0		2 548	0.6		21 967	5.5		7 865	2.0		136 409	34.1	
Neighbourhood and Community retail centres (floor area in m²)	11 756	3.9		120 980	40.3		72 385	24.1		4 076	1.4		35 147	11.7		12 583	4.2		256 927	85.6	
Regional retail centres (floor area in m²)	-	-		72 588	24.2		43 431	14.5		-	-		-	-		-	-		116 019	38.7	
<b>Offices (floor area in m²)</b>	1 910	0.5	0%	25 406	6.4	0%	15 201	3.8	0%	662	0.2	0%	5 711	1.4	0%	2 045	0.5	0%	50 936	12.7	0%
<b>Industrial</b>	34.4	10%		379.3	12%		148.5	9%		7.7	6%		5.0	1%		31.5	9%		606.4	9%	
<b>Community Facilities</b>	1.4	0%		16.8	1%		9.6	1%		0.3	0%		4.3	1%		1.4	0%		33.7	1%	
Religious places	7	1.1		60	9.0		36	5.4		2	0.3		21	3.2		7	1.1		133	20.0	
Clinic	1	0.2		12	2.4		7	1.4		-	-		4	0.8		1	0.2		25	5.0	
Hospital (Regionl Facility)				1	4.8		1	4.8											2	9.6	
Post Office	1	0.1		10	0.5		6	0.3		-	-		3	0.2		1	0.1		21	1.1	
Police	1	0.1		5	0.5		3	0.3		0	0.0		2	0.2		1	0.1		11	1.1	
Community Centre / Library/Pay Point	-	-		2	1.0		1	0.5		-	-		-	-		-	-		3	1.5	
Municipal Office	-	-		2	1.0		1	0.5		-	-		-	-		-	-		3	1.5	
Fire Station	-	-		2	2.4		1	1.2		-	-		-	-		-	-		3	3.6	
<b>Open Space</b>		18.4	5%		151.1	5%		90.4	5%		6.4	5%		54.9	7%		19.6	6%		340.8	5%
Active		6.7			55.6			33.2			2.3			20.2			7.2			125.3	
Passive		11.6			95.6			57.2			4.0			34.7			12.4			215.5	
<b>SUBTOTAL</b>		267.6	79%		2 486.7	79%		1 349.1	79%		99.0	79%		630.4	79%		264.5	79%		5 097.4	79%
<b>STREET</b>		69.6	21%		646.5	21%		350.8	21%		25.8	21%		163.9	21%		68.8	21%		1 325.3	21%
<b>TOTAL</b>		337.1	100%		3 133.2	100%		1 699.9	100%		124.8	100%		794.4	100%		333.3	100%		6 422.7	100%

THEMBISILE HANI LOCAL MUNICIPALITY – SPATIAL DEVELOPMENT FRAMEWORK (SDF)



Table 17: Nkangala District Municipality: Incremental Land Use Budget (2020-2030)

INCREMENTAL LAND USE BUDGET (2020 - 2030)																					
LAND USE	VICTOR KHANYE LM			EMALAHLENI LM			STEVE TSHWETE LM			EMAKHAZENI LM			THEMBISILE LM			DR JS MOROKA LM			NKANGALA DM		
	no	ha	%	no	ha	%	no	ha	%	no	ha	%	no	ha	%	no	ha	%	no	ha	%
<b>BASE DATA</b>		180.3	54%	2 036.1	55%	1 199.8	59%	64.2	58%	518.3	68%	122.5	57%	4 121.1	57%						
Dwelling Units	3 606	180.3		40 721	2 036.1		23 997	1 199.8		1 283	64.2		10 365	518.3		2 450	122.5		82 422	4 121.1	
Population	12 981			130 309			81 589			4 234			41 461			9 554			280 128		
<b>Education</b>	7	8.4	3%	57	21.5	1%	37	16.1	1%	2	7.5	7%	22	11.6	2%	6	8.1	4%	131	73.1	1%
Pre-Primary	3	1.4		29	14.5		19	9.1		1	0.5		10	4.6		3	1.1		65	31.1	
Primary	2	2.4		18	2.4		11	2.4		1	2.4		8	2.4		2	2.4		42	14.4	
Secondary	1	4.6		11	4.6		7	4.6		0	4.6		5	4.6		1	4.6		25	27.6	
<b>Retail (floor area in m<sup>2</sup>)</b>	16 876	5.1	2%	273 648	85.8	2%	171 336	53.7	3%	5 504	1.7	1%	53 900	16.2	2%	12 421	3.7	2%	533 685	166.2	2%
Small and Local Convenience retail centres (floor area in m <sup>2</sup> )	6 491	1.6		65 154	16.3		40 794	10.2		2 117	0.5		20 731	5.2		4 777	1.2		140 064	35.0	
Neighbourhood and Community retail centres (floor area in m <sup>2</sup> )	10 385	3.5		130 309	43.4		81 589	27.2		3 387	1.1		33 169	11.1		7 643	2.5		266 482	88.8	
Regional retail centres (floor area in m <sup>2</sup> )	-	-		78 185	26.1		48 953	16.3		-	-		-	-		-	-		127 138	42.4	
<b>Offices (floor area in m<sup>2</sup>)</b>	1 688	0.4	0%	27 365	6.8	0%	17 134	4.3	0%	550	0.1	0%	5 390	1.3	0%	1 242	0.3	0%	53 368	13.3	0%
<b>Industrial</b>		54.6	16%	622.7	17%	217.8	11%	8.9	8%	4.7	1%	22.3	10%	931.0	13%						
<b>Community Facilities</b>		1.2	0%	17.8	0%	10.5	1%	0.3	0%	4.1	1%	0.6	0%	34.6	0%						
Religious places	6	0.9		65	9.8		40	6.0		2	0.3		20	3.0		4	0.6		137	20.6	
Clinic	1	0.2		13	2.6		8	1.6		-	-		4	0.8		-	-		26	5.2	
Hospital (Regional Facility)				1	4.8		1	4.8											2	9.6	
Post Office	1	0.1		11	0.6		7	0.4		-	-		3	0.2		-	-		22	1.1	
Police	1	0.1		5	0.5		3	0.3		0	0.0		2	0.2		0	0.0		11	1.1	
Community Centre / Library/Pay Point	-	-		2	1.0		1	0.5		-	-		-	-		-	-		3	1.5	
Municipal Office	-	-		2	1.0		1	0.5		-	-		-	-		-	-		3	1.5	
Fire Station	-	-		2	2.4		1	1.2		-	-		-	-		-	-		3	3.6	
<b>Open Space</b>		16.2	5%	162.8	4%	101.9	5%	5.3	5%	51.8	7%	11.9	6%	349.9	5%						
Active		6.0		59.8		37.5		1.9		19.0		4.4		128.6							
Passive		10.3		102.9		64.5		3.3		32.8		7.5		221.3							
<b>SUBTOTAL</b>		266.3	79%	2 953.5	79%	1 604.1	79%	87.9	79%	608.1	79%	169.5	79%	5 689.3	79%						
<b>STREET</b>		69.2	21%	767.9	21%	417.1	21%	22.9	21%	158.1	21%	44.1	21%	1 479.2	21%						
<b>TOTAL</b>		335.5	100%	3 721.4	100%	2 021.2	100%	110.8	100%	766.2	100%	213.5	100%	7 168.5	100%						



## 5.2 DEVELOPMENT PRINCIPLES

The following section provides an overview of the development objectives/principles which represent the points of departure to the Thembekele Hani Municipal Spatial Development Framework.

- To consolidate, through infill development and densification, the urban structure in the form of Transit Orientated Development around the Moloto Rail Initiative. This will be achieved by way of upgrading of existing infrastructure (rail) and improved access to public transport;
- To promote the utilisation of public transport along the Moloto Road and within the residential areas;
- To consolidate economic activities at some strategic locations in the municipal area.
- To promote the provision of community facilities and services, as well as the development of economic activity by way of the concept of Multi Purpose Service Delivery Centres;
- To formalise all informal towns and settlements in the Thembekele Hani area in order to provide engineering services;
- To continuously implement a program of Tenure Upgrading in the formalised towns;
- To utilise the nature reserves in the municipal area to promote eco-tourism;
- To enhance biodiversity conservation through environmentally sustainable development;

- To promote extensive, small scale and community farming in the southern portions of the municipal area; and
- To identify and promote cultural historic sites

## 5.3 DEVELOPMENT FRAMEWORK

### 5.3.1 MUNICIPAL-WIDE SPATIAL DEVELOPMENT FRAMEWORK

**Figure 34** reflects the proposed Spatial Development Framework for the Thembekele Hani Local Municipality.

#### 5.3.1.1 Areas of Consolidation and Infill Development

As can be seen from Figure 26 it is proposed that the existing spatial pattern and trends in the Thembekele Hani area be consolidated as far as possible, and that infill development be done on the vacant portions of land between different settlements in order to create one consolidated urban structure around the Moloto Corridor.

Figure 26 illustrates the extent of the existing formal and informal towns and settlements in yellow, of which the majority are situated along the Moloto road. It is proposed that the bulk of future residential and economic development in the municipal area be promoted along the Moloto corridor. The intention is that



the Moloto corridor (which includes the Moloto road and railway line) should serve as a local activity spine to Thembisile Hani Municipality.

Furthermore the majority of growth and development initiatives should be focused towards the western portion of the Moloto route, which includes the settlements of Moloto, KwaMhlanga, Enkeldoornoog, Vlaklaagte and Tweefontein. The housing counts conducted indicated that there is a trend for people to settle in this area rather than further towards the east. The main reason for this being the fact that this part of Thembisile Hani is the nearest to the economic activities of Gauteng which limits the travelling time and costs for residents from these areas.

The eastern conglomerate of settlements which includes Kwaggafontein, Mathys Zijn Loop, Boekenhouthoek and Goederede should also be promoted, but it is believed that this area will never grow as rapidly and extensively as the western half of the Thembisile Hani area which functionally interacts much stronger with Gauteng Province.

Figure 26 and **Figures 34.1 - 34.4** indicate the priority expansion areas/direction of expansion for the various urban complexes of Thembisile Hani (in light brown colour). These Strategic Development Areas include the following:

**SDA 1:** The area around the Moloto route between Moloto and KwaMhlanga (The Moloto settlement should thus expand in an easterly direction along the Moloto road and the proposed Moloto rail alignment).

**SDA 2:** The area between KwaMhlanga and Enkeldoornoog which will represent infill development close to the KwaMhlanga Business Node and proposed railway station. This section has already experienced an influx of informal settlements.

**SDA 3:** The eastern expansion areas around Kameelpoortnek towards the north of the KwaMhlanga intersection.

**SDA 4:** The vacant area between route R573 (Moloto Road) and the northern extensions of Tweefontein (A, B, C, D, K, N and M). The Nkangala Municipality and Department of Human Settlements have already commenced with the establishment of two townships within SDA 4.

**SDA 5:** The vacant area between Vlaklaagte 2 and Vlaklaagte 1 to the south of the Moloto road and rail.

**SDA 6:** The area adjacent to route R573 (north and south) towards the west of Kwaggafontein, and surrounding the Kwaggafontein industrial area.

**SDA 7:** The area to the south of Verena (towards Wolvenkop) and towards the north (Wellas) where informal settlement is already taking place.



### 5.3.1.2 Formalisation of Towns

As a priority, the informal towns as illustrated on **Figure 34** should be formalised and incorporated into the formal urban areas in order to ensure that these areas are properly planned, and that services (water, sanitation, electricity etc.) can be installed to these areas.

### 5.3.1.3 Industrial Activity

As far as industrial activity is concerned it is proposed that two industrial areas along the Moloto Road be promoted as best as possible. This includes the industrial area at Tweefontein IA located to the north of the Moloto Road opposite Phola Park (Figure 34.3); and the one which is located at Kwaggafontein to the south of the Moloto road (Figure 34.4). The industrial area at Tweefontein IA holds the most potential in terms of the surrounding activities, and it is proposed that a concerted effort be put in place to promote development in this area and to also facilitate small industries and other commercial activities to establish in this industrial area. If this requires that the industrial area be expanded in future this should also be supported. The industrial area at Tweefontein can/should accommodate and consolidate the wide range of service industries currently located along this section of the Moloto road.

### 5.3.1.4 Multi Purpose Service Delivery Centres

There are ten potential service delivery centres identified in the Thembekele Hani area (see **Figure 35**). These service centres are located at Moloto, KwaMhlanga, Enkeldoornog, Vlaklaagte south of route R573, Tweefontein to the north of route R573, Kwaggafontein, Matthys Zyn Loop, Goederede, Verena and Schoongezicht (in the vicinity of the mine towards the south of the Thembekele Hani area) (see Figure 27). Each centre should serve the surrounding communities within a radius of at least 5 kilometres. Residents from surrounding villages will make use of either the nearest or the most accessible service centre. Therefore it is not possible to make a clear distinction as to which villages should be served by which service centre. What is however important is to note that virtually all villages in Thembekele Hani fall within a radius of 5 kilometres of at least one of these nodal points.

The development of these centres is very important to ensure access to social services for urban and rural communities. The development rationale and concept of Multi Purpose Service Delivery Centres is therefore expounded below in order to promote the development of these centres in the Thembekele Hani area.

A Multi Purpose Service Delivery Centre/Rural Service Centre is “a focal point at which a comprehensive range of essential services can be obtained by people living in its vicinity. In turn it acts as a pool of human and physical resources from which the inputs necessary for urban and rural development can



*be distributed efficiently, and from which urban and rural people can draw to promote their development”.*

This concept allows for national, provincial and local government to join their efforts in providing services at local level, by means of the establishment of Multi Purpose Service Delivery (Thusong) Centres. These centres will allow for the provision of a combination of essential services by the relevant tiers of government, according to their roles and responsibilities, at a central location accessible to the community. These services will be mutually supportive and will ensure co-ordination of services, rather than duplication or deprivation. These centres also provide a one stop comprehensive service to members from surrounding communities which are in many cases very poor and cannot afford multiple trips.

The development of these Multi Purpose Service Delivery Centres can furthermore act as an economic injection, by means of initiating investment into previously marginalized areas, and lowering the perceived risk to private sector development. It will allow for a hierarchy in the provision of services, to ensure that existing cores are strengthened and services become more accessible to remote sections of the population. The appropriate design of these Centres can also achieve the realisation of the principle of stimulating diverse and complex urban areas, as opposed to dormant townships and rural villages. In the long run this can enhance the sustainability of these settlements. The concept of a Multi Purpose Service Centre is illustrated in **Figure 36**.

The key to the success of MPCCs/Thusong Centre development is rooted in the principle of focused and deliberate government investment spending to ensure

that these centres develop to provide an extensive range of community facilities, and in the case of Agri-Village, becoming the spatial focal points of agriculturally driven LED interventions and land reform initiatives. By doing so, MPCCs and Agri-Villages possess the inherent potential to act as spatial points within a larger space-economy around which the critical mass required to initiate formal and informal local economic development can occur.

A key benefit derived from MPCC and Agri-Village development is that it becomes more cost efficient to provide the full range of engineering services to these nodal points as these are utilised for a number of purposes including economic, social, as well as residential development. Thus, by being conducive to focused infrastructure spending, the collective benefits derived from investments made by various spheres of government far out-weigh the individual contributions made. Furthermore, the development of MPCCs and Agri-Villages requires inter-governmental co-operation, which is seen as critical to promoting sustainable and integrated development.

### **Thusong Centre/MPCCs Development**

The development of a Thusong Centre/MPCC takes place over time and is based on an incremental growth process guided and stimulated by a number of strategic investments by various spheres of government within and around a strategically selected spatial point in order to stimulate local economic development activity. The ultimate goal is the **establishment of a sustainable rural activity node, comprising a number of community facilities and services, and which is supplemented by a range of economic activities located in close proximity**. Over time, such a nodal point then not only serves the local residential development in close proximity to the node, but the



surrounding rural communities from as far as 15 to 20 kilometres away. In this way it becomes possible to sustain a number of economic activities and even to establish a fresh produce market which could act as a stimulus for the production of surplus agricultural products in the surrounding rural communities and Agri-Villages. In this way rural-urban linkages (interaction/integration) are established.

The development process is initiated by identifying an appropriate location for the development of a Thusong Centre/MPCC. An ideal location would be one that features good local and regional accessibility –e.g. in close proximity to the intersection of two prominent route crossings (see Figure 36). The first step in the physical development of a MPCC could be the establishment of a community hall. The community hall can be utilised for a variety of functions, including serving as a pension payout point by the end of the month; accommodating the mobile clinic once a week or whatever the frequency is; accommodating community meetings; serving as an adult basic education and training centre during certain times of the week; etc.

Because of the location and concentration of people at the community hall during the week, a bus or taxi rank may establish because people are being picked up and dropped off at the facility. The natural concentration of people then leads to the establishment of a small informal market close to the bus or taxi rank at the community hall as depicted on Figure 36.

As the MPCC then develops further over time, it may establish a more permanent clinic in a separate building from the community hall, and later on a number of additional community facilities may be added by various spheres of

government as illustrated on Figure 36. This could include a post office, a library, police station with an associated magistrates court, as well as a municipal pay point or municipal satellite offices.

As the number of social facilities and services being concentrated at the nodal point increases, the number of people visiting the area on a day-to-day basis increases simultaneously. With the increased intensity of activity and number of visitors, the informal market can then translate into some formal retail activities as well (see Figure 36).

The people working as officials in the various community facilities and services as illustrated on Figure 36, will require residential accommodation in close proximity to the node. For this purpose it is then important for government to add the subsidised housing components which may be either in the form of rental stock (social housing/flats), and/or RDP units in close proximity to the node (see Figure 36). The concentration of housing stock at the nodal point brings more people closer to the node which not only enhances the utilisation and viability of the community facilities at the node, but also strengthens the capacity for local economic development as it increases the “critical mass” required.

Associated with the residential development follows the establishment of educational facilities like a primary school, sports fields and even a crèche which could be located close to the MPCC.

Over a period of time this node can then expand incrementally, and as more functions and associated residential activities are added, it may eventually also



accommodate a fresh produce market, agro-industries and even some commercial activities like hardware stores etc.

### **Agri-Village Development**

As with an MPCC, the development of an Agri-Village takes place over time and is based on an incremental growth process guided and stimulated by a number of strategic investments by various spheres of government within and around a strategically selected spatial point in order to stimulate local economic development activity.

The land use composition of the Agri-Village is generally seen as being the same as that of a MPCC, except that Agri-Villages, provided their location within areas displaying potential for both commercial and subsistence agricultural development, become the spatial focal points of agriculturally driven LED interventions (e.g. tunnel production) and land reform initiatives. As such, Agri-Villages should become the primary focus points around which to promote small-farm development and communal grazing practices via a land reform process comprising land tenure reform and redistribution.

It is also important to note that the MPCC's proposed at Moloto, KwaMhlanga, Phola, Vlaklaagte, Kwaggafontein and Matthys Zyn Loop could be incorporated into the station precincts around the future railway line in the form of Transit Orientated Development (refer to section 5.3.9 and **Figure 23**).

### 5.3.1.5 Community Facilities (Specific)

Once emergency services are provided in the western region of Nkangala, it is proposed that these be established at KwaMhlanga as part of the KwaMhlanga MPCC. The same holds for the regional sport centre where it is proposed that the KwaMhlanga stadium and surrounding activities be promoted as a future regional sport facility for Thembeisile Hani. There is a similar need in the Kwaggafontein area, but the sport facility to be provided in this area could be of a lower order than the KwaMhlanga sport facility.

The KwaMhlanga Hospital also acts as the regional hospital for the broader Thembeisile Hani community.

At present the council offices and library are located at Kwaggafontein. From a geographic point of view this seems to be a fairly logical location for the municipal offices. There is, however, a possibility that due to development trends in the western part of Thembeisile Hani that there might be pressure in the future for Council to relocate towards KwaMhlanga in order to be at the centre of urban activity. In the meantime, the existing civic centre and library is sufficient to service the municipality. The upgrade of the regional cemetery in the vicinity of Vlaklaagte is furthermore supported.

In general, community facilities should be consolidated around the MPCC nodal points as discussed in section 5.3.1.4 above.



### 5.3.1.6 Conservation, Tourism and Culture

As far as nature conservation and tourism is concerned it is proposed that the Loskop Dam Nature Reserve be extended westwards across the mountainous area to functionally link to the Mabusa and S S Skosana Nature Reserves in Thembekele Hani. This system could eventually also be linked to the Mkombo and Madala Nature Reserves, which is located in the Dr J S Moroka Local Municipality to the north. If properly developed this belt of conservation areas can serve as a core area around which to develop a future eco-tourism and recreational precinct for the Thembekele Hani Local Municipality, as well as ensuring the establishment and protection of the environmental corridors proposed by the Mpumalanga Biodiversity Conservation Plan, and the Nkangala District SDF. Another important feature depicted on Figure 26 is the ecological corridors that need to be maintained in order to accommodate migration of fauna and flora in the area.

One of the biggest assets in this regard is the Zithabiseni Holiday Resort which is in the middle of the Mabusa Nature Reserve. This holiday resort, if restored to its former glory, could serve to promote the Thembekele Hani Local Municipality to visitors from Gauteng and overseas countries.

This tourism belt could also serve as an area from which to promote the culture and traditions of the Ndebele residents in the surrounding areas. There is certainly huge potential for this kind of development. Figure 34 also illustrates the proposed tourism or cultural nodes to be promoted throughout the Thembekele Hani Local Municipality area. To the south between KwaMhlanga

and Ekangala the Kgodwana Village and Loopspruit winery are situated along the KwaMhlanga-Ekangala road (P255-1), forming the main cultural/tourism node.

Another cultural area is proposed near the Klipfontein residential area in the northern extents of Thembekele Hani. This will link with the proposed tourism area on the eastern side of the Klipfontein-Kameelpoort Road. Other proposed tourism areas are at Sybrandskraal near Moloto, to the south of the Wolvenkop residential settlement near Verena, and at Die Bron/Zithabiseni in the Mabusa Nature Reserve.

The assessment entitled “*Formalisation of Cultural and Historic Sites in the Nkangala District, 2004*” identified an abundance of sites of cultural historic importance in the Thembekele Hani Municipality, which need to be conserved. These elements form an integral component of the Spatial Development Framework. It is very important that careful consideration should be given to these features at land use management level (i.e. when considering town planning applications, site development plans, and building plan approvals).

### 5.3.1.7 Agriculture

There is distinct tendency for community agriculture (which includes predominantly poultry and food gardens) directly adjacent to the towns/settlements in the Thembekele Hani area. Local communities conduct small scale agricultural activities on this land, and these initiatives should be



promoted and supported as best as possible on suitable land in close proximity to the towns and settlements.

In this regard it is also important to look at the water management systems in, and around the Thembisile Hani area. As indicated on Figure 34 there is an extensive natural drainage system in the Thembisile Hani Local Municipality area. The first prominent system serves the western part of the area (KwaMhlanga and surrounds) in a north-westerly direction, from where it links into the Pienaars River system. The central eastern part of the municipal area is served by a system draining in a north-easterly direction through the mountainous area in the Mabusa Nature Reserve; past Goederede and Boekenhouthoek; from where it links to the Olifants River system to the north of Loskop Dam.

The third system running through the Thembisile Hani Local Municipality is the Olifants River which crosses the municipal area to the south, from where it feeds directly into the Loskop Dam. The drainage systems in the Thembisile Hani area should be managed in such a way that sufficient water resources and spare capacity is stored to support the local agricultural activities in the surrounding areas, and to promote small farmer developments.

Figure 34 also illustrates the proposed extensive agricultural areas for the Thembisile Hani Local Municipality which are predominantly located in the southern parts of the municipality and which are currently actively utilised for crop farming etc.

### 5.3.1.8 Transportation

There are no additional road linkages proposed for the Thembisile Hani area. The regional road network seems to be sufficient in serving current needs, and to link the area to the entire surrounding region. However, it is important to note that the quality, maintenance and standard of the road network is not always satisfactory.

Over the past few years the Moloto road has been upgraded to a sufficient standard to facilitate easy and safe movement of vehicles along the route. The R25 route between Bronkhorstspuit and Groblersdal has also been upgraded on the Gauteng side of the border, but the Mpumalanga part of this route still leaves much to be desired in terms of maintenance. This is an important linkage between the Bronkhorstspuit and Groblersdal area, and it is proposed that efforts be pursued to upgrade portions of this road in order to make these parts of the Thembisile Hani Local Municipality more accessible to the public in general - especially in view of the proposed eco-tourism initiatives in the north-eastern parts of the municipal area. Sections of road R544 which is the main link from Thembisile Hani to Emalahleni also needs to be maintained and/or upgraded in order to ensure easy and safe movement of vehicles and passengers to eMalahleni City.



### 5.3.1.9 Moloto Rail Corridor Development Initiative

#### Objectives and Concept

The Moloto Rail Corridor Development Initiative was launched at national and provincial government level and enjoys the full support of the Nkangala District Municipality and local municipalities in the District. The main focus of the Initiative is to replace the bus commuter system along the Moloto road with a rail commuter system. The objective is to provide safer, faster and more efficient rail transport, while buses and taxis will be used as part of a feeder system to the railway stations along the Moloto Rail Corridor.

The railway line and stations will form the basis for the nodal system, which will be used as a tool to promote the development of retail and community facilities at stations. Stations will be developed in accordance with the concept of Transit Orientated Development (see Figure 29), which promotes high density, mixed land use within walking distance from stations. These TODs will create the critical mass required to stimulate viable economic activity. Through careful planning, a range of community services can be provided along the railway line, ensuring that the community has access to a full range of community services via use of the railway system (in line with the Multi Purpose Community Centre (MPCC) concept as discussed in section 5.3.1.4 in this document.

#### Proposed Route

The Moloto Rail Corridor will serve two municipalities in the Nkangala District Municipality – Thembekele Hani and Dr. JS Moroka. To the east it could be extended through the Elias Motsoaledi Municipal Area which is part of the Sekhukhune District Municipality, and to the west it serves the municipality of Nokeng Tsa Taemane in the Metsweding Municipality, from where eventually links to the Tshwane Metropolitan Area.

The planned rail corridor will comprise approximately 198 km of railway line linking 24 railway stations in total.

#### Transit Orientated Development along the Route

The corridor development along the Moloto Railway Line strongly supports the concept of Transit Orientated Development (TOD). TOD (Figure 23) is defined as a unique mix of land uses located at a high density within a predetermined walking radius of a railway station. TODs are purposely designed to facilitate access to railway stations, thereby increasing the use of public transportation systems. TODs are therefore designed to achieve land use and transportation integration within corridors.

The information box below provides some background information to Transit Orientated Development.

#### **Why is Transit Orientated Development so important?**

Among their goals, TOD programmes seek to create high-quality living and working environments and improve station access. For transit agencies like the



PRASA, TOD programmes offer the possibility of enhanced ridership. TOD programs also attract private investment, improve the quality of the environment, and provide new or expanded employment opportunities. For developers, TOD programmes offer an opportunity to build near railway stations, and to take advantage of supportive land use regulations, as well as favourable business demographics.

Internationally there is a new awareness that Transit Orientated Planning makes economic sense for the following reasons:

- Public transport investment has twice the economic benefit to an area of private vehicle based investment.
- Public transport is the most efficient and cost-effective means of transporting people when all costs are considered: it requires less land, less energy, and it produces significantly less pollutants than motor cars; it can provide mobility to all income and age segments of society; and it provides an excellent tool to help achieve goals for a sustainable environment.
- Public transport can enable a municipality to use market forces to build up densities near stations where most services are located, thus creating more efficient sub-centres and minimising sprawl.
- Public transport enables a municipality to be more corridor-oriented where it is easier to provide infrastructure.
- TOD programmes seek to create high-quality living and working environments, to improve station access, to implement local land use plans, and to increase tax revenue.
- TOD programmes offer the possibility of enhanced rider ship, particularly

off-peak and reverse-flow riders.

#### Critical Success Factors

- In order to realise the advantages of public transport and to ensure that public investments in public transport are reinforced, it is critical that land use and development patterns be planned to promote rider ship and to contribute to the creation of a positive public transport environment.
- Because the success of TODs requires committed developers/authorities and creative financing approaches, developers should be involved in the process from the general planning stage to designation of the TOD area, through to full implementation of the TOD area plan. Station design, for example, determines critical TOD factors such as retail frontages, size of retailing areas, pedestrian traffic, internal circulation, and project costs.
- Implementation of four key planning principles. These include introduction of a diversity of uses to reduce the distance between living, working and shopping destinations; and intensity of activity that will result in a concentration of prospective riders within walking distance of the station; pedestrian linkages that promote a convenient, safe and interesting network of walkways; and multi-modal streets that can accommodate pedestrians, bicycles and buses as well as automobiles.
- Government should lead the way in terms of initiation of a TOD programme since they are the entity responsible for:
  - Protecting the public interests and also the needs of the poor;
  - Establishing municipal goals;
  - Designating TOD areas;
  - Offering special tax or other incentives if possible;



- Administering the planning and zoning processes critical to TODs;
- Negotiate for/expropriate the land required; and
- Provide public facilities.

#### How can development support Rail Transport?

- In order for rail transit to be effective, it must be planned not only in consideration of its own operational requirements, but also the pattern and form of development that will occur along its length and around its stations. Public transport and land use planning can be mutually supportive: public transport can be a catalyst for redevelopment and revitalisation, and in turn, development can be configured to promote public transport ridership, and the image and identity of public transport as a mode of choice, rather than one of last resort.
- In order to make public transport cost effective, developments surrounding rail stations need to be more intensive and compact to promote pedestrian accessibility, and a concentration of activity. Such development can result in more sustainable environments that reduce urban sprawl, traffic congestion, loss of agricultural land, air quality deterioration, and cost of municipal services.

From the above it should be evident that the TOD concept is very similar to that of a Multi Purpose Community Centre as adopted and promoted by the Mpumalanga Government, Nkangala District and the local municipalities. It provides an opportunity for a mixture of social and economic land uses and activities around a public transport facility, arranged at relatively high densities.

It is believed that this concept holds the key towards the future sustainable development of the Moloto Rail Corridor, but it can also make a significant contribution towards improving the sustainability of the urban structure in general in the areas served by the Moloto Rail Corridor – especially the Thembeisile Hani and Dr J S Moroka areas.

Figure 23 illustrates how Transit Orientated Development around a railway station can promote the provision of, and accessibility to community facilities, whilst simultaneously acting as catalyst to promote economic development in the surrounding areas (similar to the MPCC concept as discussed in section 5.3.1.4).

#### Proposed Land Uses around Stations

Figures 34.1 to 34.4 depict each of the proposed railway stations in the Thembeisile Hani area along the Moloto corridor, as well as the surrounding housing units and vacant land in the immediate vicinity of the railway station. From these images it is evident that each of the railway stations is supported by a relatively strong residential core, and almost all railway stations have some vacant land in close proximity which could be utilised for land use development purposes in future.

There is thus potential for Transit Orientated Development around each of the railway stations along the Moloto Development Corridor, and there is opportunity for public and private sector involvement by way of public-private partnerships and/or public-public partnerships.



The Transit Orientated Developments around each of these stations should incorporate and integrate the following land uses:

- **Community Facilities:**

- Education
- Health
- Sports and Recreation
- Community Hall
- Pension Pay Point
- Post Office
- Police
- Fire Brigade
- Dept of Home Affairs
- Municipal Satellite Offices

The community facilities mainly relate to government (public) functions which should, as a principle, be located where it is accessible to the majority of the community. A railway station is an ideal position for such facilities as it features a concentration of people and it gives communities from other areas along the railway line access to the facilities. This opens up opportunities of specialised services e.g. clinics along the railway corridor can provide unique, specialised services as people from surrounding areas will have access to any of the clinics via the rail system. A person living near one of the railway stations will thus, by implication, have access to a range of clinics (or any other community facility for that matter) and not only the one nearest to his/her home.

- **Public Transport Infrastructure**

Around each of the railway stations there is potential for a modal transfer facility (taxi/bus rank) which serves vehicles from the surrounding feeder systems bringing people to the railway station, or to the broader activity node (Multi Purpose Community Centre (MPCC), or TOD) around the railway system.

- **Residential**

Residential development is a very important component of any TOD. Government has an opportunity to impact directly in this regard by way of government subsidised housing and it can set the trend in terms of densities, housing typologies and tenure alternatives around a railway station (TOD). The more people are located around such a node the more sustainable the node should be. The Mpumalanga Department of Housing, in conjunction with the local municipalities will have a significant contribution to make to the Moloto Development Corridor in this regard.

With a large concentration of community facilities and residential units, as well as bus and taxi feeder systems to the station, it is inevitable that a market for economic activity, and specifically retail – both formal and informal – should emerge around the nodes.



- **Office**

Office functions will naturally follow social services, retail and modal transfer facilities. Within the context of the study area this could typically include Government Department offices, professional services like doctors, lawyers, auditors etc., and office functions in general.

- **Light Industrial / Commercial / SMMEs**

There is also potential for light industrial/commercial activity in each of the TODs. At present the industrial/commercial activity in the study area are predominantly based on local needs. TODs could provide opportunities for larger, regional scale type of commercial/light industrial activity along the corridor, but this is probably only a medium to long term prospect. Larger scale (regional) industrial activity will have to be approached cautiously as it must be based either on resources available in the study area, or proven development potential for industrial activity in the area. Whether the railway line per se will improve the viability of industrial activity in the study area is uncertain at this stage.

- **Development Potential**

There is sufficient capacity at each of the stations to develop a range of community facilities as well as retail and office uses. It should be noted that the community facilities to be provided are not necessarily new facilities, but could be existing facilities in the area which could be relocated to the station node.

The total community to be served along the Thembekele Hani stretch of the corridor will be able to support about 99 000m<sup>2</sup> of retail floor space, as well as 8 informal trade markets comprising about 0,8 ha in total.

The nodes also have capacity to accommodate approximately 9,904m<sup>2</sup> of office floor space.

Some of the higher order community facilities like magistrates offices, hospitals and tertiary educational facilities are justified only at the largest station – KwaMhlanga.

It is also important to note that the road based transfer facility, a public garage (filling station), and a day-care facility are strong complementary land uses to the railway stations.

### 5.3.2 PRECINCT PLANS FOR THLM ACTIVITY NODES

The following detailed precinct plans have been developed for the Thembekele Hani Municipality and provide more detailed planning for each of the nodal points. The precinct plans proposal are further supported by a detailed market analysis which calculated the retail, office and industrial demand for each individual node:



### 5.3.2.1 Moloto

The market analysis highlighted that the activity node has 52 584<sup>2</sup> retail demand space including non-retail services, 11 302m<sup>2</sup> office space and 22 328m<sup>2</sup> industrial demand. The demand culminates into an optimum centre size for retail services of 8 027m<sup>2</sup>. Two nodal points for development are proposed for the Moloto Settlement. The proposals are therefore broken into these two below.

#### **Moloto A (Figure 37.1)**

The proposal for Moloto A is provided below:

- The business activity on the south-eastern corner needs to be consolidated with safer access from the Moloto Road.
- The informal road south of the stands/erven bordering the south of the Moloto road needs to be upgraded to form a service road to the sites. The access control to and from the Moloto roads needs to be formalised to allow for safe and controlled access. The two vacant sites opposite the formal access to Moloto North can be used to formalise the access into Moloto South.
- The informal road north of the sites bordering the Moloto Road to the north also needs to be upgraded. The existing layout can be amended to accommodate the proposed service road. The stands west of the Putco Bus Depot can then be utilised for office type of development and commercial purposes.
- A number of developments in this node do not comply with the boundaries of the layout of the area including the Putco Bus Depot. The developments need to be consolidated to ensure a good movement network according to the layout of the area.
- Commercial type of developments can be allowed on either side of the R 573 which must gain access from the proposed service roads. The developments will not be allowed direct access from the R573 and must utilise the service road. The proposed developments will allow for the optimum visual exposure from the R573 thus allowing entrepreneurs to tap into the local market and the regional market. The developments may be the following: service industry (car washes, hardware stores, car repair centres and any other related uses). No noxious industries

will be allowed in the area and can be accommodated in the proclaimed industrial areas in the Municipality.

- A pedestrian walkway is proposed along the R573 in close proximity to the houses and not directly next to the road. The walkway should be in a eastern and western direction. The sidewalk should be accompanied by street lighting and street furniture.

#### **Moloto B (Figure 37.2 )**

Moloto B Node is still a greenfield site which provides the municipality with the opportunity to plan and manage the area for future development.

The proposal for Moloto B are provided below:

- The two large stands in Moloto Ext 11 need to be reserved for Business and Commercial purposes. Moloto Ext 11 is registered to the Thembisile Hani Municipality and the municipality needs to protect this asset. The park at the entrance to Moloto Ext11 needs to be landscaped to provide a play and recreational area. The optimum centre size proposed by the market study can be accommodated on one of the large sites in Moloto Ext 11.
- The linkage from Moloto South opposite the entrance to Moloto Ext 11 needs to be formalised and upgraded.
- The intersection of the north-south road from Moloto Ext 11 and R573 will be become an important intersection and the areas around the intersection needs to be reserved for business and commercial purposes.
- Provision should be made for formal bus and taxi laybys. The intersection should also in future be equipped with adequate street lighting, pedestrian walkway and street furniture.
- The south-western and south-eastern quadrants should be reserved for residential purposes with the sites bordering the R573 being allowed to develop business and commercial rights. Provision should be made for a service road to allow for access and no direct access should be allowed from the R 573.



### 5.3.2.2 KwaMhlanga

The market analysis highlighted that the activity node has 71 747m<sup>2</sup> retail demand space including non-retail services, 13 519m<sup>2</sup> office space and 35 087m<sup>2</sup> industrial demand. The demand culminates into an optimum centre size for retail services of 25 556m<sup>2</sup>.

#### **Kwamhlanga (Figure 38)**

The proposal for Kwamhlanga is provided below:

- It is proposed that service roads be developed on the northern and southern side of the R573 to allow for controlled access to the provincial road. The construction of the proposed informal access routes will allow for high mobility along the provincial roads but still good visual exposure to the businesses along the R573. Provision should be made by reserving land along the R573 to extend the service road east and west and the demand dictates. The extension of the service road can be undertaken in phases and in collaboration with proposed investors. The service road with controlled access points may result in a corridor development along the R573.
- A service road on the north-western quadrant is also proposed to provide access to the double row of businesses. The area should also be formalised to ensure the business are located on demarcated stands and that the occupants comply with the necessary by-laws.
- It is proposed that the road reserve in which the large numbers of commercial uses are located be subdivided and formalised. The process will need to be undertaken in close liaison with the Mpumalanga Department of Roads and Transport. Structures that cannot be accommodated by the Department will need to be relocated.
- Medium density residential uses are supported and encouraged in the node. A cluster of medium density uses are located in the south-western quadrant and can be expanded towards the west.
- Informal access to the R573 and R 568 need to be formalised as indicated on Figure 38 in close liaison with the Department of Roads and Transport.
- Commercial uses are proposed a linear pattern along the R573 and R568. The land uses are dependent on good visual exposure and the provincial roads will be able to provide this exposure. The location of

the proposed and existing commercial uses will allow the developers to serve the local market but at the same time tap into the regional market. The proposed commercial uses are supported by the market study which calculated the industrial demand to be 3.5 ha (see note below regarding commercial uses).

- The market study calculated an estimated centre size of 25 556m<sup>2</sup> which includes non-retail services for the catchment area. The centre may be located within the node or catchment area. In order to benefit from the regional traffic it is proposed that the proposed retail centre be located along either of the provincial roads.
- The clustering of community facilities are proposed in the north-eastern quadrant. The clustering of community facilities close to the existing taxi rank and shopping centre will allow people to obtain all their required services at one location.
- Formalised Informal Trading Structures are proposed on the north-western quadrant and along the R568.

### 5.3.2.3 Tweefontein / Vlaklaagte

The market analysis highlighted that the activity node has 89 971m<sup>2</sup> retail demand space including non-retail services, 17 427m<sup>2</sup> office space and 47 846m<sup>2</sup> industrial demand. The demand culminates into an optimum centre size for retail services of 32 048m<sup>2</sup>.

#### **Tweefontein (Figure 39)**

The proposals for Tweefontein are provided below:

- A proposed shopping centre has been approved on the south-western quadrant of the Proposed K169 route and R573. The shopping centre will be located north of the proposed station for the future Moloto Rail providing a great opportunity for a Transit Orientated Development node.
- It is proposed that the existing commercial uses located west of the proposed K 169 route be accommodated and formalised.
- The municipality should reserve the area south of the proposed station for future community facilities which can be integrated with the proposed Moloto Rail station.



- A taxi rank is proposed at the north eastern section of the proposed shopping centre. The infrastructure should be provided in partnership with the proposed developer. People in the area are dependent on public transport and making provision for such facilities from the beginning will prevent illegal taxi ranks and may allow for a more integrated urban fabric.
- A service road north of the R573 is proposed to provide controlled access to the commercial and business activities which have developed next to the R573. The proposed service road can be extended in a western and eastern direction as the market requires. The proposed road will also protect the mobility of the R573 but will provide good access and visual exposure to the existing and future businesses.
- The south eastern quadrant of the intersection has been sterilised due to shallow ground water and previous sand and gravel quarrying. The quadrant may be developed in future with office or residential use if engineering and environmental investigation indicate that the area is suitable for development.
- Commercial uses are proposed on the northern side of the proposed K 169 route which may compliment the proposed TOD concept of the area.
- Formalised Informal Trading Structures are proposed on the north-eastern quadrant and along the R573. See attached figures for examples of Formalised Informal Trading Structures and pedestrian movement networks.

#### Vlaklaagte (Figure 40)

The proposals for Vlaklaagte are provided below:

- The existing open space area north of Vlaklaagte Ridge should be reserved for the proposed Moloto rail and proposed station.
- It is proposed that the area surrounding the proposed rail station be investigated to determine if it's suitable for development.
- A link road is proposed to the north of the R573 to connect the road towards Tweefontein K and the road from Vlaklaagte CC. It is proposed that the portion of land that will be created with the proposed link could be utilised for commercial purposes. No direct access should however, be allowed from the R573.

- It is proposed that retail development can be located on the north eastern intersection subject to the completion of detailed geo-hydrological, geotechnical investigations and wetland delineation.
- The informal trade at the intersection should be formalised through formal informal trading structures. See attached examples.
- The agricultural land on the south eastern quadrant with the large wetland should be preserved for agricultural purposes. A Reconnaissance Soil Investigation indicated that the soil is high potential agricultural soil and should be preserved.

#### 5.3.2.4 Kwaggafontein

The market analysis highlighted that the activity node has 48 239m<sup>2</sup> retail demand space including non-retail services, 14 863m<sup>2</sup> office space and 22 328m<sup>2</sup> industrial demand. The demand culminates into an optimum centre size for retail services of 6 137m<sup>2</sup>.

The proposals for the Kwaggafontein Precinct are as follow (**Figure 41**):

- Kwaggafontein Crossing General Plan needs to be amended in order to reflect the development that has developed on the ground. The state land release process for the area should also be undertaken to ensure the municipality owns the land on which the municipal offices are built on.
- Commercial types (see note below regarding commercial use) of developments are supported along the north-south D 2918 road which provides access to Kwagga Plaza at this stage. The road that provides access to Kwaggafontein A and the road (1) to the north that runs parallel to the R573 can also be used to accommodate commercial uses. The strip is currently being utilised by commercial uses and can further be supported. Access should however, only be provided from the service road and not directly from the R573.
- A new access (2) onto the R573 is proposed between the existing accesses of Kwaggafontein Crossing. The proposed access is currently being utilised by the Municipality to gain access to its parking area, and the Department of Public Works also utilises this access. The proposed



access should be coupled with a proposed road from the taxi rank. The road may allow people and cars to access this undeveloped strip of land connecting Kwagga Plaza and the Municipal offices.

- Formal Informal Trading structures are proposed along the entrance into the taxi rank. The structures should only be developed once the road linking the taxi rank with the Municipal offices have been built
- It is proposed that the informal pedestrian walk to the east of the taxi rank be upgraded and paved and a pedestrian crossing be installed across the R573. Adequate street lighting and street furniture should also be included in the upgrading of the pedestrian walkway.
- The undeveloped roads in terms of the cadastral layout should be developed in order to unlock the potential of the vacant sites south of the road giving access to the municipal offices. If the Moloto Rail is developed the constructed roads may provide good access and mobility to people utilising the future rail.
- Retail and commercial type of developments can be supported along the road that provides access to the municipality. Cognisance should be taken of the existing cadastral boundaries and the municipality should ensure that each development has safe and adequate egress and access.

### 5.3.2.5 Verena

The market analysis highlighted that the activity node has 10 391m<sup>2</sup> retail demand space including non-retail services, 9 569m<sup>2</sup> office space and 9 569m<sup>2</sup> industrial demand. The demand culminates into an optimum centre size for retail services of 3 701m<sup>2</sup>.

The proposals for the Verena Precinct are as follow (**Figure 42**):

- Development at the taxi rank and MPCC quadrants should be consolidated and the developable areas filled up. The filling station on the north quadrant is being refurbished and business surrounding the fillings station should capitalise on this private initiative.
- The large open areas in die cadastral structure of Verena C are caused by an electrical servitude and very wide road reserves. The informal settlement on the park stand in Verena C should be formalised and the cadastral layout amended to accommodate the development footprints.

For example: only a portion of the police station is located on a site and the remainder of the station is located within a road reserve.

- The portion of land between the MPCC and the small business unit south of the MPCC should be filled up with business and commercial uses. In order to allow for safe access a service road linking the two uses should be constructed. Both uses (MPCC and retail development) are still located on a farm portion vested with the National Government.
- The north eastern quadrant of the R25 and R544 can be developed once the three developed quadrants have been fully developed and consolidated.
- Clearly defined and constructed pedestrian walkways should be provided from the taxi rank towards to the residential area and towards the main roads.
- Formalised informal trade structures should be developed along the main movement networks.

## 6 IMPLEMENTATION PLAN

### 6.1 CAPITAL INVESTMENT PROGRAMME

From the above it is clear that there are certain specific priority areas that need to be attended to in terms of the implementation of the Thembekele Hani SDF. These matters need to be filtered through to the Thembekele Hani IDP process in order to be budgeted for (see table overleaf).



## 6.2 INSTITUTIONAL ARRANGEMENTS FOR IMPLEMENTATION

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In terms of Section 26 of the Municipal Systems Act the Spatial Development Framework of a municipality is one of nine legal components of the Integrated Development Plan (IDP) of that municipality. As such the SDF thus becomes part of the statutory processes associated with the IDP, and which includes, amongst others, the processes related to Inter Governmental Relations (IGR), Community Consultation and Participation, and the Budgeting Process of the local municipality.

In view of the above it is firstly proposed that the Thembisile Hani SDF be incorporated into the Local IDP process during the 2015/2016 IDP Review Process which should be concluded by March 2015. Within the IDP, the THLM SDF should then serve as the backdrop against which all development needs, and projects and initiatives forthcoming, should be measured and assessed.

All projects and programmes to be implemented by the various spheres of government, parastatal organisations, and/or the private sector should firstly be evaluated in order to ensure that these are in support of the principles of the SDF, and that these will contribute towards the achievement of the spatial vision for the Thembisile Hani area, before being included into the THLM IDP for the next financial year.

The two consultation mechanisms in the IDP process i.e. the IDP Technical Committee and the IDP Representative Forum involve all technical and political stakeholders, public and private, as well as the traditional authorities, and is the

ideal medium to use to promote and market the development opportunities as reflected in the SDF. This process is illustrated on **Figure 43**.

However, there is also opportunity to utilise existing or new Working Groups/Task Teams to implement aspects of the SDF even outside the official IDP structures. Typical aspects to be addressed in this manner include the monitoring of mining activity in the District or working groups oversee feasibility studies conducted for various Strategic Development Areas etc.



Priority Action/Project	Responsibility/ Partnerships	Funding/ Cost	Priority		
			Short	Medium	Long
<b>Areas of Consolidation and Infill Development</b>					
<ul style="list-style-type: none"> <li>Promote and consolidate future township establishments within SDA areas</li> </ul>					
<b>Formalisation of Towns</b>					
<ul style="list-style-type: none"> <li>Bulk service upgrading to serve the Strategic Development Areas (future residential)</li> <li>Finalise transfer of small scale diagrams to municipality and complete tenure upgrading process</li> </ul>					
<b>Industrial Activity</b>					
<ul style="list-style-type: none"> <li>Promote industrial activity and Tweefontein IA and Kwaggafontein IA</li> <li>Upgrade engineering services at Tweefontein IA and Kwaggafontein IA to enhance development potential</li> <li>Create mechanism for SMME to enter into agreements with MEGA to undertake industrial activities at industrial nodes</li> </ul>					
<b>Multi Purpose Community Centres</b>					
<ul style="list-style-type: none"> <li>Development of 9 Thusong/Multi Purpose Community Centres.</li> <li>New MPCC's</li> <li>Development and maintenance of cemeteries</li> <li>Development and management of burial register</li> </ul>					
<b>Community Facilities</b>					
<ul style="list-style-type: none"> <li>Upgrade of Solomon Mahlangu Sport Stadium</li> </ul>					
<b>Conservation, Tourism and Culture</b>					
<ul style="list-style-type: none"> <li>Branding and development of Tourism Precinct</li> <li>Refurbishment and revitalisation of Zithabiseni</li> </ul>					
<b>Agriculture</b>					
<ul style="list-style-type: none"> <li>Development of water management systems for irrigation</li> <li>Ensuring farmers have access to secure tenure</li> </ul>					
<b>Transportation</b>					
<ul style="list-style-type: none"> <li>Support of the Moloto Rail Corridor Initiative</li> <li>Development of a Access Management Strategy to ensure the mobility of the R573</li> </ul>					
<b>Precinct Plans</b>					
<ul style="list-style-type: none"> <li>To densify the urban fabric within and around the activity node;</li> <li>To develop the latent economic potential of the node;</li> <li>To support and formalize the informal economy;</li> <li>To formalize informal connections between the activity node and the residential fabric;</li> <li>To enhance the quality of life for the community, targeting especially the public realm and service</li> </ul>					



Priority Action/Project	Responsibility/ Partnerships	Funding/ Cost	Priority		
			Short	Medium	Long
delivery. • Protect the mobility of the Moloto Road and other high order routes.					



Representatives of all departments from all three spheres of government participate in the IDP process, and if they all work in accordance with the principles contained in the SDF, the alignment and synchronisation of the programmes of sectoral departments can be significantly improved. This will specifically be of critical importance in the establishment of Thusong Centres where a number of stakeholders have a role to play.

The next important benefit to be derived from utilising the IDP process to promote and market the SDF, is the fact that the IDP process involves all communities, traditional leaders and private stakeholders in the municipal area. As part of a general capacity building initiative the contents and philosophy of the SDF should be presented to these stakeholders during the IDP process. This will ensure that all communities have a common understanding of the principles fundamental to the SDF, and will also guide and inform the inputs provided by communities during the consultation process.

If all stakeholders (public and private) in the THLM have a common understanding of the long term spatial vision for the area, it will ensure the effective alignment of all development initiatives in the area, and optimise the collective benefits to be derived from these (specifically also the traditional leaders).

The next significant benefit associated with implementing the THLM SDF via the Local IDP process, is the fact that the IDP is legally linked to the Budgeting Process of the municipality (in terms of the Municipal Systems Act and the Municipal Finance Management Act).

By incorporating the THLM SDF into the IDP process, it ensures that the proposed projects and programmes emanating from the SDF process are incorporated into the IDP, from where it feeds into the Budgeting Process of the municipality. In this way the effective linkage of the SDF to the Municipal Budget is achieved.

The last important component to be addressed is the Monitoring and Evaluation of the implementation of the SDF proposals. The IDP process is subject to a cyclical review on an annual basis. It is appropriate that, as part of the annual IDP Review Process, an assessment/ audit should be done by November of each year to determine to what degree the goals and objectives of the SDF have been achieved during the preceding year. This also leaves sufficient time (December up to March) to rectify the shortcomings identified, and to include these in the Revised IDP and Budget for the next financial year. As the IDP Review process involve all development partners in the municipal area, it will also be possible to grant each partner an opportunity during the SDF assessment process to report on progress made in implementing their respective spatial initiatives, and for the various stakeholders to illustrate how their initiatives support the realisation of the spatial vision as contained in the THLM SDF.

It is of critical importance that the traditional authorities participate actively in this process as they require other service providers e.g. Mpumalanga provincial departments, the Nkangala District Municipality, and the surrounding local municipalities to provide services and facilities in their respective areas of



jurisdiction. Without this level of co-operation and alignment there is no hope of achieving long term sustainability in the Thembisile Hani area.

### 6.3 ALIGNMENT WITH THLM LUMS

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At District level it is important to provide the Development Directives/Principles which should guide the local municipalities both in the compilation of their respective Spatial Development Frameworks and Land Use Management Systems.

The ten Development Principles which the Nkangala District SDF is based on, provides sufficient directives to guide each of the local municipalities in terms of their more detailed local Spatial Development Frameworks, and to ensure that the approach towards development in the local SDF's is consistent among all municipalities in the Nkangala District.

These Development Principles are also well aligned, compatible and supportive of the Principles/ Norms pertaining to Spatial Planning and Land Use Management Systems as contained in Chapter 2, Sections 7 and 8 of the Spatial Planning and Land Use Management Act (SPLUMA), and these support the objectives of the National Development Plan, National Outcomes Initiative, Mpumalanga Vision 2030, Mpumalanga Spatial Development Framework and a range of other provincial sector plans.

Once the District and Local SDF's are well-aligned and synchronised with each other, the NDM will facilitate the process of compilation/review of Land Use Management Systems for each of the local municipalities. These Land Use Management Systems will have to be consistent with the local and district SDF's, which in turn, will be in line with the SPLUMA Directive Principles as illustrated in the section above. In this way alignment between the district and local SDF's, and the local LUMS systems will be achieved.

### 6.4 ALIGNMENT WITH SPLUMA PRINCIPLES

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The Thembisile Hani Local Municipality adopted its Land Use Management Scheme (LUMS) in 2010. Essentially the LUMS covers the entire municipal area and is mainly used to perform the following functions:

- Assess and verify existing development rights on individual properties in the municipal area;
- Compare existing rights as recorded in the LUMS to potential rights as earmarked in the Spatial Development Framework for any given property under investigation;
- Determine the most appropriate procedure to follow to obtain the rights to be applied for, based on the directives contained in the LUMS.

As far as shortened land use application procedures are concerned, the Town Planning Unit of the Thembisile Hani Local Municipality does not have delegated authority to handle and approve consent use and rezoning applications without the approval from Nkangala District Municipality.



This approach lengthens the approval timeframe for consent uses and rezonings significantly.

Township establishment applications also have to serve before Nkangala District Municipality.

## 6.5 CONCLUSION: ALIGNMENT WITH SPLUMA PRINCIPLES

The Spatial Development Framework for the Thembisile Hani Local Municipality translates the Integrated Development Plan (IDP) of the Municipality into spatial principles and strategies and thus constitutes the spatial implementation of the IDP. The SDF focuses on integrating the fragmented spatial structure of the Municipality, and ensuring that all communities have equitable access to vital services (Spatial Justice). It also ensures that economic, cultural, recreational and educational activities and opportunities reach communities in dispersed rural areas in an efficient manner (Spatial Efficiency).

It also creates a spatially based policy framework whereby change, needs and growth in the municipal area is to be managed positively to the benefit of everyone (Spatial Resilience). It focuses on how land should be used within the broader context of protecting the existing values of the broader Nkangala District area i.e. tourism destination, rich historical and cultural area.

It also aims to improve the functioning of the local urban, rural and natural environmental systems and assists in the identification of local opportunities for future urban/ rural development, and natural environmental conservation, and makes recommendations as to where and how development of the open space system should be managed (Spatial and Environmental Sustainability).

Apart from the above it also establishes strategies and policies to achieve the desired spatial form i.e. movement and linkage systems, open space system, activity system, overall land use pattern etc.

The reviewed Spatial Development Frameworks also guides and informs the following:

- Direction of growth;
- Major movement routes;
- Special Development Areas for targeted management and investment to redress past imbalances;
- Conservation of the natural and built environment;
- Areas in which the intensity of land development could either be increased or decreased;
- Areas in which particular types of land use should be encouraged and others where it should be discouraged;
- Is a strategic, indicative and flexible tool to guide planning and decisions on land development;
- Develops an approach to the development of an area which is clear enough to allow decision-makers to deal with the unexpected;
- Develops a spatial logic which guides private sector investments;



- Ensures the social, economic and environmental sustainability of the area; and
- Identifies spatial priorities and places that must be prioritised in the development and upgrading process.

The plan involves and impacts on the activities of a wide range of development disciplines and associated sectoral policies and plans. These include the following:

- Environmentalists to oversee the protection of the regional open space system and monitoring trends in terms of mining activity;
- Transport planners which have to ensure that services and infrastructure link all the major origins and destinations in the area to one another;
- Civil engineers need to oversee the incremental upgrading of engineering services in priority areas; the servicing of Strategic Development Areas to facilitate new housing development; and the provision of economic infrastructure to ensure economic development;
- Social Services representations need to ensure that sufficient social services are provided, but also that these facilities be efficiently clustered to enhance the overall sustainability of the relevant node;
- Economists need to ensure that all the development potential that can be derived from the economic footprint for the area be properly exploited;
- Housing specialists need to ensure that housing projects are developed at the optimum locations as determined from the SDF and that the composition of such projects serves the full spectrum of needs in terms of affordability and tenure requirements.

In terms of the consistent interpretation and implementation of the Nkangala and Thembisile Hani SDFs, as well as the Land Use Management System of the Thembisile Hani municipality, it is important to note the Memorandum of Agreement signed between the Department of Cooperative Governance and Traditional Affairs, South African Local Government Associates, Mpumalanga House of Traditional Leaders and the South African Police Services which seeks to achieve the following objectives:

- To enhance the capacity of the parties to deliver the identified and agreed upon land use and land management planning;
- To ensure that the Traditional Council, after consultation with the Municipality, identifies and planned land use and land management schemes;
- To ensure the transfer of the relevant skills from Municipality to the headmen of the Traditional Council;
- To ensure that the Department support the municipality and the Traditional Council in the manner that is compatible with relevant applicable legislation;
- To ensure that the Department facilitate the effective and efficient implementation of this MOU;
- To ensure that SAPS enforce law and order in areas of jurisdiction of traditional leaders;
- To ensure that SAPS assist with the process of combating unlawful land invasion;
- To ensure that SAPS assist with the enforcement of court orders sought by traditional leader and the Municipality with regard to land invasion.



In pursuance of the above objectives, the various stakeholders will undertake the following responsibilities:

- The Municipality shall involve the Traditional Council in the development and reviews of Municipal Spatial Development Frameworks to ensure effective land management and proper utilization of land i.e. protection of environmentally sensitive areas, proper utilisation of high potential agricultural land, good management of disaster prone areas etc.
- The Municipality and the Traditional Councils shall develop detailed layout plans of tribal/communal lands to guide the allocation of land/stands for residential and other land uses for easy settlements upgrades/formalisation (assistance).
- The Traditional Council after consultation with the Municipality shall facilitate the coordination of primary land use changes and rezoning in tribal/ communal lands.
- The Traditional Council shall after proper planning on primary land use, issue letters of confirmation of the land owner that application is in compliance with the prepared layout plan.
- The Traditional Council shall make available to SAPS copies of their gazette of areas of jurisdiction, whichever is applicable.
- The Municipality to ensure that the Traditional Council is represented in the Municipal Land Use Committee.
- The SAPS undertake to investigate, act on cases reported by Traditional Council or duly authorised representatives with respect to illegal demarcation and selling of land or stands.
- Where court orders and interdict regarding the restriction or restraining illegal and criminal activities were served, SAPS undertakes to ensure law

enforcement against any person subsequently found carrying on or involved with the similar illegal activity.

- The Department shall liaise with the Municipality and the Traditional Council on the implementation and shall mediate and conciliate disputes between the Municipality and the Traditional Council.

The above represents a critical step towards the coordinated implementation of the SDFs and LUMS in the Nkangala District – especially in the Thembeisile Hani and Dr JS Moroka municipalities where large areas are under traditional leadership.

The successful implementation of the SDF will require the commitment from all the above sections which is in line with the fifth SPLUMA principle: Good Administration



## ANNEXURE A

## Informal Settlements

Table 18: List of Informal Settlements in THLM

REF No.	Settlement Name	Property Description	Informal Units
1	Area A	Portion 2 Tweefontein 675-JR	905
2	Area B	Kameelpoortnek 218-JR, Portion 4 Kameelpoortnek 218-JR, Remainder Enkeldoorn 218-JR	855
3	Area C	Kameelpoortnek 218-JR, Portion 4 Kameelpoortnek 218-JR, Remainder Enkeldoorn 218-JR	1987
4	Area D	Remainder Kwamhlanga 617-JR, Remainder of Portion 7 Enkeldoorn 217-JR	979
5	Boekenhouthoek -A (201) Area 1	Portions 2,3 Boekenhouthoek 975-JS	5
5a	Boekenhouthoek -A (201) Area 2	Portions 2,3 Boekenhouthoek 975-JS	9
5b	Boekenhouthoek -A (201) Area 3	Portions 2,3 Boekenhouthoek 975-JS	23
5c	Boekenhouthoek -A (201) Area 4	Portions 2,3 Boekenhouthoek 975-JS	10
5d	Boekenhouthoek -A (201) Area 5	Portions 2,3 Boekenhouthoek 975-JS	16
5e	Boekenhouthoek -A (201) Area 6	Portions 2,3 Boekenhouthoek 975-JS	20
6	Boekenhouthoek -A (202)	Portions 2,3 Boekenhouthoek 975-JS	20
7	Boekenhouthoek -B Area 1	Portion 7 Boekenhouthoek 975-JS	14
7a	Boekenhouthoek -B Area 2	Portion 7 Boekenhouthoek 975-JS	17

8	Enkeldoornoog -A Area A	Portion 1 Enkeldoringoog 651-JR	8
8a	Enkeldoornoog -A Area B	Portion 1 Enkeldoringoog 651-JR	49
8b	Enkeldoornoog-A Area 1	Portion 1 Enkeldoringoog 651-JR	357
9	Enkeldoornoog -BC	Portion 4 Enkeldoringoog 651-JR	167
10	Enkeldoornoog -B Ext 1	Portion 4 Enkeldoringoog 651-JR	79
11	Gemsbokspruit	Gemsfonteinspruit 656-JR	97
12	Goederede -D	Remainder of Portion 182 Goederede 60-JS	808
13	Kameelpoortnek -C	Portion 14 Enkeldoorn 217-JR	877
14	Kameelpoortnek -B	Portion 31 Kameelpoortnek 218-JR	196
15	Kameelpoortnek -C	Portion 14 Enkeldoorn 217-JR	103
16	Kwaggafontein -A	Portion 4 Kwaggafontein 216-JR	67
17	Kwaggafontein -BCD	Portion 4 Kwaggafontein 216-JR	223
18	Kwaggafontein-C	Portion 3 Kwaggafontein 216-JR	30
19	Kwamhlanga -Crossroads	Kwamhlanga 684-JR	104
20	Leratong	Remainder Enkeldoorn 217-JR, Remainder Kwamhlanga 617-JR	708
21	Lithuli Village	Portions R/2, 4, 10, 11, 12, 13, 16, 18, 19, 20 and 21 Enkeldoornoog 219-JR	2219
22	Moloto - Area A	Moloto 699-JR	341
23	Moloto - Area B	Moloto 699-JR	60
24	Moloto - Area C	Moloto 699-JR	518
25	Moloto - Area D	Moloto 699-JR	6
26	Moloto - Area E	Moloto 699-JR	21
27	Moloto - Area F	Moloto 699-JR	18
28	Moloto - Area G	Moloto 699-JR	1552
29	Moloto Ext 2	Portion 18 Sybrandskraal 244-JR	89
30	Moloto Ext 5 -Area A	Erf 6830, Moloto Ext 5	358
31	Moloto Ext 5 -Area B	Erf 6704-6705, Moloto Ext 5	30



32	Moloto Ext 5 -Area C	Erf 6430, Moloto Ext 5	9
33	Phola Park	Portions R/2, 4, 22, 25, 26, 27, 28, 29, 32, 33, 42, 43 and 44 Enkeldoornog 219-JR	2986
34	Twefontein -A Area A	Erf 223 Twefontein-A	68
34a	Twefontein -A Area 1	Portion 12 Twefontein 675-JR	24
34b	Twefontein -A Area 2	Portion 12 Twefontein 675-JR	6
35	Twefontein -B Area 1	Twefontein 680-JR	31
35a	Twefontein -B Area 2	Twefontein 680-JR	14
36	Twefontein -C Area 1	Portion 10 Twefontein 675-JR	3
36a	Twefontein -C Area 2	Portion 10 Twefontein 675-JR	9
36b	Twefontein -C Area 3	Portion 10 Twefontein 675-JR	23
37	Twefontein -D	Portion 62 Twefontein 220-JR	125
38	Twefontein -E Area 1	Twefontein 678-JR	9
38a	Twefontein -E Area 2	Twefontein 678-JR	12
38b	Twefontein -E Area 3	Twefontein 678-JR	41
39	Twefonten -G	Portions 7,8 Twefontein 675-JR	16
40	Twefontein -1A Area 1	Portion 55 Twefontein 675-JR	1
40a	Twefontein -1A Area 2	Portion 55 Twefontein 675-JR	5
41	Twefontein -M Ext 1	Portion 67 Twefontein 220-JR	21
42	Twefontein -N	Erf 1197, Twefontein-N	31
43	Verena -A	Erf 944-945, 920-922, 453-454 Verena-A	302
43a	Verena -A (external)	Portion 35 Bultfontein 94-JS	358
44	Verena -B Area 1	Erf 911, Verena-B	37
44a	Verena -B Area 2	Erf 916, Verena-B	34
44b	Verena -B Area 3	Portion 36 Bultfontein 94-JS	20
45	Verena -D	Portions 18 and R/34 Bultfontein 94-JS	813
46	Vlaklaagte -AA + CC	Portion 63 Twefontein 220-JR , Vlaklaagte 674-JR	17

47	Vlaklaagte -BB Area 1	Portion 6 Vlaklaagte 221-JR	21
47a	Vlaklaagte -BB Area 2	Portion 6 Vlaklaagte 221-JR	143
47b	Vlaklaagte -BB Area 3	Portion 6 Vlaklaagte 221-JR	7
47c	Vlaklaagte -BB Area 4	Portion 6 Vlaklaagte 221-JR	43
47d	Vlaklaagte -BB Area 5	Portion 6 Vlaklaagte 221-JR	4
47e	Vlaklaagte -BB Area 6	Portion 6 Vlaklaagte 221-JR	158
48	Vlaklaagte -CC + Ridge	Vlaklaagte 674-JR, Portion 16 Vlaklaagte 221-JR	222
49	Wolvenkop Area A	Portions 1 Wolvenkop 640-JR, Portion 13 Wolvenkop 227-JS	191
49a	Wolvenkop Area B	Portions 1 Wolvenkop 640-JR, Portion 13 Wolvenkop 227-JS	110
490b	Wolvenkop Area C	Portions 1 Wolvenkop 640-JR, Portion 13 Wolvenkop 227-JS	83
490c	Wolvenkop Area D	Portions 1 Wolvenkop 640-JR, Portion 13 Wolvenkop 227-JS	103
49d	Wolvenkop Area E	Portions 1 Wolvenkop 640-JR, Portion 13 Wolvenkop 227-JS	126
50	Zakheni	Remainder Kwamhlanga 617-JR, Remainder of Portion 7 Enkeldoornog 217-JR	603
51	Zustershoek	Remainder Kwamhlanga 617-JR, Portions 30, 31, 32, 33 Enkeldoornog 219-JR, Portions 4, 7 Zustershoek 246-JR	3328
Total			24101

Source: NDM HSS 2012