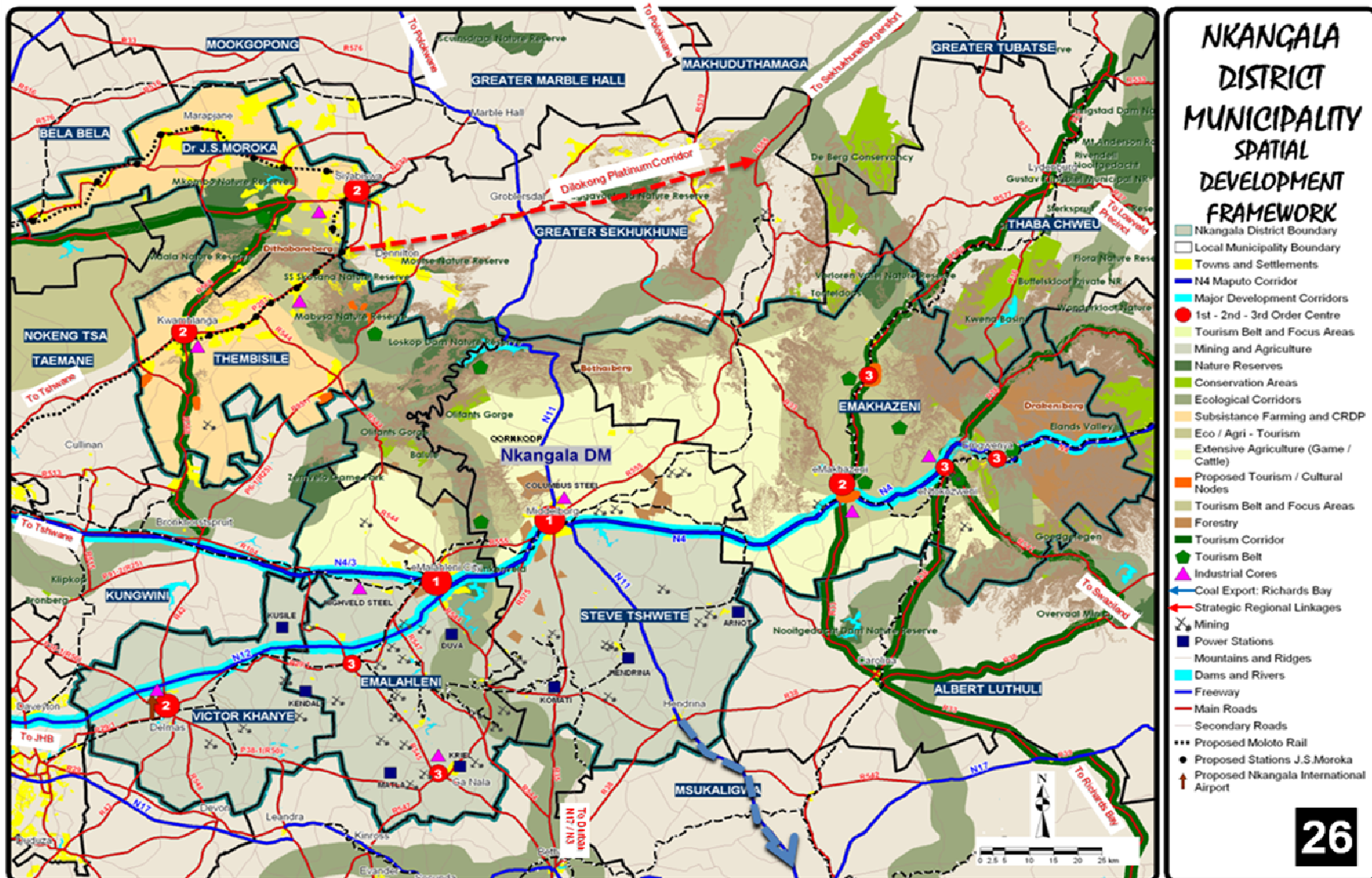


FIGURE 3. 1.1: SPATIAL DEVELOPMENT FRAMEWORK OF NKANGALA DISTRICT MUNICIPALITY.



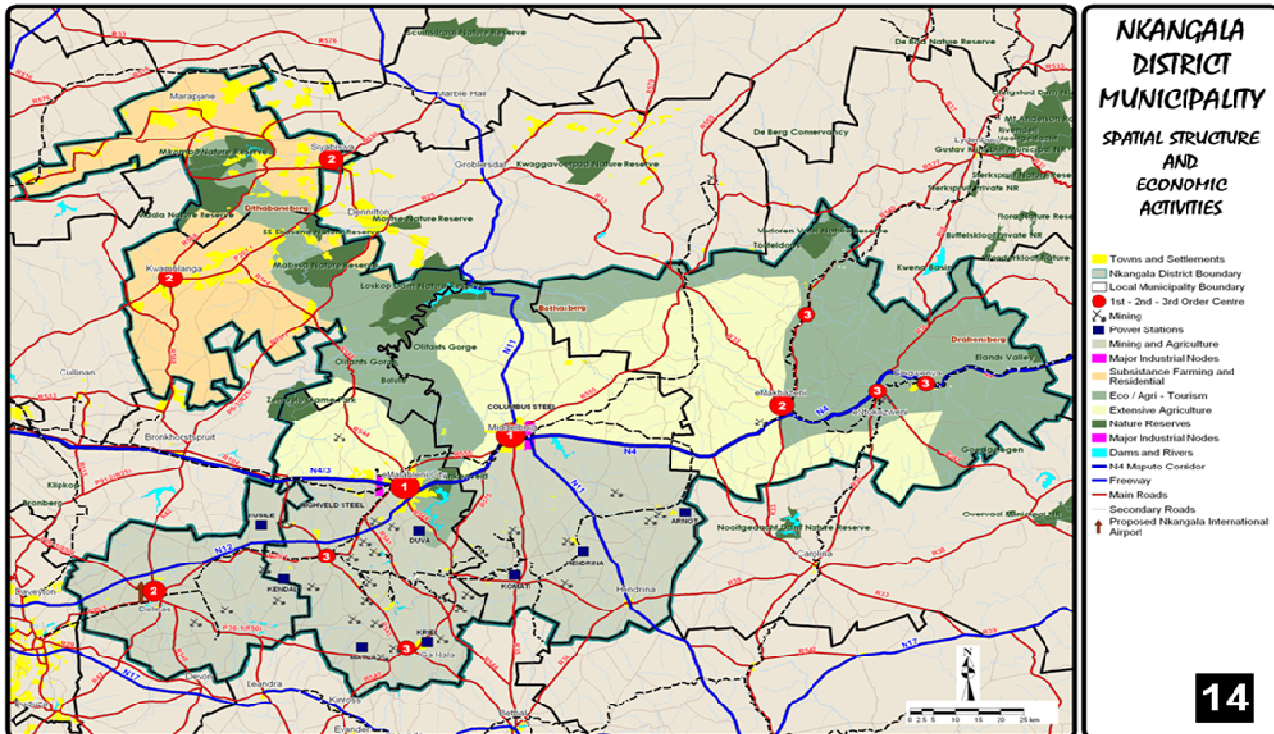
### 3.2 Transit Orientated Development

Transit Orientated Development (TOD) is defined as a unique mix of land uses located at a high density within a predetermined walking radius of a railway station (see figure 20). TODs are purposely designed to facilitate access to the railway stations and to increase the use of the public transportation systems. Thereby land use and transportation integration can be achieved. 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. It also offers the possibility of enhanced utilisation volume, particularly off-peak and reverse-flow riders.

### 3.3 Conservation, tourism and culture

The Nkangala District offers considerable tourism potential (refer to figure .3.3.1). The economy of the eastern areas of the District is already growing due to the increasing popularity of tourist destinations in the Emakhazeni Municipality. The natural beauty, rural character and popularity of fly-fishing are the main attractions of this area. The north-western areas of the District also offer opportunities for tourism, through the consolidation of the various nature reserves and open spaces in this area.

**Figure 3.3.1: Spatial Structure and Economic Activities within NDM**



The northern and eastern regions of the Nkangala District already offer a variety of tourism opportunities associated with the scenic qualities, wetlands and conservation). A large part of the Emakhazeni Municipality forms part of the tourism Triangle, an area designated for tourism facilities associated with fly-fishing as part of the N4 Maputo Corridor initiative.

The demarcation of a Tourism Belt and Focus Areas in the District will serve to promote and enhance the tourism potential in this area. It should be noted that the intention is not to reserve this area purely for tourism developments or to exclude tourism developments from any other area in the region. The intention is rather to focus investment and incentives in this area, to the benefit of poor communities in the northern regions and rural areas. This Tourism Belt incorporates sensitive wetlands and conservation areas, nature reserves and some of the proposed ecological corridors in the District.

### **3.4 Tourism and cultural nodes/corridors**

The tourism or cultural nodes and corridors to be promoted throughout the District, include:

- Belfast which has the opportunity to serve as a tourism gateway, due to the fact that tourists underway to the Kruger National Park along the N4 or Dullstroom/Pilgrim's Rest/Hoedspruit along the R540 (P81-1) have to travel through Belfast. This centre could therefore be used to promote the tourism opportunities in the Tourism Belt and the entire District.
- The Bambi bypass route (R36) from Waterval Boven towards Montrose Falls in the Mbombela Municipal area which is already a very popular tourism route in the NDM area.
- Dullstroom, which is a major attraction point to tourists and is expanding rapidly. The major attraction to this area is however the rural character and scenic qualities, which should be protected from over-exposure and commercialisation. Associated with Dullstroom is the development of the R540 tourism corridor between Belfast, Dullstroom and Lydenburg towards the north.

### **3.5 Agriculture and Mining**

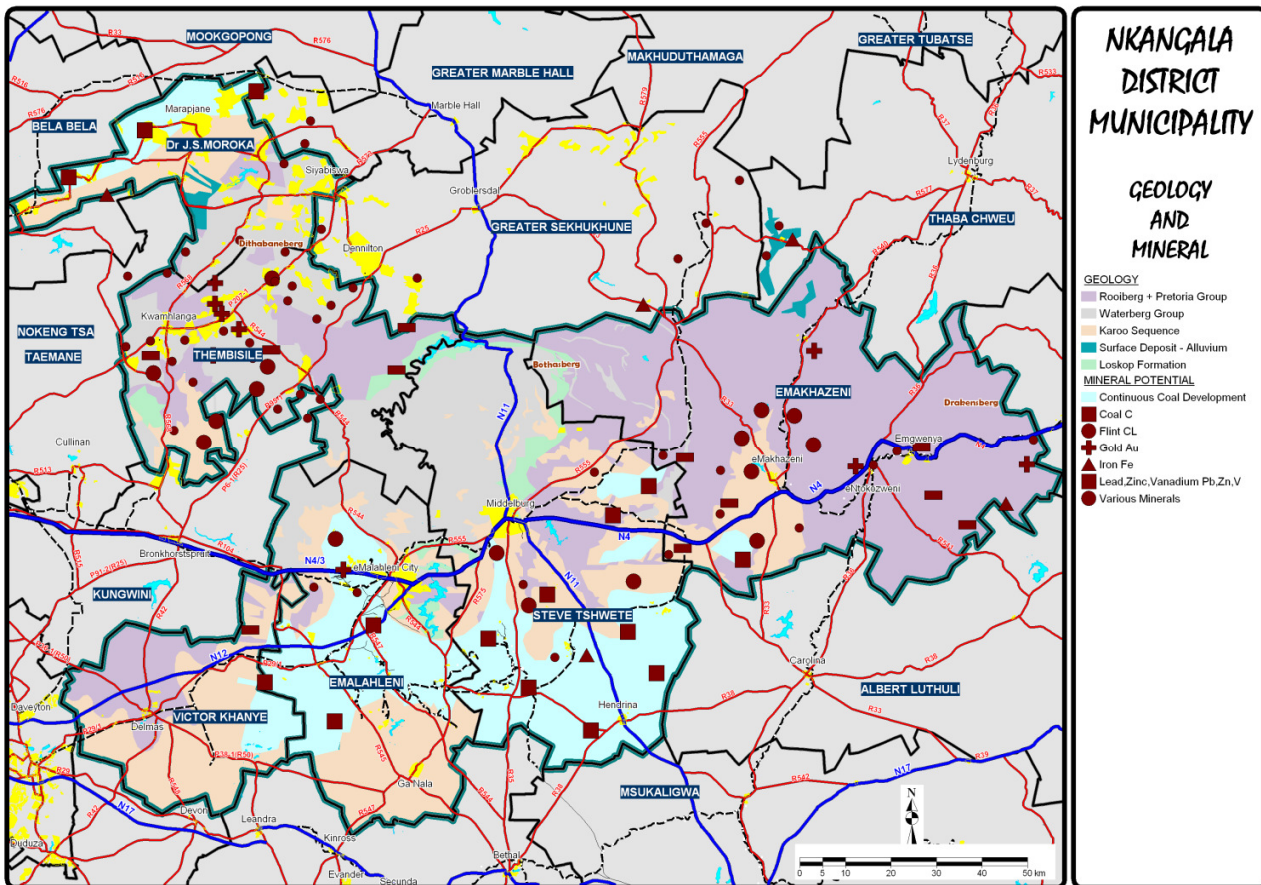
The agriculture sector is an important economic activity in the Nkangala District, which should be protected and promoted through the development of supplementary activities, such as agri-processing.

Intensive agriculture is promoted along the N4 and N12 Corridors, to capitalise on the access to markets at local and regional level. Eco-tourism, agriculture and forestry are promoted in the eastern regions of the District, in support of the tourism sector. The northwestern regions of the District are characterised by subsistence farming and rural residential uses. The initiation of

community farming projects is necessary to enhance the agricultural sector in this area and to address the high poverty levels.

The District has considerable mining potential as reflected in figure 4.4.1. The mining activities in the south of the region and especially in the Thembisile Municipality should be enhanced, to contribute to job creation for poor, unskilled workers. The regeneration of power stations, as well as the new power station in the Victor Khanye area could serve as catalyst to increased demand for coal reserves in the NDM area.

**Figure 3.5.1: Geology and Minerals**



### 3.6 Business and industrial activities

The occurrence of business activities in the District is closely related to the hierarchy of settlements. The business activities developed as a result of the demand for goods and services at service

centres, such as Middelburg, Emalahleni, Delmas, Belfast and the smaller town and villages in the , most of which act as central places to surrounding communities.

The industrial potential of Belfast and Machadodorp to the east, and Delmas in Victor Khanye municipal area (agro-processing) to the west should also be promoted to capitalise on its strategic location in relation to the major transport network.

### **3.7 Hierarchy of service centres**

Cities fulfil the function of primary service centres, offering the highest order and widest range of goods and services to other towns and settlements as well as the rural areas.

In terms of the secondary service centres, a distinction can be made between the existing and evolving centres. Delmas and Belfast are existing secondary service centres in the District, which fulfil the function of a central place to the surrounding rural areas and small villages.

### **3.8 Capital Investment Framework and Priority Investment Areas: (only Belfast for the purpose of this report).**

Aspects to be addressed in respect of Belfast are:

- Creating a tourism gateway at the Belfast off ramp from the N4;
- Upgrading the entrance into Belfast from the N4 freeway in support of tourism development; and
- Earmarking of land between the N4 freeway and railway line for industrial development
- Expansion of industrial/commercial areas towards the N4 Corridor

#### 4. LAND REFORM AND LAND ADMINISTRATION.

##### 4.1 Land restitution (land claim) is one amongst three land reform programmes namely:

- **Redistribution** aims to provide the disadvantaged and the poor with access to land for residential and productive purposes. Its scope includes the urban and rural poor, labour tenants, farm workers and new entrants to agriculture.
- **Land restitution** covers cases of forced removals that took place after 1913. This is being dealt with by a *Land Claims Court and Commission* established under the *Restitution of Land Rights Act 22 of 1994*
- **Land tenure reform** is being addressed through a review of present land policy; administration and legislation to improve the tenure security of all South Africans and to accommodate diverse forms of land tenure, including types of communal tenure.

At the moment we will deal with the issue of land restitution which is relevant for this project.

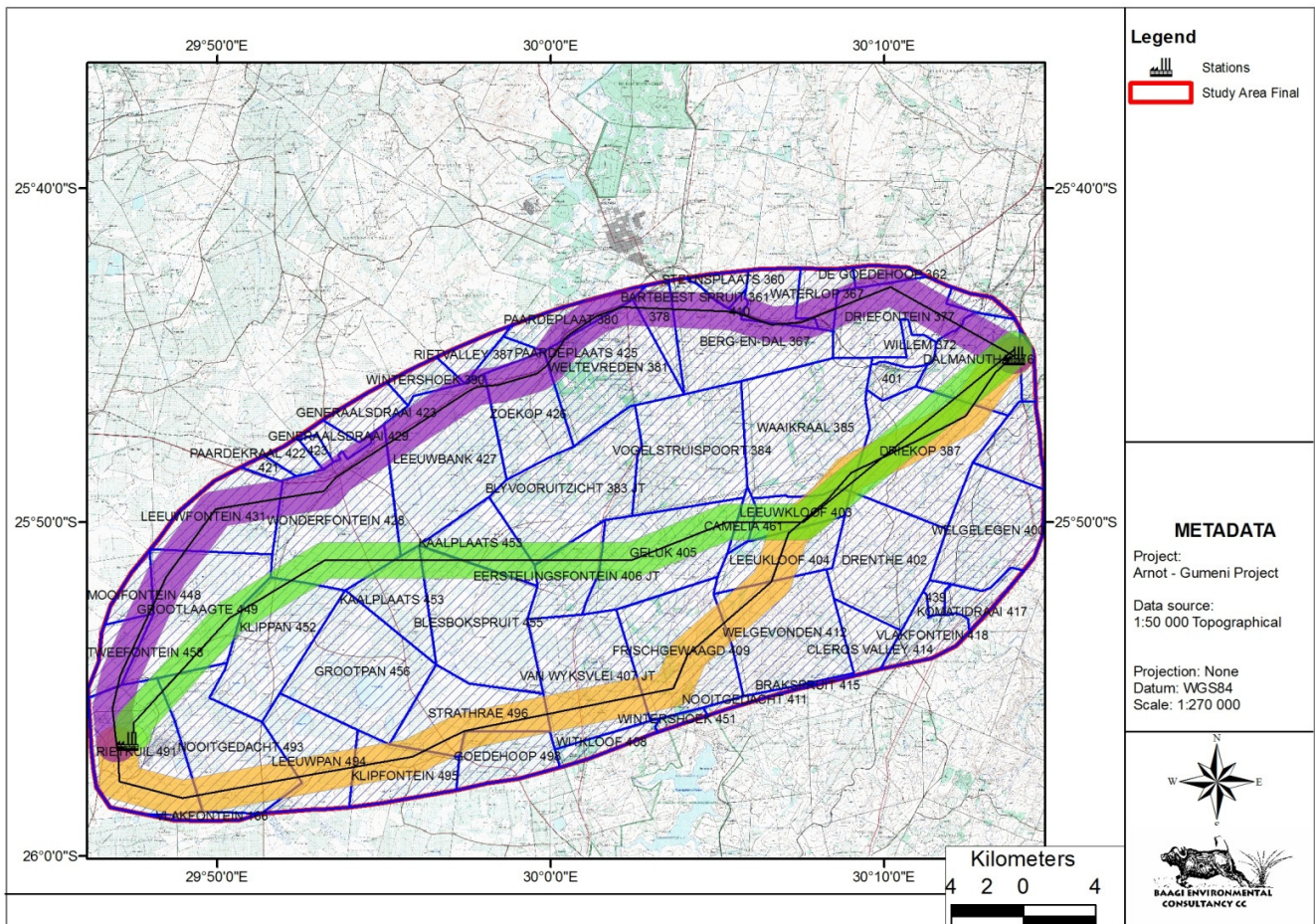
##### 4.2 Status of Land Claim in Nkangala District.

According to the Land claims report, there are 721 land claims registered in the Nkangala District. These claims are located on 271 properties. The largest number of claims submitted are in the Steve Tshwete Municipality (270), followed by Emakhazeni (159), and then Thembisile (133).

The land claims are usually lodged on a farm not the portion of the farm. It is only on the gazetted stage where the proper survey is done in relation to the portions claimed within the holistic claimed farm. For the purpose of this report we have looked at the holistic farms within the project study area (not portions within the farms) because it is only after the gazetted phase where specific portions will be made available for public information.

Nkangala District Municipality has compiled a Land Audit Report (LAR), which starts to point to development patterns, trends, and land reform issues within the region. The LAR depicts several issues relating to land in the District. Some of the aspects could have a negative contribution towards the growth of the region's economy and employment creation. In general, the land reform process needs to be fast-tracked. The Department of Rural Development and Land Reform should be engaged in terms of providing further detailed information on land reform issues within the region with the context of the Land Audit Report undertaken by the District.

### 4.3 The land claim status on the farms along the three alternative routes.



#### 4.3.1 Land claim status of farms along Alternative 1:

Farms Names	Y/n (land claim)	Status of the claim (Research/gazetted)
RIETKUIL 491 JS	Land claim	Not known
NOOITGEDACHT 493 JS		Not known
LEEUWPAN 494 JS		Not known
KLIPFONTEIN 495 JS		Not known
STRATHRAE 496 JS		Not known
GOEDEHOOP 498 JS		Not known
VAN WYKSVLEI 407 JT		Not known
FRISCHGEWAAGD 409 JT	Land claim	Not known

WELGEVONDEN 412 JT	Land claim	Not known
LEEUKLOOF 404 JT		Not known
LEEUWKLOOF 403 JT		Not known
DRIEKOP 387 JT	Land claim	Not known
DALMANUTHA 376 JT	Land claim	Not known
<b>5 LAND CLAIMS</b>		

#### 4.3.2 Land claim status of farms along Alternative 3:

Farm Names	Y/n (land claim)	Status of the claim (Research/gazetted)
RIETKUIL 491 JS	Land claim	Not known
GROOTLAAGTE 449 JS		Not known
TWEEFONTEIN 458 JS	Land claim	Not known
MOOIFONTEIN 448 JS	Land claim	Not known
LEEUWFONTEIN 431 JS	Land claim	Not known
WONDERFONTEIN 428 JS	Land claim	Not known
GENERAALSDRAAI 429 JS	Land claim	Not known
LEEUWBANK 427 JS	Land claim	Not known
ZOEKOP 426 JS	Land claim	Not known
WINTERSHOEK 390 JS	Land claim	Not known
RIETVALLEY 387 JS		Not known
PAARDEPLAATS 425 JS		Not known
WELTEVREDEN 381 JT		Not known
PAARDEPLAAT 380 JT	Land claim	Not known
BERG-EN-DAL 378 JT	Land claim	Not known
STEYNSPLAATS 360 JT		Not known
WATERLOO 367 JT		Not known

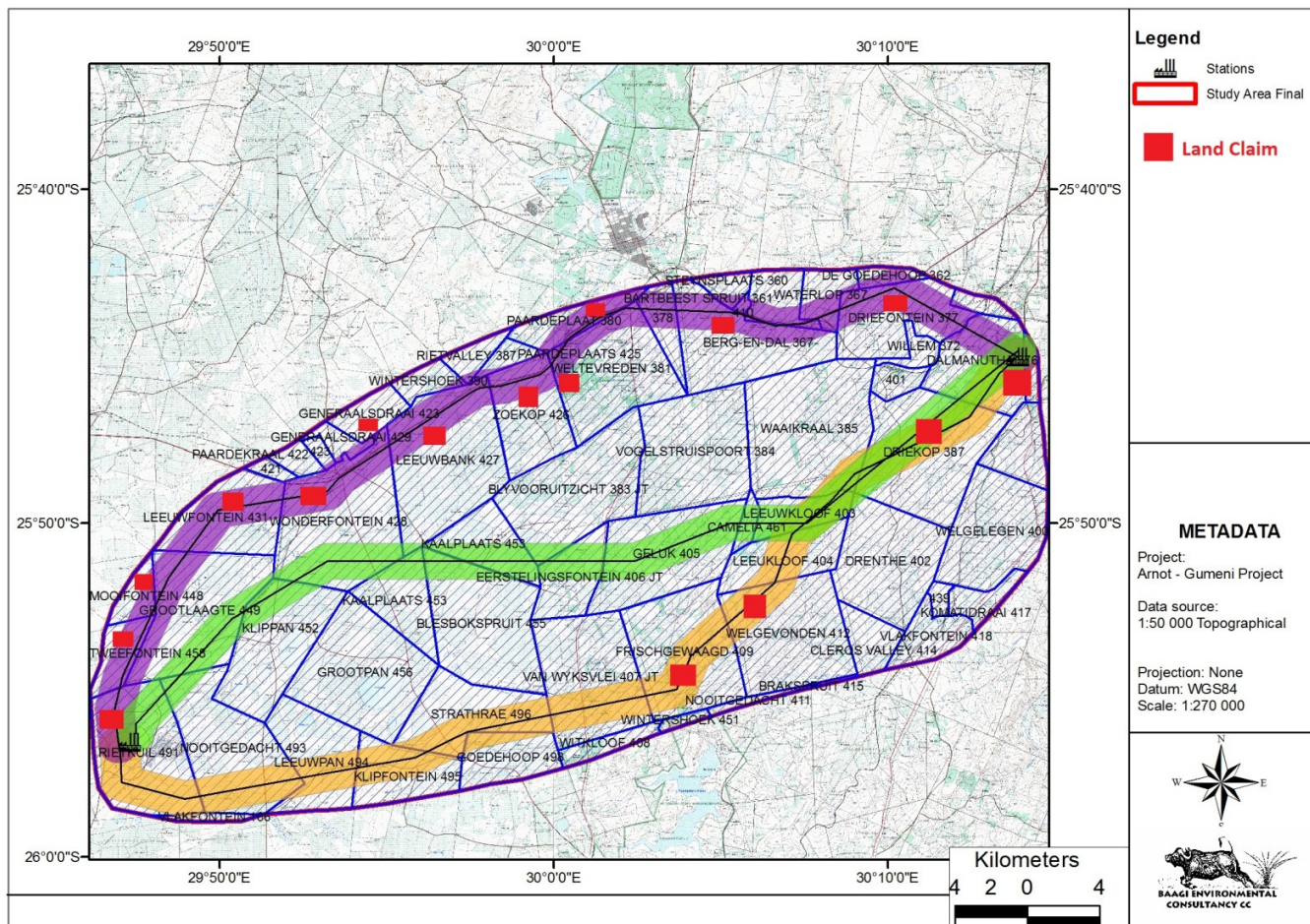


DRIEFONTEIN 377 JT	Land claim	Not known
DE GOEDEHOOP 362 JT		Not known
DALMANUTHA 376 JT	Land claim	Not known
<b>13 LAND CLAIMS</b>		

#### 4.3.3 Land claim status of farms along Alternative 5:

Farms Names	Y/n (land claim)	Status of the claim (research/gazetted)
RIETKUIL 491 JS	Land claim	Not known
GROOTLAAGTE 448 JS	Land claim	Not known
WONDERFONTEIN 429 JS	Land claim	Not known
LEEUWBANK 495 JS	Land claim	Not known
STRATHRAE 496 JS		Not known
GOEDEHOOP 498 JS		Not known
VAN WYKSVLEI 407 JT		Not known
FRISCHGEWAAGD 409 JT	Land claim	Not known
WELGEVONDEN 412 JT	Land claim	Not known
LEEUKLOOF 404 JT		Not known
LEEUKLOOF 403 JT		Not known
DRIEKOP 387 JT	Land claim	Not known
DRENTHE 402 JT		Not known
DALMANUTHA 376 JT	Land claim	Not known
WAAIKRAAL 385 JT		Not known
<b>8 LAND CLAIMS</b>		

Figure: 4.4 Land Claims Map.



#### 4.5 Summary of land claims per route.

Alternative routes	Total Nr of land claim recoded to date
Alternative routes 1	5 land claims
Alternative routes 3	13 land claims
Alternative routes 5	8 land claims
Total	26

## **5 ROUTE ALTERNATIVES AND EXCLUSION.**

With regards to the route alternatives and the Spatial Development Framework on the concerned area, the following concluding observations should be renowned:

### **5.1 Alternative 1 (Orange)**

Alternative 1 could be pursued, although the following should be noted:

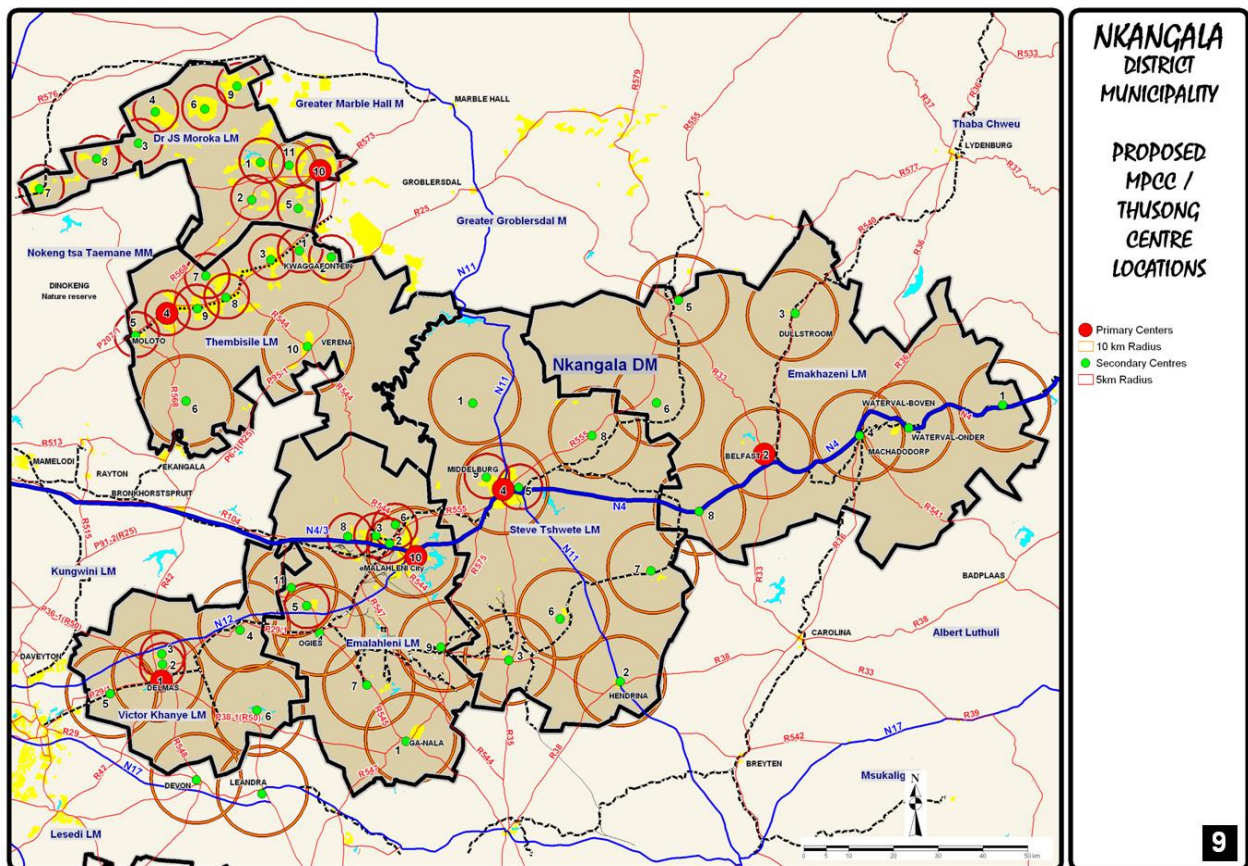
- Despite the mining activities, there are no major future or proposed development activities along this route.
- There is no major infrastructure investment plan along this route.
- The route is characterized by high potential agricultural activities and only traverse through tourism corridor along the R33 road as per SDF.
- The route curves away from the tourism belt and focus areas (on the east of Nooitgedatch Dam) to join Alternative 3.
- The existing transmission line and distribution lines along this corridor will justify the optimisation of the already invaded sensitive area. The servitude areas along the route could still be utilised for agricultural purpose and grazing.
- Has the lowest number of land claims

### **5.2 Alternative 3 (Purple).**

From the town planning point of view alternative 3 carries the following characteristics.

- In terms of the spatial development framework of Nkangala district municipality there are existing settlements within the belt of the N4 highway.
- The eastern regions (Emakazeni Municipality) of the Nkangala District already offer a variety of tourism opportunities associated with the scenic qualities, wetlands and conservation areas. A large part of the Emakhazeni Municipality forms part of the Tour Triangle, an area designated for tourism facilities associated with fly-fishing as part of the N4 Maputo Corridor initiative. This Tourism Belt incorporates sensitive wetlands and conservation areas, nature reserves and some of the proposed ecological corridors in the District, and according to the SDF the protection of these areas should be of high priority as part of the concept. Alternative 3 cut through this Tourism belt.

- In terms of the hierarchy of secondary service centres in the Nkangala district, a distinction can be made between the existing and evolving centres. Delmas and Belfast are existing secondary service centres in the District, which fulfil the function of a central place to the surrounding rural areas and small villages. The prominence of these centres should be protected and enhanced through service maintenance in terms of the Nkangala District SDF. Alternative 3 have a negative effect on the Belfast service centre. See attached Map below for more information.



- Various settlements are located within the corridor and situated adjacent the N4 and railway line.
- Has the highest number of land claims.

### 5.3 Alternative 5 (Green).

Alternative 5 could be pursued, although the following should be noted:

- Despite the potential mining activities, there are no major developments (residential or business activities along this route.
- The route is characterized by high potential agricultural activities and only traverse through tourism corridor along the R33 Road.
- There is already an approved 275 kV transmission along the same corridor, which enhance the amalgamation of similar land uses and zonings.
- Have 8 recorded land claims, which are low compared to Alternative 3.

## 6. RECOMMENDATIONS (Route Alternatives).

Based on the brief town-planning feasibility study, the following recommendations are made with regards to the Alternative routes:

### 6.1 Route Alternative 3 (purple): is not recommended based on the followings:

- In terms of the spatial development framework of Nkangala district municipality there are existing settlements in close proximity to the development belt along the N4 highway.
- The Emakhazeni Municipality forms part of the Tourism belt and focused area designated for tourism facilities associated with fly-fishing as part of the N4 Maputo Corridor initiative. This Tourism Belt incorporates sensitive wetlands and conservation areas, nature reserves and some of the proposed ecological corridors in the District, and according to the SDF the **protection of these areas should be of high priority as part of the concept**. Alternative 3 have a deterioration effect on this Tourism belt.
- Belfast are existing secondary service centres in the District, which fulfil the function of a central place to the surrounding rural areas and small villages. Alternative 3 have a unconstructive effect on the Belfast service centre.

### 6.2 Both Alternative 1 (orange) and Alternative 5 (green) could be followed from the town planning point of view based on the followings:

- They all possess the same land use character, which is agriculture and drops of mining.

- There are no major developments or potential developments earmarked within and along the proposed routes.
- The route is characterized by high potential agricultural activities and only traverse through tourism corridor along the R33 road.
- There are already transmission lines along these same corridors, which enhance the amalgamation of similar land uses and zonings.

## **7. CONCLUSION.**

This report therefore concludes that Alternative 3 is not recommended and Alternative 1 and 5 are can be explored further from the Town planning point of view and based on the reasons mentioned in the report.