



# BELA BELA LOCAL MUNICIPALITY

## SPATIAL DEVELOPMENT FRAMEWORK



**DRAFT REPORT**

February 2018





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## Definitions:

**“agricultural purposes”** means purposes normally or otherwise reasonably associated with the use of land for agricultural activities, including the use of land for structures, buildings and dwelling units reasonably necessary for or related to the use of the land for agricultural activities;

**“business purposes”** means purposes normally or otherwise reasonably associated with the use of land for business activities, including shops, offices, showrooms, restaurants or similar businesses other than places of instruction, public garages, builder’s yards, scrap yards and industrial activities;

**“commercial purposes”** means purposes normally or otherwise reasonably associated with the use of land for distribution centres, wholesale trade, storage warehouses, carriage and transport services, laboratories or computer centres, including offices and other facilities that are subordinate and complementary to such use;

**“community purposes”** means purposes normally or otherwise reasonably associated with the use of land for cultural activities, social meetings, gatherings, non-residential clubs, gymnasiums, sport clubs or recreational or other activities where the primary aim is not profit-seeking, excluding a place of amusement;

**“conservation purposes”** means purposes normally or otherwise reasonably associated with the use of land for the preservation or protection of the natural or built environment, including the preservation or protection of the physical, ecological, cultural or historical characteristics of land against undesirable change or human activity;

**“educational purposes”** means purposes normally or otherwise reasonably associated with the use of land primarily for instruction or teaching purposes, including crèches, schools, lecture halls, monasteries, public libraries, art galleries, museums, colleges and universities;

**“government purposes”** means purposes normally or otherwise reasonably associated with the use of land by the national government, a provincial government or a municipality to give effect to its governance role;

**“industrial purposes”** means purposes normally or otherwise reasonably associated with the use of land for the manufacture, altering, repairing, assembling or processing of a product, or the dismantling or breaking up of a product, or the processing of raw materials, including a noxious activity;

**“institutional purposes”** means purposes normally or otherwise reasonably associated with the use of land for charitable institutions, hospitals, nursing homes, old-age homes, clinics and sanatoriums, either public or private;

**“mining purposes”** means purposes normally or otherwise reasonably associated with the use of land for mining;

**“public purposes”** means purposes normally or otherwise reasonably associated with the use of land as open spaces, public gardens, recreation sites, sport fields or public squares or for religious gatherings;

**“recreation purposes”** means purposes normally or otherwise reasonably associated with the use of land primarily for recreation, including entertainment, leisure sports and amusement facilities;

**“residential purposes”** means purposes normally or otherwise reasonably associated with the use of land primarily for human habitation, including a dwelling house, group housing, hotels, flats, boarding houses, residential clubs, hostels, residential hotels and rooms to let;

**“transport purposes”** means purposes normally or otherwise reasonably associated with the use of land primarily as a point for the pick-up or off-load of people or goods, including taxi ranks, bus bays, bus stations, bus terminuses, railway stations and ancillary uses, including roads and streets.

\* Source: Spatial Planning and Land Use Management Act (Act 16 of 2013)



## 1 INTRODUCTION

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### 1.1 BACKGROUND

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The existing Bela Bela Spatial Development Framework (SDF) was compiled during 2011. This was done in terms of Chapter 5 of the Municipal Systems Act (2000) which requires each local authority in South Africa to compile an Integrated Development Plan (IDP) for its area of jurisdiction which, among others, also include a Spatial Development Framework.

The directives pertaining to the contents of a Spatial Development Framework as stipulated in Government Gazette No. 22605 were used for the compilation of the 2011 Bela Bela SDF.

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

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During 2013 the Spatial Planning and Land Use Management Act (SPLUMA) was promulgated. This legislation replaces the SDF guidelines contained in Government Gazette No. 22605 and puts forward a set of principles to influence spatial planning, land use management and land development. It also provides for national and regional spatial frameworks as well as provincial and municipal spatial frameworks, implying that a package of plans will be undertaken from

national to municipal level to direct and ensure uniform regulation of land use management.

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

These principles/ concepts, as described in the legislation, are briefly summarised below:

Spatial Justice	
(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>	
(i)	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.
<b>Good Administration</b>	
(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 in the compilation and minimum contents of a Spatial Development Framework are concerned, the Spatial Planning and Land Use Management Act stipulates as follow:



<b>Municipal Spatial Development Framework</b>	
<b>Preparation of Municipal Spatial Development Framework</b>	
(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.

A municipal Spatial Development Framework must adhere to the following content requirements as noted in Section 21 of the Spatial Planning and Land Use Management Act:

<b>Contents of Municipal Spatial Development Framework</b>	
(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.

In view of the above, the Bela Bela Local Municipality commissioned the review/update of the 2011 Spatial Development Framework for Bela Bela Local Municipality in order for it to be aligned with the requirements of SPLUMA.

## 1.3 STUDY AREA

### 1.3.1 REGIONAL CONTEXT

Bela Bela Local Municipality comprises the south-western extents of the Limpopo Province, and is one of six municipalities in the Waterberg District area of jurisdiction (see **Figure 1**). Neighbouring municipalities include Thabazimbi Local Municipality to the west, Modimolle Local Municipality to the north and the former Mookgophong Local Municipality to the east. The Northwest and Gauteng Provinces border the Bela Bela Municipality to the south.

Bela Bela Town is one of five major towns in the District, together with Modimolle, Mokopane, Lephalale, and Thabazimbi. Regional routes N1, R101, R516 and R576 traverse the municipal area. Routes N1 and R101 are the main links to Gauteng Province ( $\pm$  70 kilometres to the south) while route R516 is a major link to Thabazimbi, Rustenburg and Lephalale, as well as Botswana. Route R576 provides a link from the N1 freeway eastwards past Settlers to Roedtan and Groblersdal in the Greater Sekhukhune District (**Figure 2**).

### 1.3.2 LOCAL CONTEXT

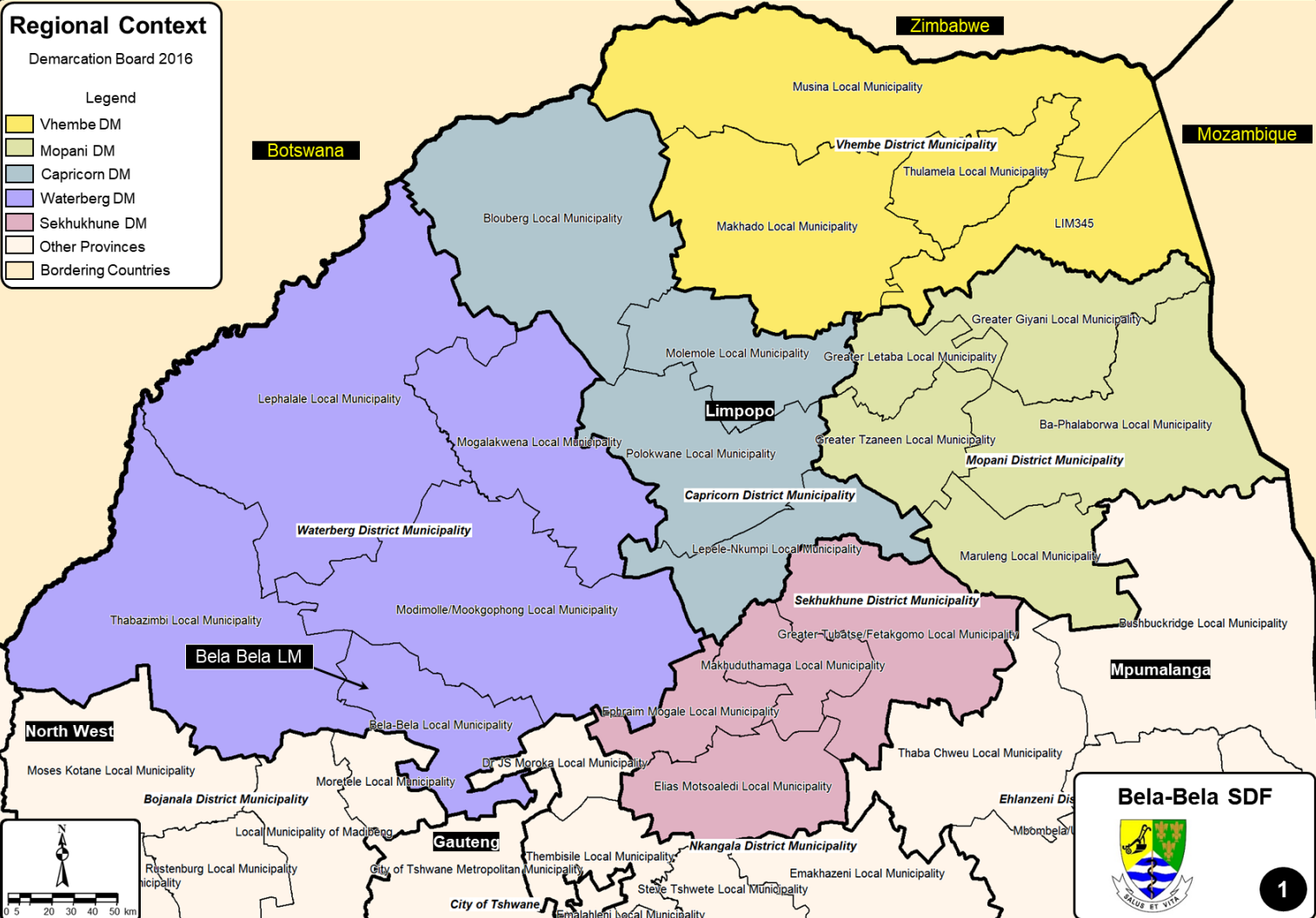
Bela Bela Local Municipality covers an area of approximately 337 605 hectares which makes it the smallest local municipality in the Waterberg District (representing about 6.8% of the District area).

# Regional Context

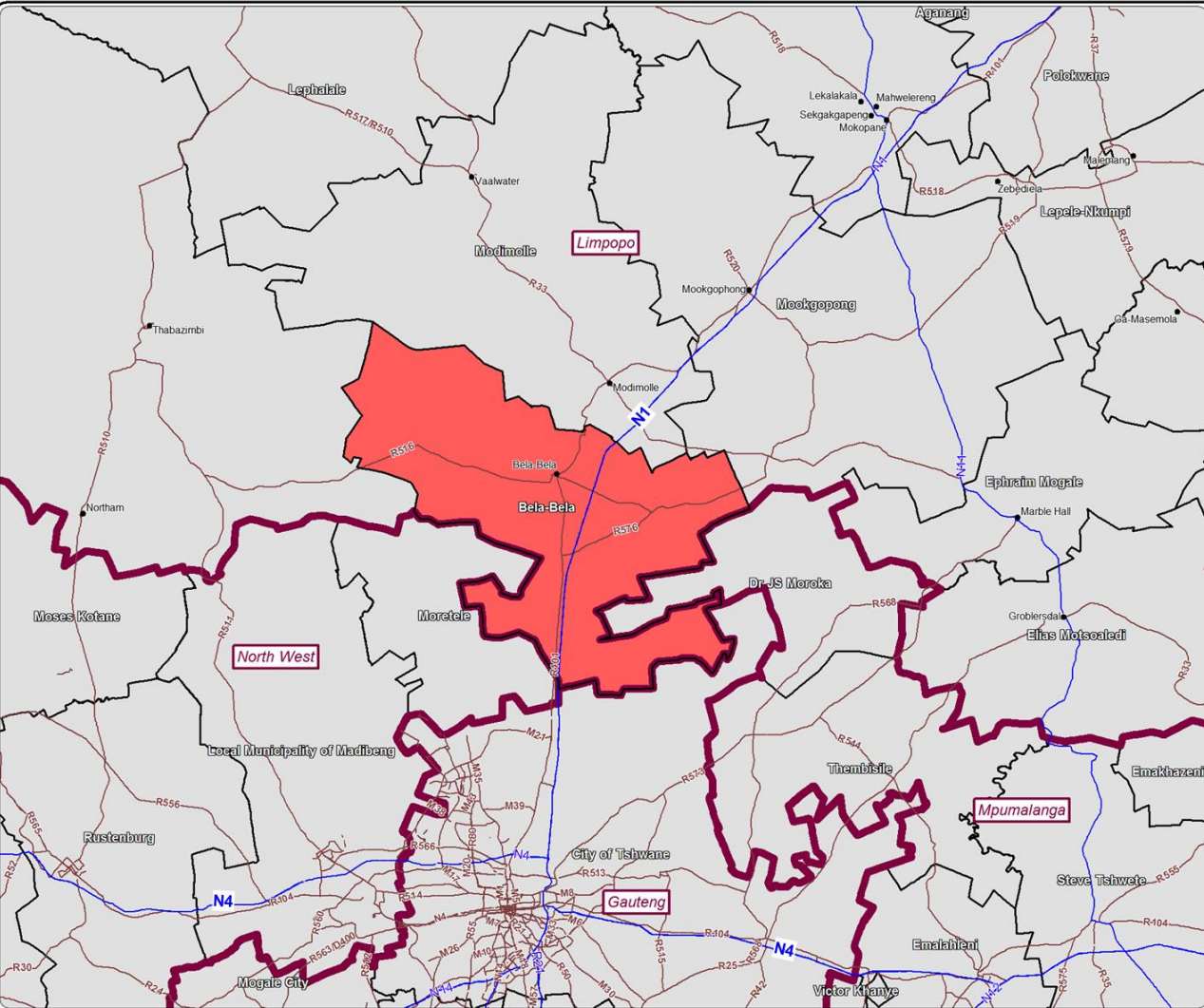
Demarcation Board 2016

## Legend

- Vhembe DM
- Mopani DM
- Capricorn DM
- Waterberg DM
- Sekhukhune DM
- Other Provinces
- Bordering Countries



Source: Demarcation Board 2016



**Bela-Bela Local Municipality**

## Local Context

- Legend:**
- Bela-Bela Local Municipality
  - Provincial Boundaries
  - Municipal Boundaries
  - National Roads
  - Main Roads



The municipality holds a population estimated at about 73 300 people. It comprises two formal towns (Bela Bela and Pienaarsrivier) as well as a number of smaller settlements including Settlers, Radium/ Masakhane, Rapotokwane, Vingerkraal and Tsakane.

The majority part of the municipal area is utilised as commercial crop, cattle and game farms.

Bela Bela Town, located in the central part of the municipal area, provides the majority of higher order services to the rest of the municipal area.

The Waterberg Mountain Range extends from east to west through the northern parts of the municipal area.

## 1.4 STUDY OBJECTIVE

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**Primary Objective:** The main objective of the project is to assist the Bela Bela Local Municipality to revise and update its 2011 SDF in order to bring it up to date, and afford the community of Bela Bela opportunity to participate in the formulation of the SDF. Through this process the Municipality will ensure that the new revised SDF is aligned with the municipal IDP and all the necessary Provincial and National policy directives and sector plans, including the National Development Plan (NDP) and the new Limpopo SDF (2016).

Local Development Frameworks will also be compiled for Pienaarsrivier, Settlers, Radium/ Masakhane and Bela Bela Township, and the 2011 CBD Plan will be updated and incorporated into the SDF.

## 1.5 METHODOLOGY

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The project was conducted in accordance with the following four phases:

- **Phase 1:** Inception;
- **Phase 2:** Spatial Analysis of the Current Reality;
- **Phase 3:** Desired/ Conceptual Spatial Vision and Development Framework; and
- **Phase 4:** Implementation Strategies and Programmes.

### **Consultation:**

With regards to consultation, an inception meeting was held with the Bela Bela Local Municipality in November 2015 and several technical meetings were held up to May 2016 when the Status Quo Report was completed. The work-in-progress in this regard was presented to the Bela Bela Lekgotla held on 10 March 2016.

The Status Quo Report was presented to Council Officials and Councillors at a strategic planning workshop held at Euphoria Estate during September 2016.

The Draft SDF Report will be presented and submitted to Council around November 2017.



## 2 SPATIAL ANALYSIS OF THE CURRENT REALITY

Development in South Africa is broadly guided and directed by a wide range of legislation. Some legislation is discipline specific e.g. housing, transport and environment, while others are more generic in nature, focusing on planning processes, alignment of planning processes and proposals, and the legal requirements pertaining to plans to be compiled. In addition to existing legislation, a range of national, provincial and local development policies and plans exist to further guide and direct development in South Africa. The following section briefly deals with each, and highlights the most important guidelines presented.

### 2.1 NATIONAL, PROVINCIAL AND DISTRICT POLICY DIRECTIVES

#### 2.1.1 NATIONAL DEVELOPMENT PLAN (NDP)

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;
- Improving the quality of education, training and innovation;
- Quality health for all;
- Social protection;
- Building safer communities;

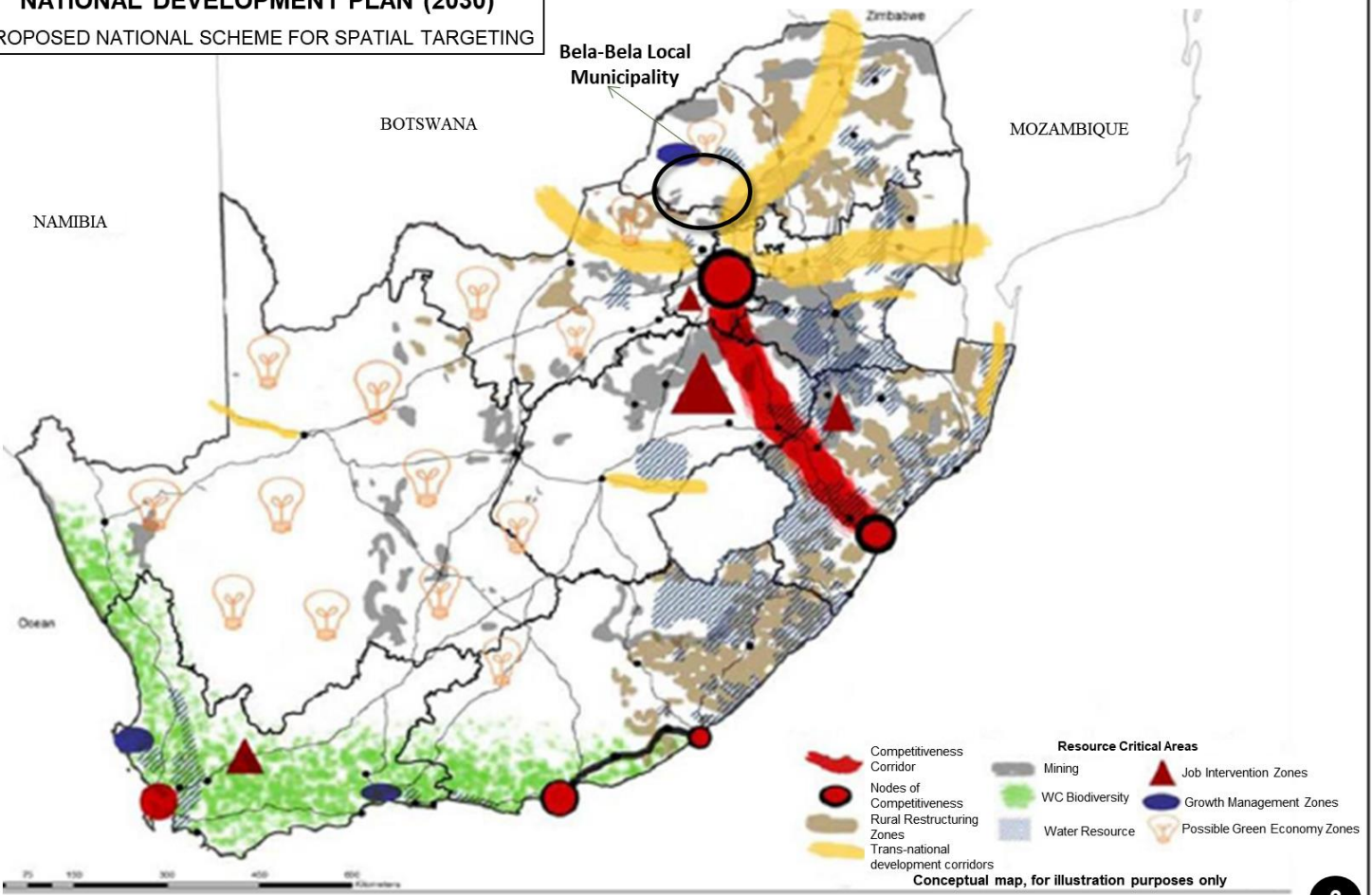
- Reforming the public sector;
- Fighting corruption; and
- Transforming society and uniting the country.

The Plan (see **Figure 3**) provides for the following spatial development proposals as part of the national spatial development interventions:

- **Primary Transnational Development Corridors** and cross border infrastructure connections of which the N1 passes through Bela Bela;
- Gauteng as a national **Node of Competitiveness** which strongly associates with the nearby economic activity like tourism opportunities in Bela Bela;
- **Rural Restructuring Zones**: These zones include the more densely populated 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);
- **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 ensure that. The Waterberg Biosphere bordering Bela Bela to the north is one such area earmarked as a future Growth Management and a Green Economy Zone.

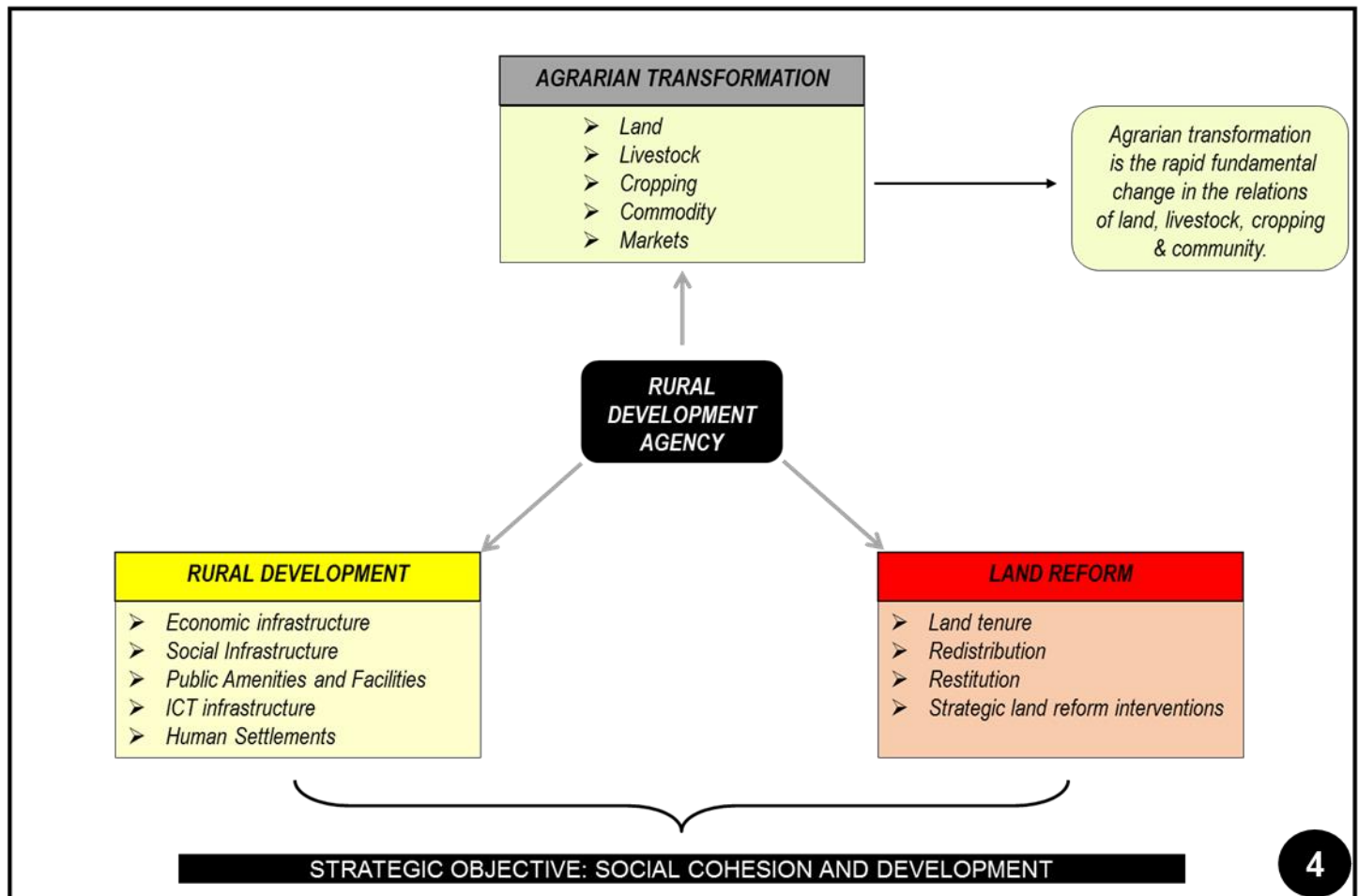
The National Development Plan reports that general productivity has been declining in rural areas in South Africa and outmigration to cities and towns has been accelerating.

**NATIONAL DEVELOPMENT PLAN (2030)**  
**PROPOSED NATIONAL SCHEME FOR SPATIAL TARGETING**



Source: National Development Plan, 2030

**CRDP CONCEPT**





It proposes that rural interventions should 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;
- Small-town development as nodes of rural development;
- Mechanisms to make land markets work more effectively for the poor, especially women.

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

Therefore, 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.

## 2.1.2 MEDIUM TERM STRATEGIC FRAMEWORK

The Medium Term Strategic Framework (MTSF) is Government’s strategic plan for the 2014-2019 electoral term. It reflects the commitments made in the election manifesto of the governing party, including Government’s support for a competitive economy, creation of decent work opportunities and encouragement of investment.

The MTSF has two over-arching strategic themes – radical economic transformation and improving service delivery.

To give effect to these two key pillars, the MTSF is structured around fourteen (14) *Priority Outcomes* which cover the focus areas identified in the NDP and Government’s electoral mandate as listed below:

- Quality basic education;



- A long and healthy life for all South Africans;
- All people in South Africa are and feel safe;
- Decent employment through inclusive growth;
- A skilled and capable workforce to support an inclusive growth path;
- An efficient, competitive and responsive economic infrastructure network;
- Vibrant, equitable, sustainable rural communities contributing towards food security for all;
- Sustainable human settlements and improved quality of household life;
- Responsive, accountable, effective and efficient local government;
- Protect and enhance our environmental assets and natural resources;
- Create a better South Africa and contribute to a better Africa and a better world;
- An efficient, effective and development-oriented public service;
- A comprehensive, responsive and sustainable social protection system;
- A diverse, socially cohesive society with a common national identity.

## 2.1.3 INTEGRATED URBAN DEVELOPMENT FRAMEWORK

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The IUDF aims to guide the development of inclusive, resilient and liveable urban settlements, while directly addressing the unique conditions and challenges facing South Africa's cities and towns. To achieve this transformative vision, four overall strategic goals are introduced:

- **Spatial integration:** To forge new spatial forms in settlement, transport, social and economic areas.
- **Inclusion and access:** To ensure people have access to social and economic services, opportunities and choices.
- **Growth:** To harness urban dynamism for inclusive, sustainable economic growth and development.

- **Governance:** To enhance the capacity of the state and its citizens to work together to achieve spatial and social integration.

The above strategic goals inform the priority objectives of the nine policy levers listed below:

- integrated urban planning;
- integrated transport;
- integrated human settlements;
- integrated infrastructure network systems;
- efficient land governance;
- economic diversification and inclusion;
- empowered communities;
- governance; and
- financial reform.

These levers thus seek to address in combination the structural drivers that maintain the status quo.

## 2.1.4 THE INDUSTRIAL POLICY ACTION PLAN (IPAP)

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The Industrial Policy Action Plan 2012/13 to 2014/15 notes that special emphasis will be placed on economic sectors that are particularly well placed for scaling up through leveraging market growth and associated upgrading of supply capacity and capabilities.

Those sectors most relevant to Bela Bela would be:

- **“Green” and energy-saving industries;**



- **Agro-processing, linked to food security and food pricing imperatives;**
- **Creative and cultural industries linked to tourism in Limpopo Province;**
- **Business process services;**
- **Electro-technical and ICT.**

## 2.1.5 COMPREHENSIVE RURAL DEVELOPMENT PROGRAMME (CRDP) (2009)

Essentially, the CRDP is aimed at being an effective response to poverty alleviation and food insecurity 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 Bela Bela LM are as follows (see **Figure 4**):

### 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.

Although Bela Bela LM is not a CRDP priority area, the principles that emanate from the CRDP may still be applied as the municipal area is very rural in nature.

### 2.1.6 THE LIMPOPO DEVELOPMENT PLAN (2015-2020)

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The Limpopo Development Plan (2015-2020) builds on the Limpopo Provincial Growth and Development Strategy (PGDS) and the Limpopo Economic Growth and Development Plan (2009-2014). It is a comprehensive provincial development plan to take advantage of Limpopo's comparative position and to uplift and improve the general condition of all facets of development in the province.

The vision is to fulfil the potential for prosperity of Limpopo Province in a socially cohesive, sustainable, prosperous and peaceful manner.

The vision will be attained by emphasising participatory leadership aimed at promoting excellence and an entrepreneurial spirit, improved service delivery, facilitation of decent job creation and systematic poverty reduction.

The LDP aims to achieve the following provincial objectives (all of which are relevant to Bela Bela):

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

### 2.1.7 LIMPOPO GREEN ECONOMY PLAN

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The Limpopo Green Economy Plan, completed in 2013, centres on local production and consumption, efficient use of energy and water, and care of natural and created resources giving everyone the opportunity to participate in economic activities. It offers socially and environmentally just solutions to economic exclusion and resource degradation and concludes that the green economy will be the mainstream economy of the future, as the world transitions into sustainable consumption and production patterns.

The following initiatives have been identified for the Province:

- Sustainable Production and Consumption;
- Water Management;
- Sustainable Waste Management Practices;
- Clean Energy and Energy Efficiency;
- Resource Conservation and Management;
- Agriculture, Food Production and Forestry;



- Green buildings and the built environment;
- Sustainable Transport and Infrastructure.

For the Bela Bela SDF the following guidelines are fundamental:

- All natural economic resources should be retained and indeed strengthened;
- Resource conservation and management is key (i.e. natural resources must be protected);
- Economic production is vital, and spatially this should be included in the SDF;
- Sustainable transport and infrastructure is critical for economic growth;
- Agriculture and food production are key i.e. productive agricultural land must be protected and retained; and
- Development of solar farms should be considered.

## 2.1.8 LIMPOPO SPATIAL DEVELOPMENT FRAMEWORK

The aim of the Limpopo Spatial Development Framework (LSDF) is to promote social, economic and environmental sustainability throughout the Province and to ensure that it has relevance to the development needs of all the dispersed urban and rural communities in the Limpopo Province which it represents, see **Figure 5**. This should be done in an integrated and holistic manner, and in accordance with the applicable legislation, policies and protocols.

The Limpopo SDF (LSDF) envisions a provincial spatial structure where the natural environment and valuable agricultural land in the rural areas are protected for future generations, with a strong, diverse and growing economy focused

around a range of nodal areas and that offers its residents high quality living environments and good job opportunities in a sustainable manner.

In order to achieve the above, the LSDF is based on a multi-disciplinary range of development objectives as listed below:

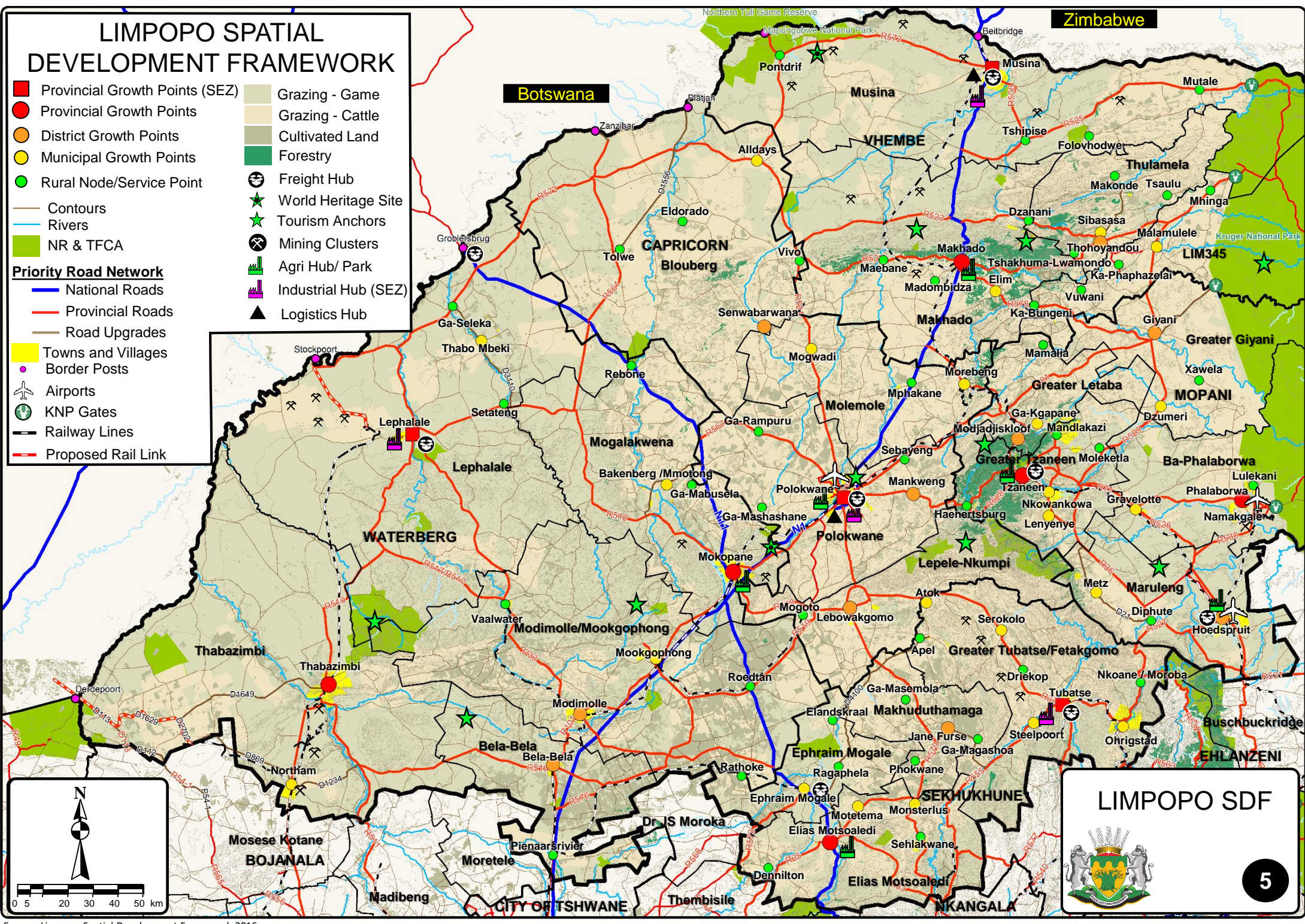
- Capitalise on the Province's strategic location within the SADC region;
- Improve regional and local connectivity to facilitate the movement of people, goods and services;
- Provide a strategic and coherent rationale for targeted public sector investment, including engineering, social and economic infrastructure, to optimise service delivery;
- Encourage urban and rural spatial restructuring and sustainable human settlement as a necessity;
- Aggressively protect and enhance the Province's natural resources, including scarce fresh water sources and high biodiversity landscapes;
- Guard valuable agricultural land as a scarce resource and national asset;
- Consolidate and enhance the Province's ecotourism product;
- Encourage and institutionalise the sustainable development of its massive mineral potential (and encourage green economy initiatives);
- Create an enabling environment for both the formal and informal sector to participate in economic development (retail, office, commercial, industrial); and
- Address industrial sectoral diversification through area specific investment in high value technologies and industries.

The main directives pertaining to Bela Bela are as follow:

- Bela Bela Town is a District Growth Point in provincial context and Piensaarsrivier a Rural Service Centre.

# LIMPOPO SPATIAL DEVELOPMENT FRAMEWORK

- Provincial Growth Points (SEZ)
- Provincial Growth Points
- District Growth Points
- Municipal Growth Points
- Rural Node/Service Point
- Contours
- Rivers
- NR & TFCA
- Priority Road Network**
- National Roads
- Provincial Roads
- Road Upgrades
- Towns and Villages
- Border Posts
- ✈ Airports
- ⊕ KNP Gates
- Railway Lines
- Proposed Rail Link
- Grazing - Game
- Grazing - Cattle
- Cultivated Land
- Forestry
- ⊕ Freight Hub
- ★ World Heritage Site
- ★ Tourism Anchors
- ⊕ Mining Clusters
- Agri Hub/ Park
- ▲ Logistics Hub



Zimbabwe

Botswana

LIMPOPO SDF



5



- Agriculture (crop farming) is prominent in the central and south-eastern parts while game and cattle farming are concentrated to the west and north-west.
- Bela Bela is one of the provincial tourism anchor points as part of the Waterberg Biosphere.
- Routes N1, R101 and R516 are important movement corridors traversing the area.

## 2.1.9 WATERBERG DISTRICT SPATIAL DEVELOPMENT FRAMEWORK

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The space economy of the Waterberg District municipal area comprises three zones namely a western zone along the Limpopo River that is characterized by extensive cattle and game farming; a central zone around the Waterberg area which is more known for tourism activities; and the eastern parts of the District that are the most densely populated and include the N1 axis, refer to **Figure 6**. Bela Bela LM mostly falls within the central and eastern zones.

The Waterberg SDF is aligned with the Provincial Spatial Rationale and attempts to ensure alignment and integration between the six local municipalities, including Bela Bela LM. The following proposals emanated from the District SDF that particularly affect the Bela Bela municipal area (also refer to Figure 5):

- The Waterberg SDF promotes the stimulation of priority nodes and corridors by means of focused investment in areas where settlement must be encouraged, and redevelopment initiatives that engender consolidation of settlement areas, while discouraging excessive investment in areas where settlement must be discouraged;

- *Bela Bela Town* was indicated as a Second Order Settlement (District Growth Point) in a District context, together with Thabazimbi and Modimolle (Nylstroom);
- Lephalale (Ellisras) and Mokopane (Potgietersrus) are the District's capital/ First Order Settlements (Provincial Growth Points);
- Pienaars River was identified as a Population Concentration Point and Radium, Settlers, Vingerkraal and Rapotokwane and Tsakane as Local Service Points;
- Routes R516 and R576 with route R101 were identified as strategic links.
- Undesirable development should not occur in areas earmarked as environmentally sensitive, including within the Biosphere as depicted on the SDF;
- The southern parts of the Bela Bela LM are earmarked for arable agriculture.

## 2.1.10 ADJOINING SPATIAL DEVELOPMENT FRAMEWORKS

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The prominent features of each bordering municipality that should be considered in the Bela Bela SDF are noted below.

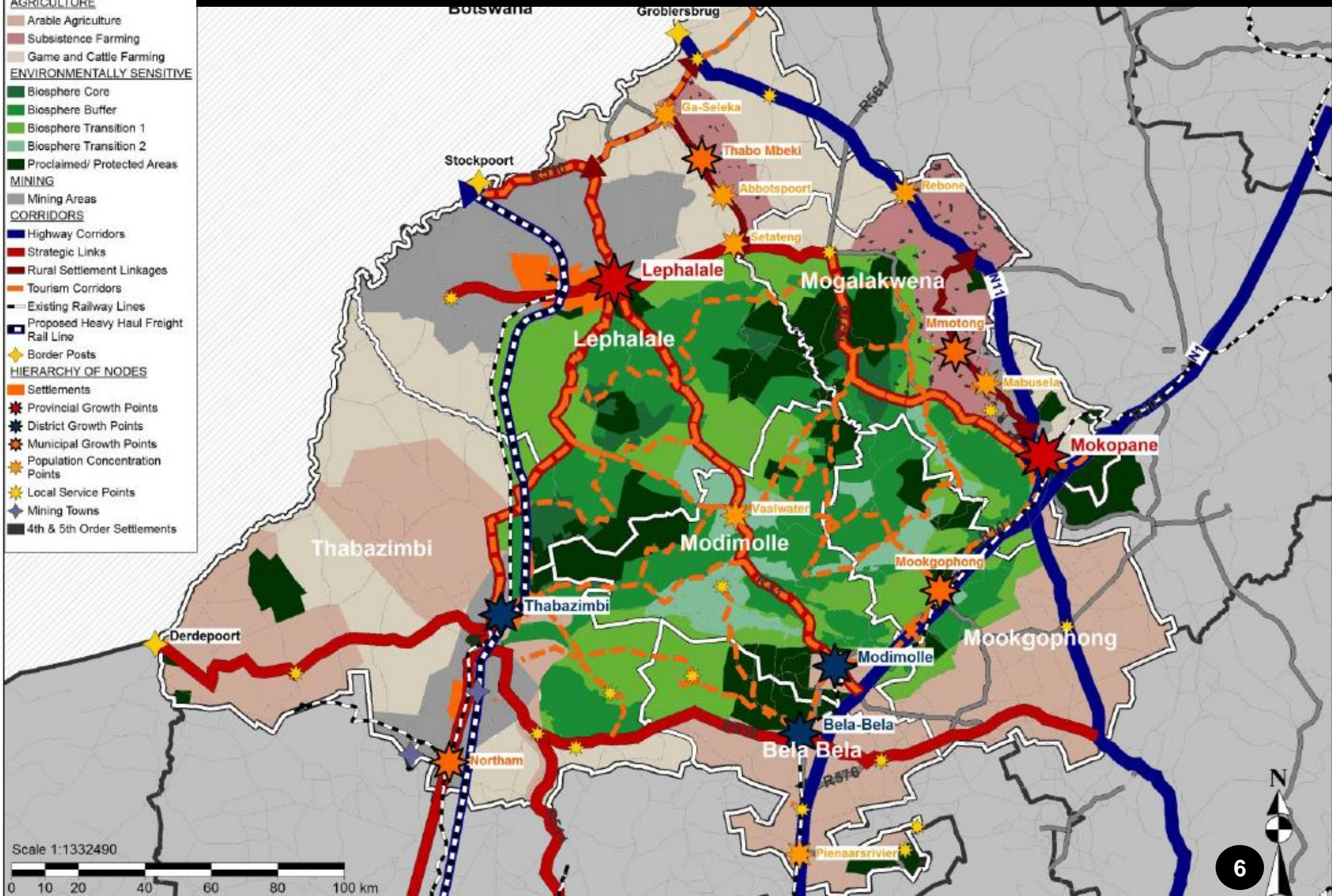
### 2.1.10.1 Thabazimbi LM

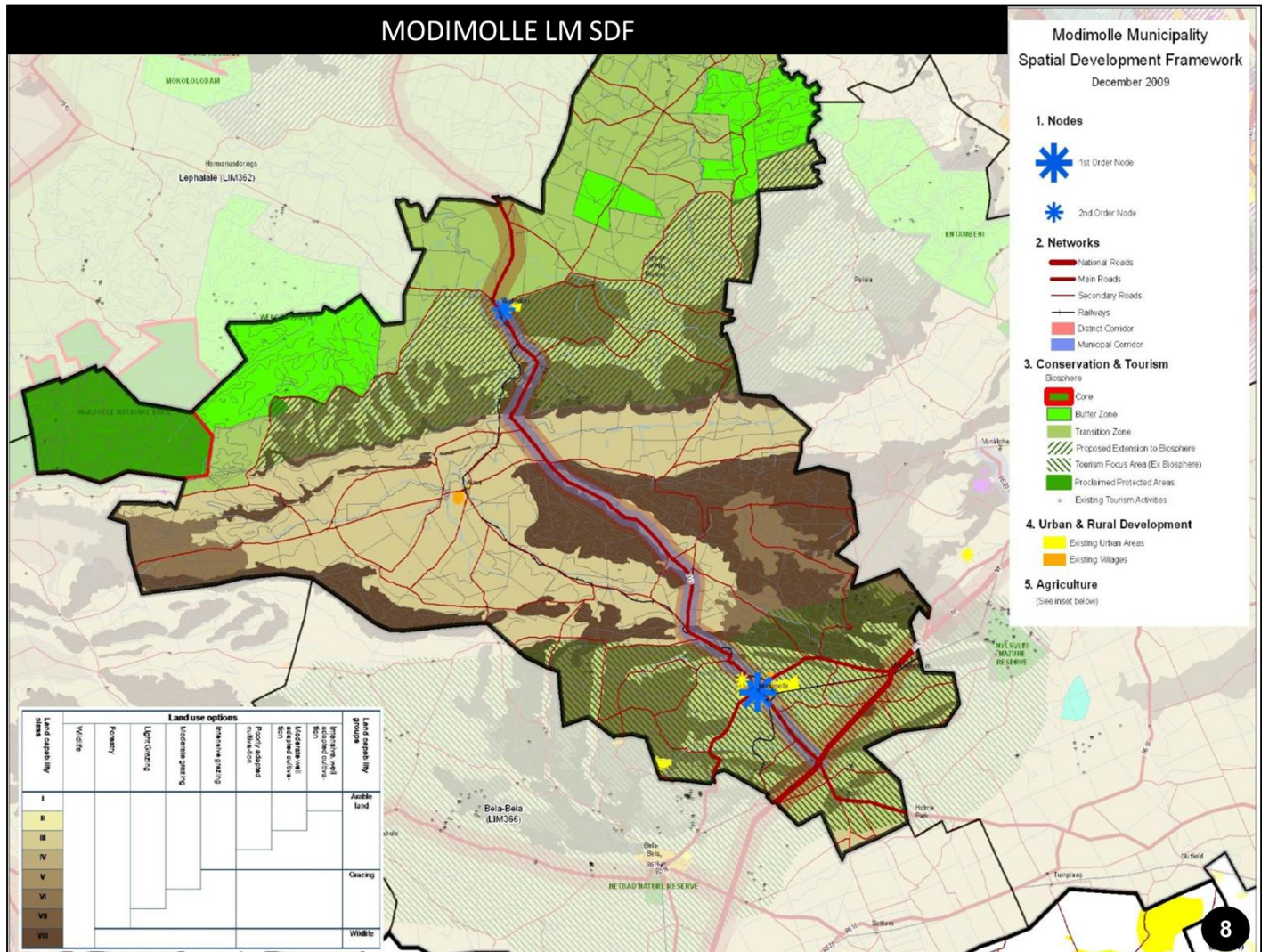
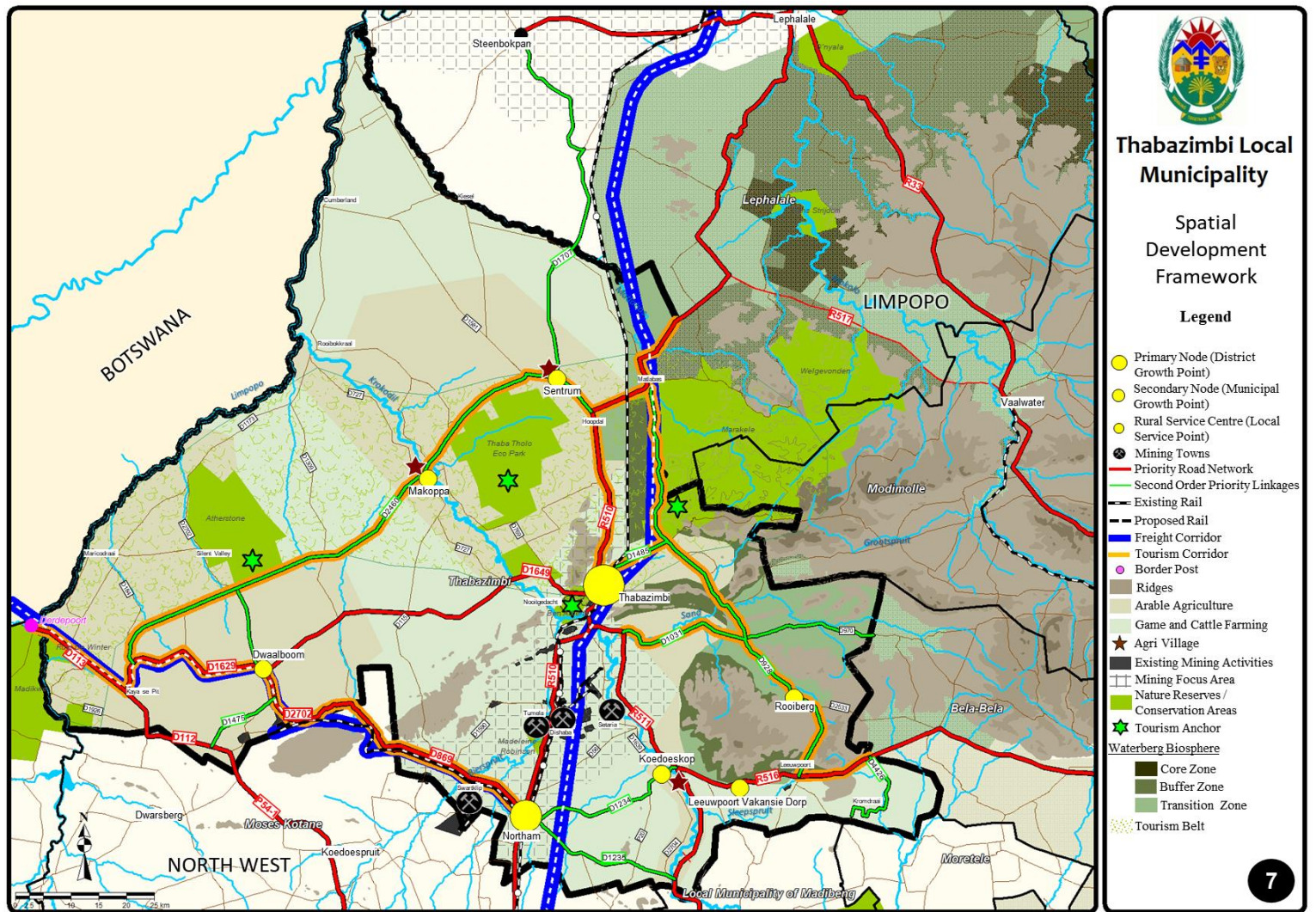
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Thabazimbi Local Municipality borders Bela Bela to the west with route R516 being the main transport line between the two areas (**Figure 7**). To the north of this route the two areas share part of the larger Waterberg Biosphere with game farming and conservation being the main activities.

# WATERBERG SDF 2013

- LEGEND**
- SDF PROPOSALS**
- AGRICULTURE**
- Arable Agriculture
  - Subsistence Farming
  - Game and Cattle Farming
- ENVIRONMENTALLY SENSITIVE**
- Biosphere Core
  - Biosphere Buffer
  - Biosphere Transition 1
  - Biosphere Transition 2
  - Proclaimed/ Protected Areas
- MINING**
- Mining Areas
- CORRIDORS**
- Highway Corridors
  - Strategic Links
  - Rural Settlement Linkages
  - Tourism Corridors
  - Existing Railway Lines
  - Proposed Heavy Haul Freight Rail Line
- HIERARCHY OF NODES**
- Settlements
  - Provincial Growth Points
  - District Growth Points
  - Municipal Growth Points
  - Population Concentration Points
  - Local Service Points
  - Mining Towns
  - 4th & 5th Order Settlements





Source: Modimolle LM Spatial Development Framework 2009



The Leeuwoort Holiday Town and Rooiberg (former mining village) are the closest settlements to Bela Bela with Thabazimbi, and Northam located further to the west.

The Thabazimbi SDF (2014) provides for the functional extension of route R516 past Northam and Dwaalboom right up to the Derdepoort border post with Botswana.

### *2.1.10.2 Modimolle LM*

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Modimolle Local Municipality is located to the north of Bela Bela LM and covers the entire northern border of Bela Bela (**Figure 8**). Modimolle LM is mainly rural with three towns, namely: Modimolle, Vaalwater and Alma (and also Mookgophong and Roedtan after the 2016 municipal elections). The Municipality is characterized by informal settlements, farms and townships, and mostly agricultural activities.

The SDF (2009) proposed Land Use Management strategies that ensure the protection of agricultural land. It also noted that the tourism sector is growing and threatening the agricultural sector – farms are being converted into game farms.

Route R33 which passes through Vaalwater, connecting Modimolle and Lephalale Towns with one another (refer to Figure 8) was identified as a freight corridor due to the foreseen coalfields development in Lephalale. However, the route does not pass through the Bela Bela municipal area.

### *2.1.10.3 City of Tshwane*

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The north-eastern rural parts of the City of Tshwane extending towards Rust der Winter borders onto Bela Bela, (refer to **Figure 9**). The area is sparsely populated and mainly comprise game and cattle farms. The closest urban node is the Temba-Hammanskraal area which is located a few kilometres to the south of Pienaarsrivier, and predominantly to the west of the N1 freeway.

### *2.1.10.4 Moretele LM*

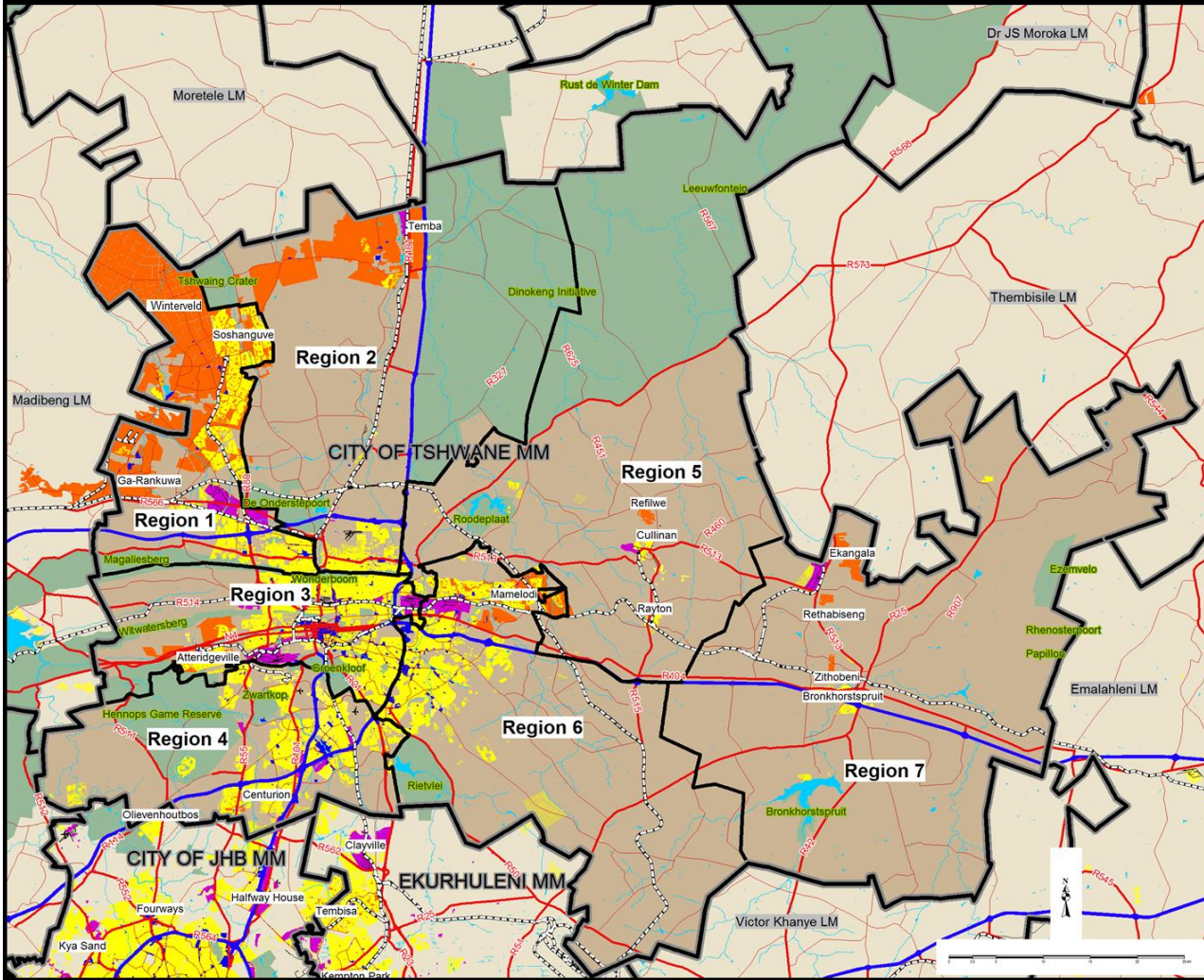
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Moretele Local Municipality which forms part of the Bojanala District is situated adjacent to the south-west of Bela Bela LM as depicted on **Figure 10** (the Bojanala District SDF). The vast majority of the Moretele municipal area is under traditional authority leadership.

The primary development node is the Mathibestad-Makapaanstad cluster in the south-east, just north of Hammanskraal. The secondary development node is the Ga-Motle-Ratsiepane-Swartdam-Ga-Moeka cluster in the south-west, just north of the Winterveldt/ Soshanguve settlements. Three rural nodes were identified in the central and northern parts of Moretele namely Moretele, Ngobi and Cyferskuil settlements.

One of the key strategies of the Bojanala/ Moretele SDF is to promote a consolidated settlement structure and to support the formal planning and upgrading of existing settlements and villages. The SDF identified the area

# CITY OF TSHWANE METRO MUNICIPALITY SPATIAL STRUCTURE

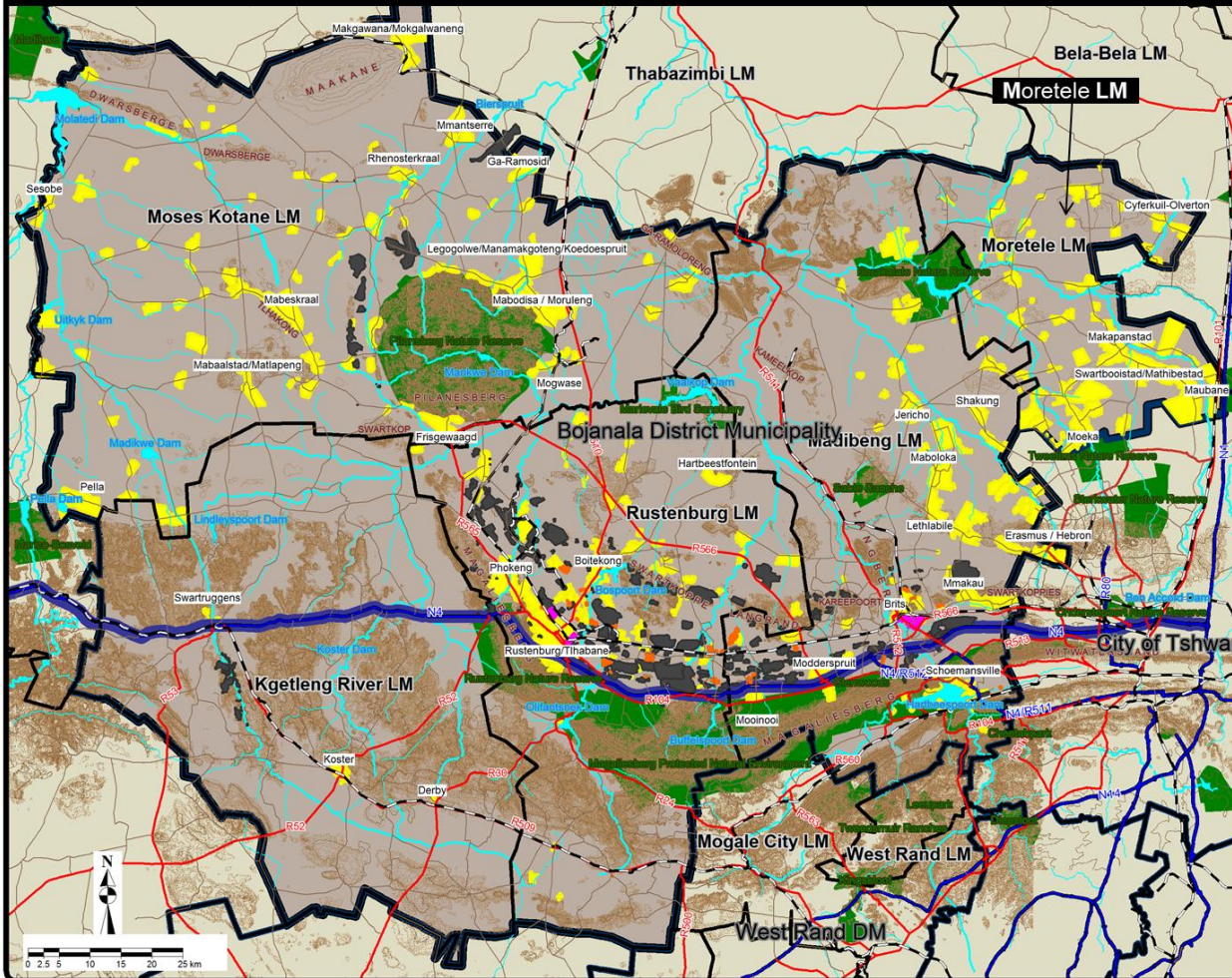


## SUSTAINABLE HUMAN SETTLEMENT PLAN

### SPATIAL STRUCTURE

- City of Tshwane Metro Municipality
- Regions
- Urban
- Disadvantaged Communities
- Nature Reserves
- Retail
- Industrial/Commercial
- Railway

# BOJANALA DISTRICT MUNICIPALITY SDF



# RUSTENBURG

## SPATIAL DEVELOPMENT FRAMEWORK

### LAND USE

- Bojanala District
- Towns and Settlements
- Informal Settlements
- Industrial
- Mining
- Proclaimed Nature Reserves
- Mountains and Ridges
- Mining
- Platinum Corridor
- Freeways
- Main Roads
- Railway
- Secondary Roads
- Dams and Rivers



around the primary and secondary development nodes as the municipal Development Focus Area where the bulk of both economic production and municipal population are to be consolidated in future.

In the remaining rural areas, i.e. the northern area bordering on Bela Bela LM, the SDF proposed the following: integrated livestock-wildlife management, maintenance of sustainable farming units, protection of high potential agricultural land, and protection of the natural resource base and ecosystems on which communities depend for their livelihood.

### 2.1.10.5 Dr JS Moroka LM

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The Dr JS Moroka Local Municipality is also rural in nature with a number of rural towns and settlements located along the northern border of the municipality which it shares with Bela Bela (the Springbok flats), see **Figure 11**. The main node is Siyabuswa which is located a little further to the south-east.

The areas between the rural villages are characterised by agricultural activity although significantly less intensive than the commercial farming activities prevalent in the Bela Bela area to the north thereof. Road linkages between the two municipalities are very limited.

### 2.1.10.6 Mookgophong LM

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Bela Bela fronts onto a very small portion of the Mookgophong Municipality (to the south-west as shown on **Figure 12**). It represents the agricultural areas between Settlers and Tuinplaats around route R576 towards Marble Hall.

### 2.1.11 CONCLUSIVE SUMMARY

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The most **prominent development directives** emerging from the various developments policy documents, which should inform the development of an SDF for the Bela Bela LM includes:

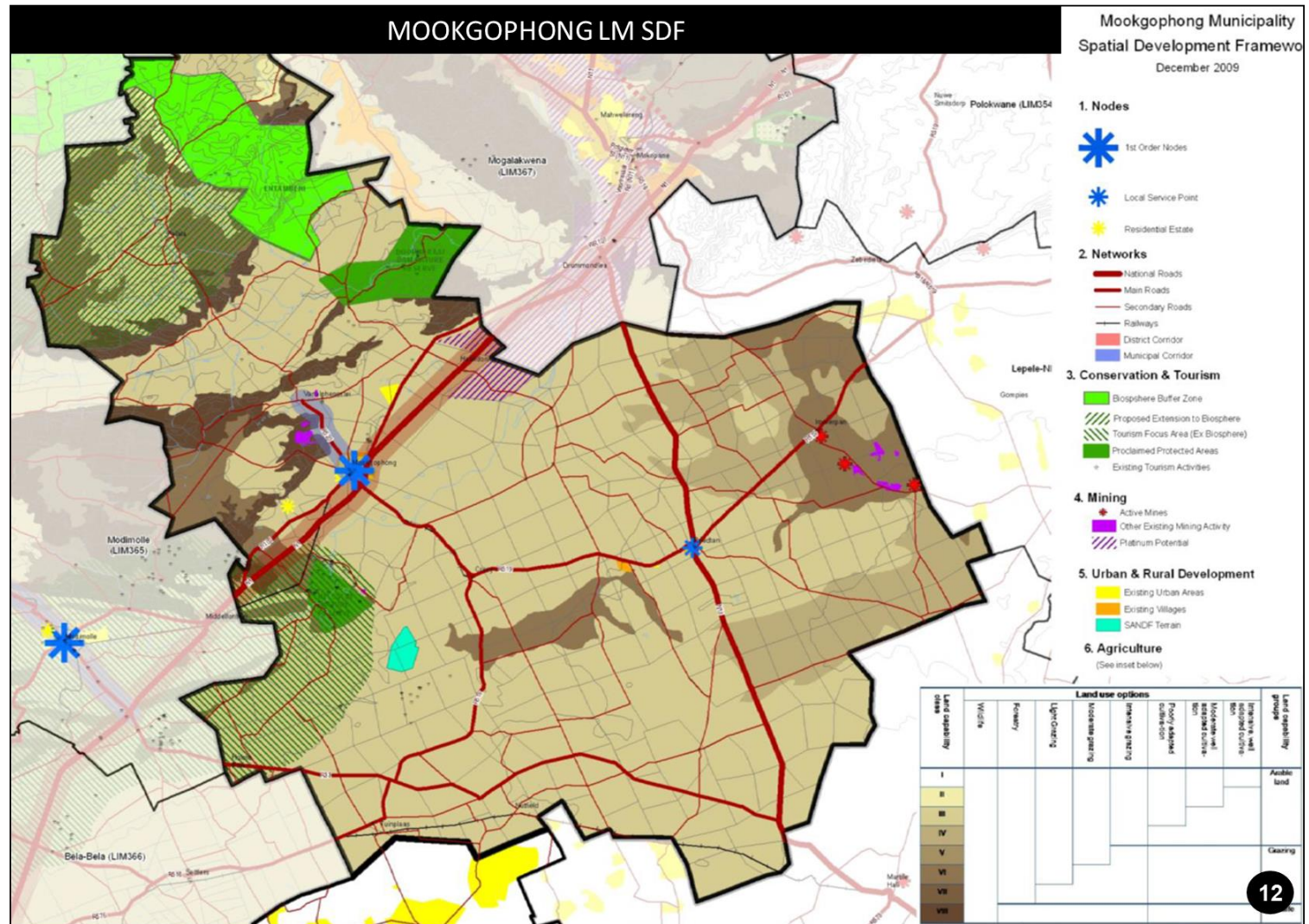
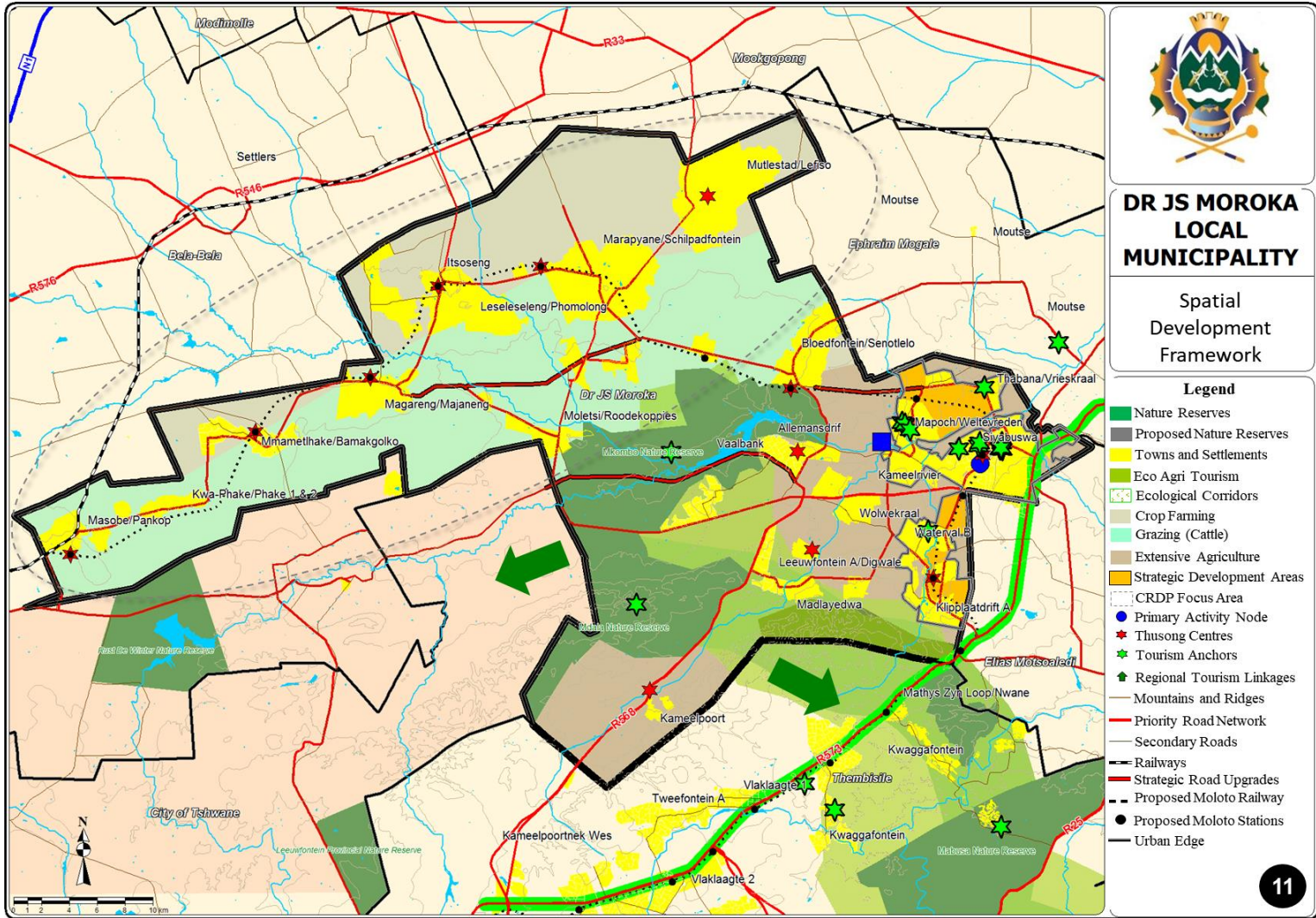
#### • National Development Plan (NDP)

##### **Urban Areas Priorities**

- Upgrading of informal settlements;
- Urban densification within existing urban fabric and along development corridors;
- Extensive provision and prioritisation of public transport;
- Job creation and urban renewal in former township areas;
- Diverse range of subsidised housing typologies and densities, and focusing on filling the housing “gap market” in terms of bonded housing.

##### **Rural Areas Priorities**

- Spatial consolidation of rural settlements to increase densities and enhance sustainability;
- Innovative (green), targeted and coordinated infrastructure delivery;



Source: Mookgopong LM Spatial Development Framework 2009



<ul style="list-style-type: none"> <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>Integrated Urban Development Framework</b></li> </ul>
<ul style="list-style-type: none"> <li>- <b>Spatial integration:</b> To forge new spatial forms in settlement, transport, social and economic areas.</li> <li>- <b>Inclusion and access:</b> To ensure people have access to social and economic services, opportunities and choices.</li> <li>- <b>Growth:</b> To harness urban dynamism for inclusive, sustainable economic growth and development.</li> <li>- <b>Governance:</b> To enhance the capacity of the state and its citizens to work together to achieve spatial and social integration.</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>- The Bela Bela LM falls within the catchment area of an agriculture and tourism node;</li> <li>- National import/ export corridor to Botswana;</li> <li>- Area and surrounds are earmarked for game farms and related tourism.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Comprehensive Rural Development Programme (CRDP)</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> <li>- However no identified CRDP Pilot Areas in the Bela Bela LM.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Limpopo Green Economy Plan</b></li> </ul>
<ul style="list-style-type: none"> <li>- Develop a variety of green industries and economies of scale;</li> <li>- Enhance local beneficiation in processing of mineral resources;</li> <li>- Exploit biodiversity resources for green tourism;</li> <li>- Engage in new, innovative and developmental economic activity;</li> </ul>

<ul style="list-style-type: none"> <li>- Promote energy efficiency via solar farms, biofuel technology etc.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Limpopo Provincial SDF (2016)</b></li> </ul>
<ul style="list-style-type: none"> <li>- Protect and enhance the biodiversity of the province and link these areas to the tourism industry;</li> <li>- Consolidate human settlement and service delivery around a nodal system linked via movement corridors;</li> <li>- Optimally utilise the potential of agricultural land in the province;</li> <li>- Promote industrial and business uses in identified nodes;</li> <li>- Facilitate sustainable human settlement and spatial restructuring in urban and rural nodes.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Waterberg District SDF 2013</b></li> </ul>
<ul style="list-style-type: none"> <li>- The Bela Bela LM is broadly earmarked for Arable Agriculture, and Game and Cattle Farming – based on the distribution of soil potential, as well as water availability;</li> <li>- Routes R516, R576 and R101 were identified as strategic links with N1 being the main route;</li> <li>- Routes R516 and R101 partly serve as Tourism Corridors anchored around the Waterberg Biosphere.</li> </ul>

## 2.2 INSTITUTIONAL STRUCTURE

### Municipal Ward Boundaries

Bela Bela LM is divided into nine (9) wards as reflected on **Figure 13**. The larger extent of the wards form part of the rural and farm areas, and six of the municipal wards cover parts of the Warmbad Town and Bela Bela township area; this being wards 1, 2, 3, 5, 6 and 9.

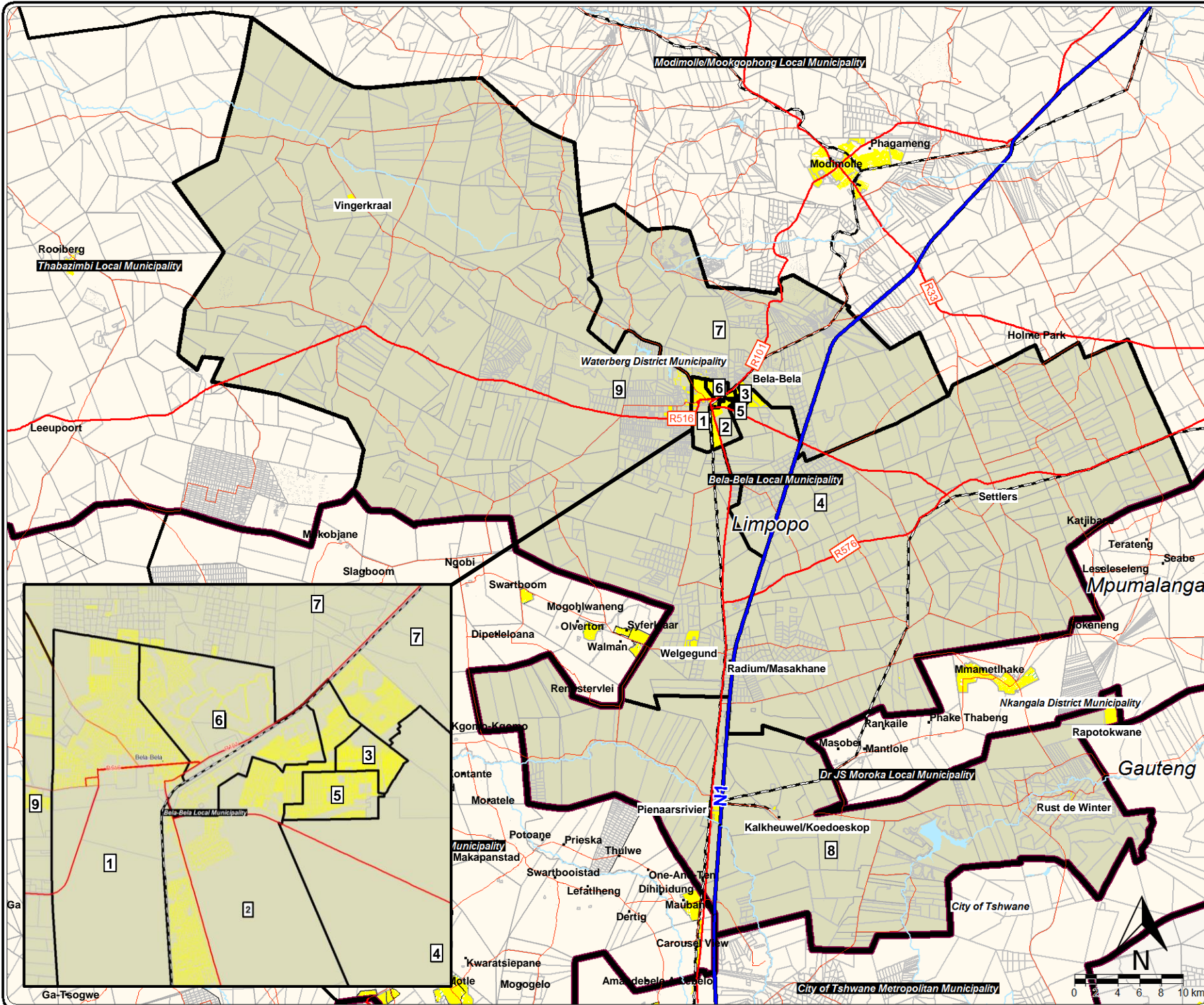


# Bela Bela Local Municipality

## Institutional Structure

### Legend:

- Bela-Bela Local Municipality
- Provincial Boundaries
- Municipal Boundaries
- National Roads
- Main Roads
- Railway Lines
- Wards 2016





## Land Ownership

As shown on **Figure 14** most of the land in the municipality (87%) is under private ownership. In and around Bela Bela Town there are several portions of municipal-owned land (3840 ha) while the southern extents of the municipality comprises about 9990 ha of state-owned land and 20 470 ha of land under traditional authority (CPA – Communal Property Association).

It is evident that municipal/ government owned land in the vicinity of Bela Bela Town is mostly concentrated to the south-east (adjacent to Bela Bela Township), and to the north-west (next to Jinnah Park).

## 2.3 POPULATION GROWTH AND SOCIO-ECONOMIC PROFILE

### 2.3.1 POPULATION GROWTH

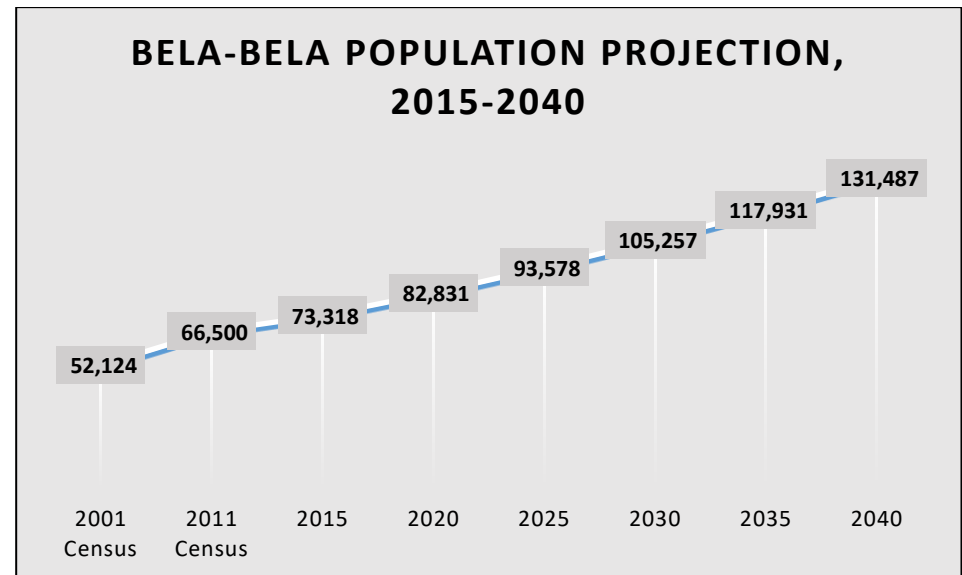
**Table 1** below shows that the 2011 Census population for Bela Bela totalled about 66 500 people compared with the 52 124 people recorded in 2001. This represents an increment of 14 376 people ( $\pm$  1438 per annum) which translates to an annual population growth rate of 2.47%.

**Table 1: Bela Bela: Existing and Expected Population Growth, 2015 to 2040**

	Historic		Existing	Projections			Growth per annum			
	2001	2011		2015	2025	2040	2001-	2011-	2015-	2025-
	Census	Census	2011				2015	2025	2040	
Population	52,124	66,500	73,318	93,578	131,487	2.47%	2.47%	2.47%	2.29%	

The 2015 population is estimated at 73 318 people representing approximately 19 931 households at an average of 3.68 persons per household. If the expected growth rate persists the total municipal population will stand at 93 578 people by 2025. (Also refer to **Graph 1**), and the projected population by 2040 stands at about 131 487 people. This information will inform the extent of land earmarked for development in the municipal area when the Spatial Development Framework is compiled during the next phase of the project.

**Graph 1: Bela Bela Population Projections, 2015-2040**





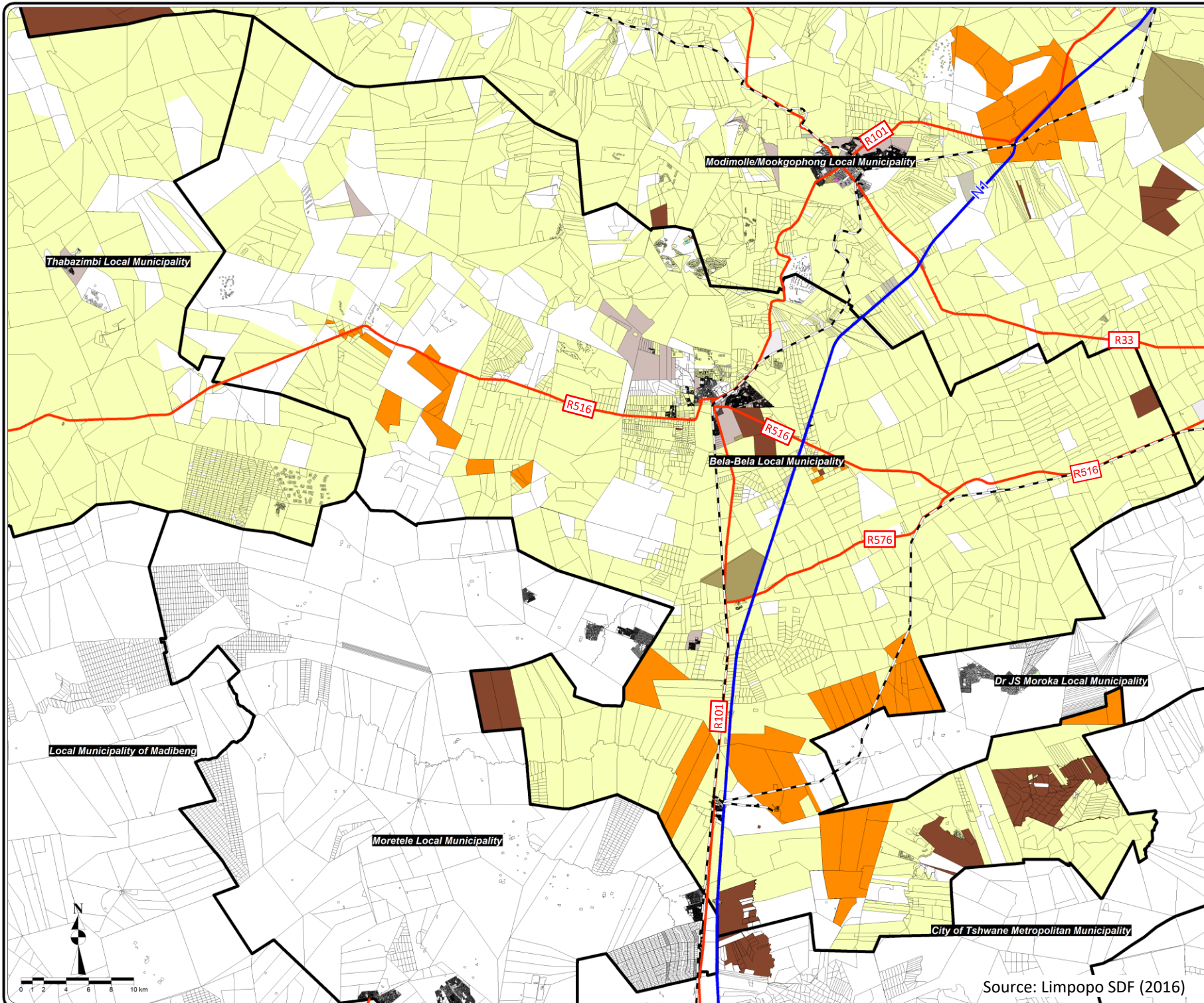
# Bela Bela Local Municipality

## Land Ownership

- LM Boundary
- National Road
- Regional Road

### Ownership

- Local Municipality
- Provincial
- National
- Private
- Traditional
- No Information



Source: Limpopo SDF (2016)



## 2.3.2 SOCIO-ECONOMIC PROFILE

### Demographic 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 well-being in the community.

Subsequent infographic summary **Diagrams A1-A3** provide the demographic profile of Bela Bela Local Municipality and four identified nodal areas (Warmbad Town<sup>(1)</sup>, Bela Bela Township<sup>(2)</sup>, Pienaarsrivier<sup>(3)</sup> and Rapotokwane<sup>(4)</sup> with the remainder rural population as recorded within the 2011 Census – see **Figure 15** for the graphical representation of the nodes and rural remainder.

The following salient features is evident from Diagrams A1-A3:

Diagram A1	A – Population Contribution	<ul style="list-style-type: none"> <li>Bela Bela LM contributes a mere <b>9.8%</b> towards the total Waterberg district's total population.</li> </ul>
	B – Population Profile	<ul style="list-style-type: none"> <li>The Town of Warmbad represents <b>10.0%</b> of the total population of the Bela Bela LM</li> <li>Whilst, <b>57.7%</b> of the total population of the Bela Bela LM is situated in the Bela Bela Township.</li> </ul>
	C – Age Profile	<ul style="list-style-type: none"> <li>Bela Bela LM is primarily represented by a young adult and mature population segment (<b>47.6%</b>) aged 25 to 65.</li> </ul>

		<ul style="list-style-type: none"> <li>The Town of Warmbad has the lowest representation in terms of young children (8.3%) aged 0-5 years.</li> <li>Pienaarsrivier has the lowest number of elderly (<b>1.8%</b>) aged 66 to 120 years.</li> </ul>
	D – Gender Profile	<ul style="list-style-type: none"> <li>The gender distribution within the Bela Bela LM is fairly equal, with <b>50.8%</b> of the population being male and 49.2% being female.</li> <li>Rapotokwane has the highest number of female population (<b>55.1%</b>) compared to the other nodes.</li> </ul>

Diagram A2	E – Population Group Profile	<ul style="list-style-type: none"> <li>Within the Bela Bela LM, the dominant population group is the African Black (<b>84.8%</b>) population segment, followed by the White (<b>12.9%</b>) population segment.</li> <li>The Town of Warmbad has the highest White population segment (55.4%).</li> </ul>
	F – Employment Status	<ul style="list-style-type: none"> <li>The Bela Bela LM is characterised by high employment levels, with <b>77.6%</b> of the economically active population segment (aged 16 to 65) being employed.</li> <li>Whilst the highest number of unemployment is recorded for the Rapotokwane node (40.3%).</li> </ul>
	G - Highest Level of Education	<ul style="list-style-type: none"> <li>Within the Bela Bela LM, <b>45.1%</b> of the population has at least a Grade 8 to Grade 12 education level.</li> <li>The highest number of the population with a Certificate / Diploma (<b>14.7%</b>) and / or a Degree (<b>7.5%</b>) is located within the Warmbad Town.</li> </ul>
	H – Individual Monthly Income	<ul style="list-style-type: none"> <li>Within the Bela Bela LM most of the households earn no income to R3 200 per month (<b>88.4%</b>) – low income bracket.</li> <li>The Town of Warmbad has the highest number of individuals earning an income within the</li> </ul>

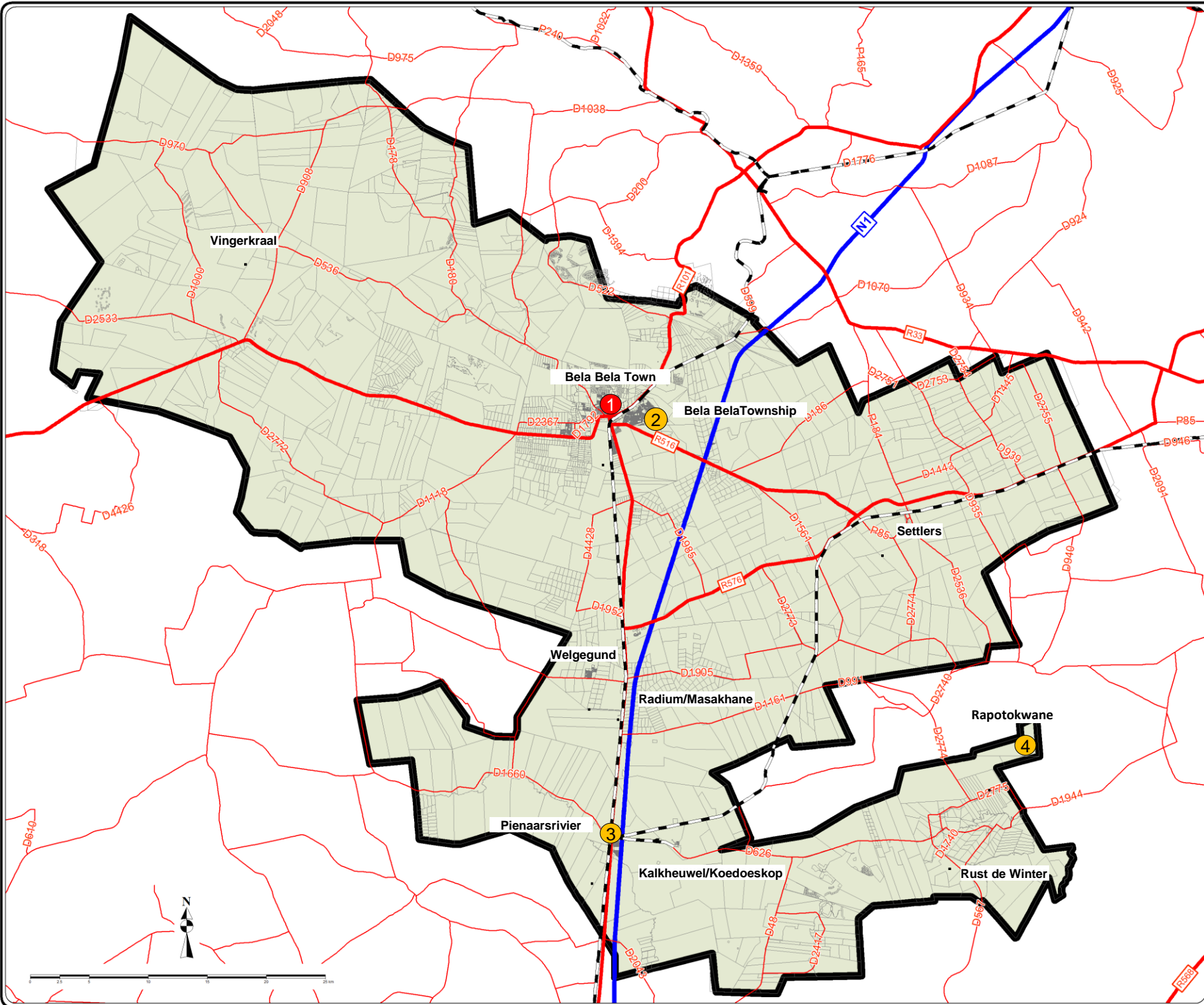


# Bela Bela Local Municipality

## Town and Settlements

### Legend

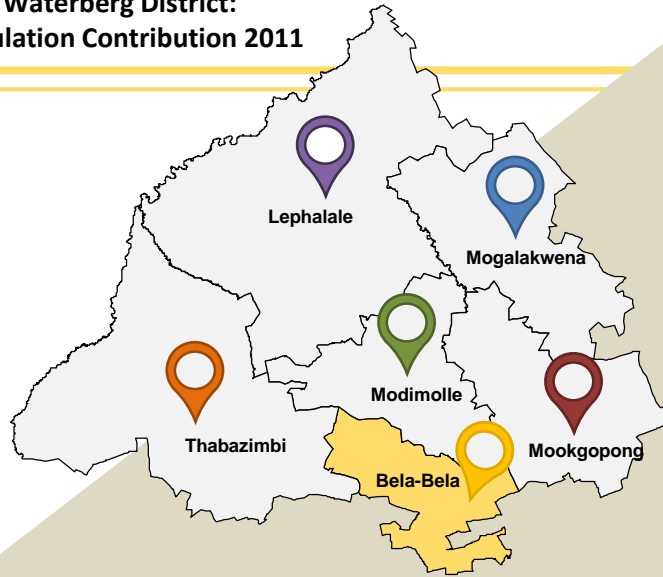
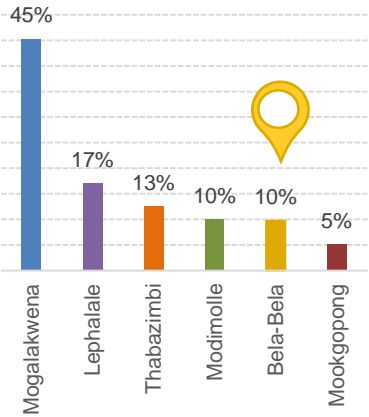
- Bela-Bela Local Municipality
- National Road
- Regional Road
- Secondary Road
- Railway Line
- Bela Bela Town
- Settlements



# BELA BELA SDF

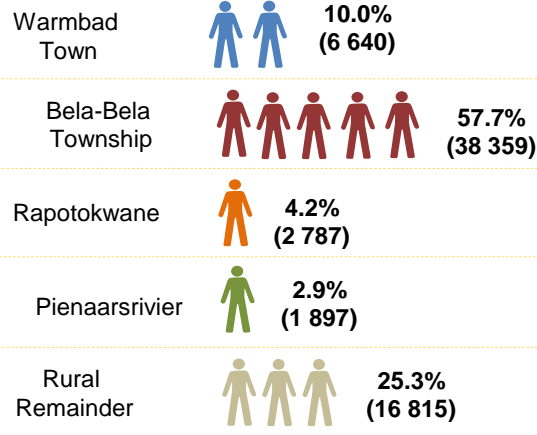


## A Population Contribution 2011



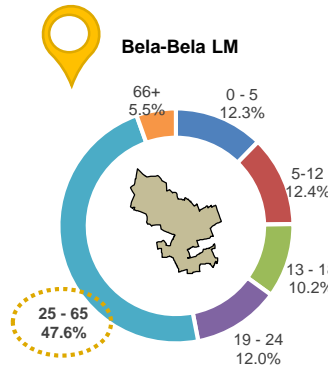
## B Population Profile

Total: 66 498

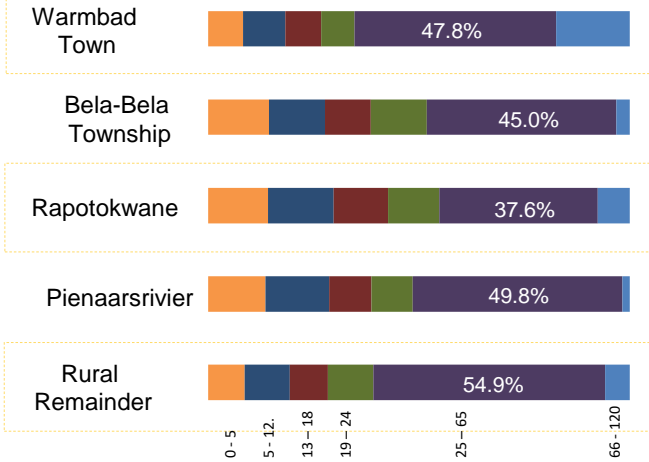


Population Concentration:  
Bela-Bela Township (57.7%)

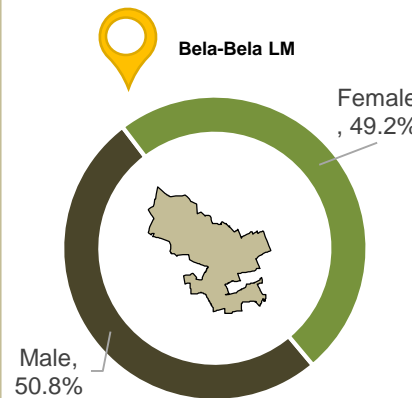
## C Age Profile



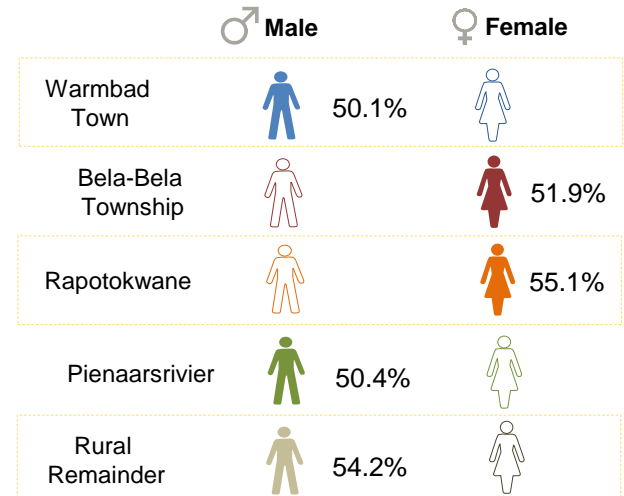
Predominant Age Category:  
25 - 65 Years (47.6%)



## D Gender Profile



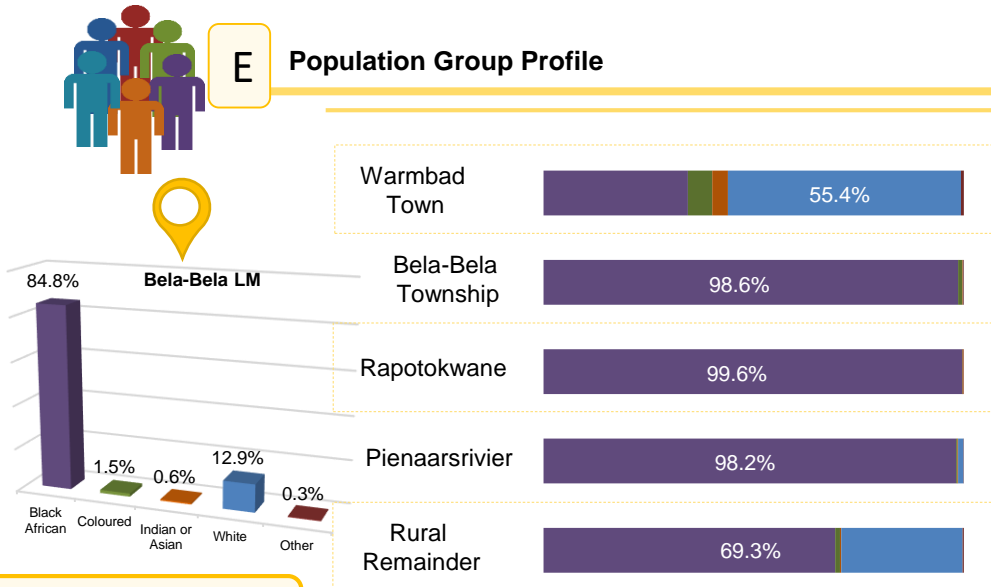
Predominant Gender:  
Male (50.8%)



# BELA BELA SDF

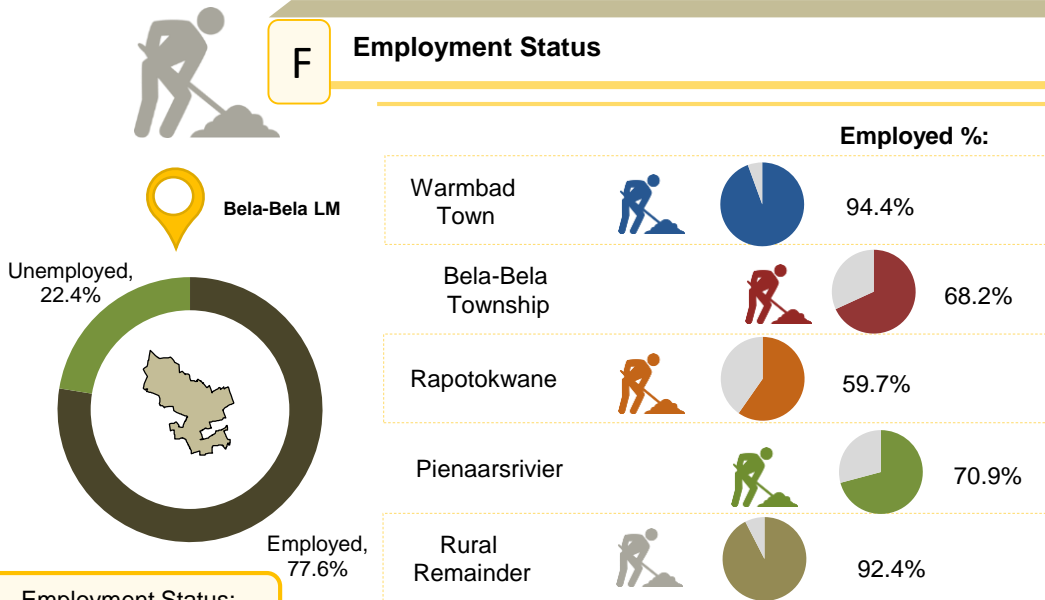


## E Population Group Profile



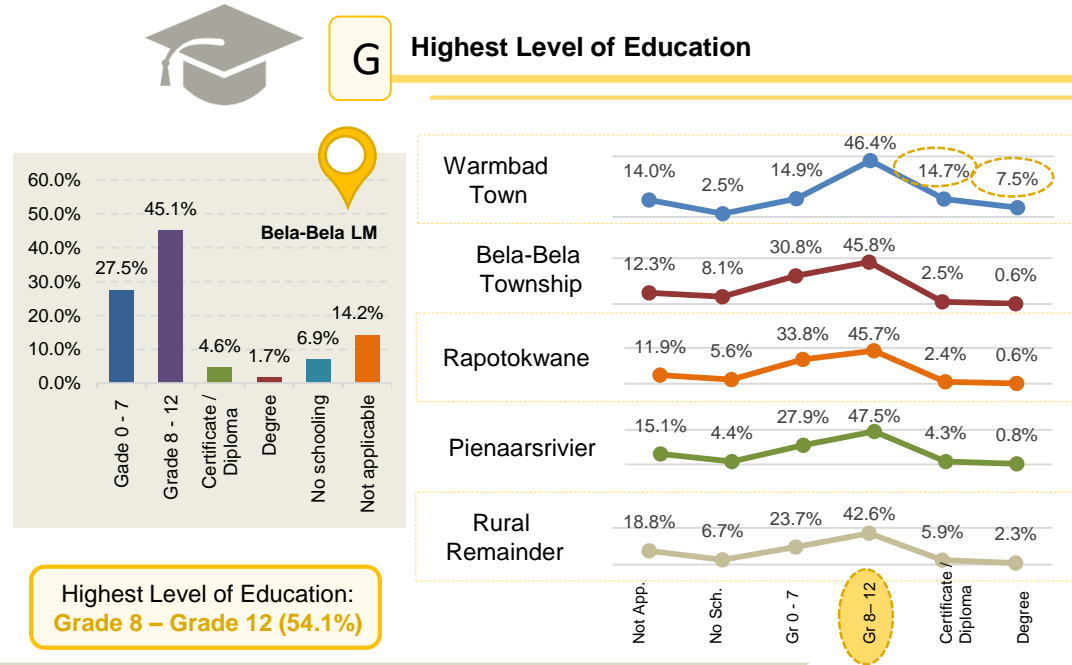
Predominant Population Group:  
**African Black (84.8%)**

## F Employment Status



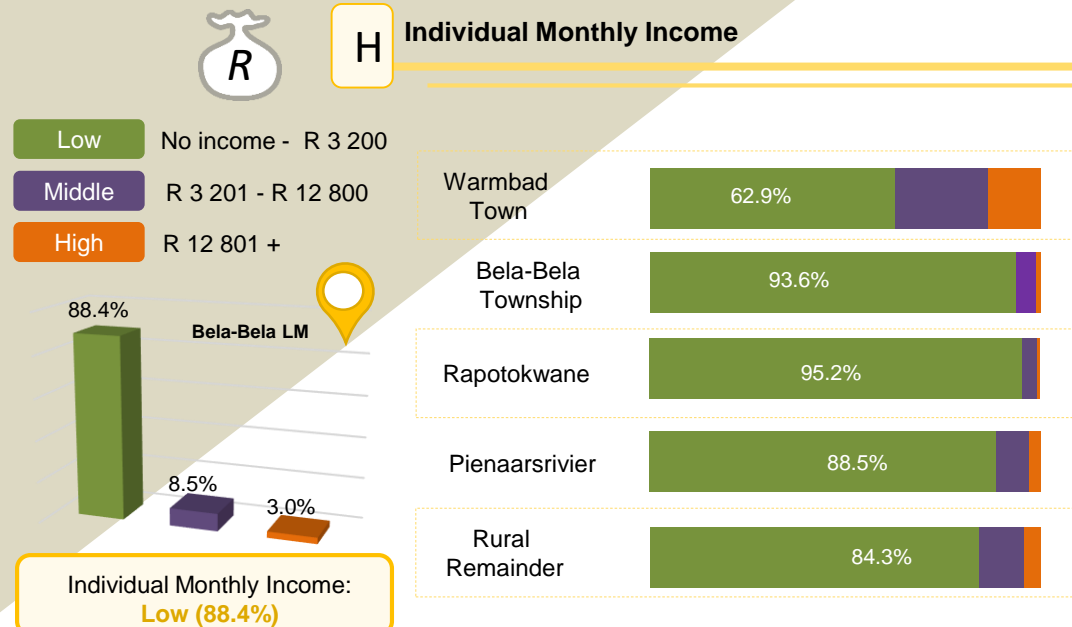
Employment Status:  
**77.6% Employed**

## G Highest Level of Education



Highest Level of Education:  
**Grade 8 – Grade 12 (54.1%)**

## H Individual Monthly Income

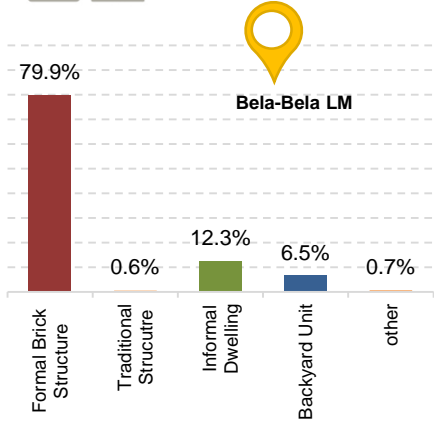


Individual Monthly Income:  
**Low (88.4%)**

# BELA BELA SDF

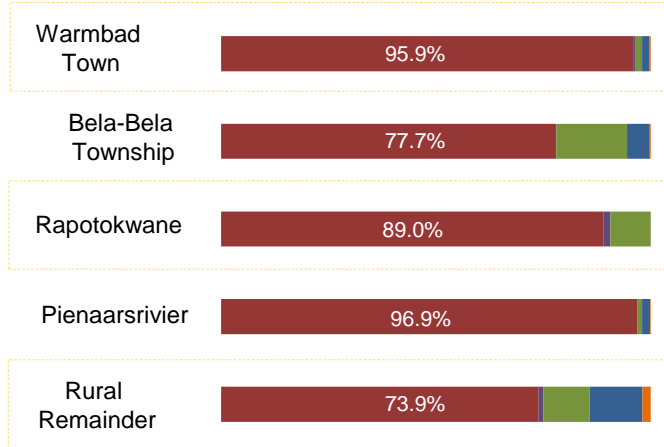


## I Dwelling Type

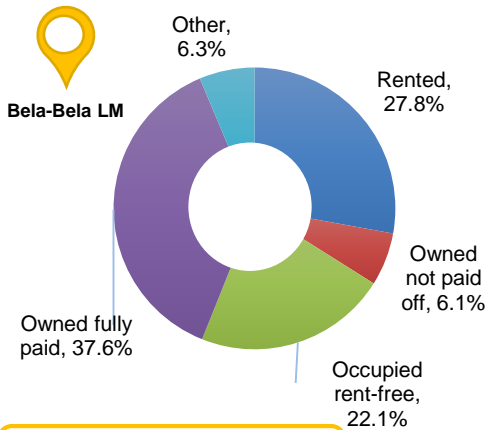


Bela-Bela LM

Dominant Dwelling Type:  
Formal brick structure (79.9%)



## J Tenure Status



Dominant Tenure Status:  
Owned fully paid off (37.6%)

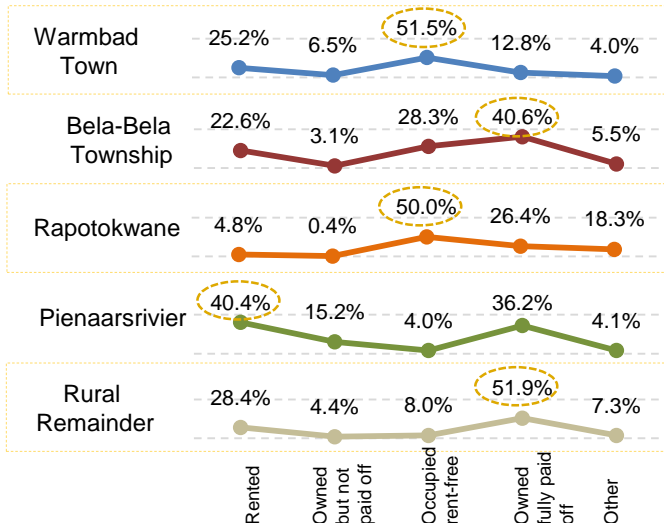




Diagram A3	I – Dwelling Type	<p>higher (<b>13.5%</b>) income bracket (R12 801 to R204 801 or more).</p> <ul style="list-style-type: none"> <li>Most households within the Bela Bela LM reside in a house / formal brick structure (<b>79.9%</b>).</li> <li>The Bela Bela Township has the highest number of households residing in Informal Dwellings (<b>16.5%</b>).</li> </ul>
	J – Tenure Status	<ul style="list-style-type: none"> <li>Most of the properties within the Bela Bela LM is owned and fully paid off (<b>37.6%</b>) followed by rental properties representing <b>27.8%</b>.</li> <li>Bela Bela Township has the highest number of owned and fully paid off (51.9%) properties, whilst Pienaarsrivier has the highest number of rental properties (<b>40.4%</b>).</li> </ul>

## 2.4 ENVIRONMENTAL FEATURES

### 2.4.1 TOPOGRAPHY AND HYDROLOGY

#### a) Topography

**Figure 16** depicts the context of Bela Bela at regional scale clearly indicating the spatial extent of the Waterberg Biosphere (broadly between Thabazimbi, Lephalale, Mokopane and Bela Bela Town). More specifically, the topography of Bela Bela Municipality is characterised by two prominent features:

- The Waterberg Mountains in the northern extents of the municipality at an average height above sea level of 1 140 meters, and

- The Springbok Flats covering the central and southern parts of the municipal area.

#### b) Hydrology

There are four main drainage systems/ catchment areas in the Bela Bela Municipal Area as depicted on **Figure 17**:

- The Sand River in the northern and north-western parts;
- The Nile River serving a very small area to the north-east;
- The Elands River serving the eastern extents of the municipality with a northern sub-catchment around Settlers on the Springbok Flats and the sub-catchment around Rust de Winter Dam to the south;
- The Pienaars River system serving the central and south-western parts of the municipal area. The Pienaars River runs through the far south-western part of the area before entering the Moretele and Madibeng municipal areas running in a westerly direction.

Two tributaries to the Pienaars River serve the south-western parts of the Bela Bela municipal area before linking up with the main system further to the south:

- The Bad se Loop sub-catchment which serves the central parts around Bela Bela Town (draining southwards to link up with the Pienaars River); and
- The Droogekloofspruit, Kareespruit and Rietspruit sub-catchment serving the far south-western extents of the municipal area before linking up with the Pienaars River further to the south.

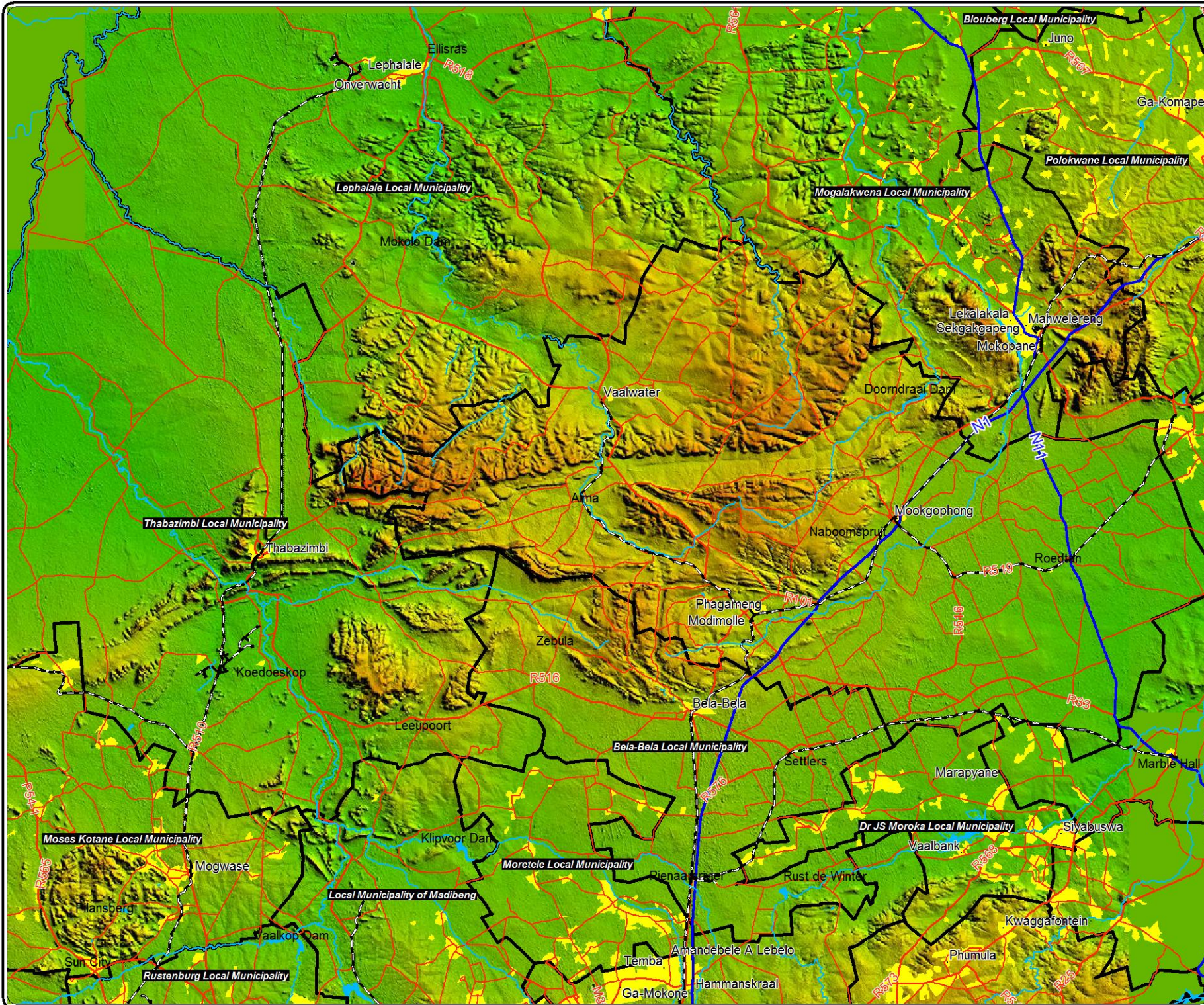


## Bela Bela Local Municipality

### Waterberg Biosphere

#### Legend:

- Towns and Settlements
- National Road
- Regional Road
- Local Municipality
- Rivers/Dams



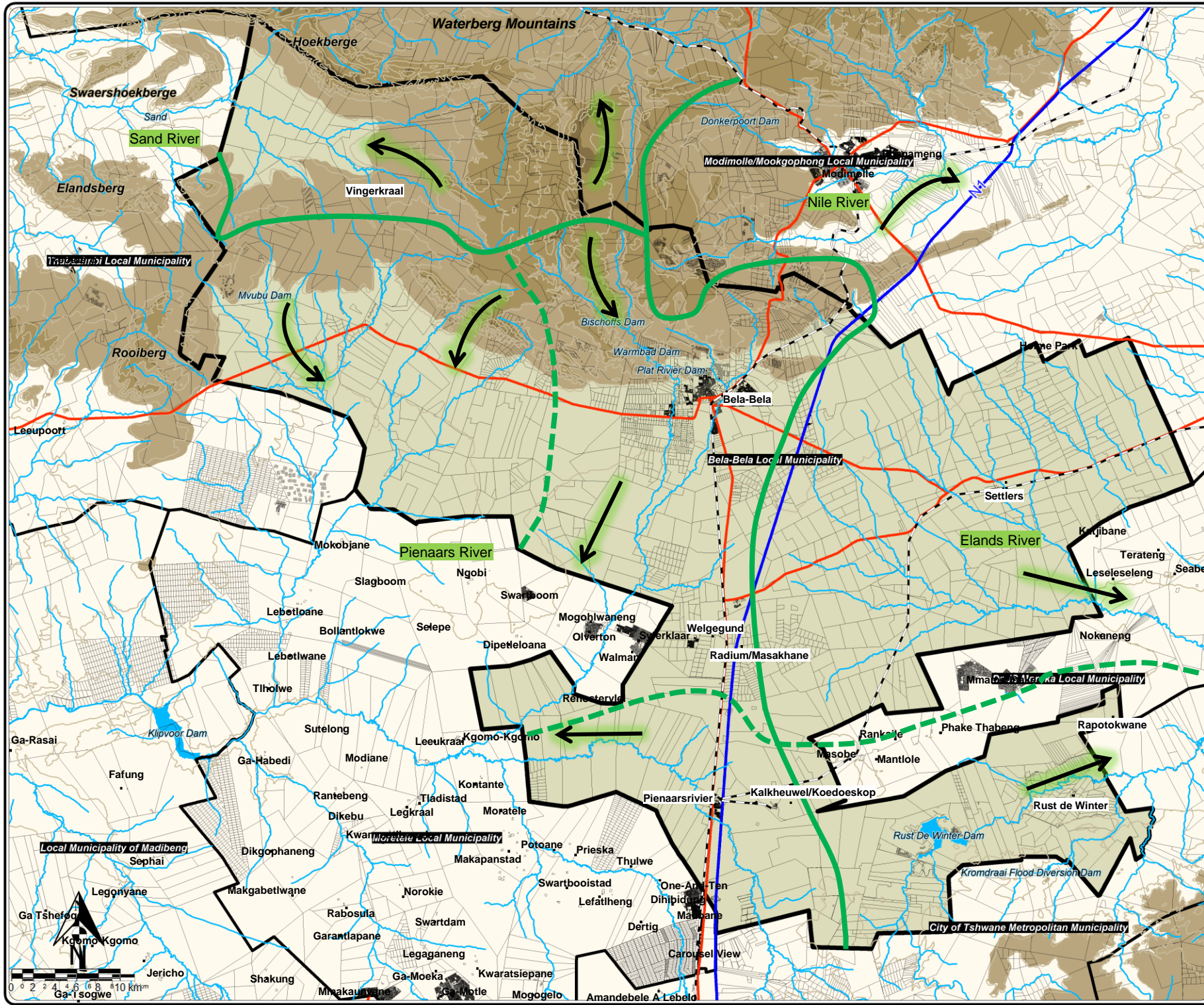


## Bela Bela Local Municipality

### Topography and Hydrology

#### Legend:

- Bela-Bela Local Municipality
- Provincial Boundaries
- Municipal Boundaries
- National Roads
- Provincial Roads
- Railway Lines
- Dams/Rivers
- 100m Contours
- 1600m
- 1400m
- 1200m
- Catchments
- Sub Catchments



Source: DEAT SA Protected Areas Database Q4 2015; Limpopo SDF 2016; Plan Associates 2016



The drainage system immediately to the west of Bela-Bela Town is known as the Buffelspruit River in the mountainous headwater areas and renamed the Plat River when it flows onto the Springbok Flats. The Klein Kariba River drains a large area to the east of the town forming a marshy area at the foot of the hills. The Bad se Loop stream is a minor drainage which bisects the latter two and flows through the centre of town and the hot water spring resort as its name suggests. These drainage areas drain the southern part of the Waterberg plateau in the vicinity of Bela Bela Town.

Drainage areas are important structuring elements in the planning of Bela-Bela due to the forming of marsh areas and swamps close to settlement areas where water infiltrates into the ground.

## 2.4.2 CONSERVATION AND BIODIVERSITY

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**Figure 18** indicates the spatial extent of proclaimed and unproclaimed nature reserves in Bela Bela as well as provincial protected areas. Proclaimed nature reserves are mainly clustered around the southern extents of the municipal area while the Waterberg mountains comprise a strong cluster of unproclaimed nature reserves (mainly game reserves/ farms).

The area around the Bela Bela Resort is a Provincial Protected Area.

**Figure 19** illustrates the extent of Critical/ Biodiversity areas in Bela Bela as captured in the Limpopo Biodiversity Report. It shows a strong correlation with the mountains/ ridges and main drainage systems in the north-western parts of

the municipal area as well as the areas around the Pienaars River and Rust de Winter Dam to the south.

## 2.4.3 GEOLOGY

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Bela Bela and surrounding areas are characterised by a complex geology due to land movements resulting in non-relative geological formations adjacent to one another.

The geology of Bela Bela Town area is underlain by sandstone and lava deposits of the Letaba Formation. The Letaba Formation marks the upper boundary of the Karoo Sequence. The Formation consists of intercalated volcanic flows and sandstone units of Jurassic Age (190 - 136 Ma old). The quaternary and younger sandy horizons overlying the sandstone are of mixed origin and consist of soils from fluvial (river borne) and Aeolian (windblown) origin.

The Waterberg Mountains are formed by "Rooibergfelsiet" and "Granofier," which are fine in texture but resistant against erosion.

## 2.4.4 MINERAL POTENTIAL

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A few small mineral zones are located in the northern and north-eastern parts of Bela Bela Municipal Area. Minerals present in these areas primarily include Fluor, Manganese and Limestone.

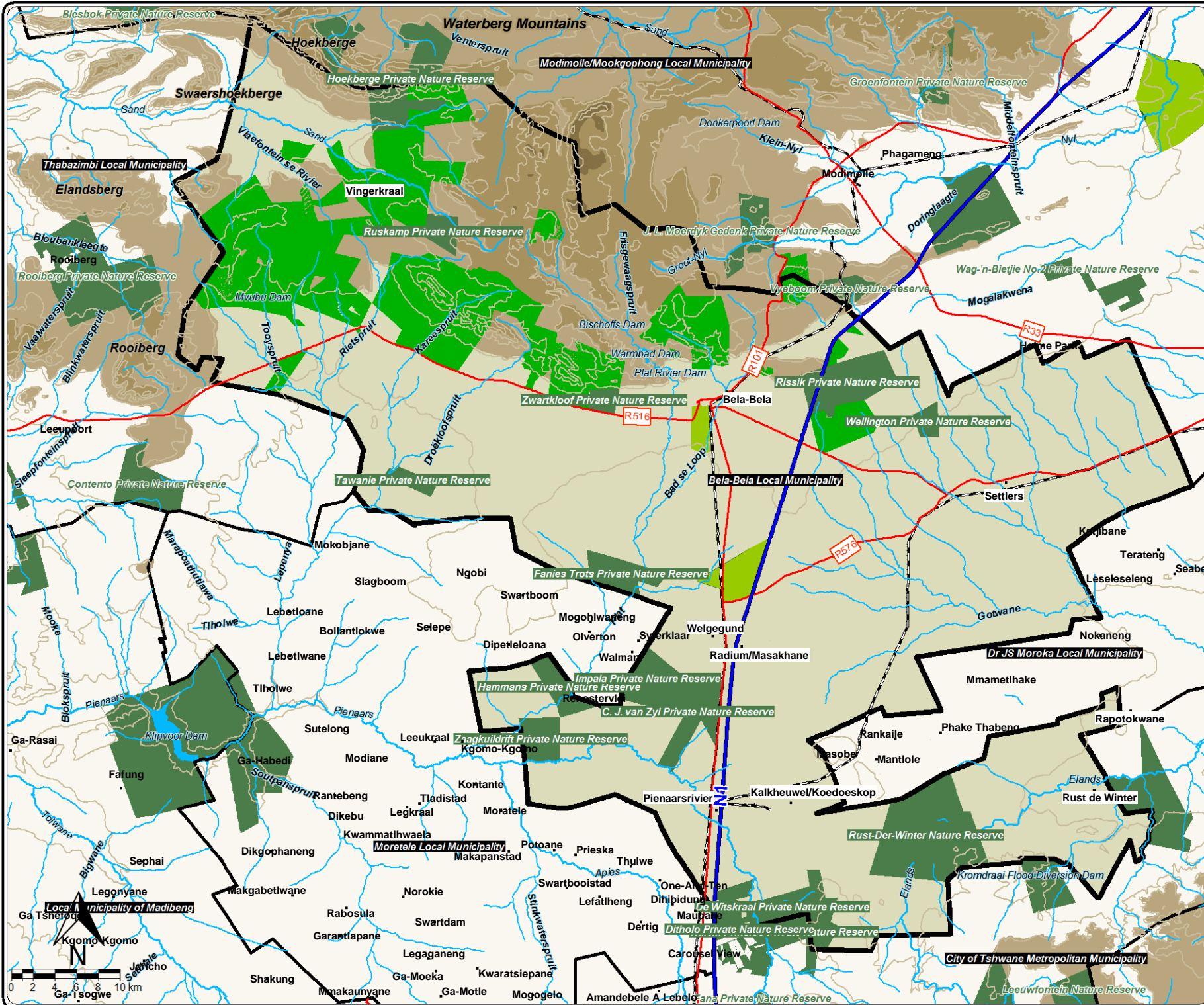


# Bela Bela Local Municipality

## Conservation Areas

### Legend:

- Bela-Bela Local Municipality
- Provincial Boundaries
- Municipal Boundaries
- National Roads
- Provincial Roads
- Railway Lines
- Dams/Rivers
- 100m Contours
- 1600m
- 1400m
- 1200m
- Proclaimed Nature Reserves (DEAT)
- Provincial Protected Areas
- Unproclaimed Nature Reserves



Source: DEAT SA Protected Areas Database Q4 2015; Limpopo SDF 2016;

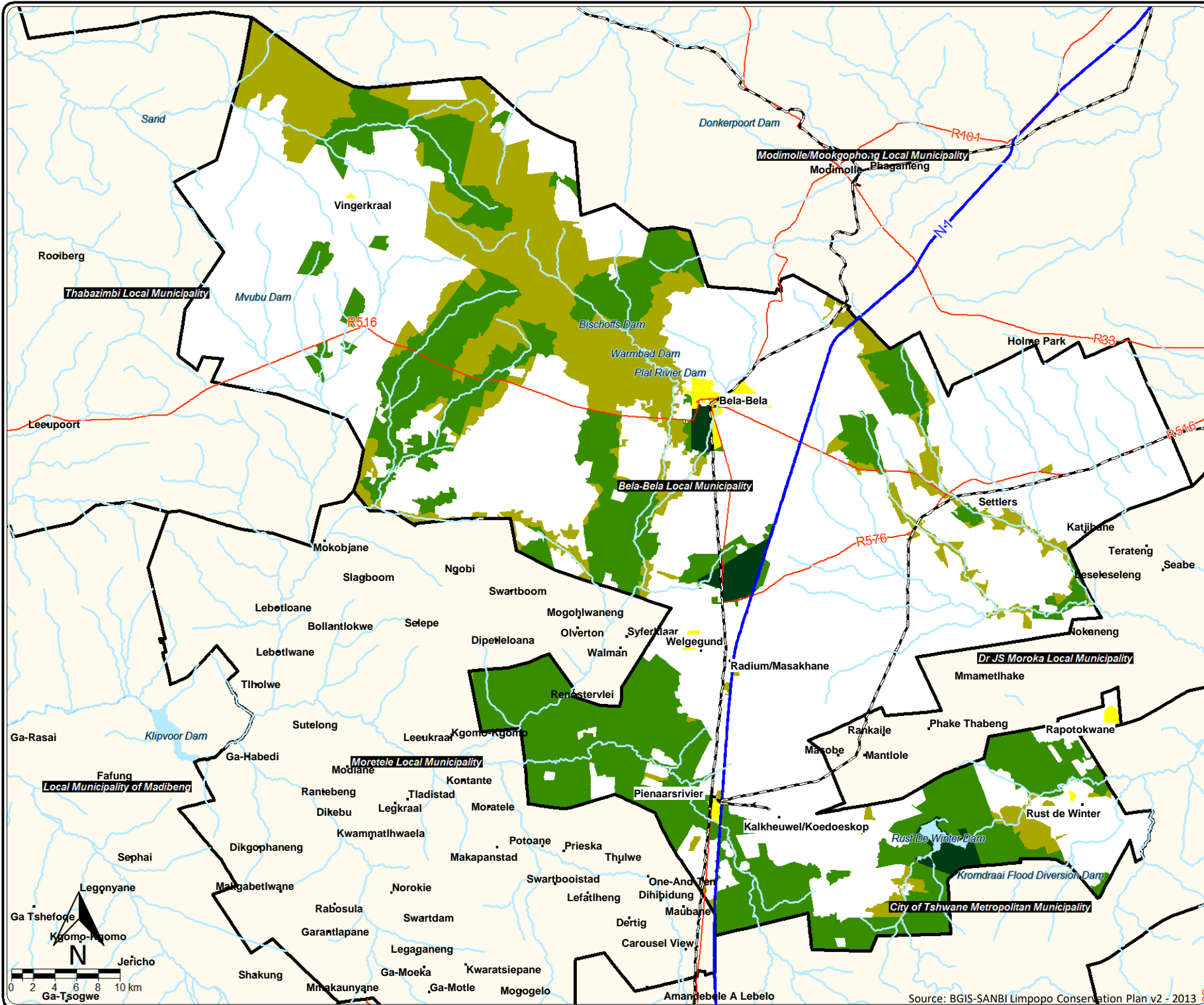


# Bela Bela Local Municipality

## Critical Biodiversity Areas

### Legend:

- Protected Area
- Critical Biodiversity Areas (CBA) 1
- Critical Biodiversity Areas (CBA) 2
- Other Natural Area
- Dams and Rivers
- Towns and Settlements
- National Roads
- Provincial Roads
- Railway Lines



Source: BGIS-SANBI Limpopo Conservation Plan v2 - 2013



## 2.4.5 SOIL POTENTIAL

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**Figure 20** indicates the spatial distribution of soil with high, moderate and low agricultural potential. In general the mountainous northern parts of the municipality are classified as low to moderate while the Springbok Flats area covering the central and southern parts of the municipal area is classified as high potential.

## 2.5 MUNICIPAL SPATIAL STRUCTURE AND MOVEMENT NETWORK

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### 2.5.1 SPATIAL STRUCTURE

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The municipal area is predominantly rural in nature with a number of urbanised areas including the main town of Bela Bela, the small towns of Radium, Pienaarsrivier and Settlers, and rural settlement areas like Rapotokwane and Vingerkraal, refer to **Figure 21**. The surrounding areas comprise vast expanses of land used for agricultural, and conservation/ tourism purposes.

**Bela Bela Town** is highlighted in the Limpopo Province SDF (2016) as a District Growth Point. It is located in the northern part of the LM where regional routes (R101 and R516) converge. The town is the primary provider of business and industrial services, community facilities and bulk infrastructure.

**Pienaarsrivier** is located in the southern extents of the municipality along route R101. It is a Rural Node/ Service Point according to the Provincial SDF, offering

a limited number of business activities and social services to the surrounding farming communities.

**Radium** is located midway between Bela Bela Town and Pienaarsrivier with the Masakhane/ Welgegund residential settlement located a few kilometres to the west thereof.

**Settlers** is situated to the east of the N1 freeway in the Springbok Flats area. It has a minimal economic base, mainly serving the surrounding farming community.

The residential settlements of **Rapotokwane** (under traditional authority) and **Vingerkraal** (privately owned land) offer very limited economic activity.

Rust de Winter is located in the southern parts of the LM and functionally it forms part of the Dinokeng Tourism Initiative in Gauteng Province.

Agricultural activity is mainly concentrated in the southern and eastern extents of the municipal area. The areas of Settlers, Radium, Pienaarsrivier and Rust de Winter are surrounded by a variety of farms and nature reserves. Unproclaimed and private nature reserves are mainly concentrated in the far north-western parts of the municipal area and are closely associated with game farms, lodges and resorts.

### 2.5.2 ROAD AND RAIL NETWORK

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#### Road Network

The Bela Bela municipal area is well-provided with national and provincial/ regional roads linking the study area to surrounding economic destinations.

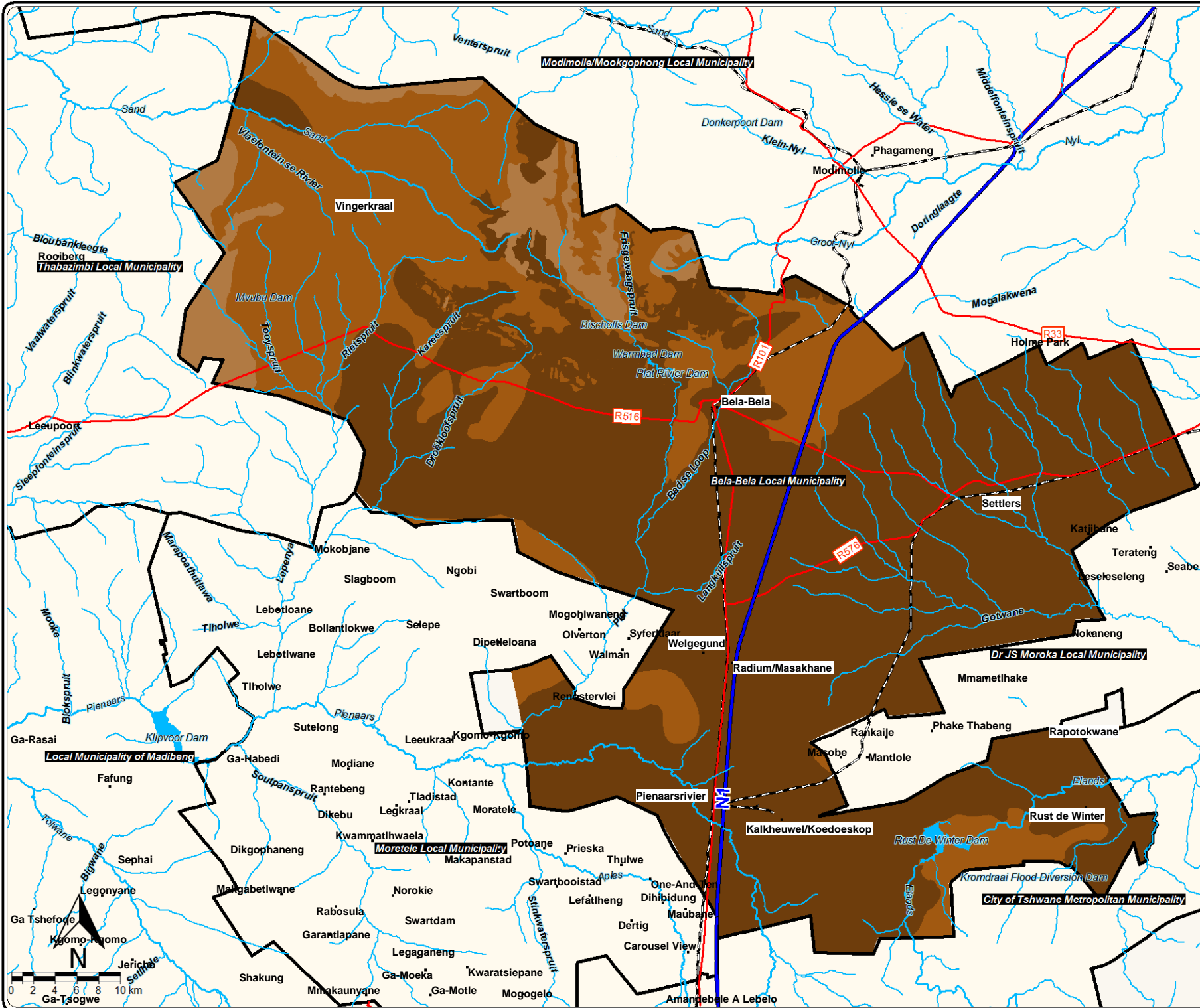


# Bela Bela Local Municipality

## Soil Potential

### Legend:

- High
- Moderate
- Low
- Dams and Rivers
- National Roads
- Provincial Roads
- Railway Lines

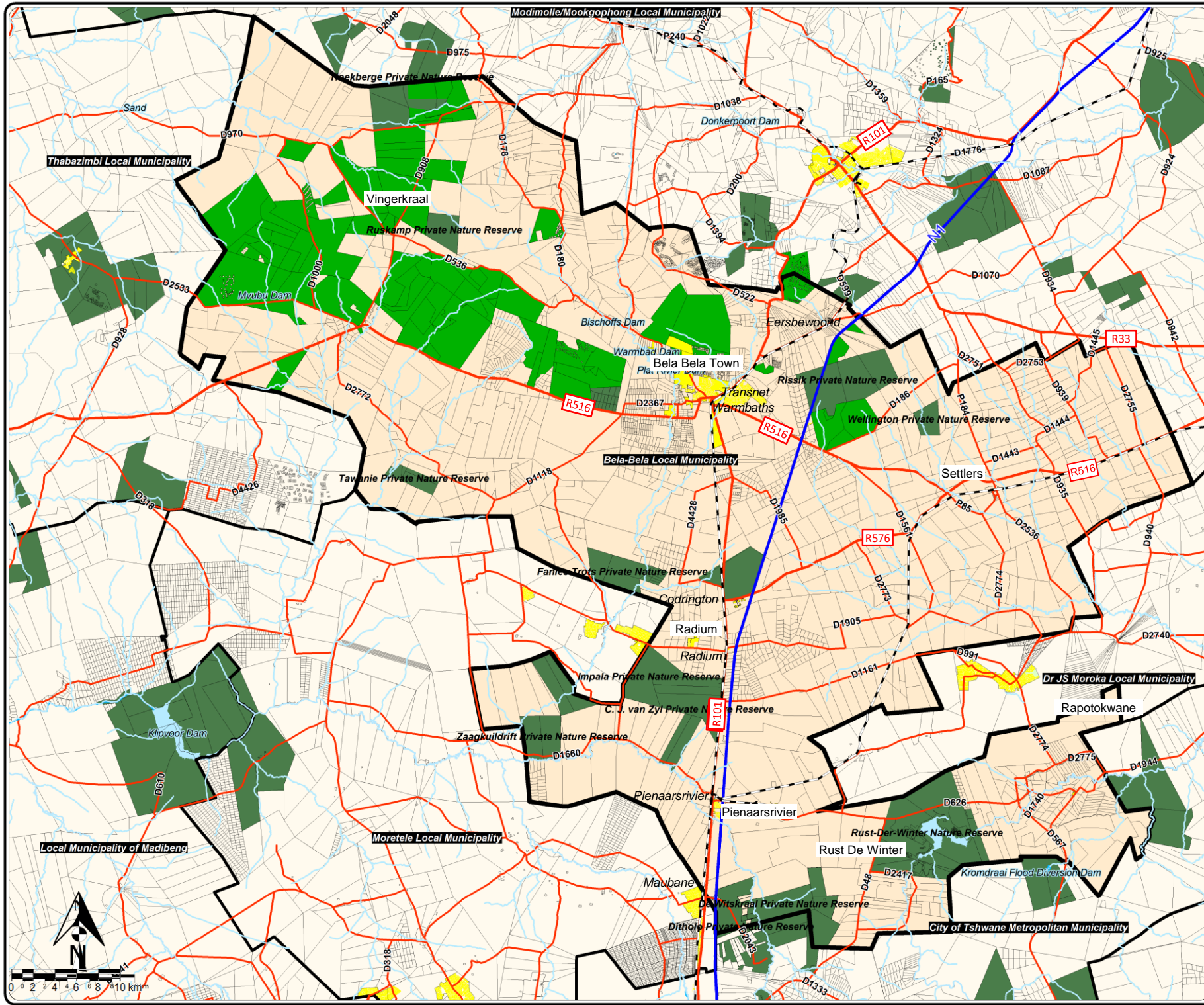




# Bela Bela Local Municipality

## Municipal Spatial Structure

- National Road
- Regional Road
- Secondary Road
- Railway Line
- Towns/Villages
- Un-proclaimed Nature Reserve
- Nature Reserve
- Extensive Agricultural Activity





There are several regional entry points into the municipal area as illustrated on Figure 21:

- To the north via route R101 and the N1 freeway which links Bela Bela to Modimolle and the remainder of Limpopo Province;
- To the south via the same routes (R101 and N1) which lead towards Hammanskraal and Gauteng Province;
- To the east via route R516 leading to Marble Hall and the broader Sekhukhune District; and
- To the west via route R516 linking the study area to the Thabazimbi LM and the Rustenburg and Pilanesberg areas in North West Province.

The main road network in the BBLM include the following:

- The N1 national route which traverses the municipal area from north to south, linking to the City of Tshwane and Gauteng Province in the south. To the north the route by-passes surrounding towns like Modimolle, Mookgophong, Mokopane and Polokwane from where it leads to the Beitbridge border-post to Zimbabwe. The N1 is a prominent freight corridor between South Africa and Zimbabwe;
- Provincial road P1/4 also known as route R101 runs parallel to the N1 freeway through the BBLM. The route connects Bela Bela Town to Modimolle, Mookgophong, Mokopane and Polokwane Towns. Beyond Polokwane the R101 is merged with route N1;
- Route R516 (P85/1) runs east-west through the BBLM and links Bela Bela Town to Settlers and towards Marble Hall and Groblersdal further to the east;
- The R516 west (also referred to as the P20/1) links Bela Bela Town to Thabazimbi LM in the west. The Waterberg District SDF proposed that this

route be extended further westward to link to the Derdepoort border post with Botswana. This will enhance its functionality as it also links to the N1 and N11 national routes in Limpopo Province (to the east);

- In the Limpopo SDF route R516 west is also highlighted as a Provincial Tourism Corridor along the southern slopes of the Waterberg mountain;
- Route R576 links Radium to Settlers between routes R101 and R516;
- Route D626 is another prominent provincial road from Pienaarsrivier to Rust de Winter in the south-east of the municipal area. It extends into the Dr JS Moroka municipal area towards the Allemanskraal Dam tourism precinct;
- Several lower order routes link towards the rural towns and villages located in the Moretele and Dr JS Moroka Local Municipalities respectively.

### Rail Network

The national railway line from Beitbridge to Gauteng Province and towards Cape Town runs parallel to route N1 and R101 through the study area. There are six railway stations within the Bela Bela municipal area (Maubane, Pienaarsrivier, Radium, Codrington, Bela Bela, and Eersbewood). None of these perform any significant function within the municipal area at this stage.

The railway line from Pienaarsrivier to Settlers and Marble Hall is not functional anymore, but it used to serve as a freight line transporting agricultural products to markets in Gauteng.



## 2.6 SPATIAL DISTRIBUTION OF ECONOMIC ACTIVITIES

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### 2.6.1 BUSINESS

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Bela Bela Town has a well-defined CBD which is functionally linked to the Bela Bela industrial area. This is the only business node of significance in the municipal area although Pienaarsrivier also has a very small business offering comprising six business erven of which two are developed.

Masakhane (Welgegund) holds two developed business erven with five business erven still being vacant.

Settlers and Pienaarsrivier both have well-established co-operations with grain silos serving surrounding farmers.

### 2.6.2 INDUSTRIAL

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There are two small industrial areas in Bela Bela Town (north and south of route R516). These mainly comprise service industries with very limited manufacturing taking place in the industrial areas.

### 2.6.3 AGRICULTURE

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From **Figure 22** it is evident that the mountainous northern extents of the municipal area and areas around Rust der Winter to the south are predominantly

used for game farming while cattle farming is concentrated in the southern areas around Pienaarsrivier. Crop farming is dominant in the central parts – especially towards the eastern parts of the Settlers-Springbok Flats. The following trends are prevalent pertaining to crop farming activities:

- Maize and sorghum production – Radium-Settlers and Bela-Bela Town area;
- Tobacco – Rust de Winter area;
- Sunflower – Radium-Pienaarsrivier area.

### 2.6.4 TOURISM

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Tourism activities are mainly clustered in three focus areas in the municipality as shown on **Figure 23**. The following range of facilities are on offer in the municipal area:

- The Aventura Resort and lodges in the vicinity of Bela Bela Town;
- The Rust der Winter area to the south which functionally links into the Dinokeng Nature Reserve in Gauteng Province; and
- A range of facilities located along route R516 (west) between Bela Bela Town and Thabazimbi, and along route R101 from Bela Bela Town towards Modimolle.

Three broad categories of tourism related facilities are found in the Bela Bela municipal area.

- **Public and private resorts:** These developments mainly comprise public facilities such as chalets, caravan parks, hotels and other recreational facilities. These facilities also play an important role in the tourism industry, mainly catering for the weekend visitors, the majority of which originate from

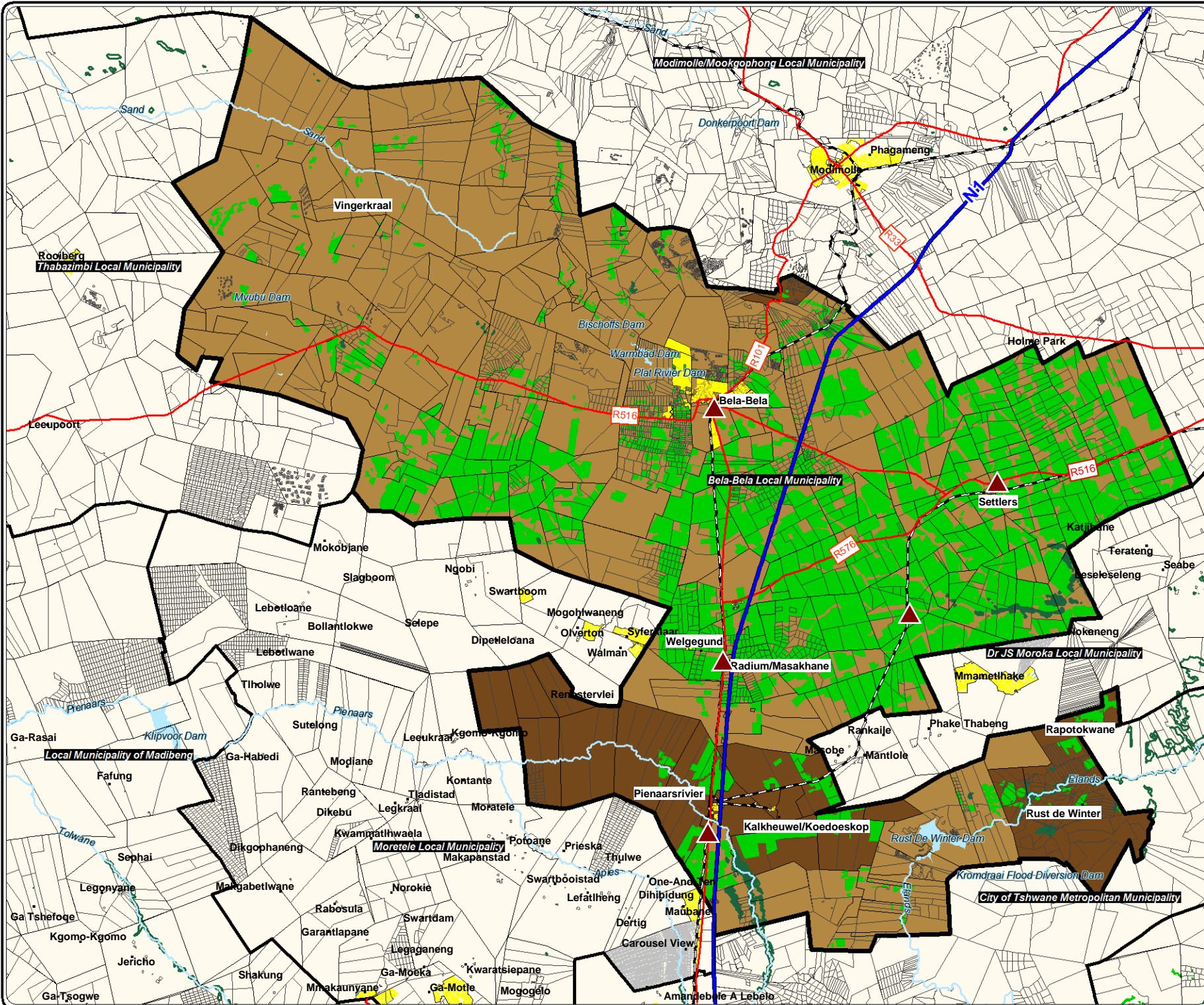


# Bela Bela Local Municipality

## Agricultural Activities

### Legend:

- Game Farming
- Cattle Farming
- Crop Farming
- Forestry
- Dams and Rivers
- Silos/Mills
- National Roads
- Provincial Roads
- Railway Lines



Source: Topo 50:000 ex Plan Associates (broadbased land use)

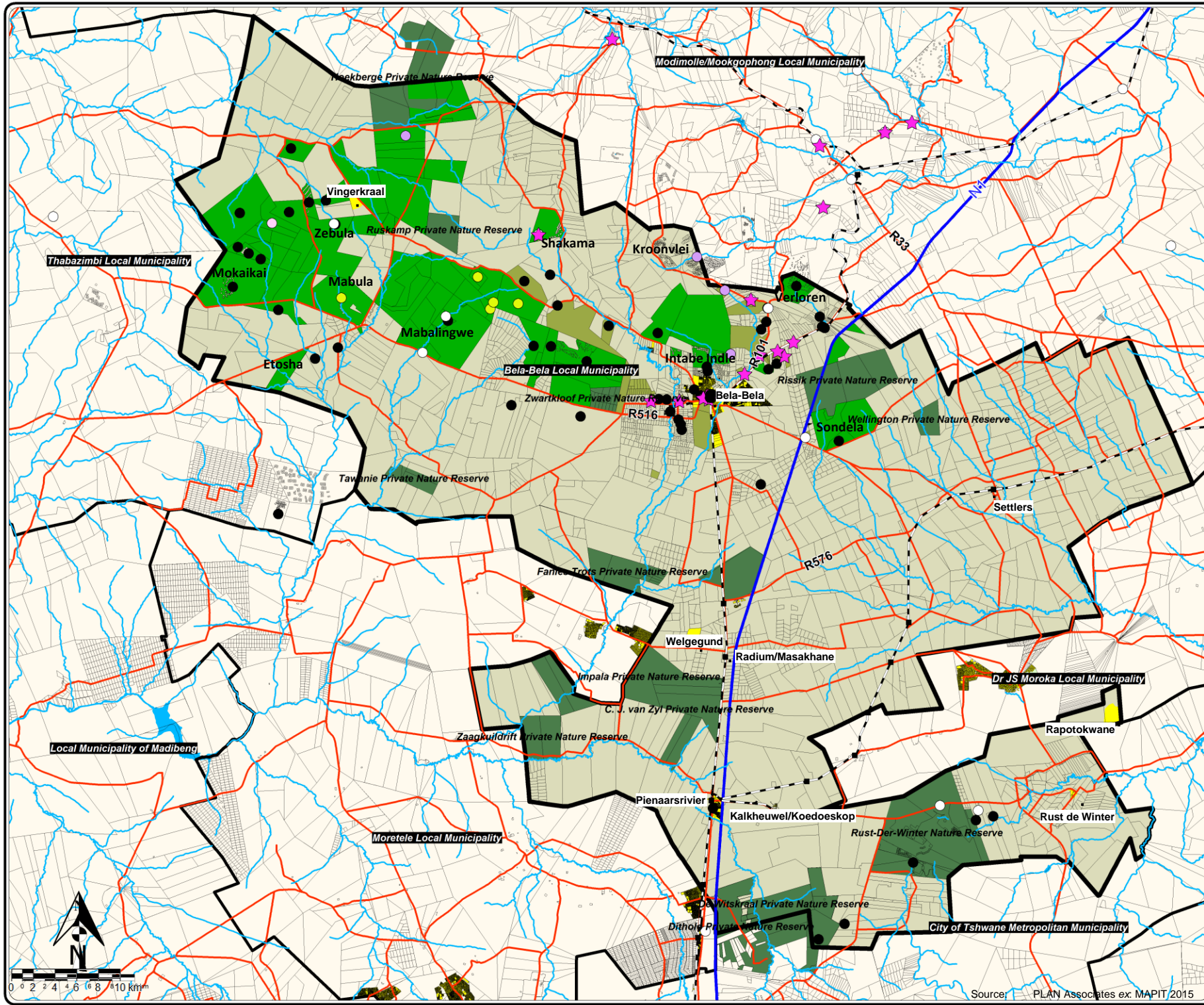


# Bela Bela Local Municipality

## Tourism

### Legend:

- Bela-Bela Local Municipality
- Proclaimed Nature Reserves (DEAT)
- Unproclaimed Nature Reserves
- Resorts
- Towns/Villages
- Dams/Rivers
- National Roads
- Provincial Roads
- Secondary Roads
- Railway Lines
- Tourist information
- Resort/Spa
- Conference Centre
- Sectional Title Units
- Tented Accommodation
- Conservation Areas
- Accommodation
  - Campsite/Caravan Park
  - Bed and Breakfast
  - Guest House
  - Lodge
  - Rest Camp
  - Self Catering
  - Holiday Flats



Source: PLAN Associates ex: MAPIT 2015



Gauteng. The private resorts comprise sectional title or share block holding to the owners, whereas the public resorts typically comprise hotels, camping and chalets. There are more than 14 such facilities in the municipal area, the most prominent being the Forever Resort, Mbizi and Klein Kariba in close proximity to Bela Bela Town.

- **Wildlife estates/ private nature reserves:** This involves low-density residential developments in the deeper rural area (about 1 unit / 20 ha). The units are normally clustered to preserve the environment. Although these facilities initially catered for occasional visits, there seem to be a trend with some of the owners locating on a more permanent basis. Ownership varies from full to sectional title and are mainly concentrated along R516 (west) and R101 north of Bela Bela Town.
- **Lifestyle estates:** These are very similar to the wildlife estates, but they tend to be located closer to town with more permanent residents. They provide recreational facilities such as golf courses (which would be absent at the wildlife estates). Examples include Lejwe La Meetse and Inthaba Indle.

## 2.6.5 MINING ACTIVITY

The contribution of the mining sector towards economic development in Bela Bela Municipality is not significant. There is only one mine (i.e. NAMCO which mine Industrial Diamonds) in Bela Bela. This mine is located approximately six kilometres to the south east of Radium. Other minerals that are found at a limited scale include manganese, copper, tin, cobalt and the supply of calcite, refractory clay and fluorspar. Limestone deposits are small, with a medium scale supply of

sandstone and clay which is used to manufacture the bricks within the municipal area.

Research revealed that the mineral occurrences that exist in Bela Bela for mining resources and precious metals (i.e. gold and diamonds) is of a very low grade and potential; to such an extent that it cannot be considered probable that these minerals can be mined within the next 20 – 50 years.

## 2.7 COMMUNITY FACILITIES

**Figure 24** graphically illustrates the extent of community facilities provided in and around the Bela Bela municipal area with specific emphasis on the facilities located in Bela Bela Town.

**Table 2** summarises the number and range of community facilities located in different parts of the Bela Bela municipal area.

It is evident that the vast majority of facilities are located in Bela Bela Town. These include higher order functions like hospitals (public and private), magistrates court and police station as well as a fire station.

Pienaarsrivier to the south and Settlers to the east also hold a number of basic community facilities serving the surrounding rural/ farming communities.

Limited facilities are also provided at Rust de Winter, Radium-Masakhane and at Vingerkraal.

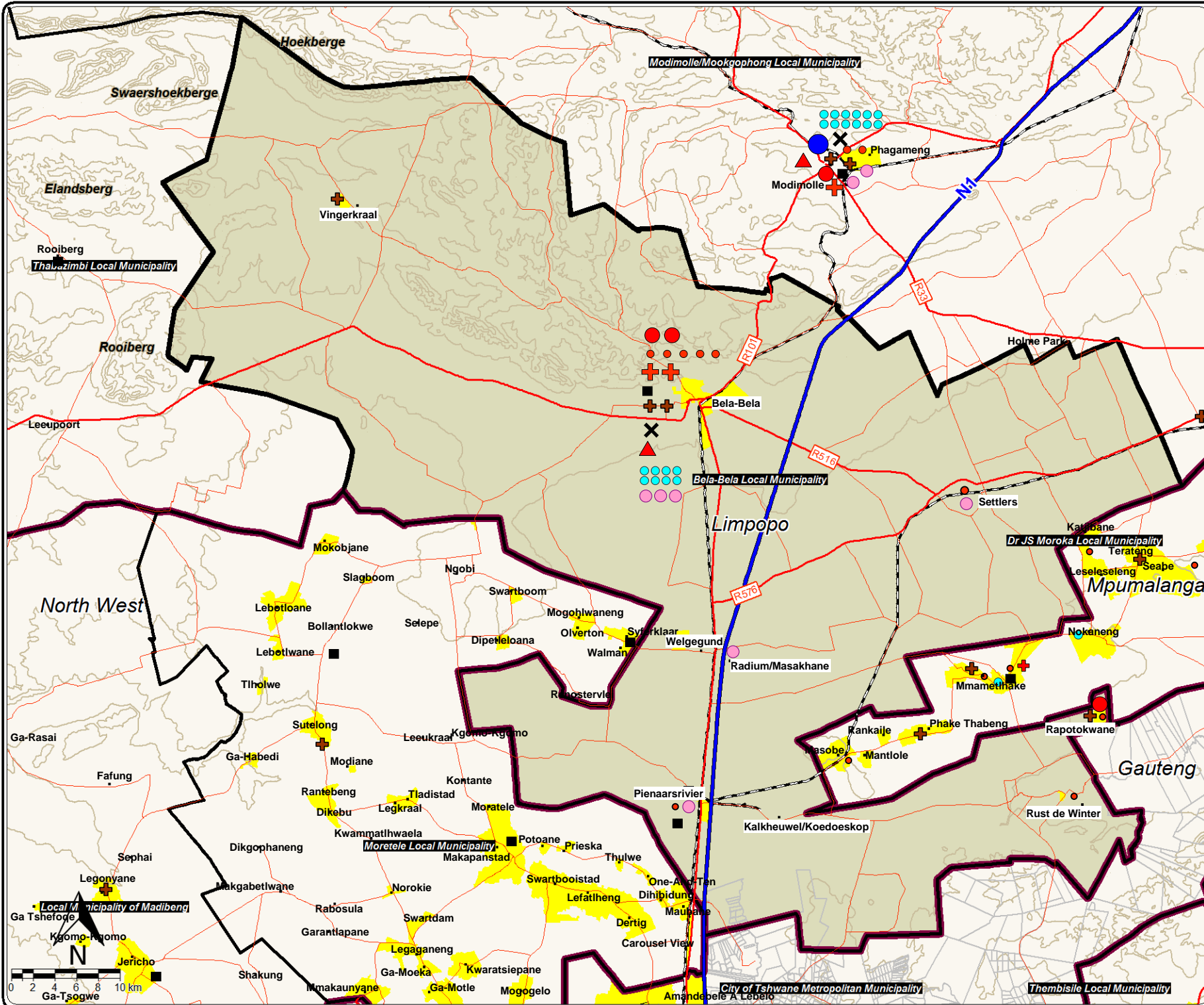


# Bela Bela Local Municipality

## Community Facilities

### Legend:

- Community Centre
- Health Care Services
- ✚ Hospital/Clinic With Casualty
- Police Station
- ✚ Cemetery/Crematorium
- ✕ Magistrate's Court
- ▲ Fire Station
- Government/Municipal Office
- Postal Service
- Correctional Facility
- Towns/Villages
- Nature Reserves
- Dams and Rivers
- Contours
- National Roads
- Provincial Roads
- Secondary Roads
- Railway Lines



Source: Mapit 2015; Bela-Bela IDP 2015/2016



**Table 2: Bela Bela LM – Community Facilities**

Town/Settlement Area	Hospital	Clinic	Mobile Clinic	Postal Services	Community Centre/ Hall	Public Library	Fire Station	Police Station	Testing Centre	Magistrates Court	Government / Municipal Office	Cemetery	Sports Facilities	Primary School	Secondary School	Combined	Intermediate
Bela Bela Town	2	3		2	2	3	1	1	1	1	6			3	1	1	
Bela Bela Township		2		1	1	1					2	2	2	5	4		
Raduim/Masakhane				1								1		1			
Welgegund														1			
Pienaarsrivier		1		1	1			1						1	1		
Rust de Winter		1						1									
Rapotokwane		1			1	1						1	1	1	1		
Settlers		1		1										1	1		
Vingerkraal												1			1		
Surrounding farms														3		2	1
<b>Total</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>1</b>

## 2.8 HOUSING

### 2.8.1 INFORMAL SETTLEMENT AND BACKYARD UNITS

There are 7 incidences of informal settlement in the Bela Bela municipal area as spatially depicted on **Figure 25**. Collectively these 7 areas cover approximately 459 hectares of land and represent 3408 structures counted from 2017 Google images. This is 443 more structures than recorded in 2016, and 993 more than reported in the 2015/16 IDP (2515 structures).

The most significant increase since 2016 was recorded in Tsakane (293 more units) and in Bela Bela X9 with about 130 more units.

Four of these informal settlements are clustered around Bela Bela Town of which Jacob Zuma (753 units) and Bela Bela X9 (1275 units) are the largest (see **Figures 26.1 and 26.2**).

Erf 9331 in Bela Bela Township holds about 66 units while an additional 421 units were recorded in Spa Park to the north-west of town. (Refer to **Figure 26.3 and 26.4**).

The Eersbewoon/ Tsakane informal settlement (**Figure 26.5**) to the north-east of town towards Modimolle consist of an estimated 573 units while 294 units have been recorded at Vingerkraal (**Figure 26.6**) which is located to the north-west of town close to Zebula.

No informal units were recorded in Masakhane/ Welgegund.

The housing backlog totals approximately 4037 units. It consists of the 3408 informal settlement units and the 629 backyard units (recorded in Census 2011) and it represents an estimated population of about 15 699 people.

### 2.8.2 PROJECTS PLANNED/ IN PROCESS

According to the Limpopo Multi Year Housing Plan (2016) the following projects listed in **Table 3** are scheduled to be implemented in the Bela Bela area during the period up to 2019. The projects comprise about 3658 units with a total estimated cost of about R514.9 million. It should also be noted that all these

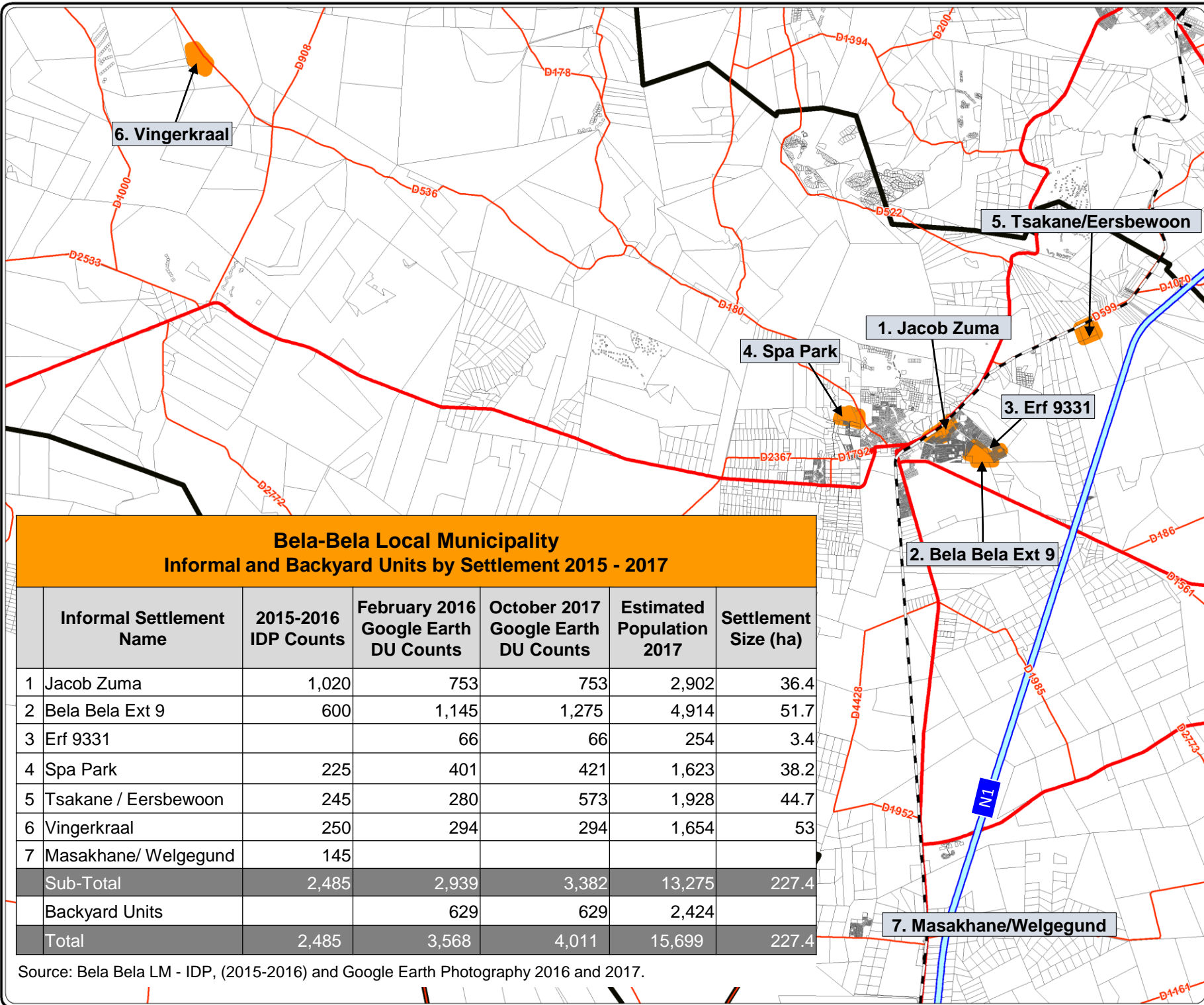
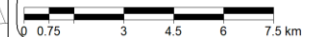


## Bela Bela Local Municipality

### Informal Settlement Areas

#### Legend

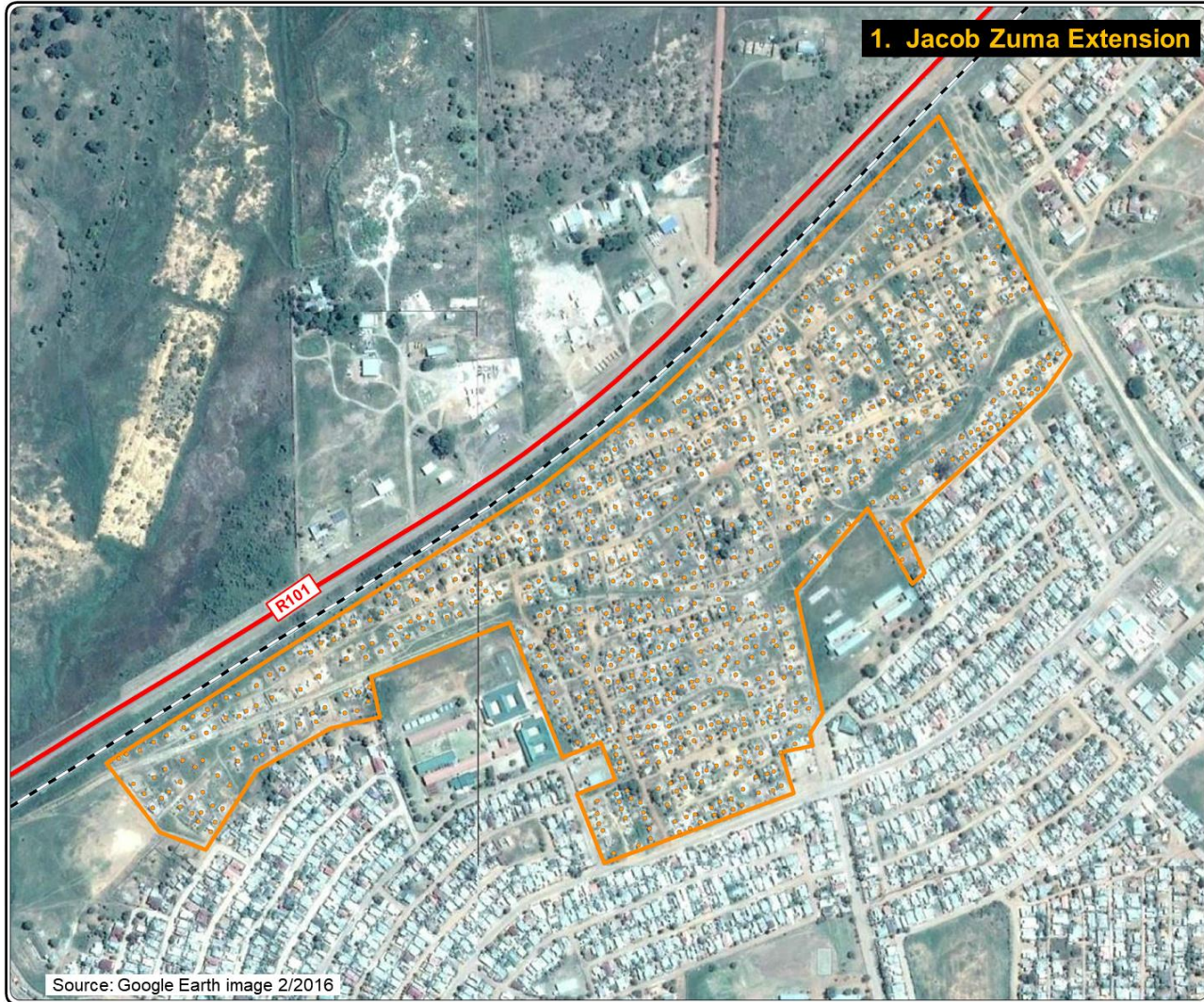
- Bela Bela Local Municipality
- Secondary Road
- Regional Road
- National Road
- Railway Line
- Informal / Backyard Units



**Bela-Bela Local Municipality  
Informal and Backyard Units by Settlement 2015 - 2017**

Informal Settlement Name	2015-2016 IDP Counts	February 2016 Google Earth DU Counts	October 2017 Google Earth DU Counts	Estimated Population 2017	Settlement Size (ha)
1 Jacob Zuma	1,020	753	753	2,902	36.4
2 Bela Bela Ext 9	600	1,145	1,275	4,914	51.7
3 Erf 9331		66	66	254	3.4
4 Spa Park	225	401	421	1,623	38.2
5 Tsakane / Eersbewoon	245	280	573	1,928	44.7
6 Vingerkraal	250	294	294	1,654	53
7 Masakhane/ Welgegund	145				
<b>Sub-Total</b>	<b>2,485</b>	<b>2,939</b>	<b>3,382</b>	<b>13,275</b>	<b>227.4</b>
<b>Backyard Units</b>		<b>629</b>	<b>629</b>	<b>2,424</b>	
<b>Total</b>	<b>2,485</b>	<b>3,568</b>	<b>4,011</b>	<b>15,699</b>	<b>227.4</b>

Source: Bela Bela LM - IDP, (2015-2016) and Google Earth Photography 2016 and 2017.



**Bela Bela Local Municipality**

**INFORMAL SETTLEMENT AREA**

- Legend**
- Bela-Bela Local Municipality
  - National Road
  - Regional Road
  - Secondary Road
  - Railway Line
- 753 Informal Dwelling Counts
  - Footprint Size = 34.6ha

26.1



**Bela Bela Local Municipality**

**INFORMAL SETTLEMENT AREA**

- Legend**
- Bela-Bela Local Municipality
  - National Road
  - Regional Road
  - Secondary Road
  - Railway Line
- 1275 Informal Dwelling Counts
  - Footprint Area = 51.7ha



26.2



**3. Erf 9331**



**Bela Bela Local Municipality**

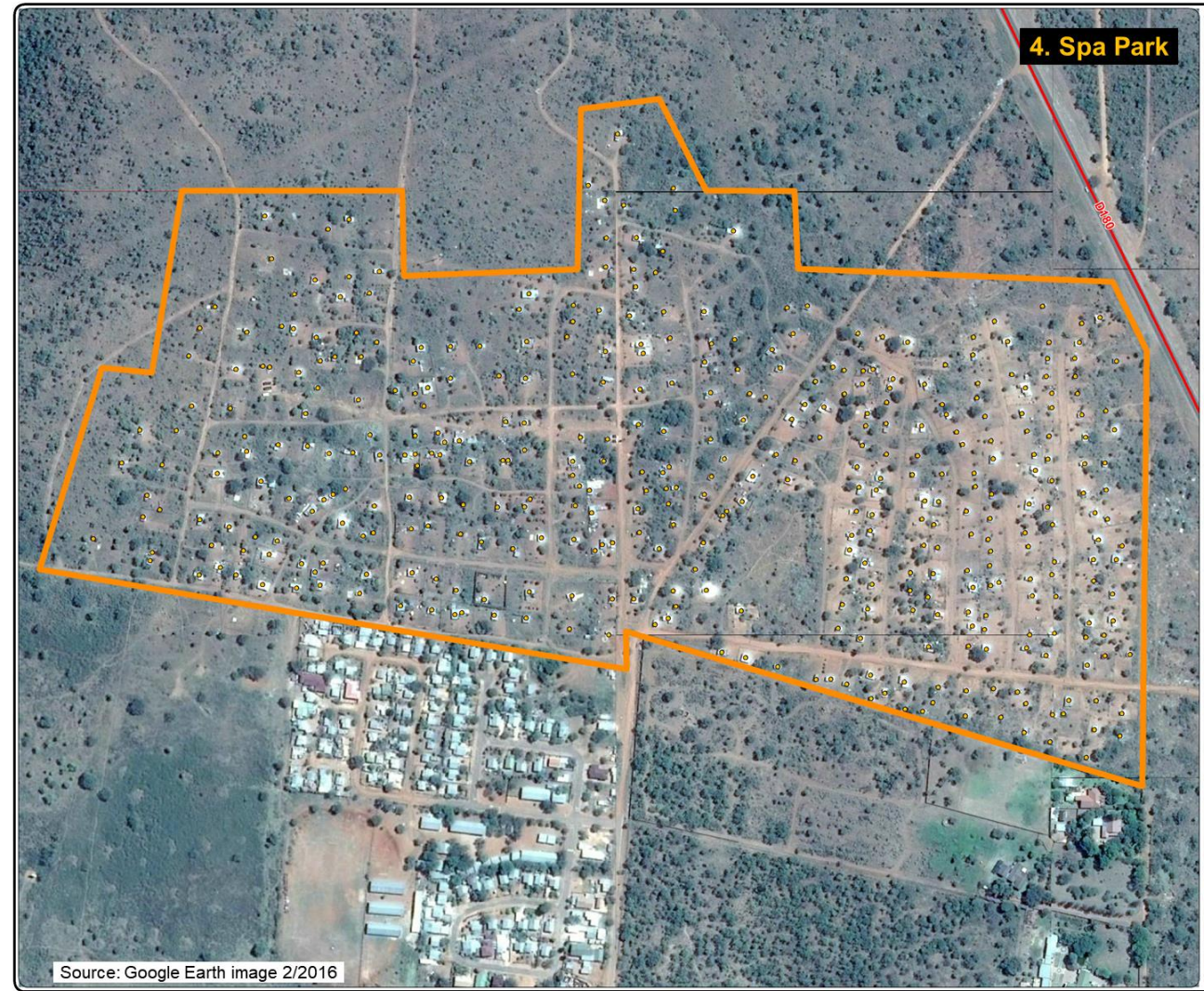
**INFORMAL SETTLEMENT AREA**

- Legend**
- Bela-Bela Local Municipality
  - National Road
  - Regional Road
  - Secondary Road
  - Railway Line

- 66 Informal Dwelling Counts
- Footprint Area = 3.4ha

Source: Google Earth image 2/2016

**26.3**



**4. Spa Park**



**Bela Bela Local Municipality**

**INFORMAL SETTLEMENT AREA**

- Legend**
- Bela-Bela Local Municipality
  - National Road
  - Regional Road
  - Secondary Road
  - Railway Line

- 401 Informal Dwelling Counts
- Footprint Area = 38.2ha

Source: Google Earth image 2/2016

**26.4**

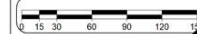
### 5. Eersbewoon /Tsakane



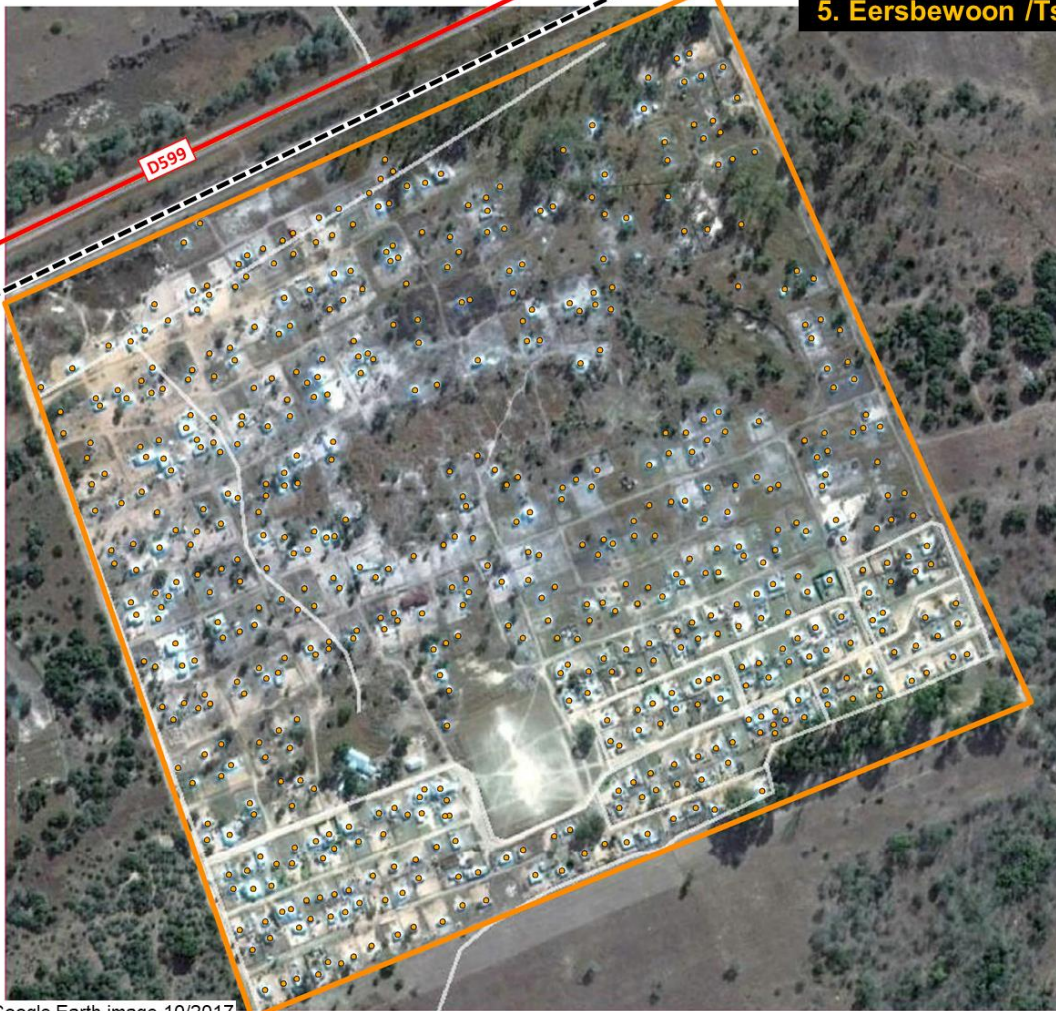
**Bela Bela Local Municipality**

**INFORMAL SETTLEMENT AREA**

- Legend**
- Bela-Bela Local Municipality
  - National Road
  - Regional Road
  - Secondary Road
  - Railway Line
  - 1275 Informal Dwelling Counts
  - Footprint Area = 44.7ha



26.5



Source: Google Earth image 10/2017

### 6. Vingerkraal



**Bela Bela Local Municipality**

**INFORMAL SETTLEMENT AREA**

- Legend**
- Bela-Bela Local Municipality
  - Township 002 counts
  - National Road
  - Regional Road
  - Secondary Road
  - Railway Line
  - 294 Informal Dwelling Counts
  - Footprint Area = 53ha

26.6



Source: Google Earth image 2/2016



projects are categorised under the Informal Settlement Upgrading (ISU) Programme.

**Table 3: Limpopo Multi Year Housing Projects for Bela Bela Local Municipality**

Area	Type	No. of Units	Funding Estimate
Tsakane	ISU	120	R 19 335 514
Bela Bela X9	ISU	927	R 87 664 433
Warmbaths X25	ISU	350	R 56 395 248
Jacob Zuma	ISU	1800	R290 032 704
Hostel View	ISU	130	R 22 786 806
Leseding	ISU	170	R 23 332 618
Welgegund Village X1	ISU	161	R 15 389 184
<b>Total</b>	<b>8</b>	<b>3658</b>	<b>R514 936 507</b>

## 2.9 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 the minimum engineering services.

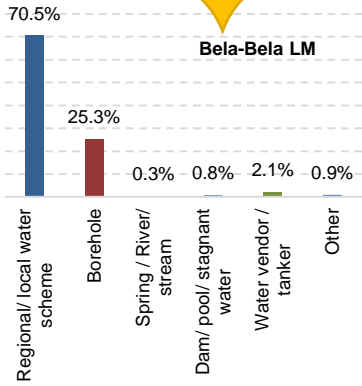
Subsequent infographic summary **Diagrams B1-B2** provide the Engineering infrastructure profile of Bela Bela Local Municipality and four identified nodal areas (Warmbad Town<sup>(1)</sup>, Bela Bela Township<sup>(2)</sup>, Pienaarsrivier<sup>(3)</sup> and Rapotokwane<sup>(4)</sup>) with the remainder rural population as recorded within the 2011 Census.

Diagram B1	A – Source of Water	<ul style="list-style-type: none"> <li>Most of the households (<b>70.5%</b>) within the within the Bela Bela LM has access to the Regional / local water scheme.</li> <li>Although, most of the households residing within the rural remainder (<b>69.3%</b>) only has access to a borehole as source of water.</li> </ul>
	B – Piped Water	<ul style="list-style-type: none"> <li>Within the Bela Bela LM most households have access to either piped water inside dwelling (<b>41.9%</b>) or inside yard (<b>43.0%</b>).</li> <li>Rapotokwane has the highest number of households (<b>36.1%</b>) with no access to piped (tap) water and <b>51.5%</b> only has access to piped water on a community stand.</li> </ul>
	C – Sanitation	<ul style="list-style-type: none"> <li>Most of the households (<b>78.9%</b>) within the Bela Bela LM has access to a flush toilet.</li> <li>Within Rapotokwane most households (<b>39.2%</b>) only has access to Pit toilet with ventilation (VIP) or a pit toilet without ventilation (<b>27.8%</b>).</li> </ul>
	D – Electricity	<ul style="list-style-type: none"> <li>Within the Bela Bela LM most households has access to electricity (<b>85.1%</b>) as main source of fuel for lighting.</li> <li>Bela Bela township has the highest number of households (<b>17.0%</b>) still utilizing candles as source of fuel for lighting.</li> </ul>
Diagram B2	E – Waste Management	<ul style="list-style-type: none"> <li>Most households within the Bela Bela LM (<b>65.7%</b>) has access to waste removed by local authority. Although approximately a quarter of households (<b>26.1%</b>) utilize their own refuse dump.</li> <li>Most households residing within Rapotokwane (<b>78.0%</b>) and the rural remainder (<b>68.7%</b>) utilize their own refuse dump.</li> </ul>

# BELA BELA SDF



## A Source of Water

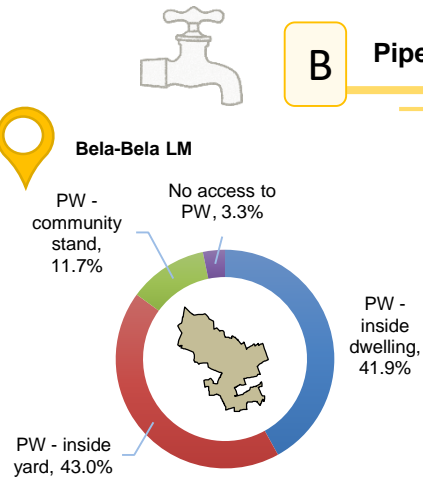


Bela-Bela LM

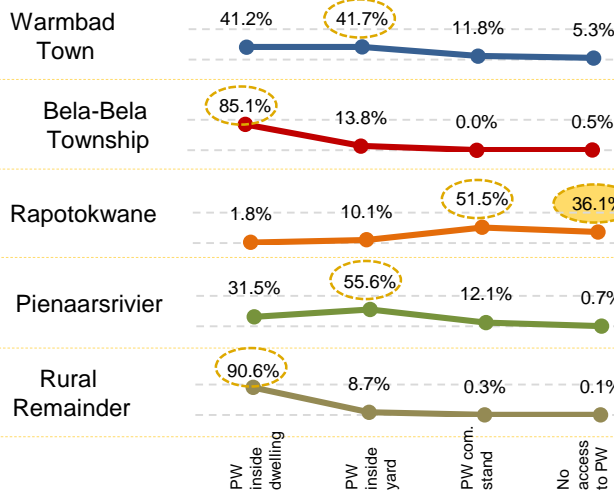
Area	Percentage	Source of Water
Warmbad Town	97.6%	Regional / local water scheme
Bela-Bela Township	97.1%	Regional / local water scheme
Rapotokwane	52.9%	Borehole
Piensaarsrivier	97.9%	Regional / local water scheme
Rural Remainder	69.3%	Borehole

Source of Water  
Regional / Local Water Scheme (70.5%)

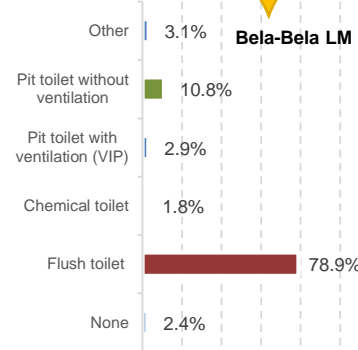
## B Piped Water



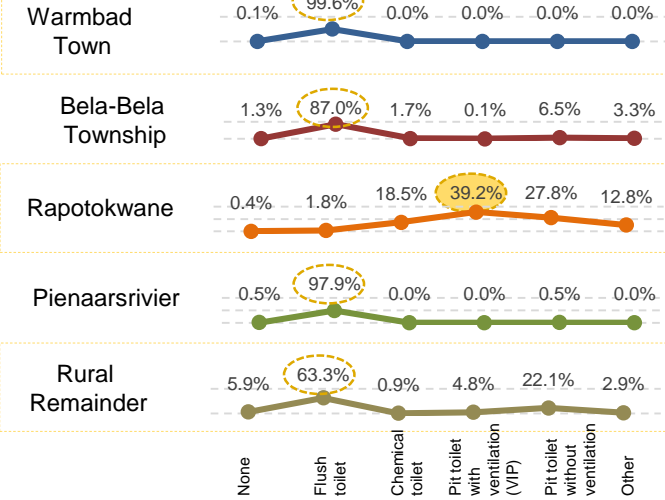
Access to Piped Water  
Piped Water Inside Yard (43.0%)



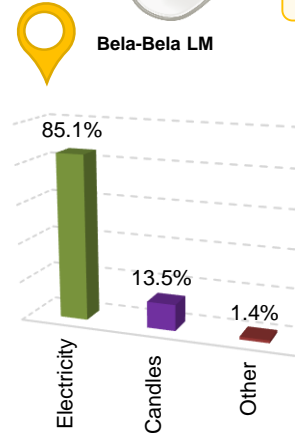
## C Sanitation



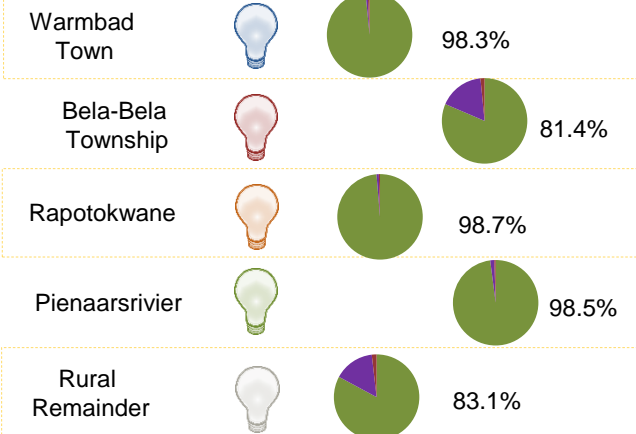
Access to Sanitation  
Flush toilet (78.9%)



## D Electricity

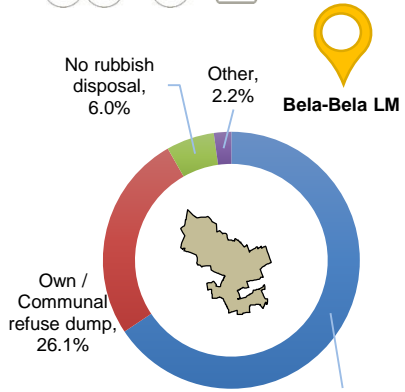


Source of Lighting  
Electricity (85.1%)



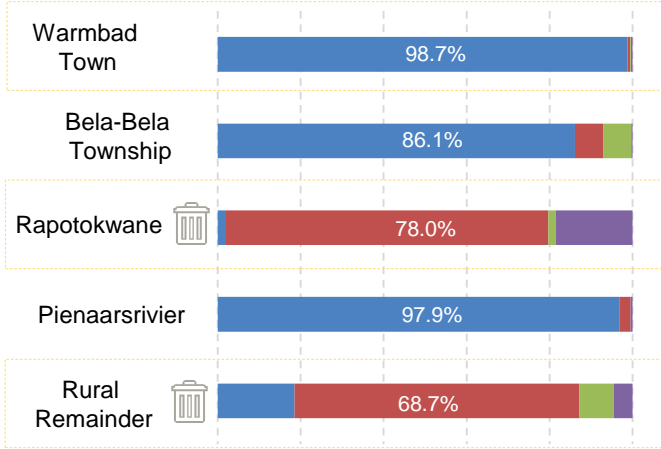


## E Waste Management



Removed by local authority, 65.7%

**Waste Management Removed by Local Authority (65.7%)**





## 2.9.1 ROADS AND STORMWATER

### a) Roads

The following is a summary of the state of roads in the municipal area according to the Bela Bela IDP (2015-2016):

- The N1 route is in a relatively good condition. The National Department of Transport is responsible for managing and maintaining this route.
- A major concern can be noted with regards to the condition (very bad) of the major arterial routes which include parts of P85/1 (R516) (currently under construction), P1/4 (R101) and P20/1. These routes are managed by Provincial (Limpopo) Department of Roads and Transport although some have been taken over by SANRAL.
- District Distributor Routes – these include route D936 which links with P85/1 (R516) from Codrington to Settlers and D626 which links Pienaarsrivier and Rust de Winter Dam to Rapotokwane. A major concern was raised regarding the condition of D626 route linking Rapotokwane to Rust De Winter and other villages within Dr JS Moroka. Some of these routes are managed by the Limpopo Department of Roads and Transport while the rest are managed by Waterberg District Municipality.

The extent of local access roads (internal roads) that require attention of the Municipality due to poor condition is highlighted as follow in **Table 4**:

**Table 4: State of Bela Bela Local Municipality Roads**

Settlement	Length (km)		Type of Upgrading
	Total Road Length	Length Requiring Upgrading	
Bela Bela Town	30km	20km	Resealing
Bela Bela Township	38km	12.8km	Upgrading, Tarring and Paving
Radium (Masakhane)	4.3km	4.3km	Tarring, Paving and Regraveling
Pienaarsrivier	6.4km	6.4km	Paving and Tarring
Rapotokwane (KwaLitho)	19km	17km	Tarring, Paving and Regraveling
<b>Total</b>	<b>97.7km</b>	<b>60.5km</b>	

## 2.9.2 STORMWATER

There are four parts of Bela Bela Township which were developed without sufficient infrastructure for stormwater drainage which makes these areas vulnerable to excessive water surface run-off or even flooding during the heavy rains: Bela Bela Township Ext 2 (“Leseding”), Ext 5 (Mandela Village), Ext 6 and Ext 7. These areas accommodate approximately 23% of the total population within Bela Bela (3343 households).



## 2.10 TOWNS AND SETTLEMENTS

### 2.10.1 BELA BELA TOWN

#### a) Historic background

Bela Bela which means 'boiling boiling' in Setswana, was derived from the status to have mineral springs flowing out of the earth and producing 22 000 litres per hour, at a temperature of 52 Degree Celsius (126 Degree F). The general plan for Warmbaths dated 1921 was approved by the Surveyor General and at the time, the area covered 188ha on the farm Het Bad. In 1932, Warmbaths was declared a village town, and in the year 1960 a town council was established.

Warmbaths was established to serve the surrounding agricultural communities, and as the years progressed the Warmbaths area developed to be one of the most preferred holiday destinations in Limpopo Province.

#### b) Spatial Structure and Movement Network

**Figure 27** illustrates the cadastral structure and individual townships (existing and planned) within Bela Bela Town. **Figure 28** depicts the land use composition of these townships.

The centre of the town is located at the point of convergence of several prominent regional routes: R101, R516 east and R516 west, and route D180 as well as the

railway line. This radial movement network created six functional wedges representing distinct functional areas of the town e.g. Bela Bela Township between route R101 and R516, the Warmbaths Forever Resort between the railway line and route R516 west, and the Waterfront precinct to the south between the railway line and route R101.

The western peripheral parts of the town comprises the Noodhulp and Roodepoort small holdings which generally comprises high potential agricultural land. Historically this area was served with water from the Warmbad and Platriver Dams via a canal system. This is not operational anymore but a large percentage of the smallholdings is still cultivated.

Route R516 which runs through the area is a major tourism route in Limpopo context and it subsequently led to the establishment of a number of non-agricultural activities to the north and south thereof, including nurseries, food stalls and curio shops, builders yards and general dealers.

The Jinnah Park and Spa Park townships to the west were historically earmarked for the Indian and Coloured communities of Bela Bela, and the Spa Park informal settlement established adjacent to the north thereof over the past few years.

To the south of Jinnah Park the Eau Montagne residential area was developed during the past decade while the Fleur 'n Villa and Outpost Lifestyle Estate were approved but never developed (partially due to the 2008 economic recession).

Similarly, Extensions 25, 26, 27 and 28 to the north-west of town were formally approved by Council during July 2010 but never progressed towards proclamation.

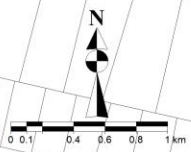
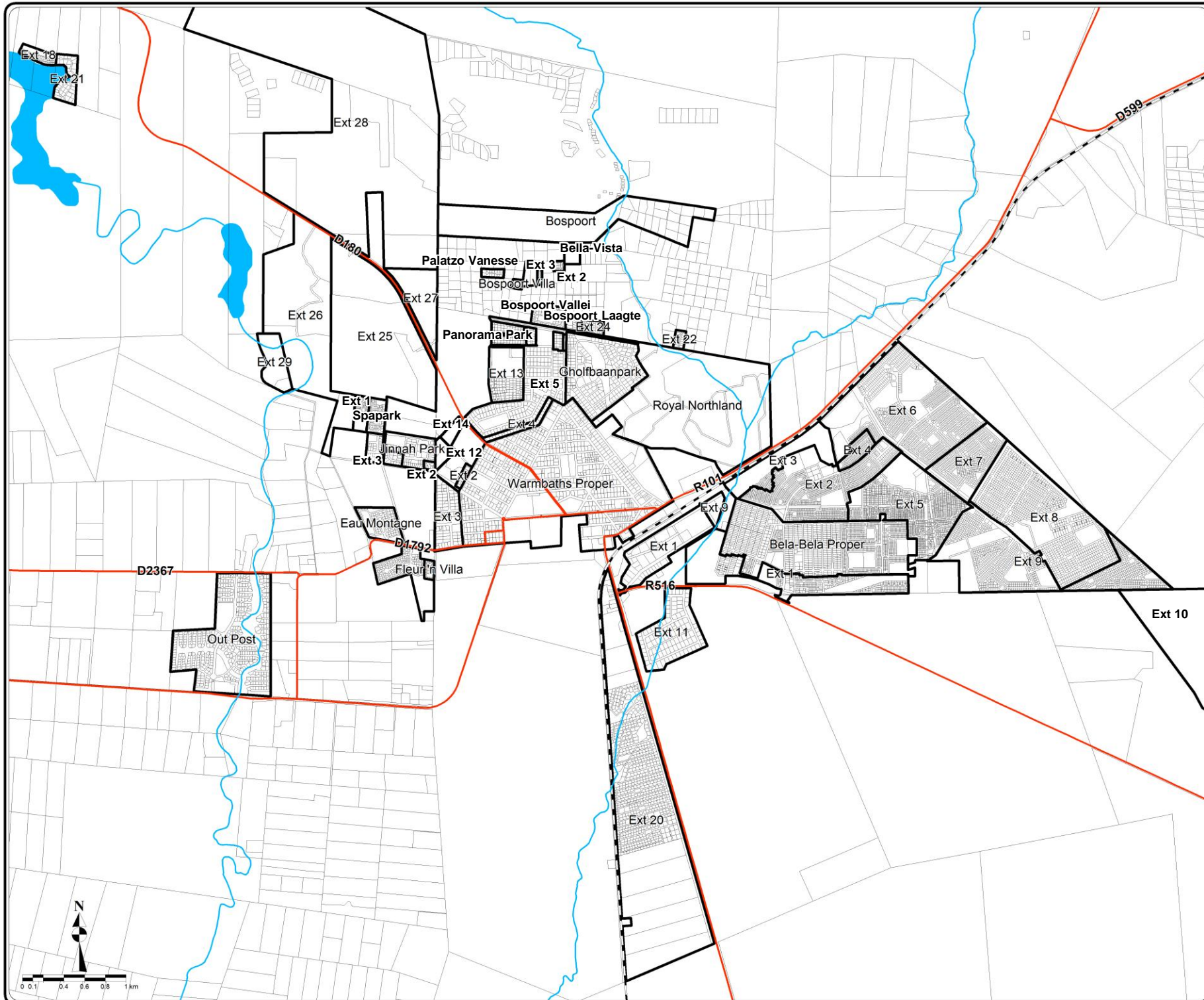


# Bela Bela Local Municipality

## Local Context

### Legend:

- Cadastral
- Allotment Townships
- Main Roads
- Railway
- Rivers / Dams

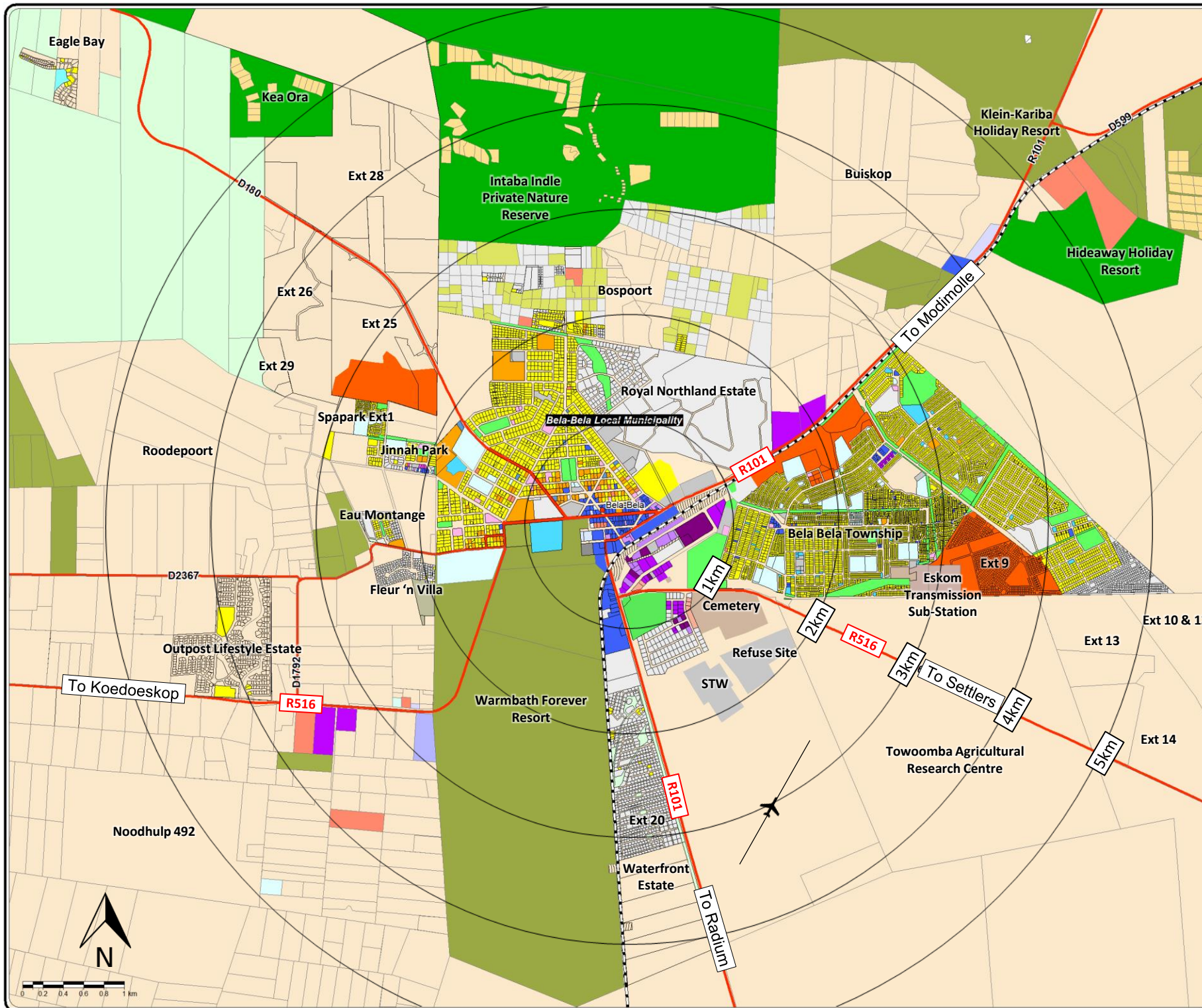




# Bela Bela Local Municipality

## Bela-Bela Town and Surrounds Land Use

- Residential
- Medium Density Residential
- Small Holding
- Vacant Small Holding
- Informal Settlements
- Hotel/Overnight Accommodation
- Retail/Office
- Religion
- General Industrial
- Industrial
- Commercial
- Household Enterprise
- Storage
- Scrapyard
- Municipal
- Educational
- Institutional
- Parking
- Public Transport
- Resort
- Un-proclaimed Nature Reserve
- Private Open Space
- Public Open Space
- Extensive Agricultural Activity
- Cultivated Land
- Cemetery
- Vacant
- Electrical





To the north of route D180 (the Alma Road) the Kea Ora and Eagle Bay residential estates were established (and partially developed) over the past decade.

The northern parts of Bela Bela Town borders onto the Bospoort agricultural holdings which currently experience urbanisation pressure. The Inthaba Indle Private Nature Reserve/ Residential Estate with a limited number of residential erven is located directly to the north thereof.

To the east of Bospoort is the Buiskop area which comprises a number of small farms extending right up to the Klein Kariba Holiday Resort.

The rural areas adjacent to the east of Bela Bela Township consist of a number of large farms including Buiskop 464, Roodekuil 496 and 498 and Turfbult 499. All this land is utilised for farming (game, livestock and/ or crop) purposes. The Towoomba Agricultural Research Centre is located on the portion of Roodekuil 498, both to the north and south of route R516 to Settlers.

Bela Bela Extensions 10, 12, 13 and 14 to the south-east of town were conditionally approved during May 2013 but have not progressed beyond this stage of approval since then.

The Warmbaths Forever Resort is a prominent spatial feature in the area between the railway line and route R516 (west) to the south-west of town while the wedge shaped area between route R101 and the railway line to the east thereof comprises the partially developed Waterfront residential estate which was also established during the past decade.

It is evident from **Figure 29** that Bela Bela Town historically developed in accordance with a radial spatial model with the CBD as central place and the regional radial road network being the most prominent historic structuring elements. The Bela Bela Township was designated to the wedge shaped area between the railway line and route R516 and several other functional areas are identifiable e.g. Waterfront Estate (X20), Warmbaths Forever Resort, and the public utilities cluster between R101 and R516 next to the industria area (Extension 11).

Some parts of the town already developed to a distance of about five kilometres away from the CBD while other functional areas only extend up to about one kilometre away. This is due to factors such as topography, geology and soil conditions, bulk service availability, accessibility and visual exposure to regional traffic, market conditions and historic regulatory measures. The following should be noted from Figure 29:

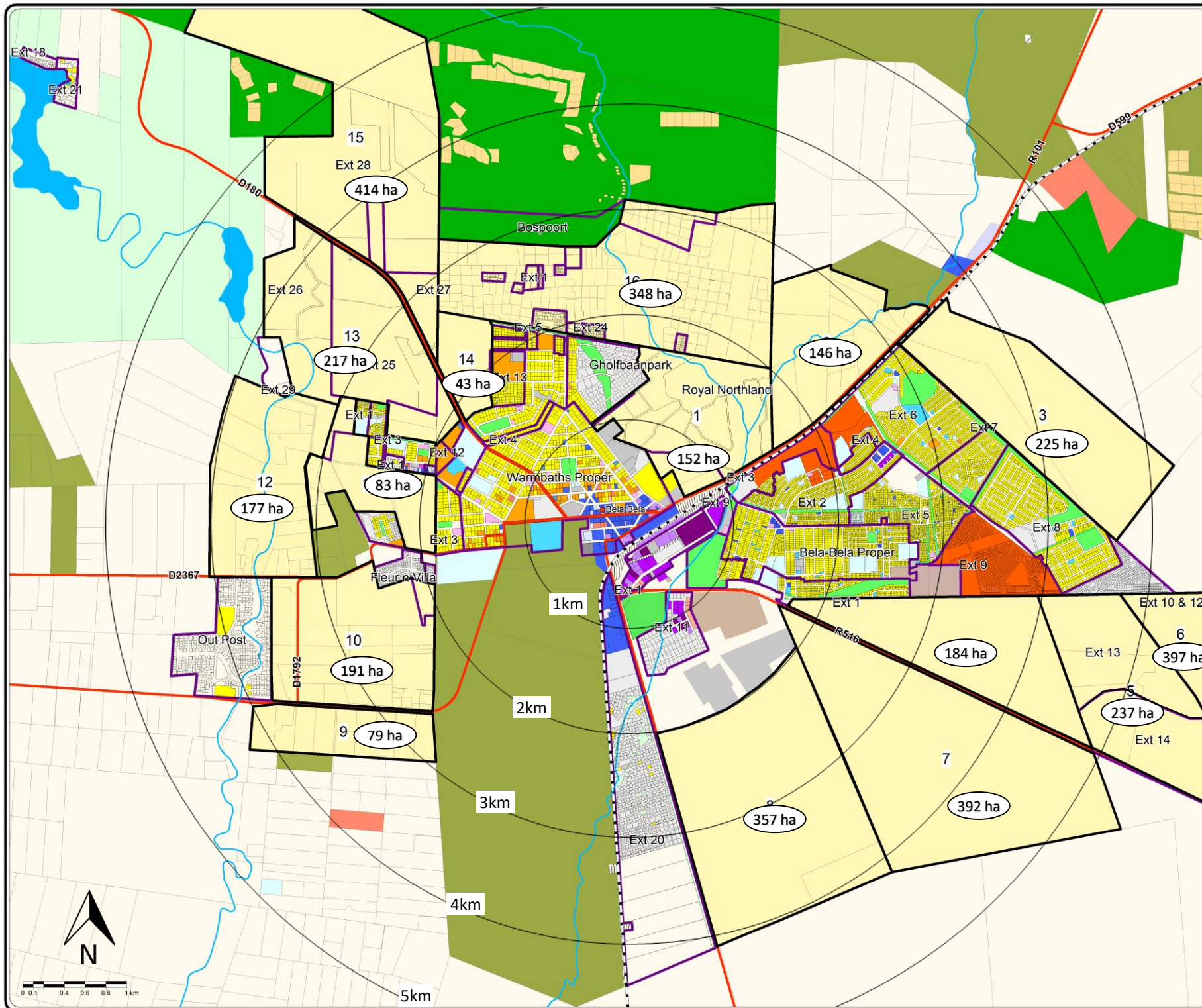
- **Area 1:** The Royal Northland area (152 ha) is a prominent developable area close to all economic activities in town.
- **Area 2:** Parts of the Buiskop area ( $\pm$  146 ha) north of Bela Bela township and route R101 towards Modimolle may come under pressure for development over the medium to longer term.
- **Area 3:** About 225 ha of land adjacent to the east of Bela Bela Township could be considered as a natural expansion area for the township area.
- **Area 4:** The land portion of Towoomba located to the north of route R516.
- **Area 5:** The Doornkuil land adjacent to the east of Towoomba and north of route R516 (237 ha) which is earmarked to be developed as future Extensions 13 and 14.



# Bela Bela Local Municipality

## Bela-Bela Town and Surrounds Functional Expansion Areas

- Residential
- Medium Density Residential
- Small Holding
- Informal Settlements
- Hotel/Overnight Accommodation
- Retail/Office
- Religion
- General Industrial
- Industrial
- Commercial
- Household Enterprise
- Storage
- Scrapyard
- Municipal
- Educational
- Institutional
- Parking
- Public Transport
- Resort
- Un-proclaimed Nature Reserve
- Private Open Space
- Public Open Space
- Extensive Agricultural Activity
- Cultivated Land
- Cemetery
- Vacant
- Electrical
- Expansion Areas





- **Area 6:** The land currently earmarked for Extensions 10 and 11 (397 ha) further to the east of Doornkuil.
- **Area 7:** The Towoomba land to the south of route R516 (392 ha).
- **Area 8:** The municipal land to the south of Extension 11 (Industrial) on which the airfield is currently located (357 ha).
- **Area 9:** Parts of the Noodhulp holdings bordering route R516 to the south up to Outpost (79 ha).
- **Area 10:** About 191 ha of land between route R516, Outpost and Eau Montagne/Fleur 'n Villa which is currently intensively utilised for agricultural purposes (some parts are irrigated).
- **Area 11 (83 ha):** The land to the south of Jinnah Park/ Shalom and up to Eau Montagne which would represent infill development.
- **Area 12:** The land to the west of Jinnah Park/ Spa Park and to the north of Outpost (177 ha).
- **Area 13 (217 ha):** Comprises the land from Jinnah Park and Spa Park northwards and including extensions 25 and 26 to the north-west of town. Most parts of Extension 25 is government owned land.
- **Area 14 (43 ha):** This is municipal owned land located between route D180, and Extensions 4 and 5 and Bospoort.
- **Area 15:** Extensions 27 and 28 to the far north-west of town along the Alma Road (Privately owned).
- **Area 16:** The Bospoort Agricultural Holdings area which includes an area of approximately 348 ha of land under multiple private ownership.

From the above it is clear that there are a number of functional areas in and around Bela Bela Town (approximately 3642 ha) which could be considered for future expansion of the town.

## c) Township Applications

As shown on **Figure 30** most of the township applications planned/ submitted over the past decade are located in the peripheral parts of Bela Bela Town – especially towards the north-west along the Alma Road ( $\pm$  7800 units) and towards the south-east of Bela Bela Township towards route R516 and the N1 freeway.

**Table 5** summarises the number of stands per income category in the various townships submitted/ planned in and around Bela Bela Town. From this it is evident that there are approximately 17 573 erven with potential for about 19 670 units in the different approved (not necessarily proclaimed) townships in Bela Bela.

The high income capacity is an estimated 3577 units of which Warmbaths X28 with 1842 units represents the bulk. Royal Northlands comprise about 600 high income units (opportunities).

In the middle income market there are 3040 erven with 3257 housing opportunities of which about 2800 are located in Bela Bela extensions 12, 13 and 14 to the south-east of town.

The low income capacity of approved townships stands at 9392 erven representing 9510 housing opportunities. The bulk of these opportunities are located in Bela Bela X10, 12, 13 and 14 (8107 units).



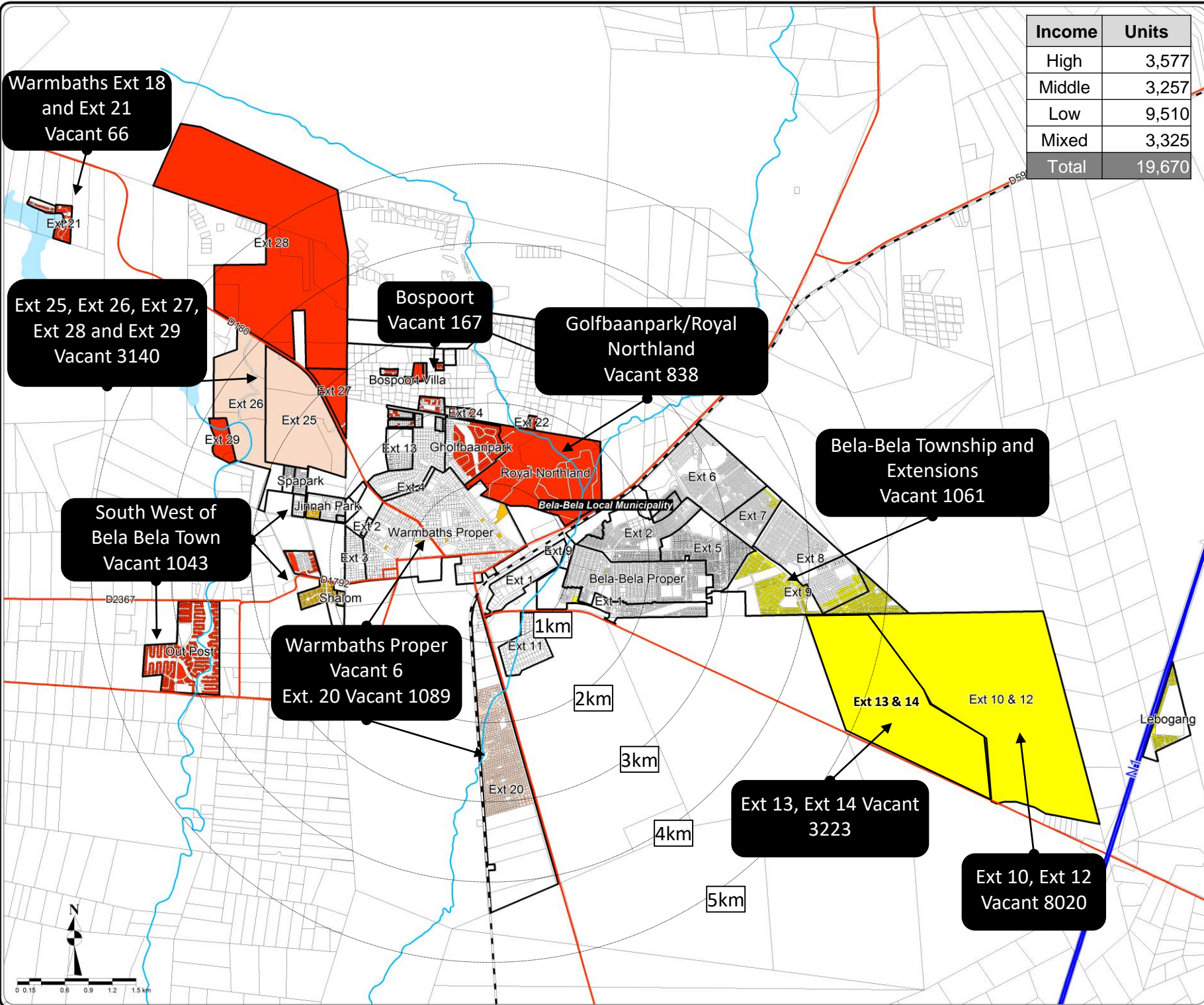
## Bela Bela Local Municipality

### Vacant Urban Residential Erven per Income Category

Income	Units
High	3,577
Middle	3,257
Low	9,510
Mixed	3,325
<b>Total</b>	<b>19,670</b>

#### Legend:

- Low (8352 erven)
- Middle (202 erven)
- High (2465 erven)
- Mixed (2505 erven)
- Cadastral
- Allotment Townships
- Main Roads
- Railway
- Dams
- 1km Distance Radials Increments



Warmbaths Ext 18 and Ext 21  
Vacant 66

Ext 25, Ext 26, Ext 27,  
Ext 28 and Ext 29  
Vacant 3140

Bospoort  
Vacant 167

Golfbaanpark/Royal  
Northland  
Vacant 838

South West of  
Bela Bela Town  
Vacant 1043

Bela-Bela Township and  
Extensions  
Vacant 1061

Warmbaths Proper  
Vacant 6  
Ext. 20 Vacant 1089

Ext 13, Ext 14 Vacant  
3223

Ext 10, Ext 12  
Vacant 8020

# BELA BELA SDF



Apart from the above there are approximately 3325 mixed income housing opportunities mostly located in Warmbaths Extensions 20, 25 and 26.

**Table 5: Bela Bela: Number of Vacant Erven and Potential Number of Units per Income Category**

URBAN					
TownShipName	No Vacant Res 1 Erven	Potential Units (Res 2/3 Erven)	TOTAL POTENTIAL	% URBAN	% TOTAL
<b>HIGH INCOME</b>					
Bospoort Ext 1	43	-	43	0%	
Bospoort Ext 2	12	-	12	0%	
Bospoort Ext 3	18	-	18	0%	
Bospoort Laagte	5	-	5	0%	
Bospoort Vallei	34	-	34	0%	
Bospoort Villa	3	-	3	0%	
Eau Montagne	71	9	80	0%	
Out Post	419	-	419	2%	
Palatzo Vanesse	11	-	11	0%	
Panorama Park	16	-	16	0%	
Gholfbaanpark (Warmbaths Ext 10)	143	95	238	1%	
Royal Northland Warmbaths Ext 17)	450	150	600	3%	
Warmbaths Ext 18	31	-	31	0%	
Warmbaths Ext 21	35	-	35	0%	
Warmbaths Ext 22	16	-	16	0%	
Warmbaths Ext 24	9	-	9	0%	
Warmbaths Ext 27	129	16	145	1%	
Warmbaths Ext 28	980	862	1,842	9%	
Warmbaths Ext 29	21	-	21	0%	
<b>Subtotal High Income</b>	<b>2,446</b>	<b>1,132</b>	<b>3,577</b>	<b>18%</b>	<b>17%</b>
<b>MIDDLE INCOME</b>					
Fleur n Villa	165	-	165	1%	
Jinnah Park	1	-	1	0%	
Jinnah Park Ext 1	15	-	15	0%	
Shalom	21	-	21	0%	
Warmbaths	-	110	110	1%	
Bela-Bela Ext 10	146	-	146	1%	
Bela-Bela Ext 12	1,570	-	1,570	8%	
Bela-Bela Ext 13, Ext 14	1,122	108	1,230	6%	
<b>Subtotal Middle Income</b>	<b>3,040</b>	<b>217</b>	<b>3,257</b>	<b>17%</b>	<b>16%</b>

URBAN					
TownShipName	No Vacant Res 1 Erven	Potential Units (Res 2/3 Erven)	TOTAL POTENTIAL	% URBAN	% TOTAL
<b>LOW INCOME</b>					
Bela-Bela	2	-	2	0%	
Bela-Bela Ext 1	1	-	1	0%	
Bela-Bela Ext 7	37	-	37	0%	
Bela-Bela Ext 8	116	-	116	1%	
Bela-Bela Ext 9	905	-	905	5%	
Bela-Bela Ext 10	2,383	118	2,501	13%	
Bela-Bela Ext 12	3,803	-	3,803	19%	
Bela-Bela Ext 13, Ext 14	1,803	-	1,803	9%	
Spa Park Ext 3	342	-	342	2%	
<b>Subtotal Low Income</b>	<b>9,392</b>	<b>118</b>	<b>9,510</b>	<b>48%</b>	<b>46%</b>
<b>MIXED INCOME</b>					
Warmbaths Ext 20	515	464	979	5%	
Warmbaths Ext 25	1,420	-	1,420	7%	
Warmbaths Ext 26	570	166	736	4%	
Bela-Bela Ext 13, Ext 14	190	-	190	1%	
<b>Subtotal Mixed</b>	<b>2,695</b>	<b>630</b>	<b>3,325</b>	<b>17%</b>	<b>16%</b>
<b>TOTAL URBAN</b>	<b>17,573</b>	<b>2,097</b>	<b>19,670</b>	<b>100%</b>	<b>95%</b>

## d) Erf Size

**Figure 31** depicts the erf size range in different parts of Bela Bela Town. It is evident that most of the erven larger than 2000m<sup>2</sup> are located in X11 (industrial area) with a number of similar sized erven also located in Warmbaths Proper and surrounds to the north.

Erven ranging between 1500 and 1999m<sup>2</sup> mostly occur in Warmbaths Proper and some sections of Gholfbaanpark. The dominant erf size in Warmbaths extensions is however between 1000 and 1499m<sup>2</sup> which is still excessively large.

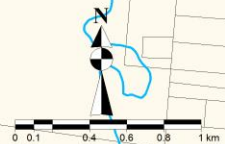
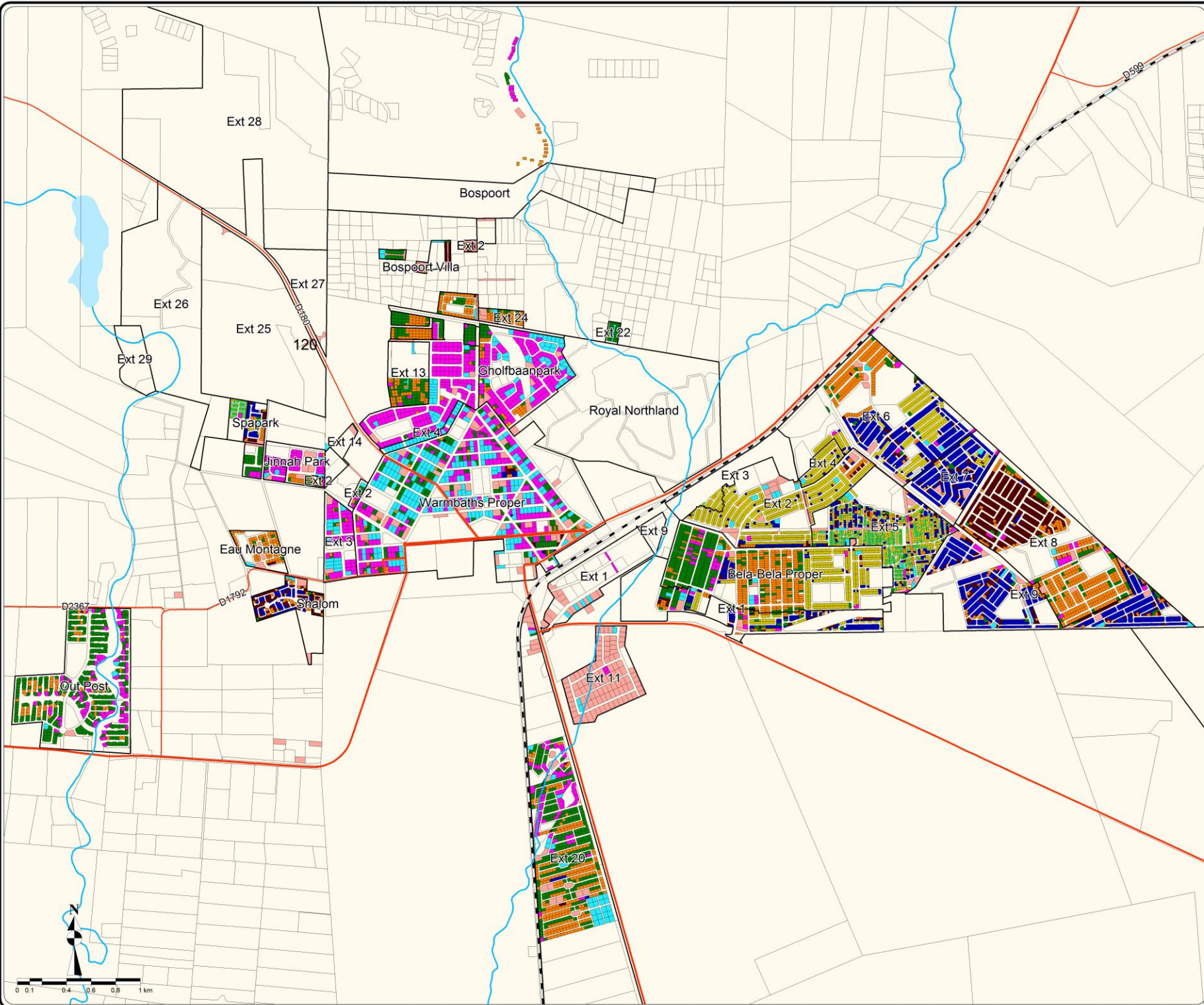


# Bela Bela Local Municipality

## Ruling erf sizes (m<sup>2</sup>)

### Legend:

- Cadastral
- Allotment Townships
- 1 to 199
- 200 to 299
- 300 to 399
- 400 to 499
- 500 to 699
- 700 to 999
- 1000 to 1499
- 1500 to 1999
- 2000 to 4599
- Main Roads
- Railway
- Dams





It is also evident that almost all erven in Bela Bela Township are smaller than 1000m<sup>2</sup> and the majority even smaller than 500m<sup>2</sup> per erf.

Generally, it is clear that the average erf sizes in all new developments (bonded and subsidised) are smaller than it used to be in the older parts of town.

### e) Bela Bela Town Engineering Services

#### i) Water

Bela Bela Town receives its water from three main sources:

- The Magalies Water bulk feeder line from Roodeplaat Dam (2.8MI per day);
- The Plat River Dam to the north-west of town (10.6MI per day); and
- Three boreholes in the Roodepoort smallholdings area to the south-west of town (0.68MI per day).

As illustrated on **Figure 32** water from the three boreholes (0.68MI/day) and the dam (10.6MI/day) is treated at the Water Treatment Works located on Warmbaths Ext 5. From here about 7.5MI/day is pumped to the 6.8MI reservoir located in Warmbaths Ext 13, while surplus (4.29MI/day) is pumped to augment supply at the 12MI reservoir located to the west thereof.

Water from the Roodeplaat Dam is purified at Hammanskraal (Klipdrift Treatment Works) from where 2.8MI per day is pumped northwards to Bela Bela along the Magalies Water Line as shown on Figure 32. At Bela Bela X8 approximately 1.333MI of water per day is extracted from the Magalies Water Line and stored in

the 4MI water reservoir located on the eastern boundary of Bela Bela Ext 8. This reservoir serves Bela Bela Ext 8 and 9 and has storage capacity for about 66 hours.

The remaining 1.467MI of water supply in the Magalies Water Line is then pumped into the 7MI and 12MI reservoirs located at the north-western end of town close to Panorama Park.

The 7MI reservoir serves northern and north-eastern parts of town, including Inthaba Indle, Bospoort, Royal Northland and Bela Bela Ext 5, 6 and 7 (2.771MI/day).

The 12MI reservoir provides water (3.273MI/day) to all the Warmbaths extensions, including Gholfbaanpark, Jinnah Park, Eau Montagne and Future Ext 25. It also provides water to the industrial townships to the south of the railway line and Warmbaths Ext 20. (It is important to note that the additional peak flow for Warmbaths Ext 25 is not currently available and new water resources will have to be developed to accommodate all 1420 proposed dwelling units).

The 6.8MI reservoir located in Warmbaths Ext 13 provides water to Aventura (0.495MI/day) and Bela Bela Ext 1, 2, 3 and 4 (2.505MI/day) respectively.

It should be noted that the 10.6MI/day extracted from the Plat River Dam is significantly higher than the recommended safe yield of the dam which stands at 3.186MI/day.

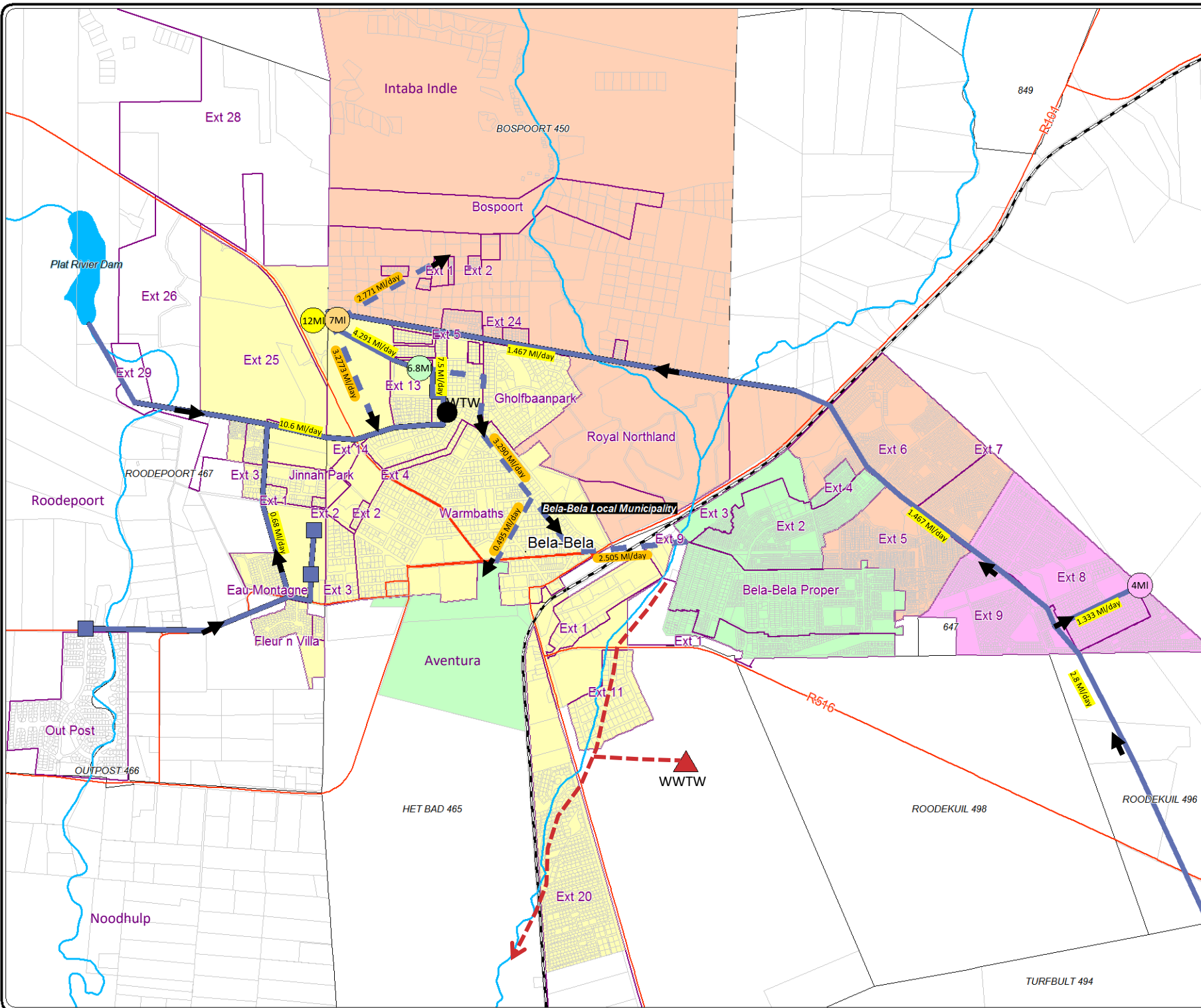


# Bela Bela Local Municipality

## Local Context

### Legend:

- Cadastral
- Water Treatment Works (WTW)
- ▲ Waste Water Treatment Works (WWTW)
- Feeder Pipeline
- - - Distribution Pipeline
- Borehole
- 4 MI Reservoir
- 6.8 MI Reservoir
- 7 MI Reservoir
- 12 MI Reservoir
- Provincial Roads
- Railway Lines
- Dams and Rivers





The Magalies Water Board contractual supply capacity to the town is 4.5MI/day but it can only provide 3MI/day. There is no spare capacity available for Bela Bela Town or Pienaarsrivier.

There is potential to augment water supply to town by way of more boreholes in high yielding areas – specifically the Roodepoort area to the west of town.

### ii) Sanitation

The Bela Bela Waste Water Treatment Works is located adjacent to the south of Bela Bela Ext 11. The plant has a capacity of 5.5MI/day, but it has proven its ability to accommodate peaks of up to 6MI/day.

However, the sewer system cannot deal with the additional flow when it rains due to the significant contribution from stormwater ingress. This frequently results in sewerage overflow which is of great concern as a health hazard.

The following sections provide a more detailed description of the various parts of Warmbaths and Bela Bela extensions.

#### *2.10.1.1 Northern Residential Extensions*

**Figure 33** depicts the composition of the residential areas located to the north of Bela Bela CBD of which Warmbaths Proper represents the majority part.

Notable in this regard is the concentration of medium density residential development closer to the CBD area. This includes single/ double storey townhouses and 2/3 storey flats.

Warmbaths Ext 2, 3, 12 and 14 are all located to the north-west and include, amongst others, the high school, primary school, a retirement village and the St. Vincent private hospital.

Adjacent to the west thereof are the Jinnah Park and Spa park extensions with proposed Warmbaths extension 25, 26 and 28 to the north thereof earmarked for future mixed income residential development.

To the north of Warmbaths Proper is extensions 4, 5 and 13, the latter also comprising the Renaissance Retirement Village. Panorama Park and Gholfbaanpark (which is only partially developed) also forms part of this area.

Several smaller townships also exist in the Bospoort area to the north thereof.

The Royal Northland Estate was intended to be launched as an upmarket residential area around the year 2008, but it never developed any further. Apparently there is currently interest by a private developer to take over the project.

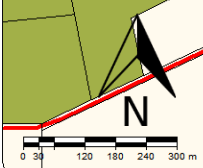
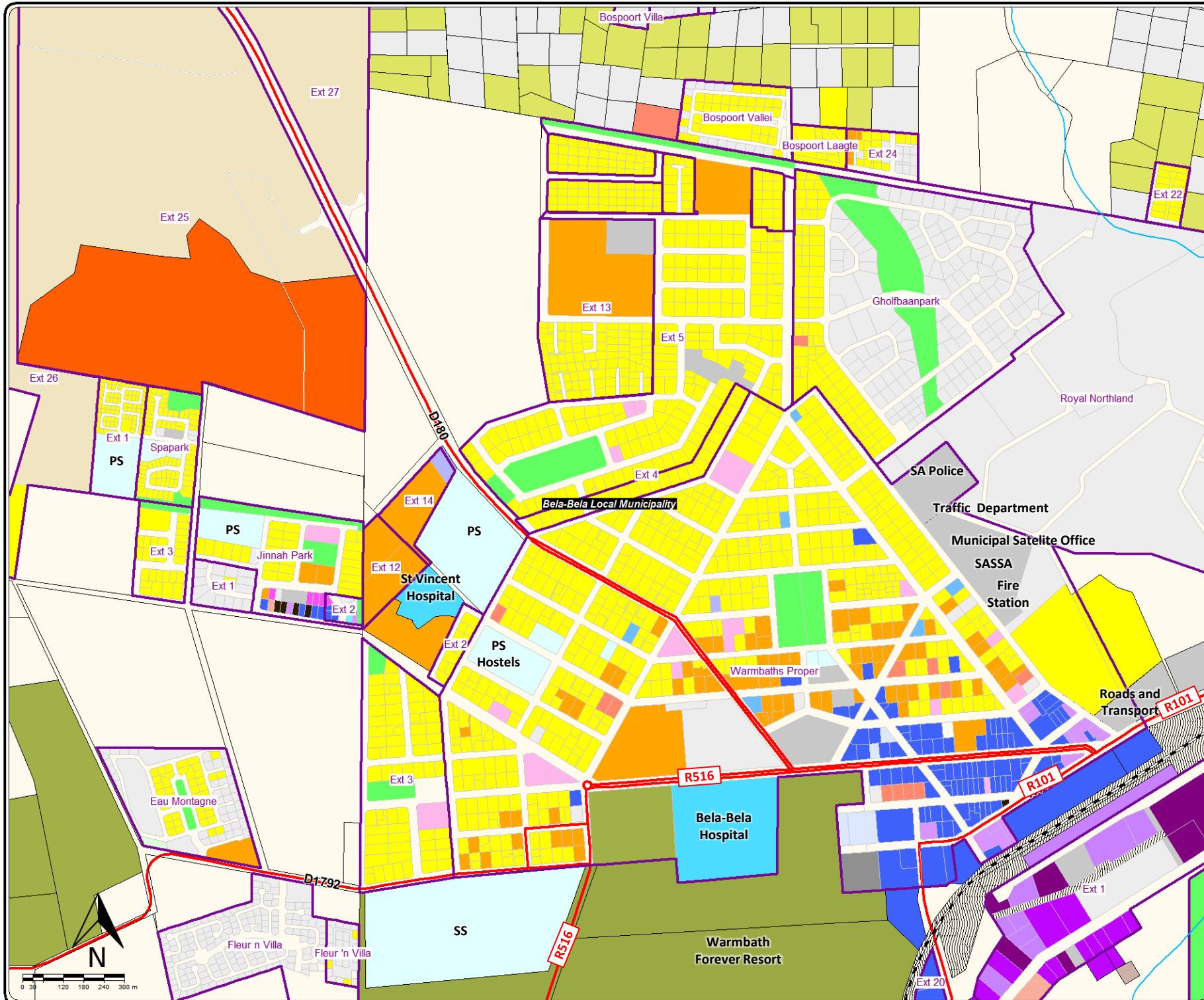
The Bela Bela Provincial Hospital and the municipal offices are located along Voortrekker Street in the southern parts of Warmbaths Proper. The municipal clinic is also located in this precinct.



# Bela Bela Local Municipality

## Bela-Bela Town (North) Land Use

- Residential
- Medium Density Residential
- Small Holding
- Vacant Small Holding
- Informal Settlements
- Hotel/Overnight Accommodation
- Retail/Office
- Religion
- General Industrial
- Industrial
- Commercial
- Household Enterprise
- Storage
- Scrapyard
- Municipal
- Educational
- Institutional
- Parking
- Public Transport
- Resort
- Private Open Space
- Public Open Space
- Extensive Agricultural Activity
- Cultivated Land
- Cemetery
- Vacant





The far eastern part of Warmbaths Proper along Van der Merwe Street comprises a Department of Roads and Public Transport Depot and affordable housing precinct to the south, followed by the SASSA offices, a municipal satellite office, the municipal vehicle testing grounds and the Bela Bela police station to the north.

### 2.10.1.2 Bela Bela CBD and Industrial Area (Activity Area)

**Figure 34** depicts the Bela Bela activity area comprising, amongst others, the CBD, and the two industrial areas (X1 and X11).

The CBD boundary as illustrated on Figure 34 was approved as part of the Bela Bela CBD Plan compiled in 2011. The CBD boundary covers an area of about 195ha of land hosting a variety of land uses. This includes retail and offices, motor services, low and medium density residential development, community facilities, hotel/ accommodation facilities and the Warmbaths Forever Resort.

Retail activity is mainly concentrated in the central part of the CBD and along the southern extension of route R101 across the railway line.

Prominent retail establishments include the Bela Mall<sup>(1)</sup>; the Waterfront business centre<sup>(2)</sup>; Pick 'n Pay shopping centre<sup>(3)</sup> with the municipal taxi rank adjacent to the west thereof; the fast-foods centre<sup>(4)</sup> to the east of Pick 'n Pay; the Shoprite Checkers<sup>(5)</sup> to the north of Pick 'n Pay; and the SPAR centre<sup>(6)</sup> one block further to the north. It is notable that all these facilities are located along either the R101 and/ or R516.

The Bela Mall is a newly constructed shopping mall measuring roughly 17 800m<sup>2</sup> while the Waterfront business centre is a popular landmark and refreshment destination for tourists at the southern entrance to town from the N1 freeway. (The economic slump experienced since 2015 had a significant impact on this facility with several tenants closing down).

Apart from the above, business activity is also strongly concentrated along route R516 and R101 in the eastern extents of the CBD. Several new developments and redevelopments have occurred along route R101 (east) in the CBD over the past five years. This strip<sup>(7)</sup> currently comprises a cluster of commercial activities including motor related services and hardware stores (Toyota, Auto Zone, HI Q, Midas, as well as Cashbuild and Built It). Several filling stations also exist along this section of route R101.

Bordering the retail and office establishments of the CBD to the north is a combination of medium-density residential development and overnight accommodation/ guesthouses.

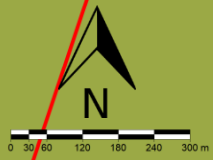
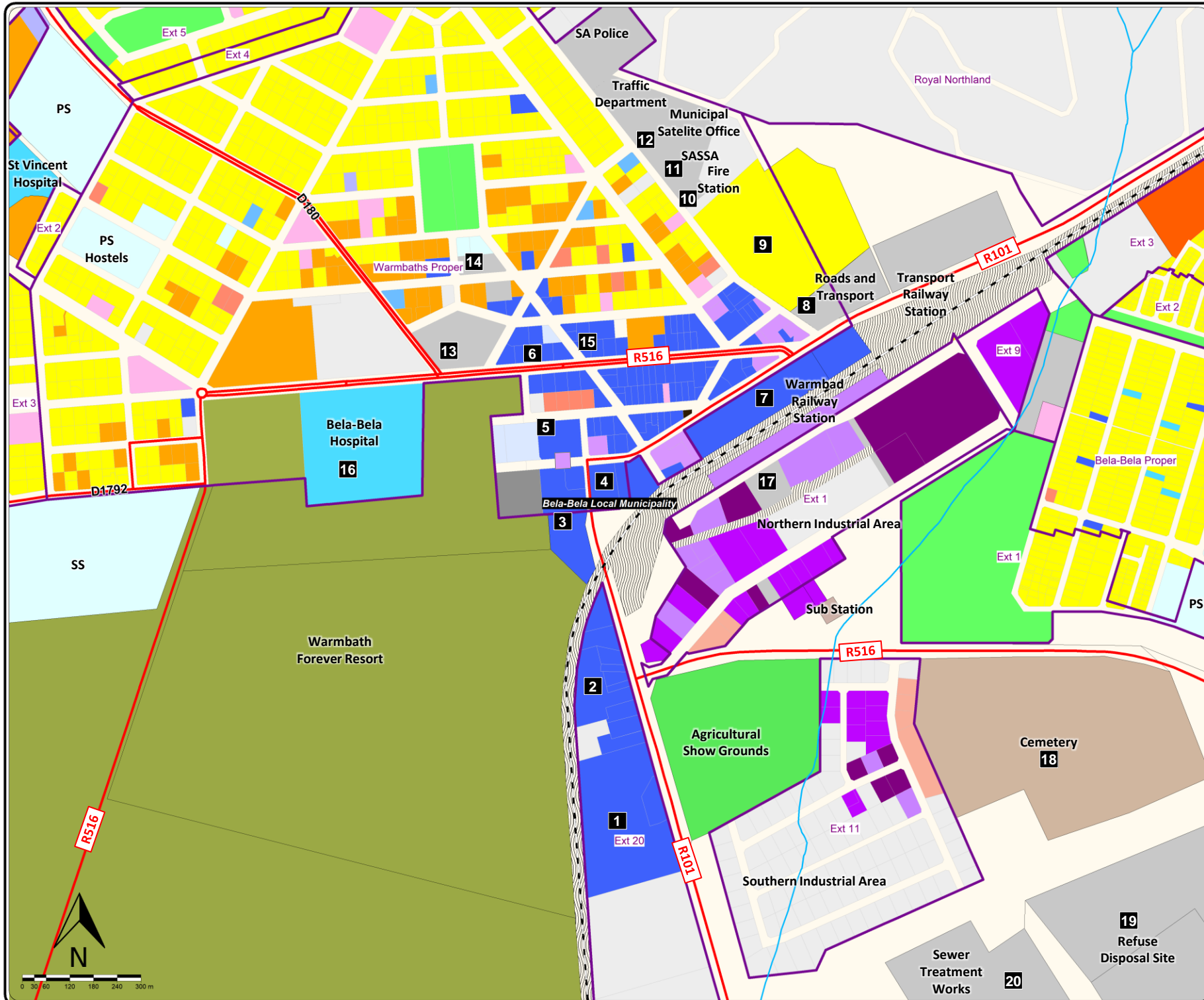
Figure 34 also indicates the community facilities located in the CBD. A cluster of community facilities along Van der Merwe Street comprise of the Cost Centre of the Department of Roads and Transport/Public Works<sup>(8)</sup> at the intersection with route R101; the Municipal Flats<sup>(9)</sup>, Fire Station<sup>(10)</sup>, SASSA Office<sup>(11)</sup>, Municipal satellite office with Municipal License/ Testing Grounds<sup>(12)</sup> and the SA Police to the north thereof.



# Bela Bela Local Municipality

## Bela-Bela Town Land Use

- Residential
- Medium Density Residential
- Small Holding
- Vacant Small Holding
- Informal Settlements
- Hotel/Overnight Accommodation
- Retail/Office
- Religion
- General Industrial
- Industrial
- Commercial
- Household Enterprise
- Storage
- Scrapyard
- Municipal
- Educational
- Institutional
- Parking
- Public Transport
- Resort
- Private Open Space
- Public Open Space
- Extensive Agricultural Activity
- Cultivated Land
- Cemetery
- Vacant





Other community facilities located in the CBD area include the Bela Bela municipal offices and clinic<sup>(13)</sup>, the magistrates court<sup>(14)</sup>, the post office<sup>(15)</sup> and the Bela Bela Provincial Hospital<sup>(16)</sup>. The private St Vincent Hospital is located to the far north-west next to the primary school. The municipal vehicle testing centre<sup>(17)</sup> is located within the industrial area south of the railway line.

The Bela Bela industrial areas (X1, X9 and X11) are located to the south of the railway line and both north and south of route R516 as it enters town. Warmbaths extensions 1 and 9 constitute the northern industrial area which is almost fully developed. Industrial activity in this area consist of motor repair services, steel works, an Engen Depot, NTK silos, pharmaceutical storage units, builders yards and Eskom depot. A pedestrian bridge links the industrial area across the railway line to the CBD.

The Warmbaths extension 11 industrial area to the south of route R516 has a number of sites that are still vacant. However, some of the stands fall within the 1:100 year flood line which limits their development potential.

Enterprises established in the southern industrial area includes a scrapyard, gas distributor, agricultural crop protection business, liquor storage and distribution facility, waste recycling storage facility etc.

The town's cemetery<sup>(18)</sup>, the municipal refuse disposal site<sup>(19)</sup> and the sewer treatment works<sup>(20)</sup> are all located in a cluster to the south of route R516, and adjacent to extension 11.

The municipal showgrounds are no longer operational but the strategic location of this land renders it highly valuable.

### *2.10.1.3 Bela Bela Township*

The following section highlights the spatial character of the former Bela Bela Township as reflected on **Figure 35**. It also provides a more detailed description of the local economy of the area.

#### **a) Spatial Structure and Surrounding Land Use**

The Bela Bela Township is triangular shaped and it lies between route R101 and the railway line to the north, and route R516 to the south. The township measures approximately 2.5 km from north to south, and 4.3 km from east to west. It is surrounded by large pockets of vacant land and small scale (informal) crop farming to the north-east and south.

To the north a builders yard and motor repair services are located adjacent to route R101 with the undeveloped Royal Northland Estate further to the north-west (see Figure 35). The Bela Bela industrial area (X9) borders the township to the west while a part of the Towoomba Agricultural Research Centre is located to the south of Bela Bela Township.

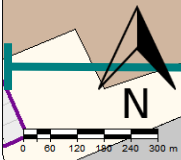
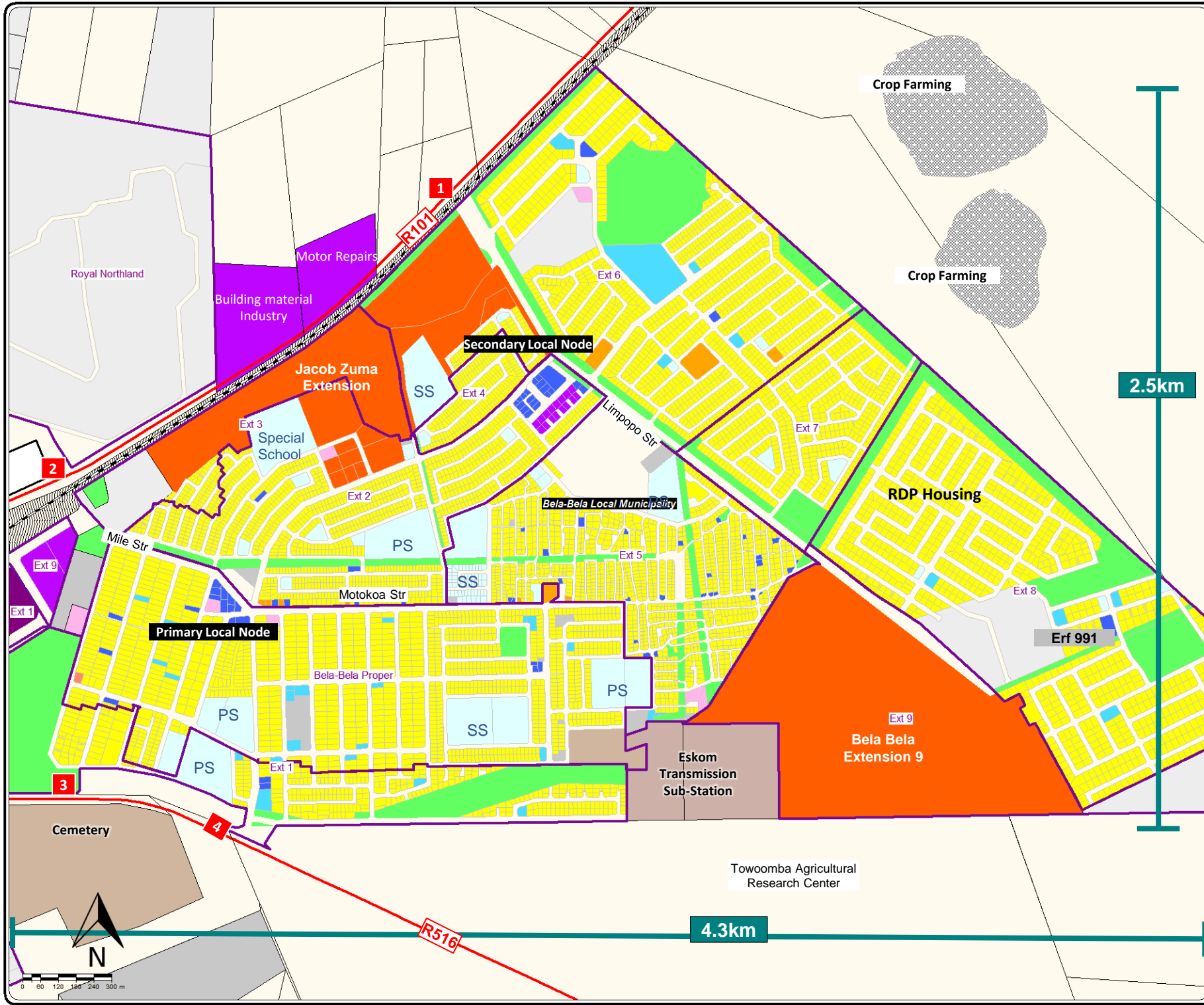
The central part of the township comprises Bela Bela Proper with extension 1 to the south thereof and Extensions 2, 3 and 4 to the north (refer to Figure 35). Extension 5 is located to the north-east. Extension 6 represent the far north-



# Bela Bela Local Municipality

## Bela-Bela Township Land Use

- Residential
- Medium Density Residential
- Small Holding
- Vacant Small Holding
- Informal Settlements
- Hotel/Overnight Accommodation
- Retail/Office
- Religion
- General Industrial
- Industrial
- Commercial
- Household Enterprise
- Storage
- Scrapyard
- Government
- Municipal
- Educational
- Institutional
- Parking
- Public Transport
- Resort
- Private Open Space
- Public Open Space
- Extensive Agricultural Activity
- Cultivated Land
- Cemetery
- Vacant





eastern end of the township with Bela Bela extension 7 and extension 8 (under construction) located to the south thereof. Extension 9 currently hosts an informal settlement while the Jacob Zuma informal settlement is located on extension 3 and part of extension 6 in the northern parts of the township.

## b) Movement Network

There are four access points to the township; two along route R101 to the north (across the railway line) and two along route R516 to the south.

The main access road into the township is Mile Street which links into Motokoa Street and runs from west to east through the central parts (extensions 2, 5 and Proper) of the township area. From here it links into Limpopo Street which runs in a north-south direction giving access to extensions 6, 7, 8 and 9 along the eastern end of the town.

Private vehicular usage is relatively low in the township, and therefore residents walk to and from work which is mostly in the surrounding CBD and industrial areas located to the west.

## c) Business Nodes and Economic Activity

Bela Bela Township has minimal business activity, mainly concentrated in two local business nodes. The information box below highlights some of the economic issues of the community as noted in the Bela Bela LED Strategy.

### LED Related Issues:

- *Local economy benefit the foreigners more than the locals.*
- *Lack of health inspectors to visit shops that sell products that have expired.*
- *EPWP temporary workers are not permanently employed in the Municipality as and when opportunities are available.*
- *Tender processes and procedures are not transparent.*
- *Lack of information on LED (training, workshops, skills development etc.).*
- *Limited development of SMME's and Cooperatives.*
- *Complicated procedure to acquire loans for SMME's.*
- *Community members are not empowered with basic computer literacy and work based ICT skills.*
- *Sustainable projects/ initiatives are limited (farming, agriculture, business managerial skills, etc.).*

The primary local business node is located along Mile Street and Motokoa Street in extension 2. The second local business node is situated along Limpopo Street at the eastern end of extension 2 and opposite extension 6. The section below describes the two business nodes in greater detail.

### i) Mile Street Business Node (Refer to Figure 36)

- The Mile Street business node comprises a range of small localised facilities such as supermarkets, tuck-shops, homes offices, and a pharmacy, liquor store, funeral services, car wash and informal trading business.
- This results in high volumes of pedestrian movement along this section of the route.
- There are also two public parks along Mile Street and a cluster of community facilities situated along Moloto Street to the west.
- The majority of informal trade activity is located along the northern side of Mile Street closer from the entrance at route R101 and up to the business

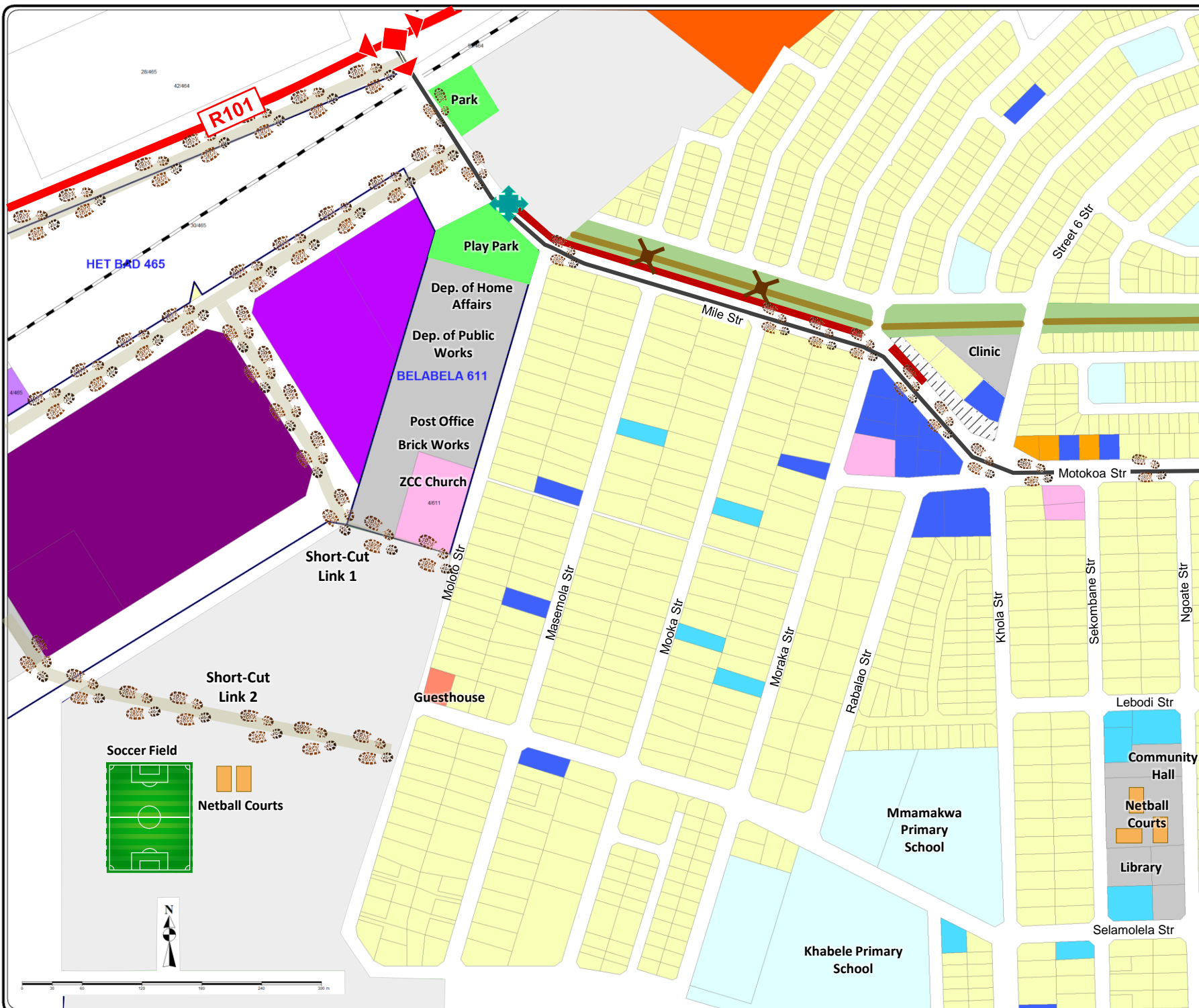


# Bela Bela Local Municipality

## Bela Bela Township Mile and Motoko Street Business Node

### Legend

- Regional Road
- Local Access Road
- Railway Line
- Low Density Residential
- Medium Density Residential
- Informal Settlements
- Retail/Office
- Commercial
- Light Industrial
- Informal Trading
- Municipal
- Educational
- Institutional
- Religious
- Drainage System
- Public Open Space
- Pedestrian Bridge
- Main Pedestrian Movement
- Vacant
- Entrance Point
- Advertisement Signage
- Soccer Field
- Netball Court





node. (Also see **Photographs 1 to 6** in **Annexure A** which display the various types of informal trading activities).

- Informal trade mainly comprise perishable goods such fruits and vegetables, livestock chickens, snacks and sweets etc. Imperishable goods such as clothing, shoe repairs and public telephone services also occur frequently.
- Most of the informal trading structures are made from iron, zinc, plastic or tent-like material but some traders formalised their trading structures by erecting small-sized brick units which front to the main street. The structures have a small street front window to interact with customers. (See **Photographs 7 and 8** in **Annexure A**).
- Parts of the open space system north of Mile Street have been provided with playground equipment for children. The open space system contains a stormwater culvert.
- There are two small pedestrian bridges (**Photo 12**) across the stormwater culvert drainage system to provide residents access to Mile Street.
- Pedestrian movement is predominantly along Mile Street (**Photo 9**) and Motokao Street with the highest intensity along the informal trading area. The eastern section of Motoko Street is not provided with pedestrian walkways (**Photo 10**).
- A well-defined pedestrian walkway exists from the main entrance of the township along route R101 (**Photo 11**) leading to the Bela Bela CBD as the majority of residents have to walk to the CBD.
- There are three informal pedestrian routes leading into the industrial area adjacent to the west of the township. One of these runs along a gravel road parallel to the south of the railway line, and two more pedestrian links exist to the south between the sports and recreational facility and ZCC Church.

- Lighting along the main pedestrian movement desire-lines consists of high-mast lighting.
- The public environment of the township is relatively clean and waste bins are provided mainly at the informal trading area.

### ii) Limpopo Street Business Node

- **Figure 37** depicts the Limpopo Street local business node, located to the north of the township in close proximity to extension 6. The business area consists of a supermarket, hair-dresser, clinic, funeral service, and welding works. (See **Photos 13-15**).
- There are also a few low-key industrial activities like brick-making with a number of stands being vacant.
- Informal trading activity at the Limpopo Street business node is very limited.
- Located close to the taxi rank (**Photo 16**) is a private-practitioner clinic and tuck shop.
- Some erven are under construction but it is uncertain for what land use purpose.
- South of the node is an agricultural green-house structure (**Photo 17**), religious place, soccer field and the Albert Luthuli primary school.
- No provision is made for pedestrian walkways in the surrounding road network (**Photo 18**).



## Bela Bela Local Municipality

### Bela Bela Township

#### Limpopo Street Business Node

##### Legend

- Regional Road
- Local Access Road
- Low Density Residential
- Informal Settlements
- Retail/Office (24-26,28)
- Municipal
- Educational
- Institutional
- Religious Place
- Taxi Rank Facility
- Drainage System
- Sports Fields
- Agriculture
- Vacant
- Development Under-Construction





## d) Residential Development

The majority of the Bela Bela Township area is formalised and comprises mainly of single stand erven. The character of housing varies from old RDP houses to modern architectural designs, and new RDP houses. (See Annexure A: **Photographs 19-24**). RDP housing is currently being constructed in extension 8 in the far south-eastern parts of the township. Backyard rental units occur frequently and act as means for permanent residents to earn an additional monthly income.

**Photograph 24** reflects the typical state of informal dwelling structures in informal settlements. The Jacob Zuma Informal Settlement in Extension 3 lies to the north of the township, and covers an area of roughly 34.6ha. Bela Bela Extension 9 informal settlement is situated at the southern extent of the township and measures an estimated 51.7ha. Erf 9331 to the south-east also comprise an informal settlement which measures 3.4ha. Collectively the informal settlements cover about 90ha of land.

## e) Community Facilities

There are two clusters of community facilities in Bela Bela Township. The main cluster is located at the western entrance to the township, and is bordered by the industrial area in the west (see Figure 35). It comprises of the Department of Home Affairs, Department of Public Works and a post office (see **Photographs 25 to 27 in Annexure A**).

The second cluster of community facilities is located close to the entrance on route R516 to the south and consists of a community hall, a library and sports and recreation facility.

Several other community facilities are widely distributed throughout the township. These include, amongst other, the Bela Bela Clinic and HIV and AIDS Group Prevention Centre located along Mile Street and Matokoa Street (see **Photograph 28**), and a medical facility (not utilised) to the east of the area.

There are also two cemeteries at the southern periphery of the township. The one in Bela Bela Proper is fully developed and the other is developed to about 50% of its capacity.

Educational facilities are well distributed throughout the entire township, and there are in total five primary schools, three secondary schools and one special school.

There are two sport and recreation facilities in the township with adequate sports fields. The sports facility south of the Department of Public Works and post office makes provision for soccer and netball. The property is not fully developed and additional facilities can be established in future. The second sport and recreational facility is located south of the main local business node and consists of two netball courts and a tennis court.



The township holds three public parks: two are located to the north-west close to the main entrance, and the other park (Lethabile Park) is located south of the Motokoa Street within the residential fabric.

The public parks located at the entrance to the Bela Bela Township are well-utilised (see **Photographs 29 and 30**). The public park at the main entrance to the township is strategically located as it is close to the cluster of community facilities and informal trading activity. The park is furnished with children's play equipment and public seating area, reflected on **Photograph 30**.

### 2.10.2 PIENAARSRIEVER

#### a) Spatial Structure and Movement Network

Pienaarsrivier lies in the far southern extents of the Bela-Bela LM between route R101, the railway-line, and the N1 freeway. The area is relatively small and comprises limited retail, light industrial and residential development (refer to **Figure 38**). It consists of Pienaarsrivier Extension 1 which is fully developed and Pienaarsrivier Township of which only the eastern extents have been developed to date.

Route D626 from Rust de Winter runs through the northern parts of the town linking up to route R101 in the vicinity of the Pienaarsrivier railway station. It also has an access interchange onto the N1 freeway. Further to the north route D1160 links to route R101 from where it runs in a westerly direction towards

Koedoeskop. To the north of Pienaarsrivier railway station the railway line splits off towards Settlers to the north-east and east to the Kalkheuvel settlement.

A pedestrian bridge<sup>(1)</sup> is constructed over the railway line at the Pienaarsrivier station.

#### b) Economic Activities

Agricultural related activity is dominant in the surrounding area and comprises mainly of crop and livestock farming.

Business activity is concentrated at the intersection of route D626 and R101 from where it extends further southwards along R101 up to the southern end of the Pienaarsrivier Township (see Figure 38). Activities at the northern business node entails a small general dealer<sup>(2)</sup>, a building material industry<sup>(3)</sup> and a number of informal traders<sup>(4)</sup>. Informal traders mainly trade in perishable goods, and none of the structures are permanent. Trucks use this intersection informally as a truck stop<sup>(5)</sup> as it is adjacent to and accessible to the N1 freeway.

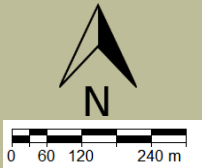
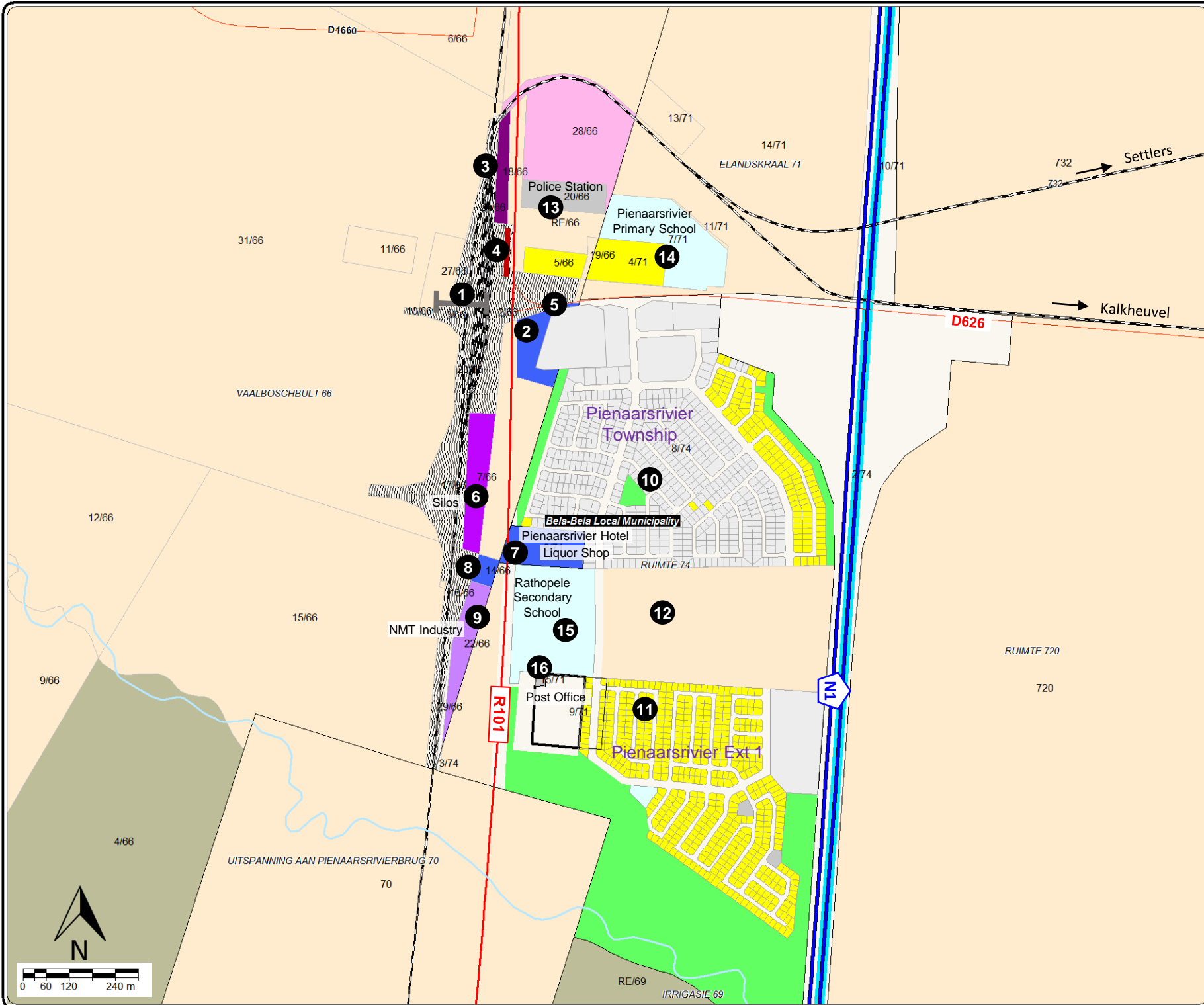
Economic activity further south along route R101, comprises the NTK silo structures<sup>(6)</sup>, supermarket, the Pienaarsrivier Hotel<sup>(7)</sup>, a filling station<sup>(8)</sup> and the NTK mill<sup>(9)</sup>. There is limited informal trade in this node.



# Bela Bela Local Municipality

## Piensaarsrivier Land Use

- Dwelling Unit
- Informal Settlement
- Medium Density Residential
- Hotel/Overnight Accommodation
- Small Holding
- Retail / Offices
- Dwelling Office
- Municipal
- Educational
- Religion
- Fitness Centre
- Household Enterprise
- Commercial
- General Industrial
- Motor trade/Services/Filling Station
- Light Industrial
- Industrial
- Storage
- Scrap Yard
- Institutional
- Medical
- Parking
- Extensive Agriculture
- Cultivated Land
- Cemetery
- Resort
- Private Open Space
- Public Open Space
- Public Transport
- Rail Transport Services
- Special
- Vacant
- Vacant Building
- Vacant Small Holding
- Residential counts
- RAILWAYS
- ROADS\_MAIN
- ROADS\_MAJOR
- ROADS\_SEC
- RIVERS
- Street Name Text





## c) Residential Development

The Pienaarsrivier Township<sup>(10)</sup> and Pienaarsrivier Ext 1<sup>(11)</sup> residential areas comprise low density residential development. There are roughly 1109 residential stands in these townships. Extension 1 is fully developed while some 70% of erven in Pienaarsrivier Township are still vacant. Central to the residential extensions is a large vacant land parcel<sup>(12)</sup> which could possibly accommodate infill residential development in future.

## d) Community Facilities

Community facilities in Pienaarsrivier include a police station<sup>(13)</sup> to the north, two educational facilities namely the Pienaarsrivier Primary<sup>(14)</sup> School and Bathopele Secondary School<sup>(15)</sup> and a post office<sup>(16)</sup>.

## e) Engineering Services

Pienaarsrivier has a waterborne sewerage system with oxidation ponds located on privately owned land. The capacity of this sewerage system is adequate for all the existing erven in the proclaimed towns.

Water is provided via the Magalies Water bulk pipeline from Roodeplaat Dam to Bela Bela Town passing to the west of Pienaarsrivier.

## 2.10.3 KALKHEUVEL

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The settlement of Kalkheuvel is situated to the east of Pienaarsrivier along route D626, and is approximately 5km away from Pienaarsrivier (**Figure 39**). There is only one non-residential site<sup>(1)</sup> situated to the east of the residential area, as illustrated on Figure 39. This is associated with the mining activity which occurred here historically. Signs of the historic excavations in the surrounding area are visible in the surrounding areas.

Kalkheuvel consists of roughly 25 residential stands<sup>(2)</sup> and a public area<sup>(3)</sup>. There are no community facilities.

## 2.10.4 RADIUM/MASAKHANE

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### a) Spatial Structure and Movement Network

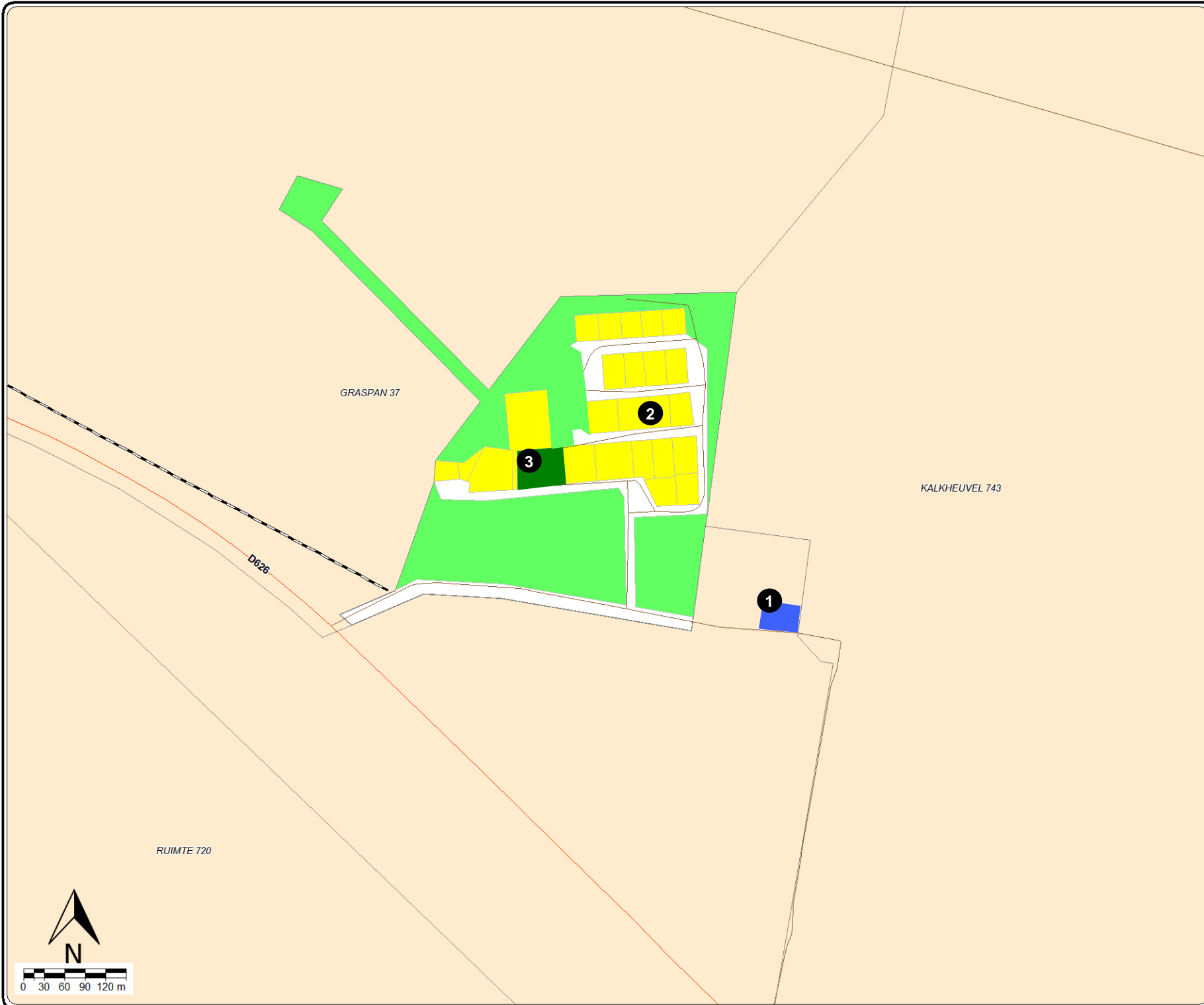
Radium is located along route R101, midway between Bela-Bela CBD and the Pienaarsrivier settlement around the Radium railway station (**Figure 40**). The Welgegund/ Masakhane residential area is located about 2.5 km to the west thereof along route D1660 (which also extends into the Moretele municipal area to the west). Route D1905 links into route R101 directly to the north of Radium but it does not have an access interchange onto route N1.



# Bela Bela Local Municipality

## Kalkheuvél Land Use

- Dwelling Unit
- Medium Density Residential
- Small Holding
- Informal Settlement
- Hotel/Overnight accommodation
- Dwelling Office
- Household Enterprise
- Retail / Offices
- Institutional
- Religion
- Industrial
- Light Industrial
- Motor trade Services/Filling Station
- Scrap Yard
- Storage
- Parking
- Cemetery
- Municipal
- Government
- Public Transport
- Rail Transport Services
- Private Open Space
- Public Open Space
- Extensive Agriculture
- Cultivated Land
- Resort
- Pvt Nature Reserve / Game Farm
- Protected Area
- Special
- Vacant
- Vacant Building
- Vacant Small Holding
- Airfield

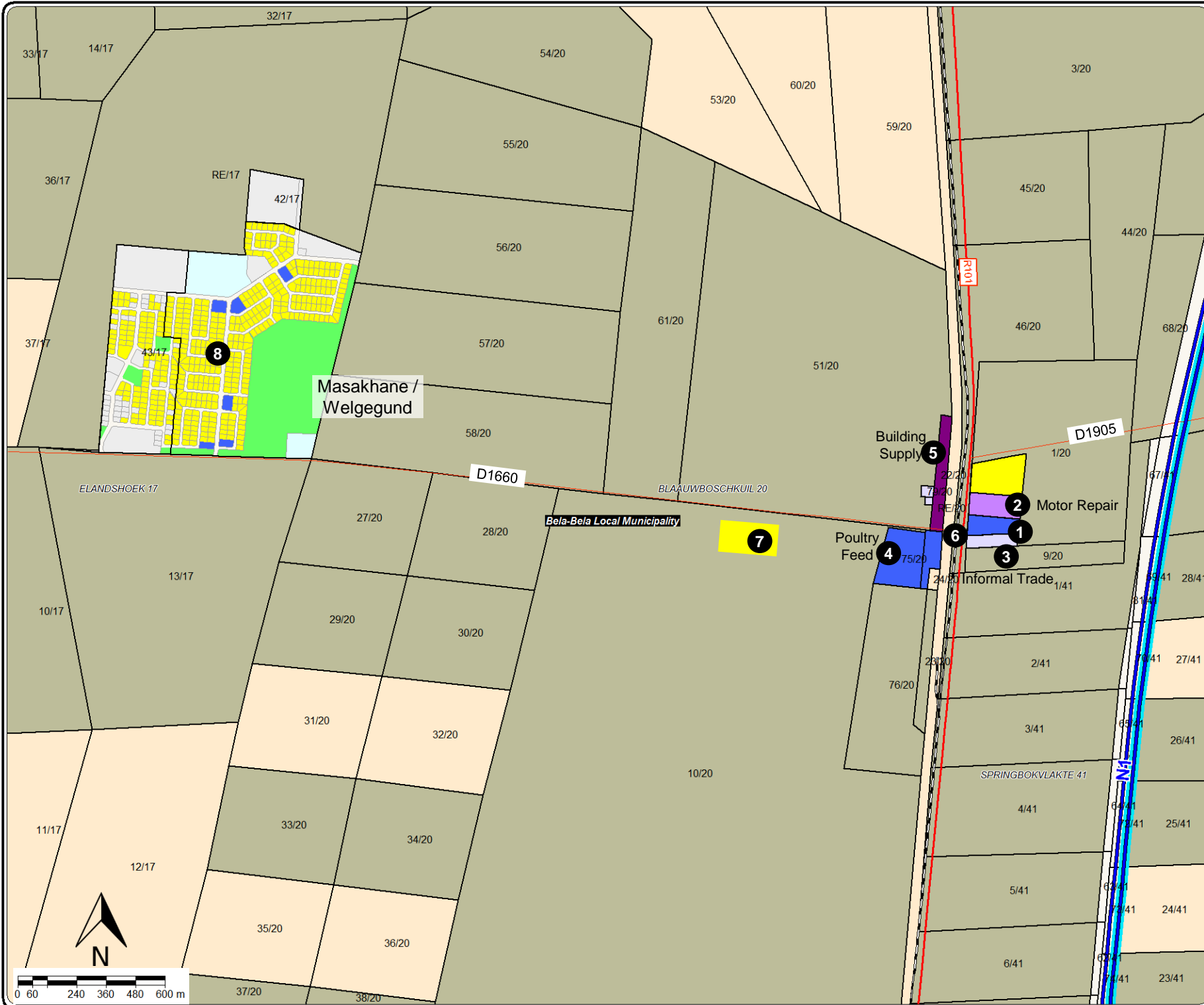




# Bela Bela Local Municipality

## Welgegund Radium/Masakhane Land Use

- Farm Portions
- Parent Farms
- Secondary Roads
- Dwelling Office
- Dwelling Unit
- Educational
- Government
- Hotel/Overnight accomodation
- Industrial
- Institutional
- Medium Density Residential
- Municipal
- Office
- Private Open Space
- Public Open Space
- Question
- Rail Transport Services
- Commercial
- Scrap Yard
- General Industrial
- Special
- Light Industrial
- Storage
- Motor trade/Services/Filling Station
- Vacant
- Parking
- Vacant Building
- Protected Area
- Retail / Offices
- Resort





## b) Economic Activities

Figure 40 illustrates the surrounding area which is characterised by crop farming (mainly sunflower production) on a number of small farms.

Business activity in Radium serves the surrounding farming community, residents of the Masakhane settlement and also some settlements in the Moretele Local Municipality further to the west.

It comprises the supermarket and liquor store<sup>(1)</sup>, furniture shop and motor repair centre<sup>(2)</sup>, milling silos<sup>(3)</sup>, poultry feed milling company<sup>(4)</sup>, grain silos and building material supply outlet next to the railway line<sup>(5)</sup>. There is very limited informal trading<sup>(6)</sup>.

## c) Residential Development

Radium does not have significant residential development, except for the cluster of residential dwelling<sup>(7)</sup> along route D1660. Masakhane/ Welgegund is a formal residential settlement comprising low-cost housing (RDP houses) with approximately 497 residential stands (average erf size of 600m<sup>2</sup>). The area is roughly 70 percent developed. Six large stands are vacant and could accommodate future community and educational facilities.

## d) Community Facilities

Masakhane /Welgegund has one educational facility (Blaauwboschkuil Primary School) located to the north of the settlement.

## e) Engineering Services

Masakhane (Welgegund) has a waterborne sewerage system which was implemented approximately 11 years ago.

## 2.10.5 SETTLERS

### a) Spatial Structure and Movement Network

Settlers is situated on the Springbok Flats in the eastern rural extents of the municipal area (**Figures 41**).

It is located to the south of route R516 and on both sides of the (non-functional) railway line. Route D2536 provides access to Settlers from route R516 with routes D1881 and P85 providing a secondary network to give access to individual properties in and around Settlers.

### b) Economic Activities

Agricultural activity (crop farming) in surrounding areas mainly comprise sunflower and maize.

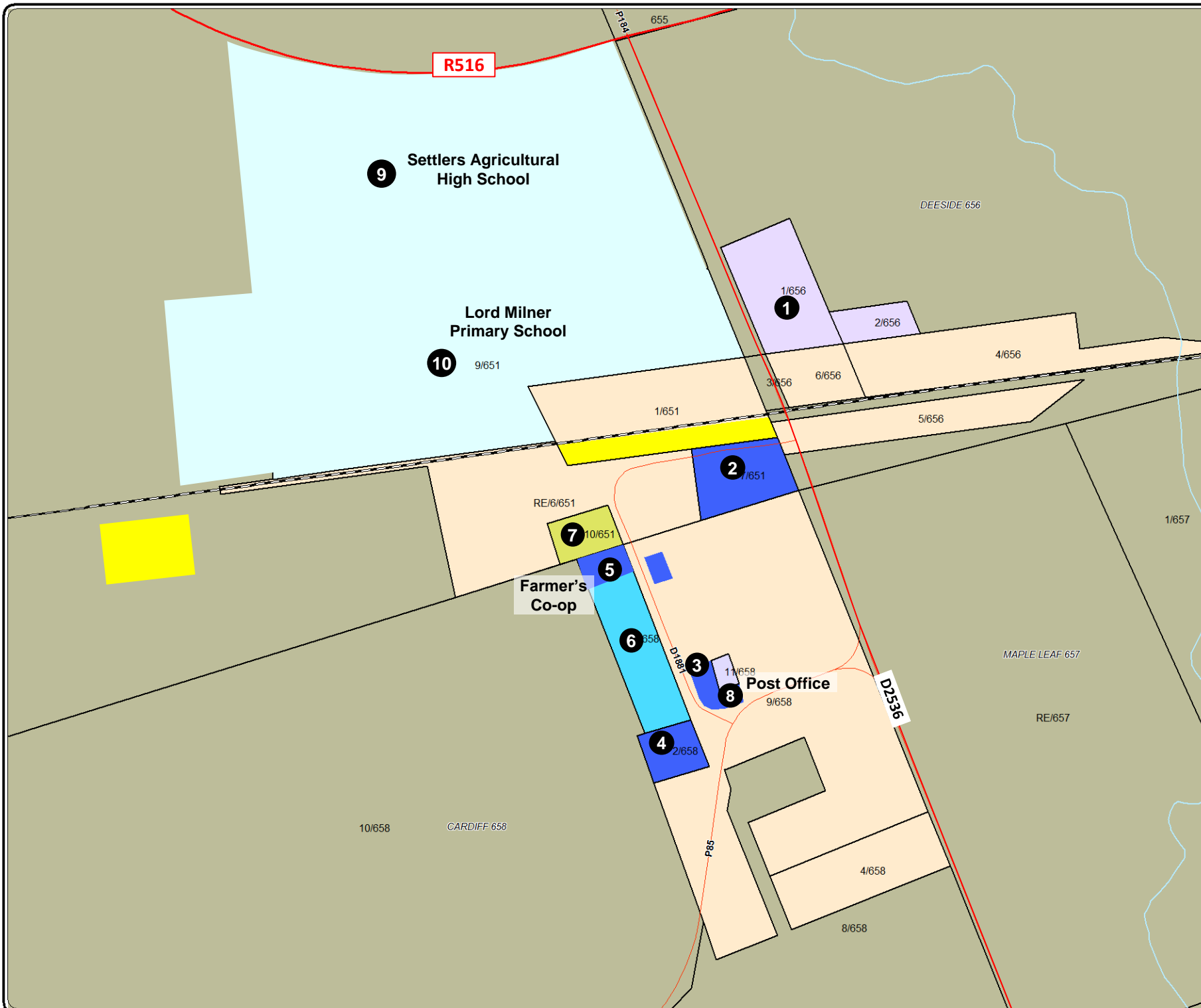


# Bela Bela Local Municipality

## Settlers Land Use

### Legend

- Regional Road
- Secondary Road
- Railway Line
- Low Density Residential
- Small Holding
- Education
- Training Facility
- Retail/Office
- Silos
- Municipal
- Extensive Agriculture
- Cultivated Land





Economic activity consists of the grain silos<sup>(1)</sup> along route D2536, small-scale convenience shops<sup>(2-4)</sup> along the ring-road loop, a farmers co-operative<sup>(5)</sup>, training facility<sup>(6)</sup> and a small holding<sup>(7)</sup>.

### c) Residential Development

There is limited residential development with the strip of railway houses parallel to the south of the railway line in the vicinity of the Settlers railway station being the most prominent.

### d) Community Facilities

There is a post office<sup>(8)</sup> located at the intersection of route P85 and route D1881.

To the north of the railway line are two educational facilities, the Settlers Agricultural High School<sup>(9)</sup> and the Lord Milner Primary School<sup>(10)</sup>. Both educational institutions cater for day-schooling and have boarding facilities for learners.

## 2.10.6 VINGERKRAAL

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### a) Spatial Structure and Movement Network

The settlement of Vingerkraal lies in the far north-western extents of the municipality. It is an informal settlement comprising about 294 structures located on 187ha of private land. It is situated some 35 kilometres from Bela Bela Town

on portion 5 of the farm Vingerkraal 472, and covers an area of approximately 53ha (refer to **Figure 42**). Access to the settlement area is gained from route D536 which leads to the Thabazimbi LM. There is not much economic activity within the Vingerkraal area apart from a few incidences of subsistence farming. The area is however surrounded by prominent regional tourist attractions such as the Phala Phala Wildlife Reserve to the east and Zebula Country Club to the south.

### b) Community Facilities

Community facilities include a school<sup>(1)</sup>, a soccer field<sup>(2)</sup>, and a cemetery area<sup>(3)</sup>.

### c) Engineering Infrastructure




The settlement extracts groundwater from two borehole-systems and at present only one borehole is functioning. According to the IDP, specialist studies were conducted to determine the feasibility of supplying the area with piped water services. It was concluded that there is not sufficient water sources to sustain the settlement.

In terms of sanitation, Vingerkraal residents use a pit latrine system, and there are no adequate road and/ or stormwater infrastructure in the area.



**Bela Bela Local Municipality**

**Vingerkraal**

-  Farm Portions
-  Parent Farms
-  Secondary Roads



**Figure 42**



Source: Google Earth Aerial map 2/2016



## 2.10.7 RAPOTOKWANE

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**Figure 43** depicts the settlement of Rapotokwane, located in the far south-eastern extents of the municipal area on the border of the Dr JS Moroka Local Municipality and City of Tshwane.

The settlement of Rapotokwane covers roughly 222ha of land and it is surrounded by extensive farming activity. It is served by a local road running northwards towards Settlers.

### a) Economic Activities

The majority of residents in Rapotokwane work in the surrounding farm areas.

### b) Residential Development

The area comprises approximately 650 residential stands already occupied and approximately 141 vacant stands. The land is under traditional authority.

### c) Community Facilities

Community facilities include two schools, a clinic, a sports field, a public library, community hall and a cemetery.

### d) Engineering Services

Rapotokwane settlement has a pit latrine system but residents make use of 3 boreholes in the same area for domestic purposes and human consumption.

The amount of water is not sufficient for daily basic needs. The exact flow is not known but a current demand of 99Ml/year (equal to a flow of 3.1 l/s) is needed.

The chance to drill a borehole with a usable yield (>2 litre/second) in the area is only about 50%.

Electricity supply for the area is from Eskom.

## 2.11 KEY ISSUES

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The following is a brief summary of the main development opportunities and constraints prevalent in Bela Bela Municipality:



# Bela Bela Local Municipality

## Rapotokwane

- Farm Portions
- Parent Farms
- National Roads
- Provincial Roads
- Secondary Roads

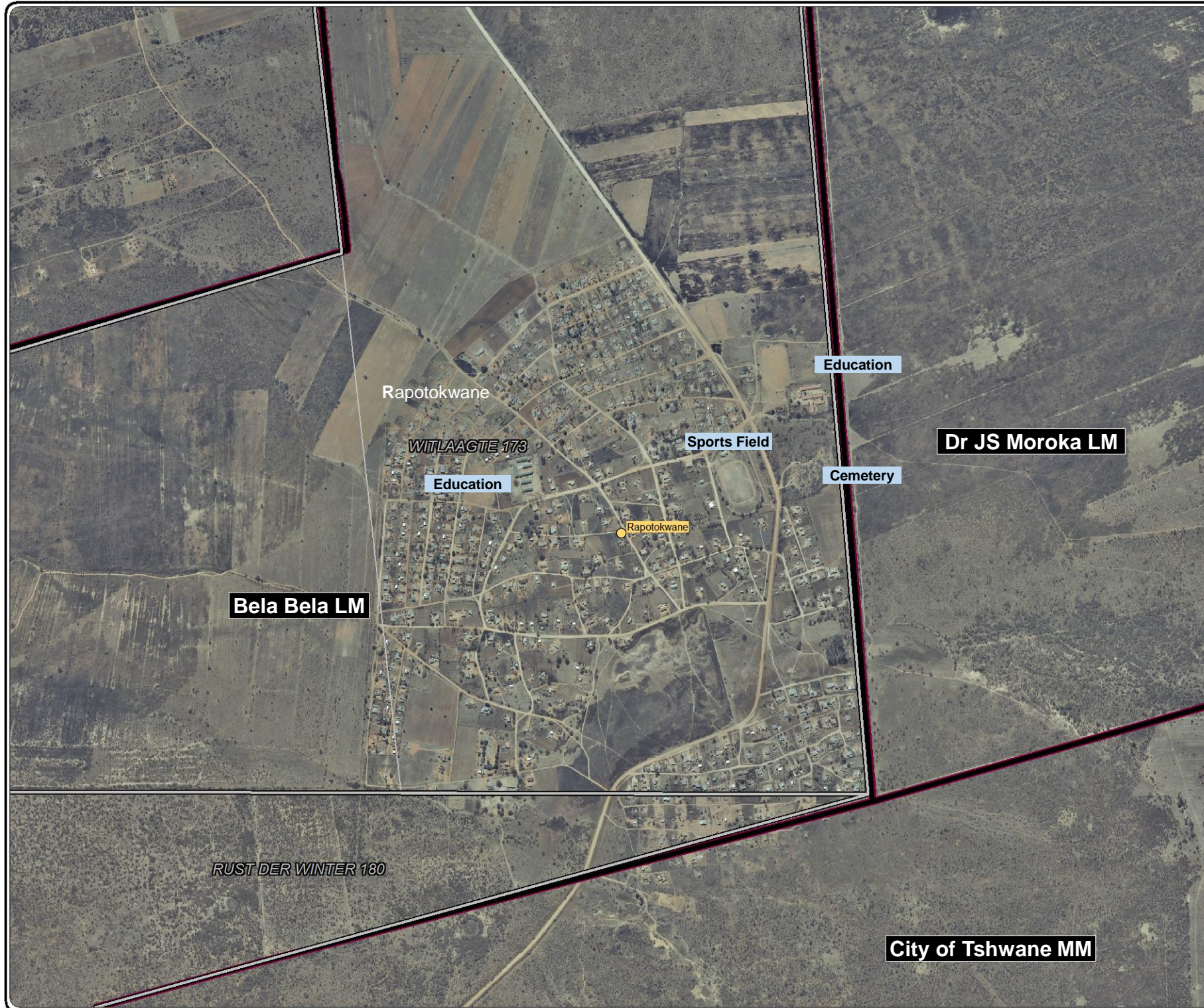


Figure 43

# BELA BELA SDF



Constraints	Opportunities
<ul style="list-style-type: none"> <li>• Inability to provide sufficient services and infrastructure to all the smaller towns/ villages/ settlements in the area.</li> <li>• Backlogs in water provision for Rapotokwane (only 12% have piped water in yard) and supply to Bela Bela Town is almost at threshold.</li> <li>• Housing backlog estimated at 3594 units with limited government land to accommodate the eight informal settlements in Bela Bela.</li> <li>• Need for Environmental Management Guidelines to protect natural resources which act as tourism anchors to the area.</li> <li>• Impact of existing and future mining activities to the west (Thabazimbi) and north (Lephalale) on Bela Bela.</li> <li>• Regional traffic (including trucks) moving through town.</li> <li>• Less than 7% of the population has a tertiary qualification.</li> <li>• High levels of unemployment occur in Rapotokwane (40.3%), Pienaarsrivier (29.1%) and Bela Bela Township (31.8%).</li> <li>• Approximately 80% of the households in the municipal area earn less than R3200 per month.</li> <li>• Large parts of Bela Bela Township are prone to flooding with very limited stormwater management infrastructure.</li> <li>• There is no spatial logic/ rationale guiding new township development in and around town (combined with large scale over supply in higher income market).</li> <li>• Industrial activity is mostly service orientated and does not include labour intensive manufacturing (large scale job creators).</li> <li>• The economic base for Vingerkraal and Rapotokwane is lacking.</li> </ul>	<ul style="list-style-type: none"> <li>• Good location along N1 corridor and in close proximity to Gauteng markets.</li> <li>• Municipal area is close to Botswana borders with route R516 as an important link from N1 freeway.</li> <li>• The Musina-Cape Town railway line passes through the municipal area but is not utilised at all.</li> <li>• Extensive natural resources are available to accommodate two compatible economic activities: tourism and agriculture.</li> <li>• There is an extensive range of holiday resorts, game farms and game reserves in the area, attracting thousands of tourists per annum.</li> <li>• The Springbok Flats generally comprise high potential agricultural land.</li> <li>• The regional road network sufficiently links to all surrounding districts.</li> <li>• The Bela Bela CBD provides a wide range of business services and community facilities to the broader municipal population.</li> <li>• There is land available for extensive expansion of industrial activity.</li> <li>• There is potential for agro-processing industries to be established around Settlers, Radium and Pienaarsrivier.</li> <li>• One of the most viable Tourism Corridors in South Africa is located along route R101-R516 in the municipal area.</li> <li>• A comprehensive range of community facilities serve the social needs of the population in Bela Bela but the small rural populations do not justify facilities at all.</li> <li>• Seven projects comprising 3658 housing units for Bela Bela are part of the Limpopo Multi Year Housing Project Pipeline.</li> <li>• Almost all communities in the municipality have access to electricity.</li> </ul>



## 3 DEVELOPMENT FRAMEWORK

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This chapter represents the Development Framework for the Bela Bela Municipality as well as all the urban and rural towns and settlements in the municipality. **Diagram 1** illustrates the composition of this chapter.

Section 3.1 comprise the Spatial Vision and Land Use Projections for the municipal area.

Section 3.2 represents the Spatial Development Framework for the municipality as a whole, dealing with a number of key elements which collectively contributes towards the municipal SDF.

Section 3.3 consists of six more detailed local Spatial Development Frameworks for Bela Bela Town and the five rural towns and villages respectively as listed in Diagram 1.

Proposals for the Bela Bela CBD and the precinct plan for Bela Bela Township are included in **Annexures B and C** respectively.

Section 3.4 establishes the functional link between the Bela Bela SDF and Land Use Management System.

Finally, Section 3.5 provides the Capital Investment Framework and Institutional Arrangements towards implementation of the Bela Bela SDF.

### 3.1 SPATIAL DEVELOPMENT VISION

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#### 3.1.1 SPLUMA PRINCIPLE ALIGNMENT

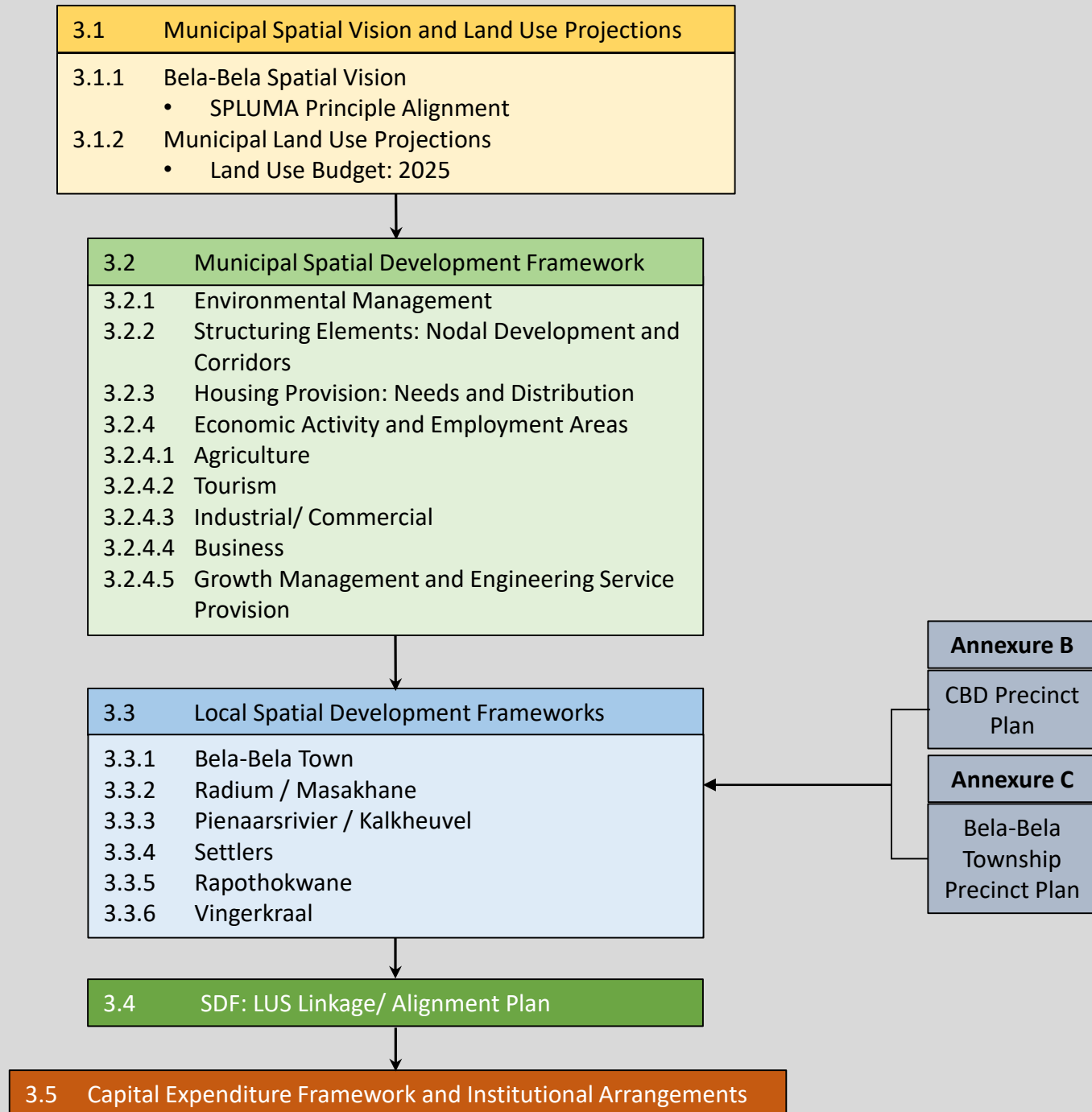
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The Spatial Vision for the Bela Bela Local Municipality is illustrated on **Figure 44**. It evolves around a number of key elements in support of each of the five SPLUMA Development Principles as highlighted below:

##### Principle of Spatial Sustainability

- The Waterberg Biosphere as well as all nature reserves, conservation areas and conservancies are to be protected against urbanisation and non-compatible agricultural uses. Land use applications in these areas should be assessed in line with applicable environmental management guidelines.
- In general, eco sensitive tourism should be promoted along the Waterberg mountains/ biosphere to the north-west, and the Rust de Winter Dam and surrounds to the south-east. The Rust de Winter area should be functionally linked to the Allemanskraal/Vaalbank tourism precinct in Dr JS Moroka (Mpumalanga Province) and Dinokeng Nature Reserve in Gauteng Province.
- All prime agricultural land in the municipal area is earmarked for extensive agricultural use.
- A functional network of activity nodes act as service delivery points to the urban and rural communities in all parts of the Bela Bela LM.
- Residential, commercial and industrial land use activities will be consolidated around the main activity nodes to enhance sustainability and

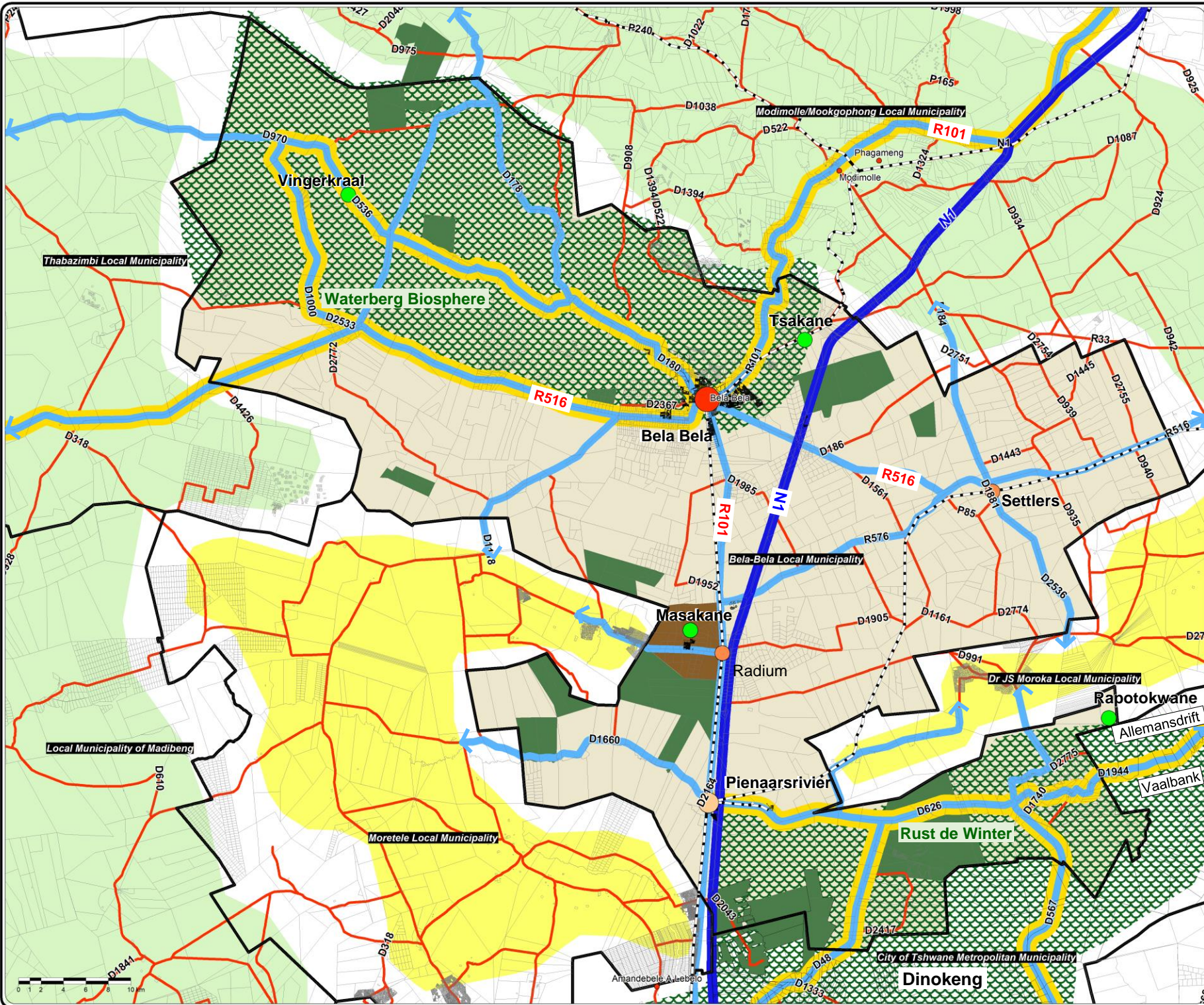
# DIAGRAM 1 : BELA-BELA SDF STRUCTURE



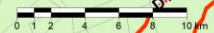


# Bela Bela Local Municipality

## Future Spatial Vision



- N1 Development Corridor
- Regional Connector / Linkages
- Tourism Corridor
- District Growth Point
- Municipal Growth Point
- Rural Node
- Agri Villages
- Rural Communities
- Tourism Focused Areas
- Extensive Agriculture
- Emerging Farmers Hub
- Surrounding Commercial Farming





to limit urban sprawl including Bela Bela Town, Radium, Pienaarsrivier and Settlers. These nodes will support surrounding agricultural communities with a range of community facilities and agro processing infrastructure.

- Four agri-villages are proposed to accommodate small clusters of rural communities working at tourism facilities or on farms. These include Tsakane, Vingerkraal, Masakhane and Rapotokwane (which is a traditional village).

### Principle of Spatial Justice

- Previously marginalised communities will be physically, socially and economically integrated into the urban fabric at activity nodes.
- Such communities will be provided access to well-located land to serve their needs for shelter, social services and economic empowerment.
- In the rural area, the Radium-Masakhane area will become a focus area for establishment of emerging farmers.
- Functional linkages with rural communities in the Moretele and Dr JS Moroka areas will be strengthened.

### Principle of Efficiency

- Regional connectivity will be enhanced towards Moretele, Madibeng, Thabazimbi, Rustenburg and Lephalale to the west; Gauteng to the south; Polokwane and broader Limpopo Province to the north; and Greater Sekhukhune to the east.
- The focus on consolidating land uses at existing activity nodes located along local, provincial and national movement corridors supports the principle of efficiency. The bulk of urban development is focused along the north-south

axis between Bela Bela, Radium and Pienaarsrivier, optimally utilising the road (R101/ N1) and rail infrastructure along this corridor.

- Existing infrastructure (social and economic) is optimally utilised by promoting densification and infill development around these nodal points.

### Principle of Spatial Resilience

- The Spatial Vision for Bela Bela is comprehensive, accommodating all economic sectors prominent in the municipal area, and allowing maximum flexibility to adjust to future changing circumstances.

### Principle of Good Administration

- The successful implementation of the Bela Bela SDF will rely on cooperation between various line function departments/ institutions at national, provincial and local spheres of government, including SANRAL, Transnet, COGHSTA, Environmental Affairs/ Conservation, Agriculture and Rural Development and Land Reform.

Similarly, the participation of the private sector in terms of agriculture, tourism, industrial and business development will be essential.

### 3.1.2 POPULATION PROJECTIONS AND LAND USE BUDGET (25 YEARS)

**Tables 6.1 and 6.2** below summarises the historic, current and projected future incremental population and number of households for the Bela Bela Municipality up to 2040. It distinguishes between the urban population which refers to Warmbaths Town and the Bela Bela Township; and rural which includes all the



rural towns like Pienaarsrivier, Settlers, Radium-Masakhane, Rapotokwane, Vingerkraal and farm residents.

According to **Table 6.1** the 2015 population of 73 318 people will increase to about 93 578 by 2025 and 131 487 by 2040. This implies a total increment of 20 261 people between 2015 and 2025 (about 2026 people per annum) and an additional increment of 37 909 people from 2025 to 2040 (about 2527 people per annum).

In terms of households the current (2015) households which totals 19 931 will increase by 5575 to 25 506 up to 2025 and an additional 10 479 families from

2025 to 2040 when the total households will stand at an estimated 35 985 (see **Table 6.2**).

In broad, it means about 20 261 more people and/ or 5575 more families in the municipal area by 2025. This equals about 558 new households per annum over this 10 year period. About 77% of these households will locate in the urban area and 23% in the rural parts of the municipality.

During the period 2025 to 2040 some 10 479 more households are expected to settle in the municipal area at an annual increment of about 699.

**Table 6.1: Bela Bela Population Projections, 2015-2040**

Population Growth Scenario										
	Historic	Existing	Projections		Population Increment			Increment per annum		
	2011	2015	2025	2040	2011-2015	2015-2025	2025-2040	2001-2011	2015-2025	2025-2040
Urban	44,999	51,322	67,377	94,671	6,323	16,054	27,294	1,285	1,605	1,820
Rural	21,499	21,995	26,202	36,816	496	4,207	10,615	154	421	708
<b>Total</b>	<b>66,498</b>	<b>73,318</b>	<b>93,578</b>	<b>131,487</b>	<b>6,820</b>	<b>20,261</b>	<b>37,909</b>	<b>1,439</b>	<b>2,026</b>	<b>2,527</b>

**Table 6.2: Bela Bela Dwelling Unit Projections, 2015-2040**

Household Growth Scenario										
	Historic	Existing	Projections		Household Increment			Increment per annum		
	2011	2015	2025	2040	2011-2015	2015-2025	2025-2040	2001-2011	2015-2025	2025-2040
Urban	11,675	13,365	17,638	24,828	1,690	4,273	7,191	272	427	479
Rural	6,391	6,566	7,868	11,157	175	1,303	3,288	121	130	219
<b>Total</b>	<b>18,066</b>	<b>19,931</b>	<b>25,506</b>	<b>35,985</b>	<b>1,865</b>	<b>5,575</b>	<b>10,479</b>	<b>393</b>	<b>558</b>	<b>699</b>

Note: Urban includes Bela Bela Township and Warmbad Town  
Rural includes Pienaarsrivier, Settlers, Welgegund Village, Rapotokwane, Rust de Winter

# BELA BELA SDF



**Table 7** depicts the projected income distribution of the incremental population. Essentially, it is expected that approximately 63% of the incremental population/households will fall in the low income bracket, 27% in the middle bracket, and 10% in the high income bracket.

**Table 7: Incremental Households per Income Category, 2015-2040**

TOTAL INCREMENT				
2015-2040				
Area	Low	Middle	High	Total
	R 0 - R 3183	R 3 184 - R 12 817	R 12 818 +	
Urban	7,463	3,386	614	11,463
Rural	2,706	959	925	4,591
<b>Total</b>	<b>10,169</b>	<b>4,345</b>	<b>1,539</b>	<b>16,054</b>
%	63%	27%	10%	100%

TOTAL INCREMENT PER ANNUM				
2015-2040				
Area	Low	Middle	High	Total
	R 0 - R 3183	R 3 184 - R 12 817	R 12 818 +	
Urban	299	135	25	459
Rural	108	38	37	184
<b>Total</b>	<b>407</b>	<b>174</b>	<b>62</b>	<b>642</b>
%	63%	27%	10%	100%

**Tables 8 and 9** depict the existing and future (up to 2025 and 2040 respectively) land use budget for the urban and rural parts of Bela Bela Municipality.

**Table 8: Bela Bela: Urban Land Use Budget (2015-2040)**

Facilities	URBAN			
	Urban Growth 2015-2025		Urban Growth 2025-2040	
	Requirement number	ha	Requirement number	ha
<b>Number of Units</b>	4,273	213.6	7,191	359.5
<b>Population</b>	16,054	-	27,294	-
<b>Business (m<sup>2</sup>)</b>	<b>30,503</b>	<b>10.2</b>	<b>51,859</b>	<b>17.3</b>
Small Free standing & Local retail centre (floor area in m <sup>2</sup> )	4,816	1.6	8,188	2.7
Contribution to Neighbourhood retail centre (floor area in m <sup>2</sup> )	8,027	2.7	13,647	4.5
Contribution to Community retail centre (floor area in m <sup>2</sup> )	8,027	2.7	13,647	4.5
Contribution to retail Town Centre (floor area in m <sup>2</sup> )	9,632	3.2	16,377	5.5
<b>Offices (floor area in m<sup>2</sup>)</b>	<b>3,050</b>	<b>1.0</b>	<b>5,186</b>	<b>1.7</b>
<b>Education</b>	-	<b>12.8</b>	-	<b>21.8</b>
Small Crèche	6.7	0.1	11.4	0.2
ECD Hub and Care Centre	0.8	0.1	1.4	0.1
Primary (including Grade R) (8) + (1)	2.3	6.4	3.9	10.9
Secondary (5)	1.3	6.2	2.2	10.5
<b>Health/Emergency</b>	-	<b>0.9</b>	-	<b>1.5</b>
Primary Health Clinic (5)	0.7	0.1	1.1	0.2
Community Health Centre (2)	0.3	0.4	0.5	0.7
Police (1)	0.3	0.3	0.5	0.5
Fire Station (1)	0.3	0.1	0.5	0.1
<b>Social /Cultural</b>	-	<b>0.0</b>	-	<b>0.1</b>
Local Library (4)	1	0.0	1	0.1
<b>Civic</b>	-	-	-	-
Thusong Centre*	-	-	-	-
Solid Waste Disposal Site	-	-	-	-
Recycling Depot	-	-	-	-
Municipal Office (1)	-	-	-	-
District Magistrate's Court (1)	-	-	-	-
<b>Social Services</b>	-	<b>1.0</b>	-	<b>1.7</b>
Worship Centre	5.4	0.8	9.1	1.4
Post Office/ICT Access Point (3)	1.6	0.1	2.7	0.1
Communty Hall (large) (3)	0.3	0.1	0.5	0.2
<b>Recreation (sports and parks)</b>	-	<b>8.0</b>	-	<b>13.6</b>
Sports Facilities and Parks	-	4.8	-	8.2
Regional Parks	-	3.2	-	5.5
<b>Streets</b>	-	<b>81.7</b>	-	<b>137.7</b>
<b>TOTAL</b>	-	<b>329.3</b>	-	<b>554.9</b>



## Urban Land Use Budget

The following are to be noted from **Table 8**:

- The existing town should ideally cover an area of approximately 1169 ha which is very close to the existing footprint of the town which stands at 1310 ha.
- The projected incremental population between 2015 and 2025 is estimated at 16 054 people comprising 4273 households.
- The 4273 households would require about 214 ha of land for residential purposes at an average density of about 20 units/ha.
- The expendable income of the incremental population would warrant the provision of approximately 30 500m<sup>2</sup> of retail space (of which about 9632m<sup>2</sup> could be added to the CBD) and 3050m<sup>2</sup> of office floor space. At present the CBD comprise about 85 886m<sup>2</sup> of retail and 20 823m<sup>2</sup> of office.
- Furthermore, the incremental population would justify the provision of about 7 crèches, 2 primary schools and 1 secondary school.
- It would also require one additional clinic and a library as well as 2 post offices.
- In total, approximately 329 ha of land would be required to accommodate the projected incremental population in Bela Bela Town up to 2025. Some of this land may be located within the existing footprint of the town (which would constitute infill development) while the remaining land required would represent expansion of the footprint of the town.
- Table 8 also shows that about 359 ha of land would be required for residential purposes for the period 2025 to 2040 while the total footprint of the town would require to expand by approximately 554 ha. Hence, about

900 hectares of land would be required for urbanisation purposes in and around Bela Bela Town from 2015 to 2040. This is about 75% of the current footprint of the town.

Interesting to note is the fact that the town would require very limited additional community facilities up to 2025 when the existing facilities (shown in brackets in Table 8) are compared to the total number required. The most prominent in this regard is one additional primary school required.

## Rural Land Use Budget

**Table 9** depicts the land use budget for the existing and incremental rural population from 2015 up to 2025 and 2040 respectively (21 995 + 4207 + 10 614 = 36 816 people).

This population comprise about 11 157 households which warrant the development of about 36 816m<sup>2</sup> of retail space and 3682m<sup>2</sup> of office floor space.

It should, however, be kept in mind that the rural population is scattered across a vast geographic area. Hence the principle that economic activities and infrastructure as well as community facilities should rather be clustered around rural service nodes which includes Settlers, Rapotokwane, Radium, Masakhane and Pienaarsrivier.

These rural service nodes need to provide basic health, education and safety and security services to surrounding rural communities irrespective of the number of people being served.



**Table 9: Bela Bela: Rural Land Use Budget**

Facilities	RURAL			
	Rural Growth 2015-2025		Rural Growth 2025-2040	
	Requirement number	ha	Requirement number	ha
<b>Number of Units</b>	1,303	65.1	3,288	164.4
<b>Population</b>	4,207	-	10,615	-
<b>Business (m<sup>2</sup>)</b>	<b>4,207</b>	<b>1.4</b>	<b>10,615</b>	<b>3.5</b>
Small Free standing & Local retail centre (floor area in m <sup>2</sup> )	421	0.1	1,061	0.4
Contribution to Neighbourhood retail centre (floor area in m <sup>2</sup> )	1,262	0.4	3,184	1.1
Contribution to Community retail centre (floor area in m <sup>2</sup> )	1,262	0.4	3,184	1.1
Contribution to retail Town Centre (floor area in m <sup>2</sup> )	1,262	0.4	3,184	1.1
<b>Offices (floor area in m<sup>2</sup>)</b>	<b>421</b>	<b>0.1</b>	<b>1,061</b>	<b>0.4</b>
<b>Education</b>	-	<b>3.4</b>	-	<b>8.5</b>
Small Crèche	1.8	0.0	4.4	0.1
ECD Hub and Care Centre	0.2	0.0	0.5	0.1
Primary (including Grade R)	0.6	1.7	1.5	4.2
Secondary	0.3	1.6	0.8	4.1
<b>Health/Emergency</b>	-	<b>0.2</b>	-	<b>0.6</b>
Primary Health Clinic	0.2	0.0	0.4	0.1
Community Health Centre	0.1	0.1	0.2	0.3
Police	0.1	0.1	0.2	0.2
Fire Station	0.1	0.0	0.2	0.1
<b>Social /Cultural</b>	-	<b>0.0</b>	-	<b>0.0</b>
Local Library	0.2	0.0	0.5	0.0
<b>Civic</b>	-	-	-	-
Thusong Centre*	-	-	-	-
Solid Waste Disposal Site	-	-	-	-
Recycling Depot	-	-	-	-
Municipal Office	-	-	-	-
District Magistrate's Court	-	-	-	-
<b>Social Services</b>	-	<b>0.3</b>	-	<b>0.7</b>
Worship Centre	1	0.2	4	0.5
Post Office/ICT Access Point	0	0.0	1	0.1
Community Hall (large)	0	0.0	0	0.1
<b>Recreation (sports and parks)</b>	-	<b>1.3</b>	-	<b>3.2</b>
Sports Facilities and Parks	-	1.3	-	3.2
Regional Parks	-	-	-	-
<b>Streets</b>	-	<b>23.7</b>	-	<b>59.8</b>
<b>TOTAL</b>	-	<b>95.5</b>	-	<b>241.0</b>

## 3.2 MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

**Figure 45** comprises the Municipal Spatial Development Framework for Bela Bela Municipality. Sections 3.2.1 to 3.2.5 below elaborates on the different components of the Municipal SDF.

### 3.2.1 ENVIRONMENTAL PRESSURES AND OPPORTUNITIES

The most significant environmental features located in the Bela Bela Local Municipality include the Waterberg Mountains which are located to the north-west of the municipal area as well as a number of proclaimed nature reserves and conservation areas distributed through the central and south-eastern parts around the Rust de Winter dam. The far western side of the Waterberg Mountains comprise the Waterberg Biosphere which has a very specific set of environmental guidelines relevant to the area.

The Bela Bela SDF distinguishes between three distinct environmental features within the municipal area:

- a) **Proclaimed Nature Reserves:** There are a number of proclaimed nature reserves scattered throughout the municipal area. The management and protection of these nature reserves are governed by the following legislation:
  - Natural Environmental Management: Protected Areas Act, 2003
  - Limpopo Environmental Management Act, 2003 (Act 7 of 2003).

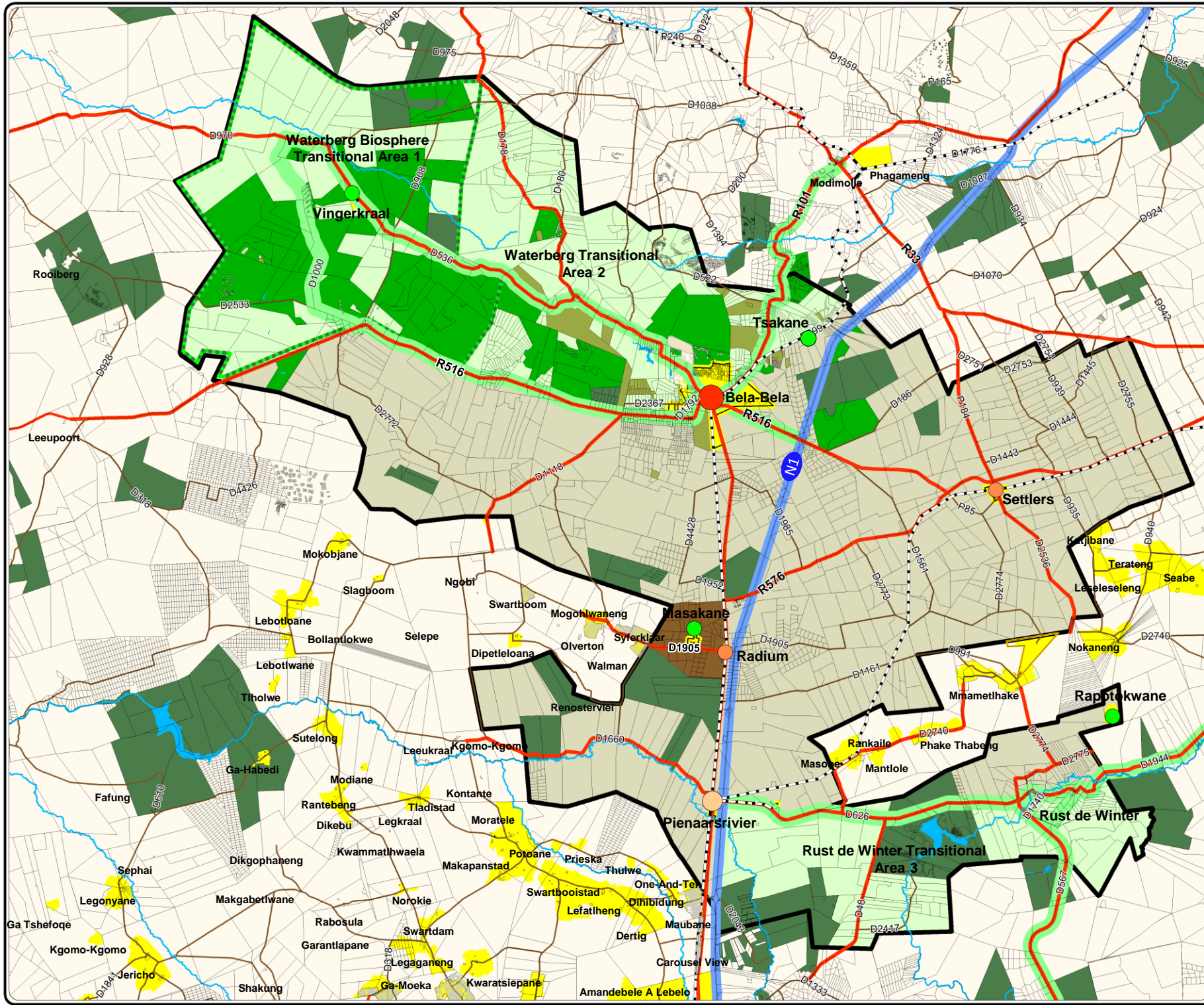


# Bela Bela Local Municipality

## Municipal Spatial Development Framework

### Legend:

- Proclaimed Nature Reserves (DEAT)
- Unproclaimed Nature Reserves
- Waterberg Biosphere Transitional Area 1
- Waterberg Transitional Area 2
- Rust de Winter Transitional Area 3
- Agriculture Focus Area
- Emerging Farmer Hub
- Urban Area
- District Growth Point
- Municipal Growth Point
- Rural Node / Service Point
- Agri Villages
- Tourism Corridors
- National Roads
- Provincial/District Roads
- Rural Roads
- Railway Lines





- b) **Waterberg Biosphere Transition Area 1:** Land use within this area will remain focused on nature based game ranching and eco-tourism developments aimed at the protection of the character and ecology of the Waterberg.
- c) **Waterberg Transition Area 2:** The focus is also on the protection of the ecology of the Waterberg, but a wider variety of tourism development, cultivated lands, irrigation, agro-industries, human settlements and related support services and infrastructure will be allowed in this area.
- d) **Rust de Winter Transition Area 3:** The focus is on protection of the natural resources for tourism purposes, but large parts of this area are intensively utilised for commercial agricultural activity and related agro-industries and services.

## 3.2.2 STRUCTURING ELEMENTS: NODES AND CORRIDORS

### a) Nodes

The most important activity nodes/ growth points within the municipality include the following:

#### i) District Growth Point/ Node:

- **Bela Bela Town** is centrally located and represents the highest order node in the municipal area. Functionally it should provide the widest range of business, commercial, industrial and social facilities and services in the municipal area. The majority part of the population of the municipal area also resides within this node.

#### ii) Municipal Growth Point/Node:

- **Pienaarsrivier:** The only secondary node within the municipal area is Pienaarsrivier which is located further towards the south and directly adjacent to route N1. At present it comprise a relatively large residential component with some limited agro processing activities and some retail and community facilities. There is ample opportunity for these functions to be expanded in future.

#### iii) Rural Node/ Service Point

- **Radium rural node** which is located midway between Pienaarsrivier and Bela Bela Town is surrounded by high potential agricultural land of which large parts belong to emerging farmers. It is proposed that Radium should become a Rural Service Point to the surrounding farming community, accommodating the development of agro processing activities at this point.
- The **Settlers rural node** currently performs a storage and limited agro processing function to surrounding agricultural activities on the Springbok Flats and the SDF proposes that this function be maintained and/ or expanded in future based on market conditions.

#### iv) Agri Villages

- There are four proposed Agri Villages in the Bela Bela Municipality: **Rapotokwane** which is located in the south-eastern extents of the municipality and which is a rural village under traditional leadership that functionally forms part of the communities of Dr JS Moroka municipality located further to the north.



- **Masakhane** village which forms part of the proposed emerging farmer agricultural hub in the vicinity of Radium.
- The **Vingerkraal** rural community located along route D536 in the vicinity of Zebula.
- The **Tsakane** village which is located in the Eersbewoond area between Bela Bela Town and Modimolle.

In line with the agri-village concept it is proposed that the household numbers be limited up to  $\pm$  200 households maximum in these four areas. The primary economic activities of residents should be agriculture and/ or tourism based on the resources and facilities located in the surrounding areas. It is important to note that these are not residential townships and Rural Housing should be the preferred subsidy scheme to be used.

### b) Corridors

Connectivity is a very important element to the future sustainable development of the Bela Bela Local Municipality. As illustrated on Figure 45 route N1 which forms part of the national north-south corridor between Musina and Zimbabwe to the north and Cape Town to the south, represents the most important movement corridor through the local municipality. Obviously this route brings along certain economic opportunities and it is important that the Bela Bela Local Municipality capitalise on these where the route passes through the municipal area. Of specific significance in this regard is the three main activity nodes which are located within functional reach of route N1: Bela Bela Town, Radium and Pienaarsrivier towards the south.

The second prominent road is route R101 which runs parallel to route N1 and which serves more the localised traffic. Route R101 provides direct access to Pienaarsrivier, Radium and Bela Bela Town and a number of land uses along its alignment.

The northern part of route R101 from Bela Bela Town towards Modimolle serves an area characterised by tourism development. To the south of Bela Bela Town it serves predominant agricultural activity.

In an east-west direction route R516 plays the most important role in the municipal area. The western link from Bela Bela Town towards Thabazimbi represents a tourism corridor of provincial significance providing access to a number of well-renowned game farms and holiday resorts. The tourism function of this road should be strengthened in future in order to unlock development opportunities associated with the Waterberg Mountains and the Waterberg Biosphere which it serves.

To the east route R516 provides access to the Springbok Flats which is a high intensity agricultural area leading towards Settlers and then further towards Marble Hall in the far-east.

Other important provincial/ district routes include routes D118, D1905 and D1660 which provide access towards rural communities in the Moretele Local Municipality to the south-west.

In the eastern parts of the municipality route D626 provides access to the Rust de Winter precinct from where it links into the tourism precinct of the Dr JS Moroka municipality area at Allemanskraaldrift and Vaalbank further towards the south-east.



Route D597 provides access towards the Dinokeng conservation area located to the south within the City of Tshwane municipal area.

In the central-eastern parts route D2536 represent an important link between communities in the Dr JS Moroka municipal area, Settlers and Bela Bela Town to the north and north-west thereof.

Route D180 and D536 serve the tourism area to the north-west of town leading towards Alma. This is an important route providing access to a range of tourism related activities within the Waterberg mountain range and biosphere.

The above represent the priority nodes and corridors to consolidate and to act as areas for spatial targeting in terms of investment in the municipality in future.

### 3.2.3 HOUSING PROVISION: NEEDS AND DISTRIBUTION

**Table 10** below summarises the current situation in terms of housing units to be provided in the urban and rural parts of the municipality.

The following can be derived from this table:

- At present there are approximately 2515 informal structures in Bela Bela Town and about 867 in the rural parts of the municipality (mostly Tsakane and Vingerkraal). This brings the total informal settlement backlog to about 3382 units.
- In addition to the above, there is also about 629 backyard units in the Bela Bela Township area which brings the total housing backlog in the municipality to 4011 units (3144 urban and 867 rural).

**Table 10: Bela Bela Dwelling Unit Demand vs Supply, 2015-2040**

	DEMAND						SUPPLY	DEFICIT/ SURPLUS
	Informal Units	Backyard Units	TOTAL BACKLOG	GROWTH 2015-2025	GROWTH 2025-2040	TOTAL UNITS (DEMAND)	TOTAL UNITS	TOTAL UNITS
<b>URBAN</b>								
High			-	271	343	614	3,577	2,963
Middle			-	1,304	2,082	3,386	3,257	(128)
Low	2,515	629	3,144	2,698	4,765	10,607	9,510	(1,097)
Mixed			-			-	3,325	3,325
<b>Subtotal Urban</b>	<b>2,515</b>	<b>629</b>	<b>3,144</b>	<b>4,273</b>	<b>7,191</b>	<b>14,607</b>	<b>19,670</b>	<b>5,062</b>
<b>RURAL</b>								
High			-	286	639	925	293	(633)
Middle			-	296	664	959	533	(426)
Low	867		867	721	1,985	3,573	304	(3,269)
<b>Subtotal Rural</b>	<b>867</b>	<b>-</b>	<b>867</b>	<b>1,303</b>	<b>3,288</b>	<b>5,458</b>	<b>1,130</b>	<b>(4,328)</b>
<b>TOTAL BELA-BELA</b>	<b>3,382</b>	<b>629</b>	<b>4,011</b>	<b>5,575</b>	<b>10,479</b>	<b>20,065</b>	<b>20,799</b>	<b>734</b>

- The projected incremental demand for housing in the urban area (Bela Bela) up to 2025 stands at about 4273 units and in the rural areas it is an estimated 1303 units. (Total incremental demand up to 2025 = 5575 units).
- When the projected incremental demand (growth) up to 2025 is added to the existing backlogs, it brings the total housing demand in Bela Bela Municipality (by 2025) to about 9586 units of which 7417 units are required in Bela Bela Town and the remaining 2170 units in the surrounding rural parts of the municipality.
- The low income total demand up to 2025 in the urban area is 5842 units and in the rural areas it is 1588 units. (Total = 7430 low income units up to 2025).
- For middle income housing the estimated total urban demand by 2025 is 1304 units and in the rural areas the corresponding figure stands at 296 units. (Total = 1600 middle income units up to 2025).



- For high income the demand figure up to 2025 is 271 units in the urban area and 286 units in the rural area. (Total = 557 high income units).
- During the period 2025 – 2040 the demand in the urban area increases by about 7191 units of which 4765 units are for low income, and for the rural areas it increases by about 3288 units which brings the total increment during this period to 10 479 units.
- This means that from present up to 2040 provision needs to be made for 14 607 units in the urban area of which 10 607 are for low income, 3386 for middle income and 614 for high income.
- In the rural areas provision needs to be made for 5458 units of which the bulk (3573 units) are for low income.
- The supply column on Table 10 shows the current supply per income category based on the layout plans of approved townships (refer to Table 5 in section 2.10.1 of this report).
- This shows that approved vacant townships in Bela Bela Town (urban area) comprise 3577 high income stands compared to the projected demand of about 614 units. This represents an oversupply of approximately 2963 units.
- In the middle income market segment the current urban supply is about 3257 units compared to a demand of 3386 which leaves a deficit of 128 units.
- In the low income segment the urban demand of 10 607 units can almost be fully addressed by the estimated supply of 9510 units with about 1097 units deficit.
- In the rural areas the low income demand exceeds the supply by about 4328 units of which the majority would need to be located around Pienaarsrivier.

## Municipal Human Settlement Delivery Principles

The more detailed human settlement proposals relevant to each of the nodes in Bela Bela Municipality are discussed in Section 3.3 but in summary, housing supply in the municipal area should be based on the following principles:

- The bulk of human settlement/housing development will be accommodated in a few strategic locations in Bela Bela Town which is the main centre of economic activity in the municipal area.
- The town also holds an extensive range of social facilities and services (education, health, welfare and sports and recreation) as well as bulk engineering services which provide for cost efficient and sustainable service delivery.
- Apart from Bela Bela Town, the only other area where medium to large scale housing projects will be considered is Pienaarsrivier which is the second order town in the municipality – and then only based on proven demand.
- Rural housing based on the Provincial Rural Housing Subsidy Programme will be provided at limited scale in each of the four Agri Villages identified in the municipal area: Tsakane, Vingerkraal, Masakhane and Rapotokwane.
- As a principle, only households qualifying for a Rural Housing Subsidy should be accommodated in these Agri Villages, and the main economic activity of residents in these villages should be agriculture and/ or local tourism.
- The scale/magnitude of the Agri Villages should be limited in order to be sustainable in the context of its rural surrounds (200 households maximum).



- Residents not qualifying/contributing to the functioning of the Agri Village should preferably relocate to Bela Bela town where their chance of a sustainable livelihood is significantly enhanced.
- The non-qualifying part of the urban community in Bela Bela Town should, in principle, be accommodated on pro-actively planned and serviced formal township stands (basic services). These stands can be made available by way of rental agreement, Permission to Occupy, or full ownership in the case of residents who qualify for a subsidy but there is not sufficient funding for a top structure.
- It is suggested that a significant Serviced Site pilot project be launched in Bela Bela Town to accommodate this segment of the market (as part of a broader municipal Informal Settlement Upgrading Programme).

### 3.2.4 ECONOMIC ACTIVITY AND EMPLOYMENT AREAS

There are various economic sectors within the Bela Bela Local Municipality which should be promoted in future.

#### a) Agriculture

Agriculture covers the majority part of the municipal area with specific focus on the areas to the south of Bela Bela Town and up to the Pienaarsrivier. Virtually all this area represent high potential agricultural land which forms part of the Springbok Flats.

Agricultural activity should be maintained and enhanced in future with the main agricultural activities being sorghum, maize and cattle farming supplemented with

poultry and piggeries. Attached also find some examples of the associated value chains related to these commodities.

The area around Masakhane and Radium provides a perfect opportunity for the establishment of an emerging farmers' hub which would not only act as incubator area to establish new emerging farmers, but also contribute towards land reform processes in the municipal area. **Figure 46** illustrates the large concentration of land in this area already occupied by emerging farmers. The Radium node and railway station in close proximity to route N1 and adjacent to route R101 provide a perfect location for the establishment of future agro processing activities supporting the surrounding emerging farmers.

It is proposed that emerging farmers be assisted in this area to develop to their full potential and to become part of the mainstream economy within the broader municipal area. The interventions required should be aimed at enhancing agricultural production and downstream beneficiation in line with each of the six value chains relevant to the region. This will contribute towards poverty alleviation, enhancing food security and establishing sustainable livelihoods for residents in the Masakhane Agri Village. These can be achieved by way of the following measures (to be read in conjunction with Diagram 2):

- Increasing land availability and tenure security for agricultural purposes through prioritised processing of Land Claims/ Restitution processes in this area.
- Exploiting the opportunities offered by the high potential agricultural land identified within the area (in conjunction with Towoomba Agricultural Research Centre).

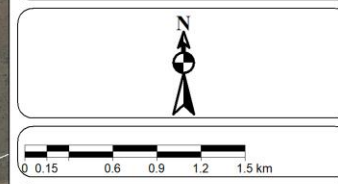
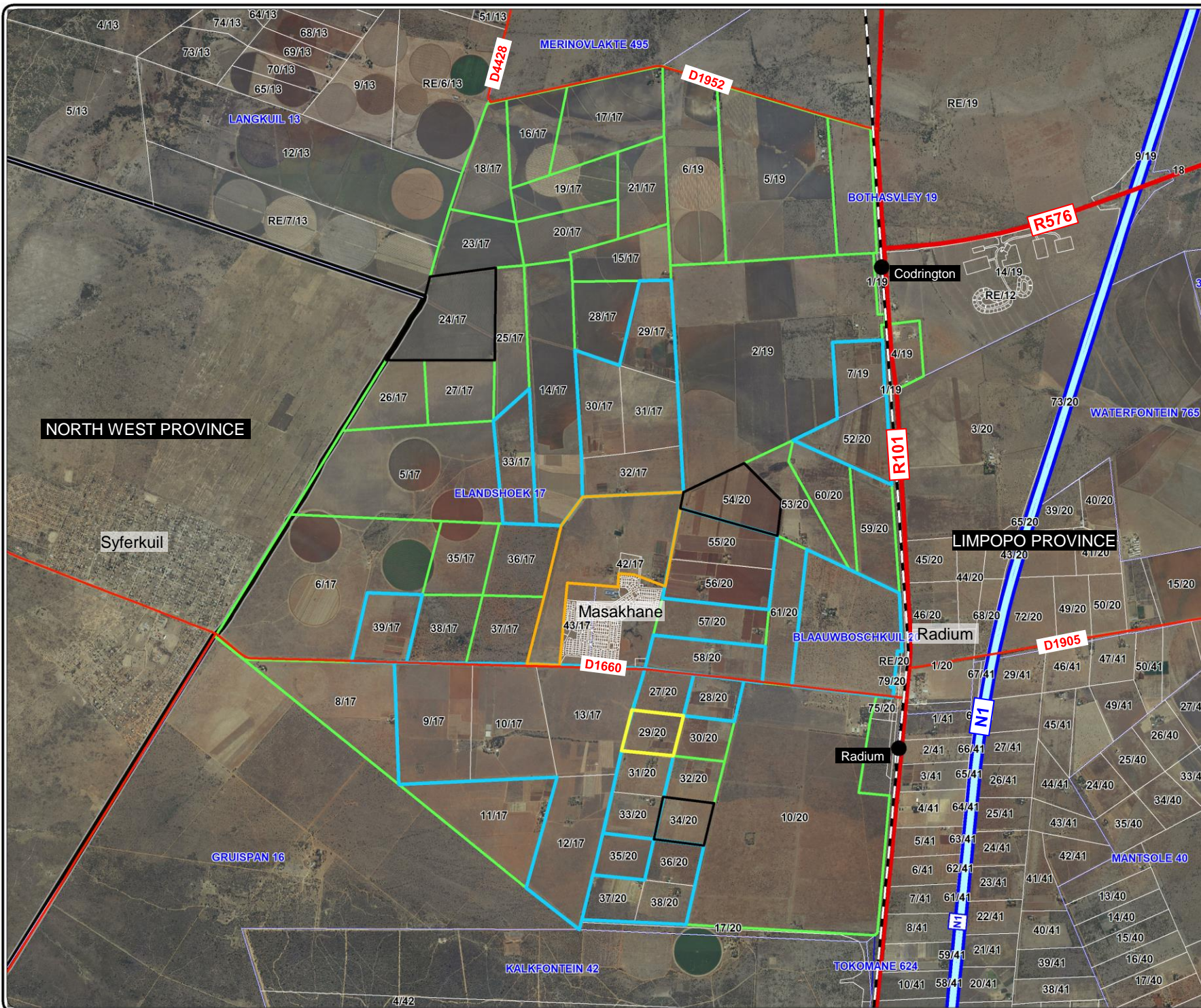


# Bela Bela Local Municipality

## MASAKHANE/ RADIUM LAND OWNERSHIP

### Legend

- Private
- Emerging Farmers
- Bela-Bela Local Municipality
- National
- Unknown Ownership
- National Road
- Regional Road
- Local Road
- Railway Line
- Railway Station



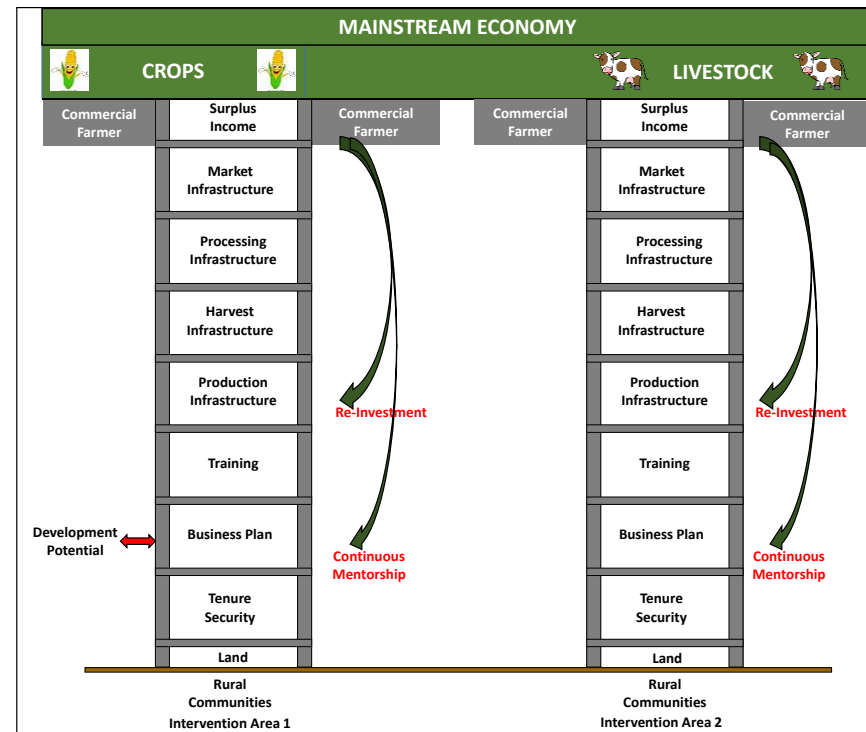


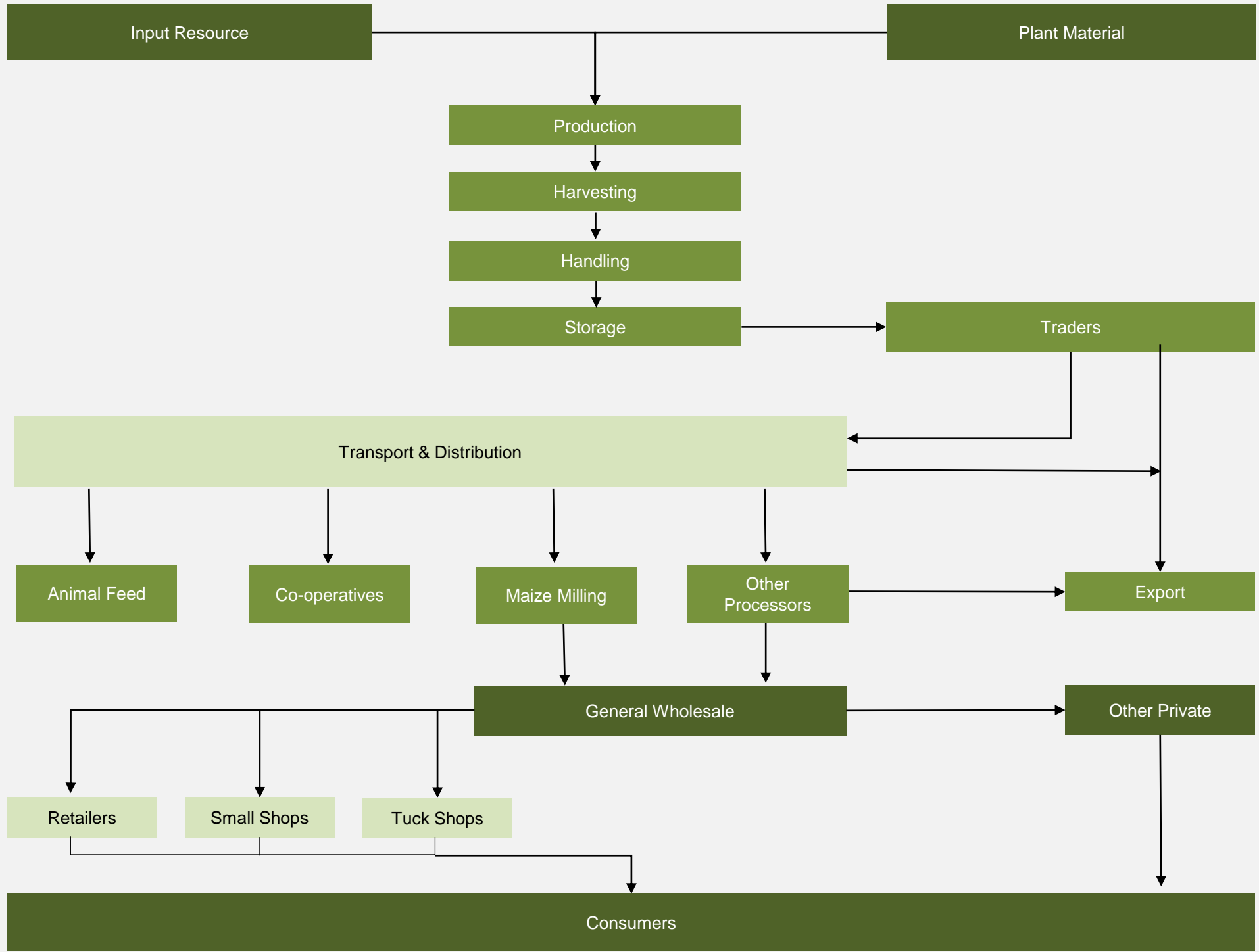
- Significantly increasing production per hectare beyond the subsistence farming yield.
- Providing training support to emerging and small-scale farmers and ensuring that appropriate skills development takes place in line with the most appropriate farming activities in the area.
- Encouraging the use of different crops and new planting, harvesting and processing techniques.
- Supporting a variety of farming concepts including intensive commercial farming, small scale commercial farming, subsistence farming, aquaculture development, and agro processing industries.
- Providing production and harvesting infrastructure in order to create production surplus in the area.
- Increasing job creation in the area through labour-intensive agricultural projects and extending the agriculture value chain by way of agro-industries and agro-tourism around Radium.
- The following types of agro-industries could be established in the Masakhane-Radium Agri Hub:
  - Increased poultry and pig feed manufacturing from maize and sorghum to promote expansion of the chicken and piggeries industry.
  - Livestock by-product utilisation whereby hides and skins could be sourced from abattoirs for down-stream manufacturing of shoes, bags, safety shoes, furniture and tourism items.
  - Manufacturing of maize and potato snacks such as chips, popcorn, etc.
  - Further down-stream manufacturing of paper and plastic packaging for animal feed, as well as packaging plants.

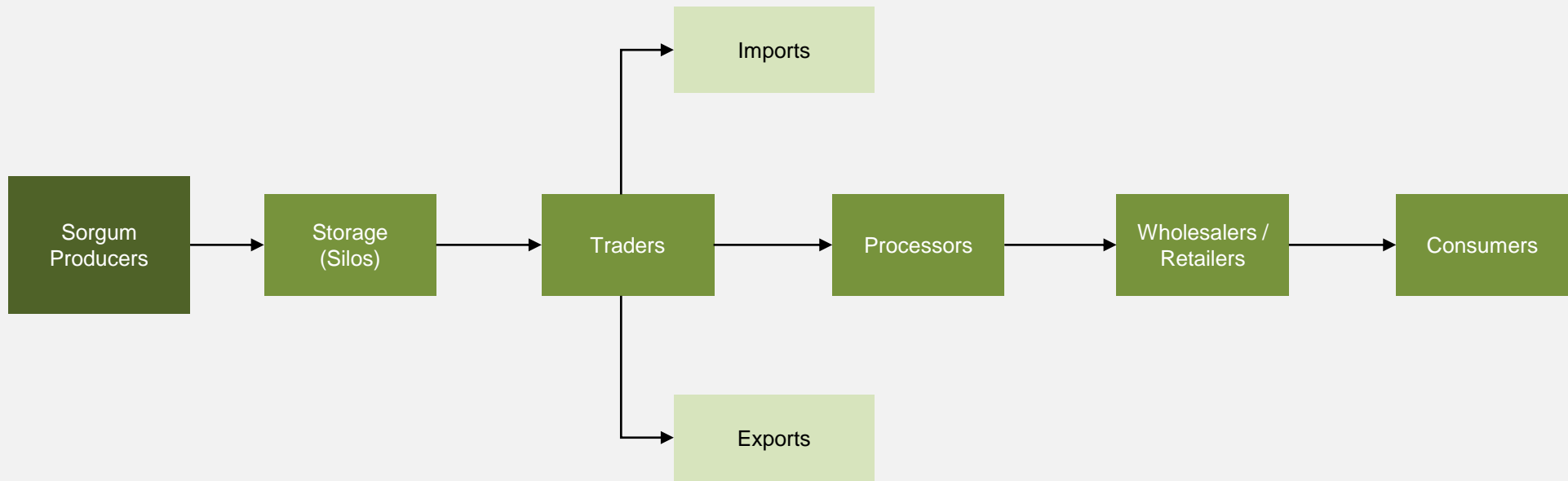
- A fresh produce market could eventually be established at the Masakhane-Radium node which would support the globally growing demand for organic (chemical free) produce and ‘farmer’s markets’, while supporting small-scale farmers by creating offset areas for both individually and communally harvested produce from surrounding areas.

The surplus income generated through the initiatives above would assist emerging farmers to become part of the mainstream economy as shown on **Diagram 2**.

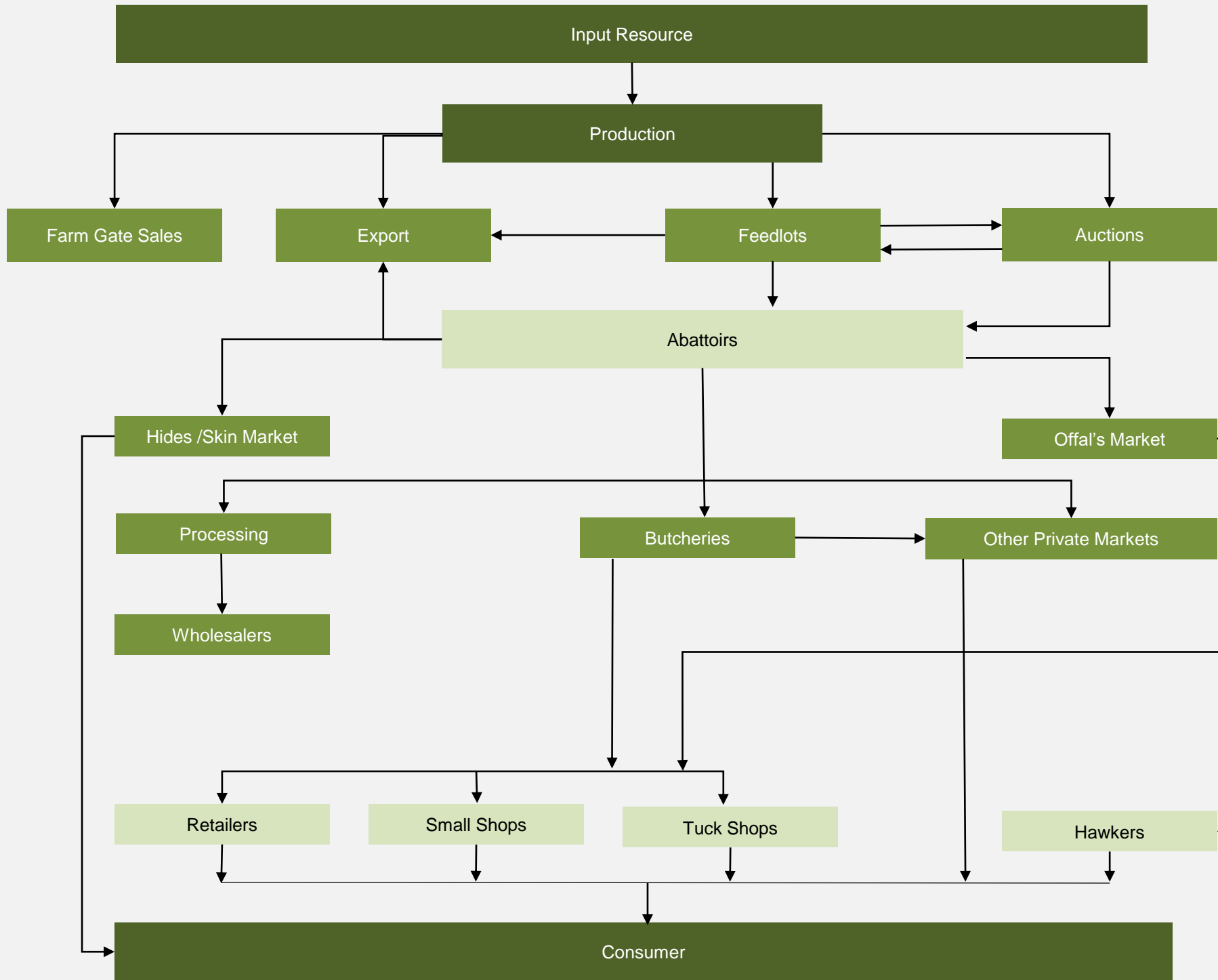
**Diagram 2: Subsistence Farming Upscaling to Mainstream Economy**

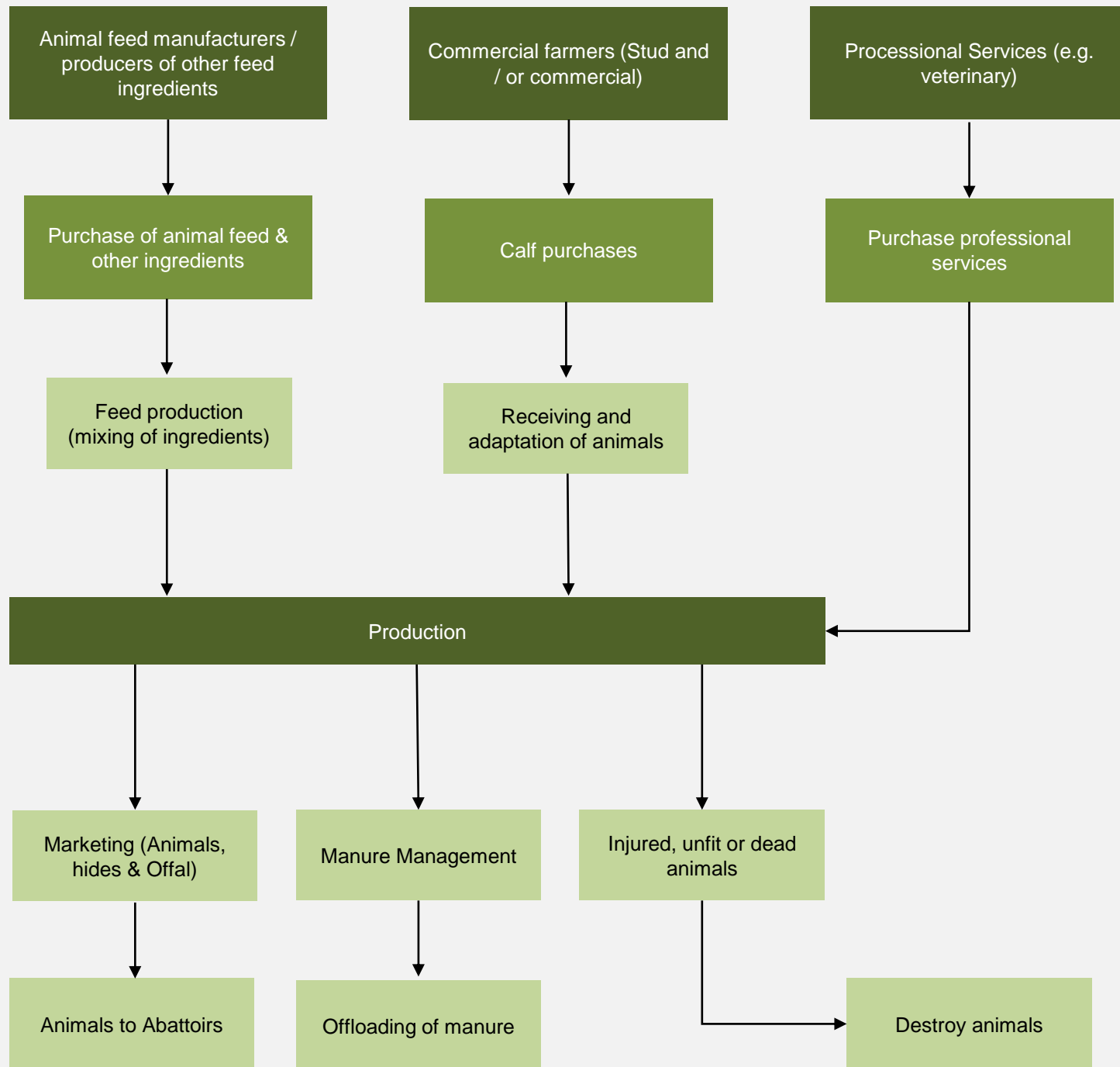
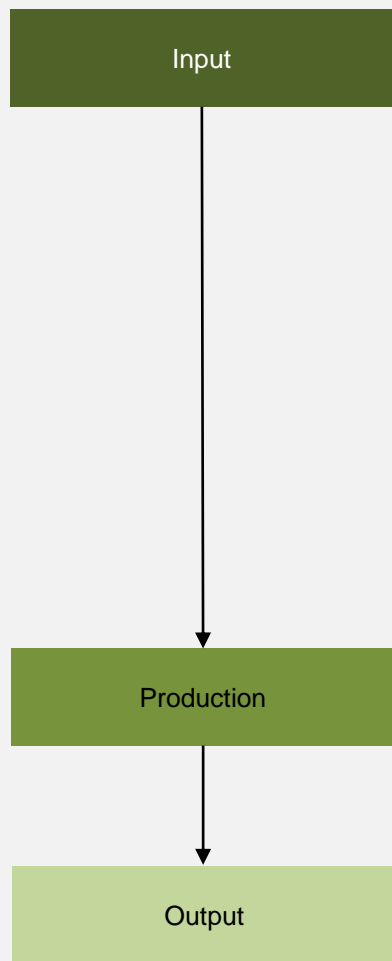


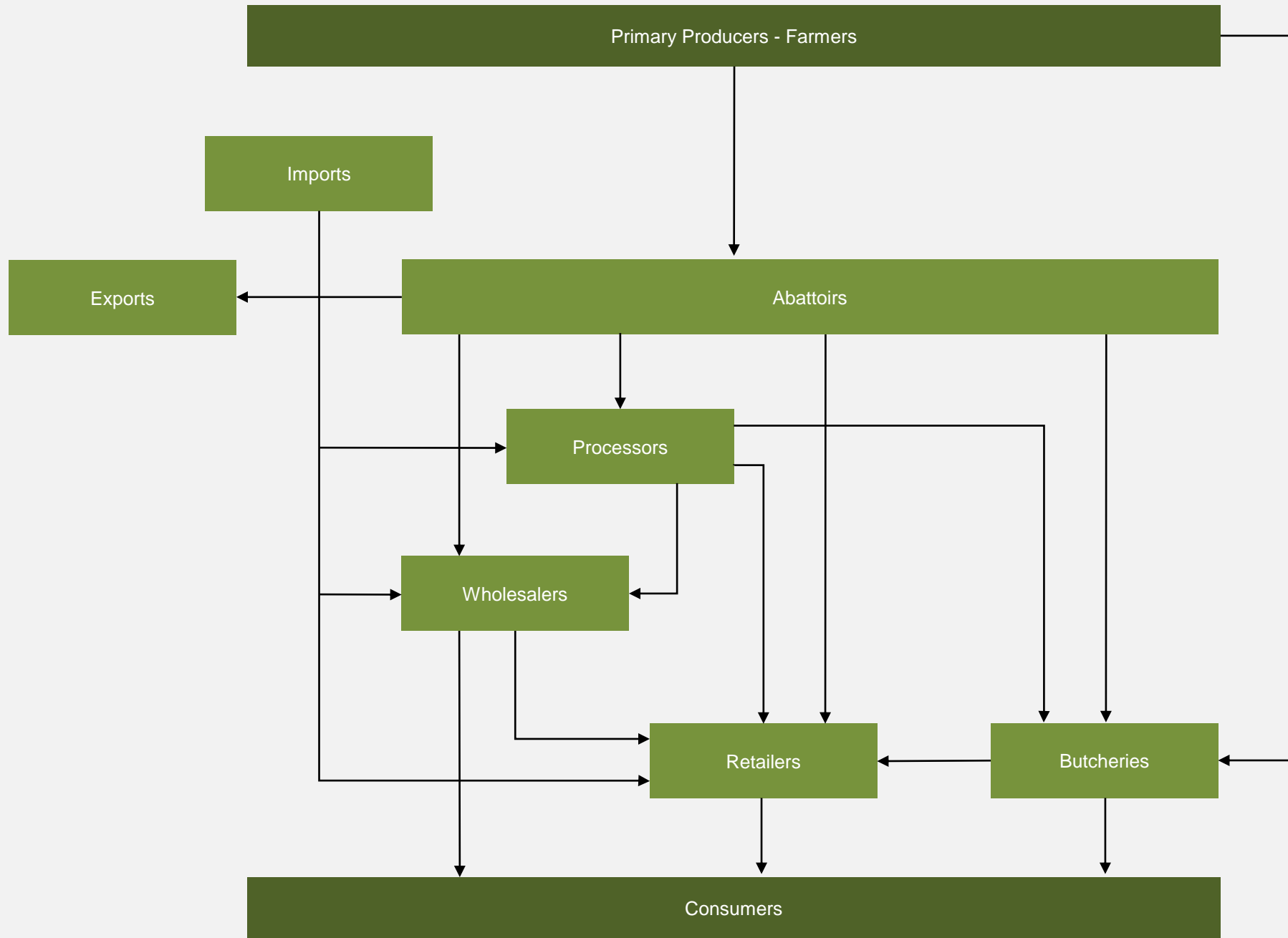




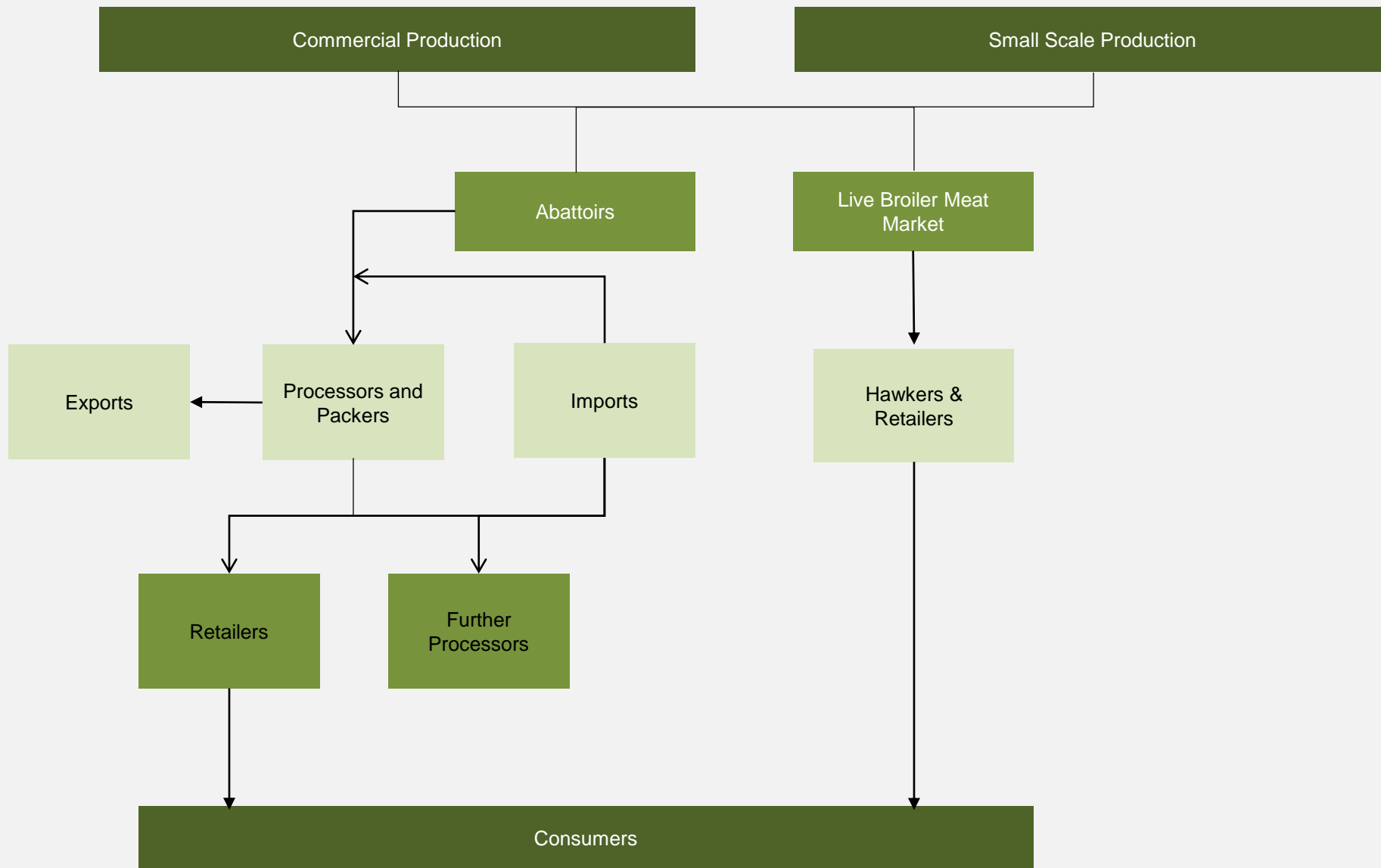
Source: Department of Agriculture, Forestry and Fisheries







Source: A Profile Of The South African Pork Market Value Chain, 2014



Source: A Profile Of The South African Broiler Market Value Chain, 2014



It is proposed that a detailed Rural Development Plan be compiled for the Masakhane-Radium Emerging Farmer Hub to guide and inform the future development of this area.

The Rural Development Plan needs to be compiled in close consultation with all local stakeholders and beneficiaries, including relevant surrounding Traditional Leaders in Moretele and the relevant municipal officials as all these parties need to take co-ownership of the plan once it is completed, and ensure development which is consistent with the proposals contained in the plan. The Towoomba Agricultural Research Facility could play a significant role in this regard.

It is important that such Rural Development Plan be compiled at an appropriate level of detail to ensure that there is clarity as to exactly what needs to happen on each cadastral entity in the area, and that it addresses all the elements highlighted in Diagram 2.

### **b) Tourism**

The north-western and south-eastern extents of the municipality provide the best opportunities for tourism development. Hence it is proposed that two “tourism corridors” be established and branded through road signage – the “Waterberg Biosphere” route to the north-west and the “Rust de Winter-Dinokeng” route to the south-east.

The north-western part comprise the Waterberg Biosphere and the Waterberg mountain range which extends along the northern border of the municipal area towards Modimolle. It already hosts a large number of well-established tourism facilities and services and this trend should be strengthened in future with due consideration to the environmental constraints prevalent.

As indicated on Figure 45 route D178, D536, D1000 and R516 could provide a circular tourism route to facilitate future sustainable tourism development within this area.

To the south the area between Pienaarsrivier and Rust de Winter provides an ideal opportunity for a cross border venture with Mpumalanga towards the Allemanskraaldrift Dam in Dr JS Moroka, and towards the Dinokeng Blue IQ tourism project which has been running southwards in the City of Tshwane for the past 20 years. This region forms part of a larger functional tourism belt which extends right up to Loskop Dam and even towards Dullstroom in Mpumalanga, and as far south as up to the Roodeplaat Dam in the City of Tshwane.

The potential of this area has only been developed to a limited extent and there is ample opportunity in future to facilitate the establishment of more tourism opportunities which would not only benefit local residents, but also communities from the surrounding tribal authorities as illustrated on Figure 45.

### **c) Industrial**

The bulk of industrial use should be consolidated in the two industrial areas located in Bela Bela Town (Extensions 1 and 11). At the rural nodes like Radium, Pienaarsrivier and Settlers agro processing industries can and should be promoted as far as possible in order to promote downstream beneficiation of agricultural products from surrounding farming communities. This approach would ensure that maximum value is added to products (and jobs being created) before such products are exported to markets in Gauteng Province and elsewhere.



## d) Business

The two main activity nodes (Bela Bela Town and Pienaarsrivier) represent the main focal points for business uses (retail, commercial and office) in the municipal area. There is, however, also opportunity for limited business activity in the two rural nodes (Radium and Settlers) and in the four proposed Agri Villages (Rapotokwane, Masakhane, Vingerkraal and Tsakane).

The main business area within the Bela Bela Local Municipality is the Bela Bela CBD which is dealt with in detail in **Annexure B** of this document.

### 3.2.5 ENGINEERING SERVICE STRATEGY

At regional scale the main focus would be to firstly maintain the national, provincial and local road network within the municipal area in order to ensure proper connectivity and accessibility to all functional areas of the municipality. The BBLM should ensure that all spheres of government maintain the various classes of routes they are responsible for.

As far as piped water is concerned the main focus in future will remain to provide water to the Pienaarsrivier, Masakhane-Radium and Bela Bela Town areas. The pipeline capacity is limited as it serves a much larger scheme area than Bela Bela.

The Bela Bela municipality should also implement a strategy to properly maintain and conserve the existing water resources (ground water and the dams to the north-west of town). This area should be managed very carefully in order to ensure that this source is well-maintained for future generations – especially in view of the projected incremental population to be accommodated in future.

The four agri villages are to be served by way of borehole water.

Piped sewer systems will obviously be concentrated around in the major nodal points due to the economy of scale provided in these areas. In the remainder part of the municipal area the VIP toilet systems should be provided on site.

## 3.3 LOCAL SPATIAL DEVELOPMENT FRAMEWORKS

The next section deals with the detailed proposals for each of the activity nodes proposed within the Bela Bela municipal area.

### 3.3.1 BELA BELA TOWN

#### 3.3.1.1 Structuring Elements and Development Concept

**Figure 47** is a conceptual illustration of the major structuring elements which will impact on the future development of Bela Bela Town. It comprises the following:

- Conservation and tourism focused development to the north and north-west of town around the Waterberg mountains and biosphere;
- Agriculture in the rural areas to the south, south-east and east of town;
- The N1 freeway to the east of town which is a subcontinental development corridor extending from Zimbabwe to Gauteng Province and right up to Cape Town further to the south;
- Route R101 and the national railway line running parallel to the west of route N1 and which had a major impact on the historic development of the town;
- Route R516 east which is the most direct link between Bela Bela Town and national route N1 and which will act as a strong structuring element over the next few decades;

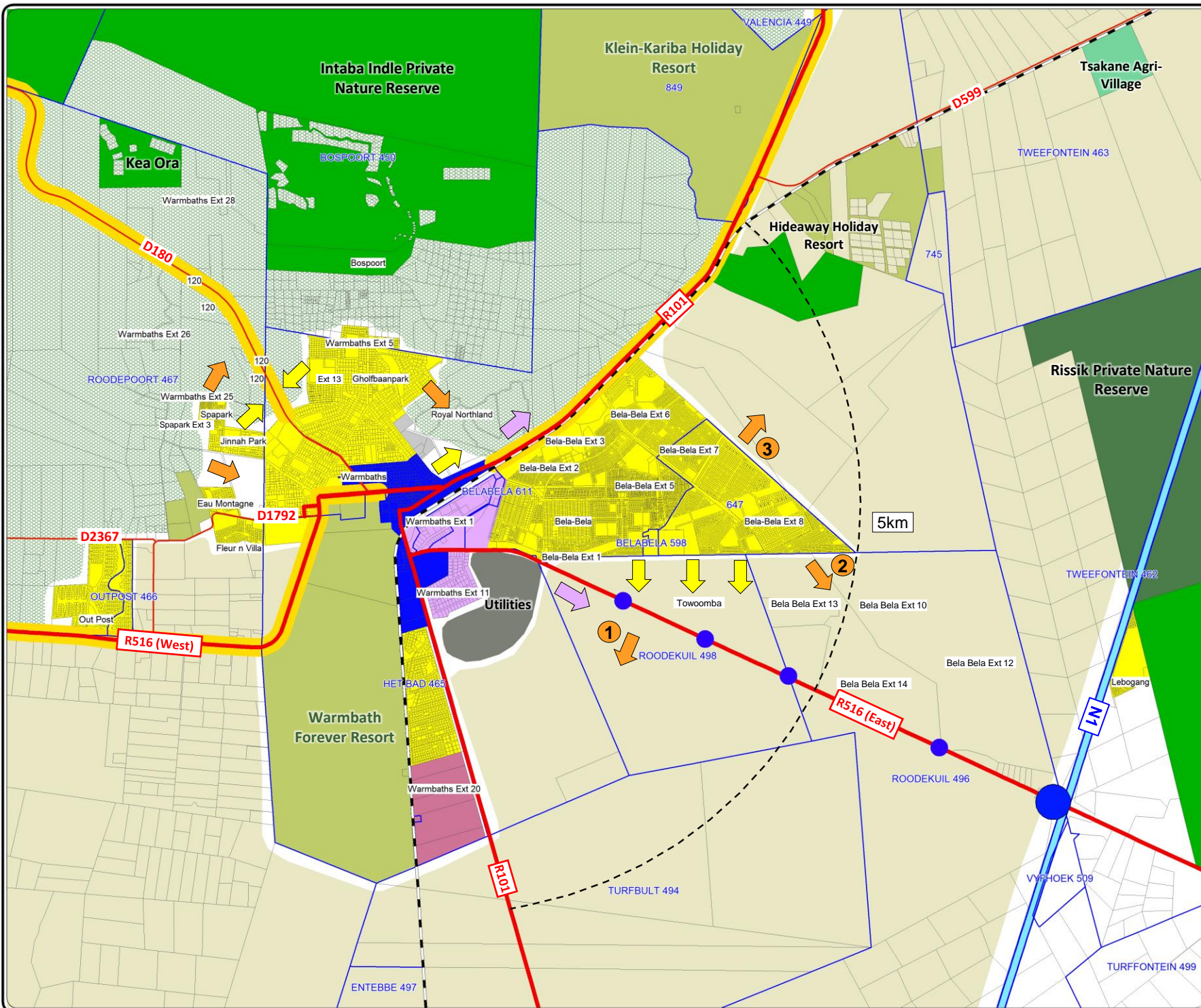


## Bela Bela Local Municipality

### BELA-BELA TOWN STRUCTURING ELEMENTS AND LONG-TERM VISION

#### Legend

- Residential Development
- Residential Expansion (Up to 2025)
- Residential Expansion (Beyond 2025)
- Retail Activity
- Mixed use Development
- Industrial Activity
- Industrial Expansion
- Tourism Focused Area
- Extensive Agriculture
- Utilities
- Tsakane Agri-Village Resort
- Private Game Farm
- Nature Reserve
- N1 Development Corridor
- Tourism Corridors



0 0.3 0.6 0.9 1.2 1.5 km

47



- Routes R516 west to Thabazimbi and D180 to Alma which serve the agricultural and tourism regions north-west and west of town;
- The Bela Bela CBD which in recent years extended to the south of the railway line along route R101 with some mixed use also planned at the southern end of Warmbaths X20 in future;
- The industrial area which extends southwards (X11) across route R516 (east) and also along route R101 towards Modimolle;
- A small nucleus of business activity around route R516 (east) in the vicinity of the N1 interchange.

In view of the above it can be expected that development pressure in the eastern parts of town around routes R101, R516 and towards N1 will increase significantly in future – more so than the western parts of town which border onto tourism and conservation areas.

Route R516 east which links the existing CBD and industrial areas to the N1 freeway will be the main structuring element in this regard as it could act as an activity spine providing opportunities for several small business/ commercial nodes at future access points along the route (in line with the beads-on-a-string concept).

In the short to medium term (up to 2025) the residential footprint of the town should be consolidated between Spa Park and Warmbaths X13 and Bela Bela Township southwards on the Towoomba land towards route R516.

The medium to longer term expansion of town offers three alternatives for the expansion of Bela Bela Township:

1. Across R516 onto Towoomba South (Roodekuil 498).
2. Further eastwards along R516 towards N1.
3. North-eastwards from X6, X7 and X8 along R101 and railway line.

Similarly, the area between Eau Montagne and Jinna Park and from Gholfbaanpark to R101 (including Royal Northland Estate) should become developable in the medium to longer term, as well as the remaining extents of Extension 25.

### *3.3.1.2 Bela Bela Town Spatial Development Framework*

**Figure 48** depicts the proposed medium term (up to 2025) Spatial Development Framework for Bela Bela Town. It is summarised in the following sections:

#### **a) Conservation, Tourism and Agriculture Focus Area**

The northern and north-western rural areas surrounding town comprise a few unproclaimed nature reserves, holiday resorts and agricultural activities which collectively form part of the Waterberg Transition Area 2 as discussed in section 3.3.1.1 above.

Similarly, the land surrounding the urban footprint to the south is predominantly used for agricultural purposes.

#### **b) Housing Development: Human Settlement Strategy**

The Situational Analysis determined that Bela Bela Town needs to cater for approximately 4011 residential units to deal with existing backlogs, about 4273 units for incremental growth up to 2025, and an additional 7191 units up to 2040



# Bela Bela Local Municipality

## BELA-BELA TOWN LOCAL SDF: 2025

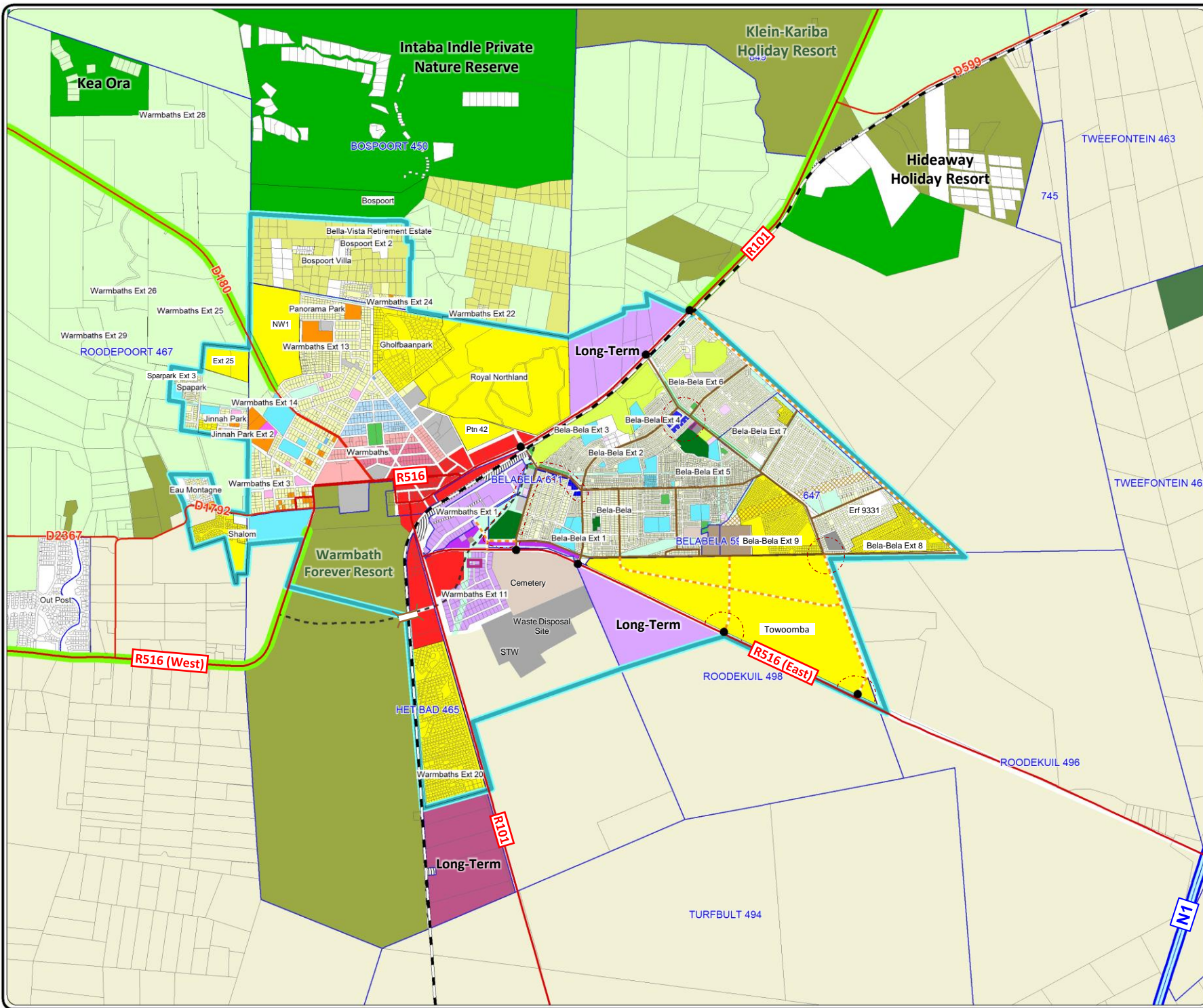
### Legend

#### Existing Land Use

- CBD Boundary
- Residential
- Medium Density Residential
- Small Holding
- Private Hospital
- Education
- Church
- Cemetery
- Utilities: Sewer Treatment Works and Waste Disposal Site
- Open Space System / Drainage Channels

#### Proposed Land Use

- Urban Development Boundary
- Residential Expansion Up to 2025
- Government / Civic
- Local Business / Thusong Centre
- Core Area: Higher Intensity Mixed Land Use Typologies
- Core Area: Lower Intensity Mixed Land Use Typologies
- Residential / Office Precinct
- Home Office Precinct
- Motor Industry
- Mixed Use Development
- Industrial
- Empowerment Zone
- Agricultural Focus Area
- Food Gardens
- Waterberg Biosphere Transitional Area
- Leisure and Recreational Hub
- Sports Facilities
- Proposed By-Pass Route
- Local Road Network
- Vehicular Bridge
- Tourism Corridor
- Bela-Bela Township Entrance





(Demand). It was also indicated that there are currently an extensive number of approved townships in and around town catering for low, middle and high income housing demand (Supply).

Following from the consultation process it was also concluded that several additional well-located areas should be earmarked for future housing.

- The **Towoomba area** north of route R516 is of strategic significance in the context of the future development of Bela Bela Town – even though it does not form part of any of the existing approved townships. It is government owned and initiatives are underway to transfer this land to the BBLM. Furthermore, it is well-located within the natural expansion area of Bela Bela Township towards route R516, and it is close to the existing CBD and industrial areas. It comprises approximately 184 ha of developable land (excluding several servitudes) and it is estimated that it can accommodate approximately 5900 residential units.

In the context of a broader human settlement strategy for Bela Bela Town the Towoomba land can also act as an effective decanting area to facilitate the relocation of surplus BNG/ RDP (qualifying) and non-qualifying households from existing informal settlements in Bela Bela.

With this in mind the development potential for the site was determined based on approximately 2000 RDP/ BNG units on 300m<sup>2</sup> erven, and 3900 Serviced Stands at 70m<sup>2</sup> per stand. These stands should serve people who do not qualify for a subsidy and/ or those who have no prospect of receiving a subsidy for a top structure in the foreseeable future.

Such approach will assist in addressing the needs of all residents which form part of the current Bela Bela housing backlog (± 4011 units).

- **North-western (NW) Expansion Area 1** adjacent to the west of Warmbaths X13 and Panorama Park comprises 41.7 ha of municipal owned land and could serve part of the future middle income demand (together with Gholfbaanpark). It borders onto X13 which would allow for the cost efficient incremental expansion of engineering services. This is the most significant advantage of this area compared to Extension 25 which is located further away to the west of route D180.
- **Part of Portion 42 Buiskop** is a triangular shaped area of about 13 ha of land belonging to the BBLM. This land borders onto the Bela Bela CBD and is ideally located to accommodate affordable rental housing funded through the Community Residential Units (CRU) and/ or the Social Housing programmes.

With the above as point of departure, the following human settlement strategy indicating the priority areas to be utilised for housing purposes in the short to medium term was devised for Bela Bela Town:

### i) **Eradication of Existing Backlog**




**Table 11** depicts the proposed upgrading/ formalisation strategy for existing informal settlements and **Figure 49** illustrates it spatially. It is summarised as follow:

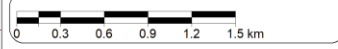
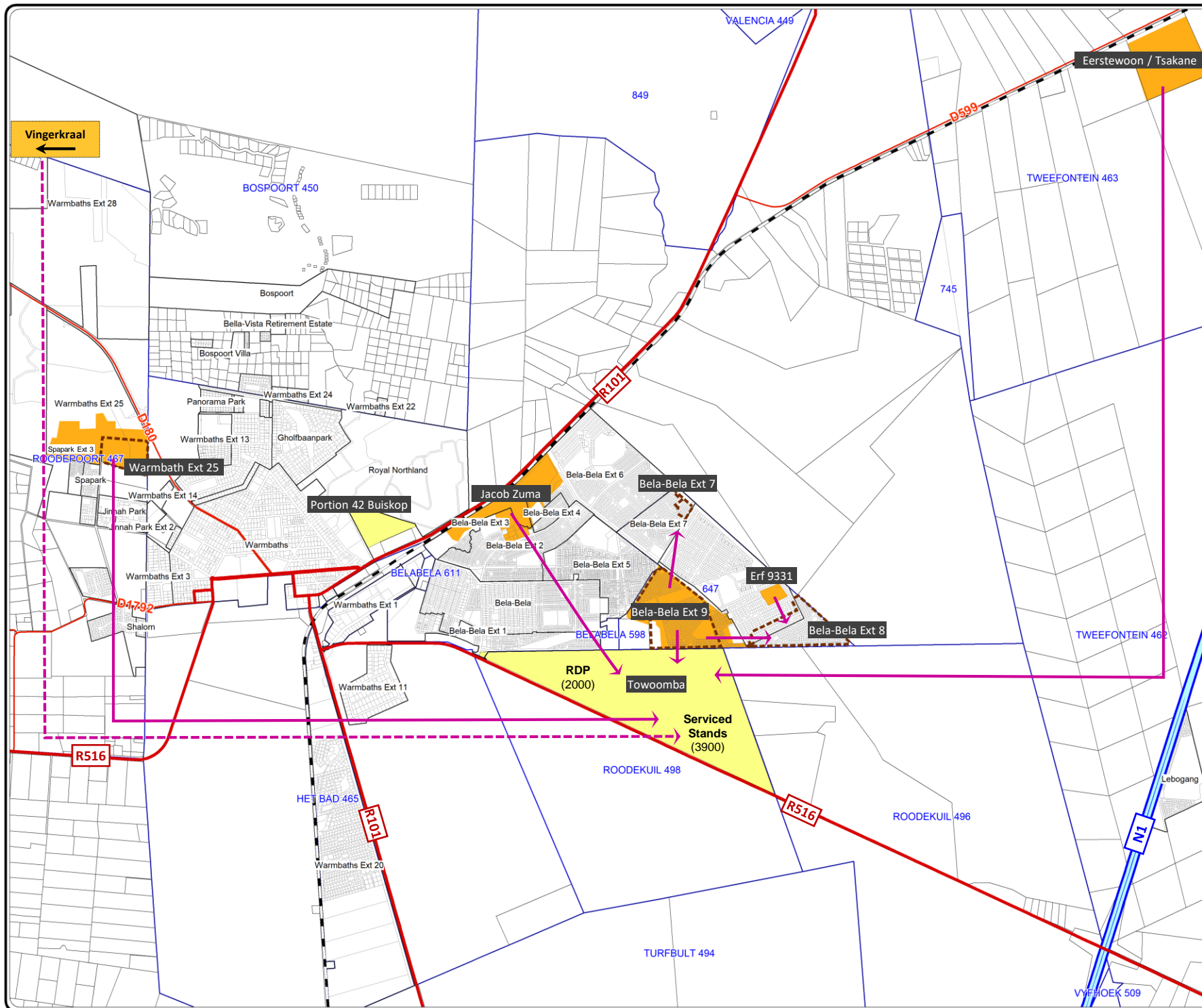


# Bela Bela Local Municipality

## HOUSING BACKLOG ERADICATION STRATEGY

### Legend

-  Existing Informal Settlement
-  In-Situ Upgrading
-  New Residential Townships



# BELA BELA SDF



**Table 11: Bela Bela Housing Backlog Eradication Strategy**

SETTLEMENT NAME	BACKLOG			SUPPLY (PROJECTS)								TOTAL
	Informal Units	In Situ	To be Relocated	Bela-Bela Ext 7	Bela-Bela Ext 8	Bela-Bela Ext 9	Warmbaths Ext 25	Towoomba RDP	Towoomba Site & Service	Towoomba Total	Part of Ptn 42 Buiskop 464 (Social Housing)	
				37	116	905	250	2,000	3,900	5,900	500	7,708
Jacob Zuma	753		753					377	377	753		753
Bela Bela Ext 9	1,275		1,275	37	50	905		76	207	283		1,275
Erf 9331	66		66		66					-		66
Spa Park	421		421				250		171	171		421
Backyard Units	629		629					315	314	629		629
Tsakane	573	200	373						373	373		373
Vingerkraal	294	147	147						147	147		147
<b>TOTAL ALLOCATED</b>	<b>4,011</b>	<b>347</b>	<b>3,664</b>	<b>37</b>	<b>116</b>	<b>905</b>	<b>250</b>	<b>768</b>	<b>1,589</b>	<b>2,356</b>	<b>-</b>	<b>3,664</b>
<b>Surplus/Deficit</b>				<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,233</b>	<b>2,312</b>	<b>3,544</b>	<b>500</b>	<b>4,044</b>

\* Spa Park X3: 342 erven

- The Jacob Zuma informal settlement is currently located on a wetland area and the 753 families need to be relocated to the Towoomba precinct. The qualifying families (say 50% = 377) will move to the RDP area of Towoomba and the non-qualifiers (say 50% = 377) to the Site and Service area.
- An estimated 905 of the 1275 families residing on Bela Bela X9 can be formalised in-situ (all qualifiers) while some 37 families can move to the vacant stands in X7 and 50 to Bela Bela X8; and the remaining 76 qualifiers to Towoomba RDP. The estimated 207 non-qualifiers are to be relocated to Towoomba Serviced Stands.
- The Erf 9331 informal dwellers (66 units) are to be formalised in Bela Bela X8 to the south.
- From the Spa Park informal settlement provision will be made for 250 qualifying households to be accommodated in Warmbaths X25 (there is bulk service capacity for 250 units) while the remaining 171 households (mostly non-qualifiers) will be relocated in Towoomba (Serviced Stands).
- The existing 629 backyard families in Bela Bela Township are to be relocated to Towoomba RDP (qualifiers) and the Serviced Stands (non-qualifiers) area respectively.
- In Tsakane the estimated 200 qualifying households will be formalised in-situ as part of the proposed Agri-Village concept while the remaining 373 families (non-qualifying) are to be relocated to Towoomba Serviced



# Bela Bela Local Municipality

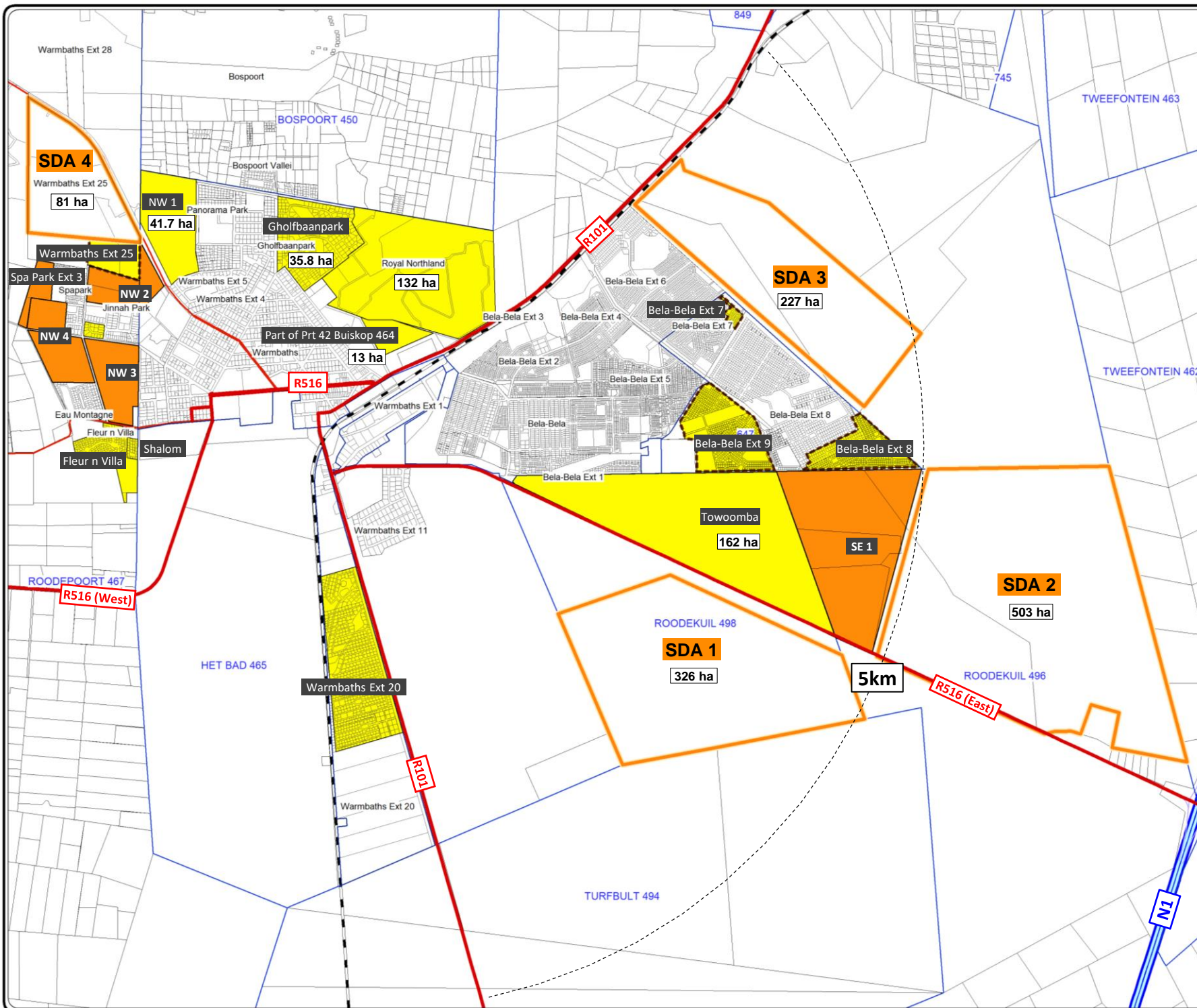
## FUTURE EXPANSION AREAS

### Legend

- In-Situ Upgrading
- Residential (2015-2025)
- Residential (2025-2040)
- Strategic Development Areas (Beyond 2040)



50





Stands area where it is more cost efficient to provide them with social and engineering services and facilities.

- The same principle applies to Vingerkraal: The estimated 50% of the households who qualify for a Rural Housing Subsidy will be accommodated in-situ while the remaining 147 households are to be relocated to Towoomba Serviced Stands.
- In summary, all the existing capacity in Bela Bela X7, X8, and X9 as well as Warmbaths X25 is fully utilised for formal RDP. Similarly the estimated 200 qualifying households in Tsakane and 147 in Vingerkraal are formalised in-situ (mostly through the Rural Housing Programme).
- The remaining 2356 informal dwellers from the various informal settlements are relocated to Towoomba of which about 768 are allocated to the RDP component and some 1589 non-qualifiers to the Serviced Stands component of Towoomba.
- This leaves a surplus capacity of about 3544 units in Towoomba to accommodate part of the future incremental population projected for town ( $\pm$  1233 RDP units and 2312 Serviced Stands opportunities).

## ii) Incremental Households up to 2025 (refer to Figure 50)

- **Table 12** illustrates the projected incremental high, middle and low income households for Bela Bela Town up to 2025 which totals about 4273 units.
- Theoretically, the entire high income incremental demand (271 units) can be accommodated in any of a number of townships within

the Urban Edge and which still leaves a surplus supply of 1538 erven for high income in town.

- The incremental middle income demand up to 2025 stands at about 1304 units. This demand can be accommodated in Gholfbaanpark (238 units), Fleur n Villa (165 units), Jinnah Park X1 (15 units), Shalom (21 units), and NW Expansion Area 1 (865 units) to the west of Warmbaths X13. This leaves a surplus of 265 units in NW Expansion Area 1 to be utilised after 2025.
- The projected low income demand up to 2025 stands at 2698 units. All these units can be accommodated in Towoomba (RDP and Serviced Stands) and there will still be a surplus of about 846 Serviced Stands in Towoomba to meet the non-qualifier need after 2025.
- It should also be noted that the triangular shaped Part of Portion 42: Buiskop 464 between the Royal Northland Estate and Bela Bela CBD could accommodate about 500 two-, three-, and four-storey walk-up rental units in this area which would support and enhance the future development and revitalisation of the CBD. Some of the incremental demand (specifically affordable rental) can be accommodated in this area although none of the demand was allocated in the period up to 2025 (Table 12).



**Table 12: Bela Bela (Urban) Growth Strategy (2015-2025)**

	2015-2025											
	SUPPLY (PROJECTS)											
DWELLING UNIT GROWTH	Various Townships*	Gholfbaanpark (Warmbaths Ext 10)	Fleur n Villa	Jinnah Park Ext 1	Shalom	NW Expansion area 1	Towoomba RDP	Towoomba Site & Service	Towoomba Total	Part of Ptn 42 Buiskop 464 (Social Housing)	TOTAL	
<b>URBAN</b>	<b>1,809</b>	<b>238</b>	<b>165</b>	<b>15</b>	<b>21</b>	<b>1,130</b>	<b>1,233</b>	<b>2,312</b>	<b>3,544</b>	<b>500</b>	<b>7,422</b>	
High	271								-		271	
Middle	1,304		238	165	15	21	865		-		1,304	
Low	2,698						1,233	1,465	2,698		2,698	
<b>TOTAL ALLOCATED</b>	<b>4,273</b>	<b>271</b>	<b>238</b>	<b>165</b>	<b>15</b>	<b>21</b>	<b>865</b>	<b>1,233</b>	<b>1,465</b>	<b>2,698</b>	<b>-</b>	<b>4,273</b>
<b>Surplus/Deficit</b>		<b>1,538</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>265</b>	<b>(0)</b>	<b>846</b>	<b>846</b>	<b>500</b>	<b>3,149</b>

\*Note: Various Townships include the following: Bospoort x1,2,3, Warmbaths x20,24, Bospoort Laagte, Bospoort Valle, Bospoort Villa, Eau Montagne, Palatzo Vanesse, Panorama Park, Royal Northland

### iii) Incremental Households up to 2040

- **Table 13** shows the projected incremental low, middle and high income household demand in BBLM between 2025 and 2040 which stands at 7191 units.
- The 343 high income units are still significantly less than the 1538 even offered within the urban edge.
- Approximately 265 units of the middle income demand can still be accommodated in NW Expansion Area 1 during this phase. The remaining 1817 middle income units are allocated to NW Expansion Area 2 (500 units), NW Expansion Area 3 (540 units), and NW Expansion Area 4 (560 units). The remaining 217 middle income units can be accommodated in the South Eastern Expansion Area (SE1) adjacent to Towoomba. Warmbaths X25 could also accommodate this demand should SE1 not be suitable.
- The non-qualifying low income demand (say 2383 units) are accommodated in Spa Park X3 (342 units) and on the last 846

serviced stands in Towoomba, which leaves a deficit of 1195 serviced stands which will need to be developed in South Eastern Expansion Area 1.

- The qualifying low income RDP incremental demand (say 2382 units) are all accommodated in South Eastern Expansion Area 1 which still leaves a surplus capacity of about 522 units in this area by 2040.

**Figure 51** illustrates the proposed Spatial Development Framework for Bela Bela Town for the year 2040. It shows that all four the North Western Expansion Areas and part of Extension 25, as well as Towoomba and the South Eastern Expansion Area will be developed by then (in line with the strategy described above and summarised in Table 13).

After 2040 some strategic decisions will have to be taken regarding the expansion of the Bela Bela Township area. As illustrated on Figures 50 and 51 there are three main Strategic Development Areas to be considered.



# BELA BELA SDF



**Table 13: Bela Bela (Urban) Growth Strategy (2025-2040)**

	2025-2040	SUPPLY (PROJECTS)									
		DWELLING UNIT GROWTH	Various Townships*	NW Expansion area 1	NW Expansion area 2	NW Expansion area 3	NW Expansion area 4	Spa Park Ext 3	Towoomba Serviced Stands	SE Expansion area 1	Part of Ptn 42 Buiskop 464 (Social Housing)
<b>URBAN</b>		<b>1,538</b>	<b>265</b>	<b>500</b>	<b>540</b>	<b>560</b>	<b>342</b>	<b>846</b>	<b>4,317</b>	<b>500</b>	<b>9,408</b>
High	343	343									343
Middle	2,082		265	500	540	560			217		2,082
Low RDP	2,383						342	846	1,195		2,383
Low Serviced Stands	2,383								2,383		2,383
<b>TOTAL ALLOCATED</b>	<b>7,191</b>	<b>343</b>	<b>265</b>	<b>500</b>	<b>540</b>	<b>560</b>	<b>342</b>	<b>846</b>	<b>3,795</b>	<b>-</b>	<b>7,191</b>
<b>Surplus/Deficit</b>		<b>1,195</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>522</b>	<b>500</b>	<b>2,217</b>

\*Note: Various Townships include the following: Bospoort x1,2,3, Warmbaths x20,24, Bospoort Laagte, Bospoort Vallei, Bospoort Villa, Eau Montagne, Palatzo Vanesse, Panorama Park, Royal Northland

- **Strategic Development Areas 1:** Southward expansion of the town (within the 5 kilometre radius from the Central Activity Area (CBD and Industrial Area)) onto the Towoomba land south of route R516 which covers approximately 326 hectares of land (Roodekuil 498).
- **Strategic Development Area 2:** Eastward expansion of the town along route R516 (± 5 to 9 kilometres from the Central Activity Area) onto an area measuring about 503 ha of land.
- **Strategic Development Area 3:** North-eastward expansion along route R101 (within the 5 kilometre radius from the Central Activity Area) on an area covering at least 227 hectares of land (and more).

Household Income Category	2015-2025	%	2020-2040	%	2015-2040	%
High	271	3%	343	5%	614	4%
Middle	1,304	16%	2,082	29%	3,386	22%
Low	6,362	80%	4,766	66%	11,128	74%
<b>TOTAL ALLOCATED</b>	<b>7,937</b>	<b>100%</b>	<b>7,191</b>	<b>100%</b>	<b>15,128</b>	<b>100%</b>
%	<b>52%</b>		<b>48%</b>		<b>100%</b>	

The remaining parts of Warmbaths X25 (**Strategic Development Area 4**) will/ may come under pressure for middle income development during this phase (after 2040).

**Table 14** below lists the townships/ areas fully or partially utilised in the Bela Bela Human Settlement Strategy up to 2040 (also see Figures 50/51). It also indicates in which of these townships/ areas there will be spare capacity after 2040.

# BELA BELA SDF



It should however be kept in mind that these are not the only townships with capacity to accommodate the different housing market segments over the next few decades.

**Table 14: Bela Bela Township Project List (2015-2040)**

PROJECTS	Capacity	Allocated units per Income Group				Surplus
		High	Middle	Low	TOTAL	
Fleur n Villa	165		165		165	-
Jinnah Park Ext 1	15		15		15	-
Shalom	21		21		21	-
Gholfbaanpark (Warmbaths Ext 10)	238		238		238	-
NW Expansion area 1	1,130		1,130		1,130	-
NW Expansion area 2	500		500		500	-
NW Expansion area 3	540		540	-	540	-
NW Expansion area 4	560		560	-	560	-
Spa Park Ext 3	342			342	342	-
Part of Ptn 42 Buiskop 464 (Social Housing)	500		-		-	500
Bela-Bela Ext 7	37			37	37	-
Bela-Bela Ext 8	116			116	116	-
Bela-Bela Ext 9	905			905	905	-
Warmbaths Ext 25	250			250	250	-
Towoomba RDP	2,000			2,000	2,000	(0)
Towoomba Serviced Stands	3,900			3,900	3,900	0
SE Expansion Area 1 (Middle Income)	217		217		217	-
SE Expansion Area 1 (RDP)	1,600			1,195	1,195	405
SE Expansion Area 1 (Serviced Stands)	2,500			2,383	2,383	117
<b>TOTAL</b>	<b>15,536</b>	<b>-</b>	<b>3,386</b>	<b>11,128</b>	<b>14,514</b>	<b>1,022</b>
*High Income: Various Townships	1,809	614			614	1,195

The Human Settlement Strategy assumed that the majority of new high income households would settle in any of the 12 townships within the urban edge. However, there are a number of other townships totalling about 1631 high income erven that can also be utilised (refer to **Table 15a**). In fact, even up to the year 2040 there is a surplus of about 3704 high income erven in Bela Bela Town (based on the current supply).

**Table 15a: Bela Bela: Potential Number of Units (High Income) vs Allocated (Townships and Identified Strategic Areas)**

TownShipName	URBAN			ALLOCATED			SURPLUS	%	
	No Vacant Res 1 Erven	Potential Units (Res 2/3 Erven)	TOTAL POTENTIAL	2015-2025	2025-2040	2015-2040			
<b>HIGH INCOME</b>				<b>HIGH INCOME</b>					
Warmbaths Ext 20	515	464	979	271	343	614	365		
Bospoort Ext 1	43	-	43			-	43		
Bospoort Ext 2	12	-	12			-	12		
Bospoort Ext 3	18	-	18			-	18		
Bospoort Laagte	5	-	5			-	5		
Bospoort Vallei	34	-	34			-	34		
Bospoort Villa	3	-	3			-	3		
Eau Montagne	71	9	80			-	80		
Palatzo Vanesse	11	-	11			-	11		
Panorama Park	16	-	16			-	16		
Royal Northland (Warmbaths Ext 17)	450	150	600			-	600		
Warmbaths Ext 24	9	-	9			-	9		
<b>Subtotal 1 High Income (Inside Urban Development Boundary)</b>	<b>1,187</b>	<b>623</b>	<b>1,809</b>	<b>271</b>	<b>343</b>	<b>614</b>	<b>1,195</b>		
Out Post	419	-	419			-	419		
Warmbaths Ext 18	31	-	31			-	31		
Warmbaths Ext 21	35	-	35			-	35		
Warmbaths Ext 22	16	-	16			-	16		
Warmbaths Ext 27	129	16	145			-	145		
Warmbaths Ext 28	980	862	1,842			-	1,842		
Warmbaths Ext 29	21	-	21			-	21		
<b>Subtotal 2 High Income (Outside Urban Development Boundary)</b>	<b>1,631</b>	<b>878</b>	<b>2,509</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,509</b>		
<b>Subtotal High Income</b>	<b>2,818</b>	<b>1,501</b>	<b>4,318</b>	<b>271</b>	<b>343</b>	<b>614</b>	<b>3,704</b>	<b>25%</b>	

# BELA BELA SDF



**Table 15b: Bela Bela: Potential Number of Units (Middle, Low and Mixed) vs Allocated (Townships and Identified Strategic Areas)**

URBAN				ALLOCATED			SURPLUS	%	
TownShipName	No Vacant Res 1 Erven	Potential Units (Res 2/3 Erven)	TOTAL POTENTIAL	2015-2025	2025-2040	2015-2040			
<b>MIDDLE INCOME</b>				<b>MIDDLE INCOME</b>					
Fleur n Villa	165	-	165	165		165	-		
Jinnah Park Ext 1	15	-	15	15		15	-		
Shalom	21	-	21	21		21	-		
Gholfbaanpark (Warmbaths Ext 10)	143	95	238	238		238	-		
NW Expansion Area 1	750	380	1,130	865	265	1130	-		
NW Expansion Area 2	500		500		500	500	-		
NW Expansion Area 3	540		540		540	540	-		
NW Expansion Area 4	560		560		560	560	-		
Part of Ptn 42 Buiskop 464 (Social Housing)		500	500		0	0	500		
Bela-Bela Ext 10	146		146			0	146		
Bela-Bela Ext 12	1,570		1,570			0	1,570		
SE Expansion Area 1 (Middle Income)	217		217		217	217	-		
Warmbaths	-	110	110			0	110		
<b>Subtotal Middle Income</b>	<b>4,627</b>	<b>1,085</b>	<b>5,712</b>	<b>1,304</b>	<b>2,082</b>	<b>3,386</b>	<b>2,326</b>	<b>16%</b>	
<b>LOW INCOME</b>				<b>LOW INCOME</b>					
Bela-Bela Ext 7	37	-	37	37		37	-		
Bela-Bela Ext 8	116	-	116	116		116	-		
Bela-Bela Ext 9	905	-	905	905		905	-		
Bela-Bela Ext 10	2,383	118	2,501		-	-	2,501		
Bela-Bela Ext 12	3,803		3,803		-	-	3,803		
SE Expansion Area 1 (Low Income)	4,100		4,100	-	3,578	3,578	522		
Towoomba	5,900		5,900	5,054	846	5,900	0		
Warmbaths Ext 25	250		250	250		250	-		
Spa Park Ext 3	342		342		342	342	-		
<b>Subtotal Low Income</b>	<b>17,836</b>	<b>118</b>	<b>17,954</b>	<b>6,362</b>	<b>4,766</b>	<b>11,128</b>	<b>6,826</b>	<b>46%</b>	
<b>MIXED INCOME</b>				<b>MIXED INCOME</b>					
Warmbaths Ext 25	1,170	-	1,170			0	1,170		
Warmbaths Ext 26	570	166	736			0	736		
<b>Subtotal Mixed</b>	<b>1,740</b>	<b>166</b>	<b>1,906</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,906</b>	<b>13%</b>	
<b>TOTAL URBAN</b>	<b>27,021</b>	<b>2,869</b>	<b>29,890</b>	<b>7,937</b>	<b>7,191</b>	<b>15,128</b>	<b>14,762</b>	<b>100%</b>	

In the middle income market most of the existing stock will have been used but there is still about 1570 middle income erven available in Extension 12 and 146 in Extension 10 by 2040.

In the low income segment there will be approximately 6826 erven available in Extension 10 (2501 erven) and Extension 12 (3803 erven) respectively, and 522 in South Eastern Expansion Area.

In summary, of the potential supply of 29 890 erven in Bela Bela (all income groups), an estimated 15 128 will have been used by 2040. This represents about 51% of the current supply.

### c) Central Economic Activity Area

The Bela Bela Central Economic Activity Area refers to the existing and proposed future CBD and Industrial Area which spatially represent a large multi-functional precinct in the central part of town. It is structured around the railway line, route R101 and a section of route R516 as illustrated on **Figure 52**.

This functional area represents the vast majority of existing and projected future job opportunities in town and includes retail, office, commercial, and industrial uses as well as a number of government functions.

It is proposed that this area be consolidated and functionally enhanced, and that it be gradually expanded in future along route R101 (north and south) as well as R516 (east).

The section below elaborates on each of the two functional components of the Central Economic Activity Area – the CBD and the Industrial Area.

### i) Central Business District (CBD)

The CBD boundary as contained in the Bela Bela CBD Plan (2011) was retained except for the triangular area to the north-east between route R101 and the Royal



# Bela Bela Local Municipality

## CENTRAL ECONOMIC ACTIVITY AREA

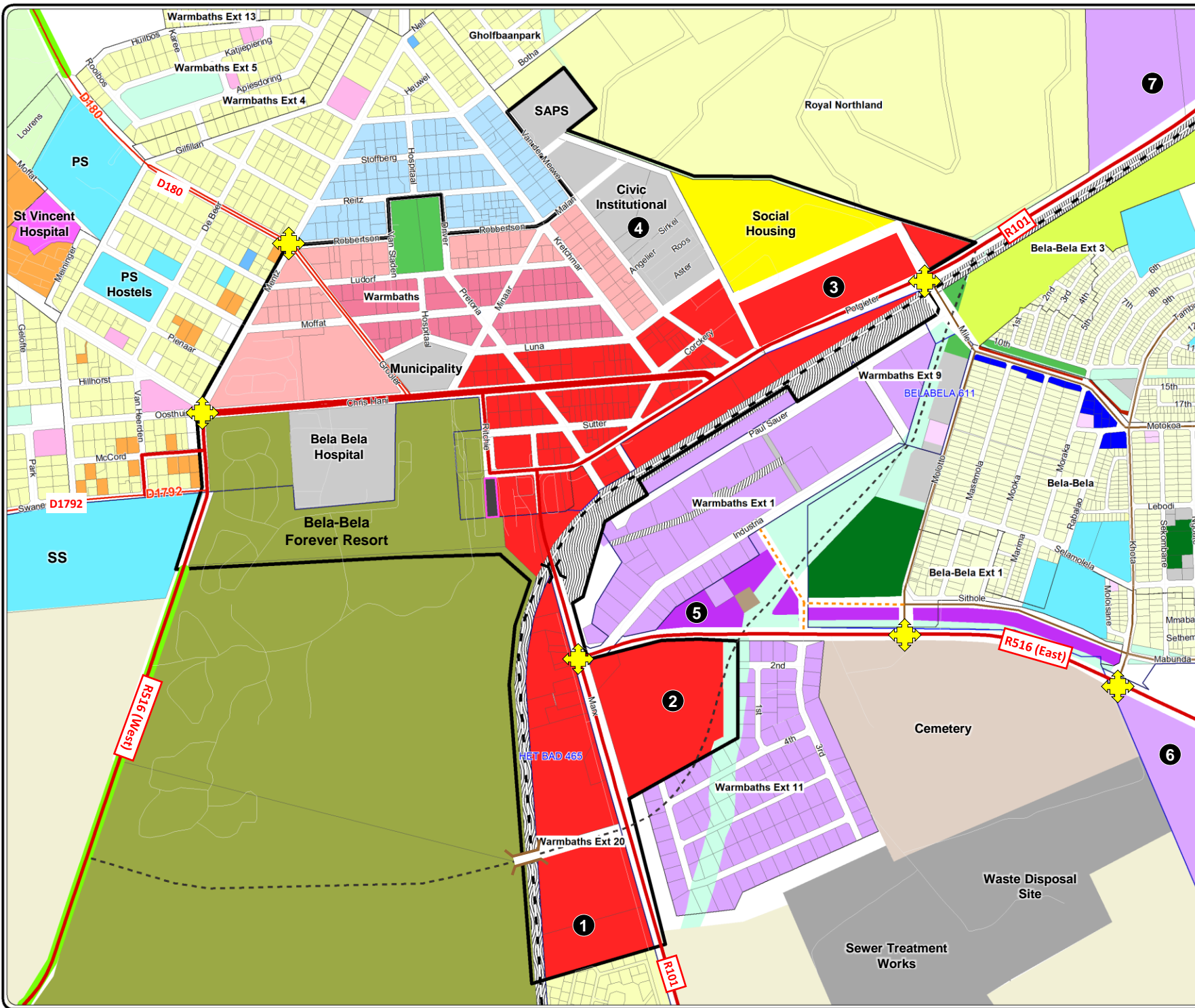
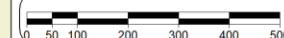
### Legend

#### Existing Land Use

- CBD Boundary
- Residential
- Medium Density Residential
- Private Hospital
- Education
- Church
- Cemetery
- Utilities (Sewer Treatment Plant and Waste Disposal Site)
- Taxi Rank Facility
- Public Open Space
- Open Space System / Drainage Channels
- Vehicular Bridge

#### Proposed Land Use

- Core Area: Higher Intensity Mixed Land Use Typologies
- Core Area: Lower Intensity Mixed Land Use Typologies
- Residential / Office Precinct
- Dwelling Office Precinct
- Medium Density Residential
- Government / Civic
- Industrial
- Empowerment Zone
- Food Garden
- Leisure and Recreational Hub
- Sports Facilities
- Proposed By-Pass Route
- Tourism Corridor
- Vehicular Bridge
- CBD Entrance Signage



## BELA BELA SDF



Northland Estate which has now also been included. The following land use zones have been identified within this area.

**CBD Core Area:** This area will be the focus of infill and redevelopment initiatives and remains the most important area within which new business related development (shops, offices, financial institutions, motor related developments and the like) should be concentrated. The area to the south of Luna Road accommodates **high intensity mixed use** while the two blocks to the north thereof up to Ludorf Street are earmarked for **lower intensity mixed use**.

Three areas have also been identified as high intensity mixed use expansion areas (as part of the CBD Core). These include the land area<sup>(1)</sup> between the Waterfront shopping centre and Warmbaths X20 to the west of route R101; the old municipal showgrounds<sup>(2)</sup> in the south-eastern quadrant of the R101-R516 intersection; and the land bordering north and south of route R101<sup>(3)</sup> from Van der Merwe Street up to the Bela Bela Township entrance intersection at Mile Street. The latter extension of the CBD is an important intervention aimed at rejuvenating the eastern end of the CBD and to use this functional extension of the CBD as a means to functionally incorporate the Bela Bela Township community into the economy of the town.

**Residential/Offices:** This precinct is made up of a mixture of offices, single houses, apartments/dwelling units and guesthouses, interspersed by places of worship and related uses. This area is directly linked to the northern and western suburbs and is a transition zone. Future pressure to expand the CBD Core will impact on this area and strict regulation is required so as not to allow unabated horizontal expansion to the detriment of the redevelopment initiatives relevant to the core area.

**Dwelling Office Development:** The area north of Robertson Road up to Botha Street, and between Mentz Avenue to the west and Van der Merwe Street to the east is earmarked for dwelling offices. Dwelling offices can be defined as an existing dwelling unit that is converted and used as an office, provided that the elevation treatment of the buildings maintain a residential character and appearance complementary to the environment, and is also in accordance with the policy of the local municipality.

**Government/ Civic:** This includes the Bela Bela Hospital, the municipal offices and clinic, as well as the cluster of Government Services<sup>(4)</sup> clustered along Van der Merwe Street to the east where SAPS, SASSA and the municipal license centre are located. The latter precinct can over time be developed as the Bela Bela Civic Precinct comprising a cluster of municipal and other government services serving the broader community as it is located midway between the historic Warmbaths Town and Bela Bela Township.

**Medium Density Housing:** The triangular shaped land parcel between the proposed Civic Precinct and Royal Northland Estate is earmarked for medium density 3/4 storey walk-up CRU and Social Housing funded rental stock. This will support the redevelopment of the eastern end of the CBD and will provide in the need for affordable rental units in close proximity to the CBD of Bela Bela.

**Leisure (Forever Resort and Health Spa):** This precinct is made up of the existing Forever Resort and Health Spa. Development in this precinct should mostly be guided by regulatory instruments such as a Site Development Plan which must align with approved environmental management plans and other environmental guidelines relevant to the precinct.



More detailed development proposals for the CBD are included in the Bela Bela CBD Plan extract summarised in **Annexure B** of this document.

## ii) Industrial

The current industrial areas (Warmbaths Extension 1 and Warmbaths Extension 11) do have a substantial number of vacant erven. It seems that the need for large industrial erven as provided in Warmbaths Extension 1 is not that high and it is suggested that should the demand for smaller erven justify it, some of these erven be subdivided in order to provide in the specific demand. Some of the erven in Bela Bela Extension 11 are however affected by occasional flooding as the stormwater infrastructure that was required as part of the conditions for approval of the township has not been installed yet. The clean-up of the drainage system north of route R516 and installation of stormwater infrastructure south of route R516 will render most of the erven developable, and the design and installation of such should be a high priority.

This will also make available some land parcels along the northern side of route R516 which could be utilised as part of an Empowerment Zone<sup>(5)</sup> initiative to support emerging enterprises in the area around route R516 between extension 1 and extension 11.

The area east of the sewer outfall works up to Road P85/1 which is also a portion of Portion 1 of the farm Roodekuil 498 KR (Area 6 along route R516) is earmarked for long term future industrial purposes.

An area (Area 7) north of Road R101 to Modimolle (north of Bela Bela Extensions) is also earmarked for long term future industrial purposes (i.e. service

and light industrial). Industrial rights (restricted to specific uses) have already been approved on some of these farm portions.

An application for a mixed use zone with residential and service/light industries was approved for the most southern residential area of Bela Bela Extension 20 (namely Portions 3 to 6 of Erf 1394, Warmbaths Extension 20). The erven (56.6139ha in extent) are zoned "Special" with an annexure to permit a mixed use development as described in Annexure 63 of the Bela Bela Land-use Scheme 2017 (refer to Figure 48).

## d) Open Space

Open spaces linked to the natural environment as illustrated on Figure 48 are important from an environmental and ecological point of view and should be protected as such. These also serve the purpose of creating liveable residential environments and contributes to living quality in these residential areas. Open spaces (although protected natural environments in many instances) allow for passive recreation in the form of hiking trails, scenic areas and water features.

Recreational areas are used for active recreational purposes and include sports grounds, community sports facilities or clubs with facilities.

Recreation facilities should not exist in isolation, but be a part of a system of recreational facilities forming a continuous integrated recreation network. This system should include a wide range of facility types and sizes that supplement each other. The large open space area in Warmbaths X5 between Apiesdoring and Katjeepering Streets could be converted into a future sport and recreation facility to accommodate the increased need associated with the proposed north-western extensions and Warmbaths X25.



Recreational facilities as is the case with social facilities should be provided in terms of a hierarchy which makes provision for lower order (i.e. local communities) to higher order recreational facilities serving the broader community.

### e) Roads and Transport

As shown on Figure 48 route R516 (linking Bela Bela Town to the N1 National Road) enters Bela Bela Town from the eastern side from where it links up with route R101. Route R101 runs parallel to the N1 and links Bela Bela Town directly with Gauteng and other parts of Limpopo Province such as Modimolle, Mookgophong, etc. The excessive volumes of traffic entering Bela Bela Town from these two roads is a concern and the widening of the road over the bridge entering the town is inevitable. The problem is at its worst over weekends (from Friday afternoon) and during school holidays.

It is proposed that the road and bridge be widened to at least four lanes from the intersection between route R101 and route R516 northwards up to the intersection with Potgieter Avenue. The traffic congestion at Potgieter Avenue from Marx Street to Richie Street must also be addressed as these form part of the system providing access to important tourist destinations within Bela Bela Local Municipality. An investigation and recommendations by a qualified Traffic Engineer will assist to address these traffic problems in the most appropriate way.

The construction of the “proposed bypass” road (no status at this stage) linking route R101 with the road to Thabazimbi (route R516 west) would have some positive impacts on Bela Bela Town:

- Direct accessibility of the areas east and west of Bela Bela Town without having to enter Bela Bela CBD; and
- Less traffic (especially heavy trucks) going through Bela Bela CBD, resulting in lower levels of congestion and maintenance of local streets in Town.

There are, however, also some negative impacts which include:

- A decline in the buying power entering Bela Bela CBD Core Area; and
- High costs involved with the construction of a new road.

The main Taxi Rank of Bela Bela Town was formalised a few years ago and a small taxi rank was constructed to the south of the bridge at the Waterfront shopping centre in recent years.

There may be a need to develop a third rank around the eastern end of the CBD should the Civic Precinct and surrounds be successfully developed in years to come.

Figure 48 also illustrates the proposed master road network for the existing and future expansion areas of Bela Bela Township. This area will develop incrementally over an extended period of time ( $\pm$  30 years). Hence, it is important to timeously put in place a functional road network which should be incorporated into all future layout plans for the area. This master road network as illustrated on Figure 48 comprise a radial and concentric movement network.

The radial network supports routes R101 and R516 in facilitating east-west movement within the township area and linking the broader Bela Bela Township community to the Central Economic Activity Area (CBD and Industrial areas).



Four main concentric routes provide linkages between route R101 to the north and route R516 to the south.

At the access points along route R515 some erven may be reserved for economic activity in future layout plans in order to let the community share in the economic spin-offs to be derived from route R516.

The 2011 SDF proposed some industrial activity south of route R516 from the cemetery eastwards and this is maintained as shown on Figure 48. To the north of route R101 the concept of promoting future industrial/ commercial development in support of the Bela Bela Township community is also supported.

## f) Growth Management Strategy and Urban Development Boundary

The 2011 Bela Bela Town Spatial Development Framework drew an extensive Urban Development Boundary which included sufficient land to cater for all development needs of the town up to at least 2050. As a result the existing Bela Bela Urban Development Boundary is totally worthless as growth management instrument and in fact paved the way for township applications extending far beyond the current, short and medium term demand. Table 15 indicates that only approximately 15 128 of the 29 890 housing unit opportunities offered by approved townships and identified development areas will be taken up by 2040. This represents a huge oversupply for the period up to 2040 which makes no sense in terms of spatial and financial efficiency and sustainability.

Hence, it is proposed that the implementation of the individual townships be managed in accordance with a growth management strategy which will ensure that Council is at no stage over extended in terms of installation of bulk and

reticulation services (water, sanitation and electricity) as well as the construction of a supporting road network.

Figure 48 and 51 illustrate the proposed urban development boundary for the short term (up to 2025), and medium to longer term (2040) respectively. Figure 51 also compares the 2040 boundary to the urban development boundary (urban edge) that was proposed in the 2011 SDF.

## 3.3.2 PIENAARSRIEVER/ KALKHEUVEL

Besides Bela Bela Town, Pienaarsrivier is the most significant growth point in the Bela Bela Local Municipal Area and it is important to develop this node in accordance with the local economic growth potential.

**Figure 53** presents the Pienaarsrivier Precinct Plan which highlights the following development proposals.

### a) Housing Development

- Pienaarsrivier has a total of ±1092 residential erven of which 680 are vacant.
- Promote **residential development** on the vacant properties in the northern extension of Pienaarsrivier Township<sup>(1)</sup>.
- These serviced erven can easily be made available to settle people from dispersed settlements in the surrounding rural areas.

### b) Business Activity

- It is proposed that **future business activity** be consolidated along route D626<sup>(2)</sup> due to the good visual exposure, easy access to route D626 from



# Bela Bela Local Municipality

## PIENAARSRIVIER PRECINCT PLAN

### Legend

#### Existing Land Use

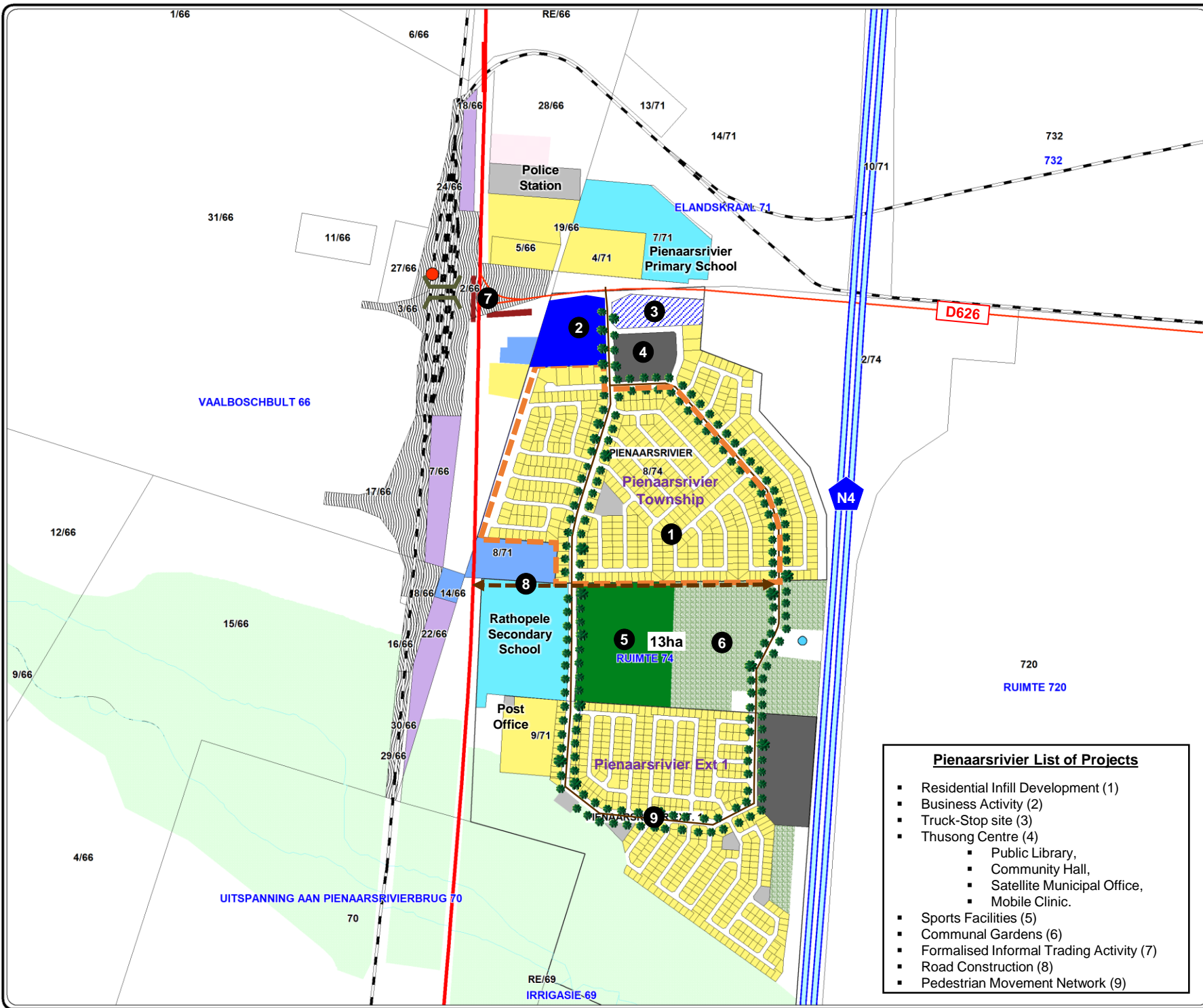
- Residential
- Business
- Community Facilities
- Educational Institution
- Church
- Industrial Activity
- Open Space System / Wetland
- Railway line
- Railway Station
- Pedestrian Bridge
- National Road
- Main Road
- Secondary Road

#### Proposed Land Use

- Business
- Formal Truck-Stop
- Residential Infill
- Informal Trading
- Community Facilities
- Communal Gardens
- Sports Facilities
- Local Road
- Local Road Linkage
- Pedestrian Movement Network

### Piensaarsrivier List of Projects

- Residential Infill Development (1)
- Business Activity (2)
- Truck-Stop site (3)
- Thusong Centre (4)
  - Public Library,
  - Community Hall,
  - Satellite Municipal Office,
  - Mobile Clinic.
- Sports Facilities (5)
- Communal Gardens (6)
- Formalised Informal Trading Activity (7)
- Road Construction (8)
- Pedestrian Movement Network (9)





the N1 Freeway and the large numbers of trucks travelling and stopping along this route.

- It is recommended a dedicated **truck-stop**<sup>(3)</sup> facility be incorporated into the business node to serve the need which already exists.

## c) Community Facilities

- It is proposed that a **Thusong Centre**<sup>(4)</sup> be established to serve the surrounding community and local farmers. The Thusong Centre should comprise of government services such as a community hall, public library, mobile clinic and a satellite municipal office.
- The wetland area located midway between the Pienaarsrivier Township and Pienaarsrivier Extension 1 measures approximately 13ha, and it is proposed that it be earmarked for low intensity land uses such as **sports facilities**<sup>(5)</sup> and **communal gardening projects**<sup>(6)</sup>. The sports and recreational facility should comprise a soccer field, netball courts and basketball courts. Prior to developing the wetland area for any type of land use, it is imperative that a feasibility study be conducted.
- It is recommended the **informal trade activity** prevalent at the intersection of the R101 and D626 be formalised and expanded<sup>(7)</sup>, to boost the local economy.

## d) Movement Network

- In terms of road infrastructure, it is proposed that a local access road<sup>(8)</sup> be constructed between Rathopele Secondary School and the business site which would also provide access to the proposed sports fields and food gardens.

- **Enhance the defined pedestrian movement network**<sup>(9)</sup> along the main road within the township with paving and street lighting.

## e) Environment

- The land surrounding Pienaarsrivier is classified as environmentally highly sensitive. Hence, it is proposed to do “Infill” development as far as possible in order to allow for a more compact town rather than further expanding the “footprint” of the town.

### 3.3.3 RADIUM-MASAKHANE

**Figure 54** depicts the node of Radium-Masakhane and the following are proposed:

#### a) Housing Development

- It is proposed that a portion of the northern extents of Masakhane/ Welgegund should be reserved for **future housing development** (up to a maximum of 200 units) in line with the agri village concept. The remaining land may then be utilised as communal food gardens.

#### b) Business Activity

- It is proposed that future business activity be established along the R101 adjacent the existing business node and railway station which provide linkages to surrounding regional markets.
- Within the Masakhane/ Welgegund Township area, it is proposed that **supplementary businesses**<sup>(3)</sup> be established along route D1660 to serve



# Bela Bela Local Municipality

## MASAKHANE / RADIUM PRECINCT PLAN

### Legend

#### Existing Land Use

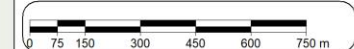
- Residential
- Business
- Educational Institution
- Industrial Activity
- Silo
- Railway line
- National Road
- Main Road
- Secondary Road

#### Proposed Land Uses

- Business
- Community Facilities
- Secondary School
- Communal Gardens
- Sport and Recreational Facilities
- Public Open Space
- Pedestrian Movement Network

#### Land Ownership

- Emerging Farmer
- Private
- Local Municipality
- National



BOTHASVLEY 19

1 Future Housing Expansion

4 Communal Gardens

RE/17

Masakhane / Welgegend

Welgegend Village

ELANDSHOEK 17

Welgegend Village Ext 1

7

Multi-Purpose Community Centre/Thusong Centre (1ha) – Potential for Expansion and Agri-Skills Centre

BLAAUWBOSCHKUIL 20

Radium Business Node

2

D4905

8

D1660

Approx. 3km away from Masakhane Township

4

SPRINGBOKVLAKTE 21

N4

### Radium / Masakhane List of Projects

- Future Housing Expansion Area (1)
- Promote Local Business Activity (2)
- Business Activity at Masakhane (3)
- Food Gardens (4)
- Multi-Purpose Community Centre / Thusong Centre (6)
  - Mobile Police Station
  - Satellite Clinic
  - Community Hall
  - Skills and Training Centre
  - Public Open Space
- Sports and Recreational Facility (7)
- Pedestrian Movement Network (8)



the local community of Masakhane and the residents of Syferkuil, Mogohlwaneng and Swartboom in the North-West Province.

- Due to township's remote location and limited access to job opportunities, it is proposed that **communal gardens**<sup>(4)</sup> be encouraged so as to secure food for subsistence living and generate income from the surplus food production (in line with the Agri Village concept). It is also recommended that a water harvesting initiatives linked to the communal food gardens be established.

### c) Community Facilities

- It is proposed that a **Thusong Centre** comprising of a variety of community facilities<sup>(6)</sup> be established in the Masakhane/ Welgegund Township area and more specifically along route D1660. Community facilities provided should include a mobile police station, mobile clinic, community hall (which could also facilitate skills development/ local empowerment training), a public library and a public open space.

The Skills and Training Centre should specifically focus on agriculture related training.

- It is proposed that a **sports and recreational** area be established to the north of the community centre, and it should comprise of soccer fields, netball courts, and basketball courts<sup>(7)</sup>.

### d) Pedestrian Movement Network

- The distance between Masakhane/ Welgegund and the Radium business node along route D1660 is roughly 3km. Due to the low employment prospects in the area and immediate surrounds, the majority of the

population in Masakhane/ Welgegund do not have access to vehicular transport. Hence, it is proposed that a pedestrian movement route<sup>(8)</sup> be established along route D1660 in order to link the Masakhane business node<sup>(3)</sup> to the Radium business node<sup>(4)</sup>.

### 3.3.4 SETTLERS

No major future development is envisaged for Settlers. New residential development (if any) must follow a formal township application procedure as the town is located in an area with relative high agricultural potential. The town is surrounded by arable land, used for crop farming.

It is proposed that should the need arise for additional residential erven, that the first option must be to formalise the existing town and to do "Infill" development as far as possible in the area between Road D936 (road to the north), Road P184/1 (road to the east) and also southwards to the railway line.

### 3.3.5 RAPOTOKWANE

The village does not have an economic base and is a dormitory settlement with people working as migrant labourers elsewhere or in the surrounding areas and farms.

It is proposed that the village be provided, as far as possible, with basic municipal infrastructure.



No expansion of the village is proposed, but rather upgrading with formalisation and “Infill” development as far as possible to address the existing problems and improve the quality of life of the residents.

Depicted on **Figure 55** is the precinct plan of the Rapotokwane village which highlights the following proposals:

## a) Nodal Activity Area

- It is suggested that the **main local business node** for the village be established at the southern entrance where it is centrally located to serve the daily needs of residents.
- The proposed business node should encompass **retail activity**<sup>(1)</sup> and a site for additional **community facilities**<sup>(2)</sup> which may be required in future e.g. a satellite municipal station, satellite municipal offices and/ or a pay-point facility.
- An additional **sports and recreational facility**<sup>(3)</sup> comprising netball courts, basketball courts, outdoor gymnasium and a **public open space** serving as a space for social interaction.
- Investigate the possibility of establishing food gardens<sup>(4)</sup> on the vacant land adjacent to the west of the business node.

## b) Movement Network

- In terms of road upgrades, it is proposed that the **internal circular road**<sup>(5)</sup> be upgraded in order to enhance internal movement and accessibility to the surrounding local businesses, educational and community facilities. This road should be provided with pedestrian infrastructure e.g. pedestrian walkways etc.

## 3.3.6 VINGERKRAAL

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Development at Vingerkraal must be considered very carefully due to the high development costs at the present location and the fact that water supply is also inadequate for the existing community. It is proposed that Vingerkraal be developed as an Agri Village and it is essential that a Business Plan be compiled to guide this process.

In terms of the Agri Village concept no more than 200 families can be accommodated here and the relocation of the surplus households needs to be planned in conjunction with the local community. As part of the Business Plan some of the council owned land in the surrounding areas can be sold to the adjoining game reserves and the income generated can be used to provide infrastructure to the Agri Village.

## 3.3.7 TSAKANE

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It is proposed that Tsakane be developed as an Agri Village comprising no more than 200 households and that only residents involved in agriculture and/ or tourism be accommodated here.

The remaining population need to be relocated to Bela Bela Town where the municipality can provide services in a cost efficient and sustainable manner.

A Business Plan needs to be compiled to guide the establishment of the Agri Village.

**Rapotokwane List of Projects**

- Business Activity (1)
- Community Facilities (2)
  - Mobile Police Station
  - Satellite Clinic
  - Community Hall
  - Skills and Training Centre / ABET
  - Post Office
  - Public Open Space / Park
- Sports and Recreational Facility (3)
- Communal Food Gardens (4)
- Upgrade Internal Main Road and Establish a Pedestrian Movement Network

**Dr J S Moroka LM**



**Bela Bela Local Municipality**

**RAPOTOKWANE PRECINCT PLAN**

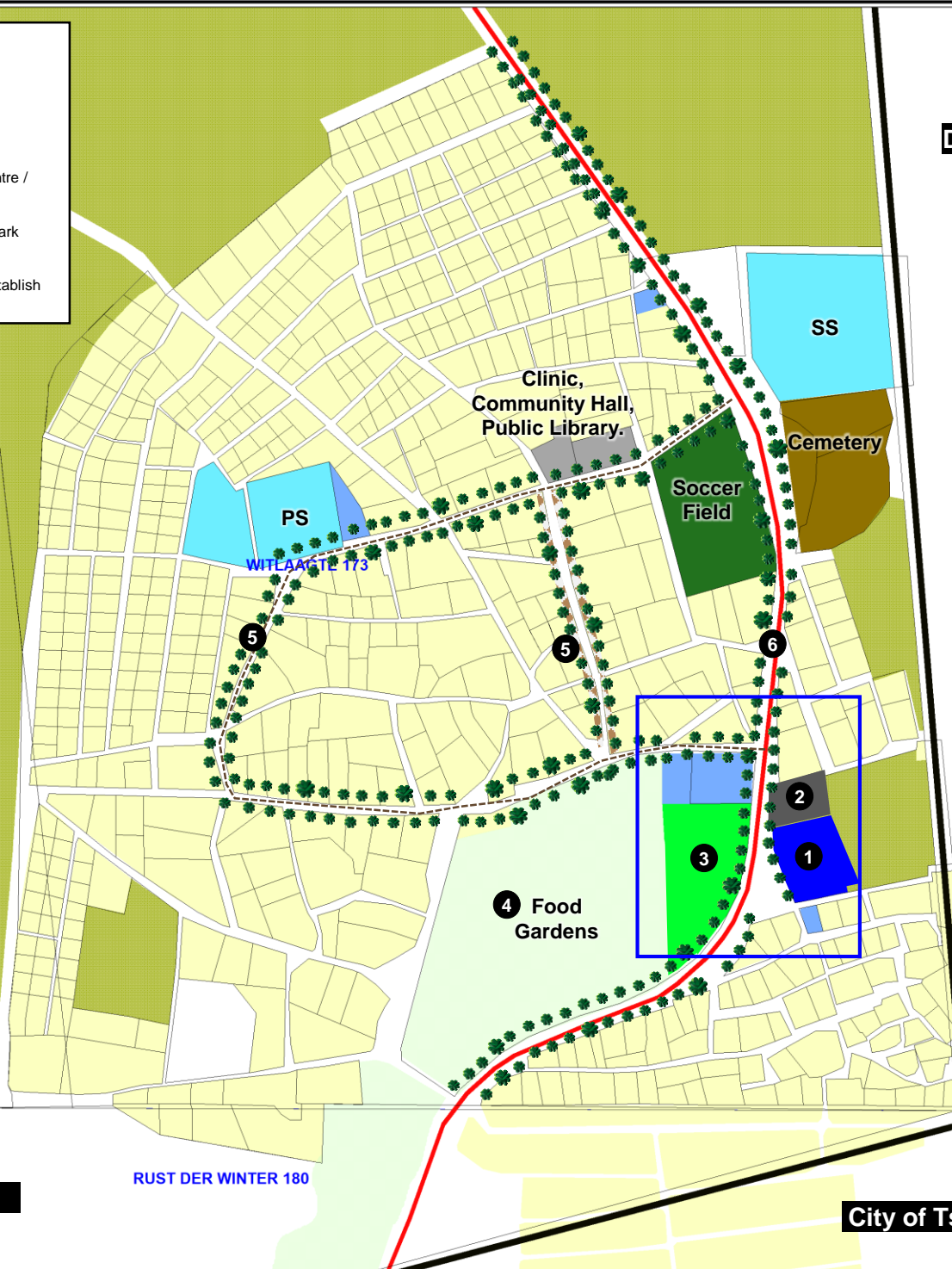
**Legend**

**Existing Land Use**

- Residential
- Business
- Community Facilities
- Cemetery
- Educational Institution
- Soccer Field
- Open Space System

**Proposed Land Use**

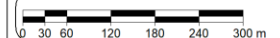
- Local Business Area
- Business
- Community Facilities
- Sport and Recreation
- Cultivated Land
- Road Upgrade
- Pedestrian Movement Network
- Pedestrian Short-Cut Link



**Bela Bela LM**

RUST DER WINTER 180

**City of Tshwane MM**





## 3.4 SDF: LUS LINKAGE/ ALIGNMENT PLAN AND GUIDELINES

### 3.4.1 MUNICIPAL

The purpose of the Alignment Plan is to translate the SDF into broad land use areas/ categories and to further define the basket of rights to be permitted in each of these areas in terms of the Bela Bela Land Use Scheme.

The municipal level land use areas/ categories are illustrated on **Figure 56** and consist of the following six main land use areas:

- Proclaimed Nature Reserves (DEAT);
- Waterberg Biosphere Transitional Area 1;
- Waterberg Transitional Area 2;
- Rust de Winter Transitional Area 3;
- Agriculture Focus Area; and
- Urban Areas.

The abovementioned land use areas are listed in the Linkage Table (Section A on **Table 16**). Section B of Table 16 indicates the various Land Use Scheme Use Zones and indicates which Land Use Scheme Use Zone could be considered in each land use area. Existing development rights will remain, but any change in land use must be in accordance with the rights proposed in Table 16.

The prescribed application procedures of the Bela Bela Land Use Scheme will apply to all changes required.

Guidelines on the permitted **intensity** of subdivisions and Rural Residential Development can be found in **Annexure D** which is an extract from the Bela Bela Spatial Development Framework 2011.

The following guidelines are applicable to the Linkage Plan areas:

#### a) Proclaimed Nature Reserves

The management and protection of the nature reserves will be done in line with the provisions of the following legislation:

- National Environmental Management: Protected Areas Act, 2003
- Limpopo Environmental Management Act, 2003 (Act No. 7 of 2003)

#### b) Waterberg Biosphere Transitional Area 1

The conditions of the Bela Bela Land Use Scheme and By-laws as well as **Table 17** apply to all Land Use in the area.

#### c) Waterberg Transitional Area 2 and Rust de Winter Transitional Area 3

The conditions of the Bela Bela Land Use Scheme and By-laws as well as **Table 18** apply to all Land Use in the area.

#### d) Agriculture Focus Area

**Agriculture** means land used or a building designed or used for the purposes such as, but not limited to ploughing, depasturing, horticulture, poultry farming, dairy farming, breeding and keeping of livestock, apiaries, forestry, mushroom and vegetable production, flower production, orchards and any other activity commonly connected with farming or associated therewith, and include the sale, processing and/ or packaging of own produced goods. It includes one main dwelling unit and associated bona fide farm workers' residences, and offices related to the main use.



# BELA BELA SDF



**Table 16: Bela Bela Municipal Level: Link Table between SDF and LUS**

Notation	Section A: Land Use Areas	Section B: LAND USE SCHEME: USE ZONES (Applicable to Future Usage of Land)																							
		1. Residential 1	2. Residential 2	3. Residential 3	4. Rural Residential	5. Business 1	6. Business 2	7. Business 3	8. Industrial 1	9. Industrial 2	10. Institutional	11. Educational	12. Municipal	13. Agricultural	14. Public Garage	15. Public Open Space	16. Private Open Space	17. Government	18. Protected Areas	19. Resort	20. Mining 1 & Quarrying	22. Rail Transportation Services			
<b>Municipal Level</b>																									
A	Proclaimed Nature Reserves																								
B	Waterberg Biosphere, Transition Zone 1				√									①			√		√	√					
C	Waterberg Transition Zone 2				√									√			√		√	√					
D	Rust de Winter, Transition Zone 3				√									√			√		√	√					
E	Agriculture Focus Area				√									√			√		√	√		②			
F	Urban Area	See detail per Town																							
Notes:		①	Only pastures, cattle grazing, crocodile farming and hunting																						
		②	Only if compliant with relevant requirements prescribed in terms of Mining and Environmental legislation																						

# BELA BELA SDF



**Table 17: Land Use Guidelines: Waterberg Biosphere Transition Area 1**

LAND-USE	GUIDELINES
<b>CONSERVATION</b>	<ul style="list-style-type: none"> <li>• Nature conservation is not a priority land-use, but is the secondary focus of this zone as it is a Transitional Area.</li> <li>• Conservation of natural habitat is focused on creating buffer areas around existing mining and industrial developments.</li> <li>• Ancillary management, environmental education, research and tourism-related infrastructure are permitted.</li> <li>• Breeding of rare and valuable game species permitted provided it conforms to the environment applicable.</li> </ul>
<b>TOURISM</b>	<ul style="list-style-type: none"> <li>• General: Infrastructure along access roads will be limited to management infrastructure only. All other development will be constructed at a minimum distance of 200m from any road, so as to reduce the visual impact.</li> <li>• Medium impact recreation and leisure developments, i.e. hotels, resorts – only for transient tourism accommodation purposes.</li> <li>• Facility based recreation, walking trails, cycling, horseback riding, self-guided and controlled game drives, hunting, elephant safaris.</li> <li>• Height: As prescribed in Bela Bela LUS.</li> <li>• Parking: As prescribed in Bela Bela LUS.</li> <li>• Building Lines: No building or structures and no facilities, that form part of the development shall be erected or provided within the limits of any building line that may be applicable, unless permission is given for the relaxation of the building line by the relevant authorities.</li> <li>• Density:             <ul style="list-style-type: none"> <li>- Maximum beds allowed for tourism land uses per land management unit is 30 beds/ 1000 ha;</li> <li>- Maximum of 300 beds per development site.</li> </ul> </li> <li>• Subsidiary eco-tourism facilities will be limited to:             <ul style="list-style-type: none"> <li>- Restaurant with a maximum floor area of 1100m<sup>2</sup>;</li> <li>- Kiosk with a maximum floor area of 120m<sup>2</sup>;</li> <li>- A research centre including laboratories, animal or observation camps;</li> <li>- Environmental education centre or auditorium seating a maximum of 250 people with a maximum floor area of 1000m<sup>2</sup>;</li> <li>- Conference Centre seating a maximum of 250 people with a maximum floor area of 1000m<sup>2</sup>;</li> <li>- Animal and bird watching areas made of natural material;</li> <li>- Arts-and-craft market;</li> <li>- Curio shop with a maximum of 120m<sup>2</sup>;</li> <li>- Museum;</li> <li>- Sport Facilities; and</li> <li>- Cellular Masts with limited visual impact on the surrounding environment through the use of alternative technologies.</li> </ul> </li> <li>• A services report, detailed access and parking area designs, architectural details and details regarding the management of such an area must be submitted with each development application.</li> <li>• A Traffic Impact Statement or scoping report or any other report that will support the decision-making process must be submitted with each development application.</li> <li>• Buildings and structures permitted for eco-tourism must be developed to environmentally responsible principles and blend in with the surrounding environment, and where possible natural material must be used in the construction of such buildings or structures. Only one ground floor and one</li> </ul>

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LAND-USE	GUIDELINES
	<p>single storey may be permitted for such buildings or structures.</p> <ul style="list-style-type: none"> <li>Existing development rights will be acknowledged and these guidelines will not infringe upon the existing rights secured before the adoption of these guidelines with the provision that these developments are consistent with the agreed right or contract.</li> <li>If existing conservation/ tourism facilities do not comply – they may continue provided that such activities cannot expand.</li> </ul>
<b>AGRICULTURE</b>	<ul style="list-style-type: none"> <li>Agricultural cultivation (crop farming/ pastures, irrigation and orchards) not permitted.</li> <li>Existing cultivation activities may continue, provided such activities are not expanded.</li> <li>Pastures, cattle grazing, feeding and breeding, crocodile farming and hunting permitted, provided it has a limited environmental impact.</li> <li>No subdivision of agricultural land permitted.</li> </ul>
<b>MINING/ INDUSTRY / COMMERCIAL / BUSINESS</b>	<ul style="list-style-type: none"> <li>Prospecting, mining or related activities are not allowed, except with the approval of the Controlling Authority. (Limpopo Environmental Management Act, Act 7 of 2003).</li> <li>Industry and commercial not permitted (limited to existing facilities and no further expansion permitted).</li> <li>Business permitted for tourist- orientated facilities, i.e. curio shops, restaurants, kiosks, arts and crafts.</li> </ul>
<b>SERVICE INFRASTRUCTURE</b>	<ul style="list-style-type: none"> <li>No bulk services permitted, unless it serves the biosphere area.</li> <li>To be limited to what is absolutely necessary, must be of good quality and have limited visual and environmental impact.</li> <li>Roads kept to minimum standard necessary, but well maintained and safe for use.</li> </ul>
<b>SOLID WASTE DISPOSAL</b>	<ul style="list-style-type: none"> <li>Solid waste disposal to take place at pre-determined sites, to be developed and implemented in accordance with previously approved solid waste disposal management plan.</li> <li>With each development application a solid waste disposal management plan must be submitted for the necessary approval by the Biosphere Management and the Local Municipality.</li> </ul>
<b>SEWERAGE TREATMENT AND DISPOSAL</b>	<ul style="list-style-type: none"> <li>No disposal of any untreated sewerage.</li> <li>Sewerage from tourist activities needs to be properly managed in order to prevent groundwater pollution.</li> <li>Sewerage treatment management plan to be submitted for approval with each application.</li> </ul>
<b>RESIDENTIAL DEVELOPMENT (Wildlife and Lifestyle Estates)</b>	<ul style="list-style-type: none"> <li>Development of Wildlife and Lifestyle Estates permitted within certain development parameters e.g. maximum beds allowed are 50 beds/ 1000 ha and maximum of 500 beds per development site.</li> </ul>
<b>COMMUNITY SERVICES</b>	<ul style="list-style-type: none"> <li>Only community projects that will create jobs, with focus on conservation/tourism and sustainable resource utilisation permitted.</li> <li>Farm schools permitted.</li> <li>Skills training programmes supported.</li> </ul>
<b>FOOTPRINT</b>	<ul style="list-style-type: none"> <li>Development should as far as possible be grouped together per LMU.</li> <li>Hotel/ Resort: Maximum footprint area is 70 000m<sup>2</sup>, including all buildings, gardens, grounds, staff accommodation, administration facilities, parking areas and services for each development site.</li> </ul>

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LAND-USE	GUIDELINES
	<ul style="list-style-type: none"> <li>• Wildlife Estates: Maximum footprint area is 100 000m<sup>2</sup>, including all buildings, gardens, grounds, staff accommodation, administration facilities, parking areas and services for each development site.</li> </ul>
<b>RIVERS/ DAMS</b>	<ul style="list-style-type: none"> <li>• 50% of the riparian land must be kept as open space and the development concentrated on the other 50%.</li> <li>• Maximum density of 1 dwelling unit per 75 meter waterfront on riparian land.</li> <li>• If the riparian land is less than 200m in length, no development is allowed along the waterfront.</li> <li>• No development will be allowed within the 1:100 year flood line as determined by a professional engineer.</li> </ul>
<b>SUBDIVISIONS</b>	<ul style="list-style-type: none"> <li>• Subdivisions of land only permitted in an attempt to facilitate clustering of the development within a LMU so as to achieve reduced impact on the remainder of the whole LMU.</li> </ul>

Sources:

- 1) Waterberg District Environmental Management Framework Report, December 2010
- 2) Bela Bela SDF, 2011
- 3) Waterberg Biosphere Reserve Management Plan, Countour and Associates, 2010

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**Table 18: Land Use Guidelines: Waterberg Transitional Area 2 and Rust de Winter Transitional Area 3**

LAND USE	GUIDELINES
<b>CONSERVATION</b>	<ul style="list-style-type: none"> <li>Emphasis is still placed on the protection of the ecology and natural resources of the area, but should co-exist with other land use such as cultivated/ irrigated land, agro-industries, human settlement and related support services and infrastructure.</li> </ul>
<b>TOURISM</b>	<ul style="list-style-type: none"> <li>Medium impact recreation and leisure developments (Hotels and Resorts).</li> <li>Facility-based recreation, walking trails, cycling, horse-back riding, self-guided and controlled game drives, hunting, elephant safaris.</li> </ul>
<b>GENERAL</b>	<ul style="list-style-type: none"> <li>Infrastructure Along access roads will be limited to management infrastructure only. All other development will be constructed at a minimum distance of 200m from any road, so as to reduce the visual impact.</li> </ul>
<b>DENSITY</b>	<ul style="list-style-type: none"> <li>Maximum beds allowed for tourism uses per LMU are 50 beds/ 1000 ha.</li> <li>Maximum of 500 beds per development site.</li> </ul>
<b>FOOTPRINT OF HOTELS AND RESORTS</b>	<ul style="list-style-type: none"> <li>Development should as far as possible be grouped together per LMU.</li> <li>Maximum footprint area is 100,000m<sup>2</sup>, including all buildings, gardens, grounds, staff accommodation, administration facilities, parking areas and services for each development site.</li> </ul>
<b>HEIGHT</b>	<ul style="list-style-type: none"> <li>As described in the Bela Bela LUS.</li> </ul>
<b>PARKING</b>	<ul style="list-style-type: none"> <li>As prescribed in terms of the Bela Bela LUS.</li> </ul>
<b>RIVERS/DAMS</b>	<ul style="list-style-type: none"> <li>50% of the riparian land must be kept as open space and the development concentrated on the other 50%.</li> <li>Maximum density of 1 dwelling unit per 75 meter waterfront on riparian land.</li> <li>If the riparian land is less than 200m in length, no development is allowed along the waterfront.</li> <li>No development will be allowed within the 1:100 year flood line as determined by a professional engineer.</li> </ul>
<b>SUBDIVISIONS</b>	<ul style="list-style-type: none"> <li>Subdivisions of land only permitted in an attempt to facilitate clustering of the development within a LMU so as to achieve reduced impact on the remainder of the whole LMU.</li> </ul>
<b>BUILDING LINES</b>	<ul style="list-style-type: none"> <li>No building or structures and no facilities, that form part of the development, shall be erected or provided within the limits of any building line that may be applicable, unless permission is given for the relaxation of the building line by the relevant authorities.</li> </ul>
<b>AGRICULTURE</b>	<ul style="list-style-type: none"> <li>Intensive Agriculture (Cultivation, irrigation, livestock, breeding, cropping and pastures) are allowed.</li> </ul>
<b>INDUSTRY/COMMERCIAL</b>	<ul style="list-style-type: none"> <li>Only agri-industries and commercial land use activities allowed.</li> </ul>
<b>BUSINESS</b>	<ul style="list-style-type: none"> <li>Business allowed in this zone related mainly to filling stations, general dealers and tourism orientated facilities i.e. farmstalls, curio shops, restaurants, kiosks, arts and crafts.</li> </ul>
<b>SOLID WASTE DISPOSAL</b>	<ul style="list-style-type: none"> <li>All solid waste should be discarded at permitted solid waste sites. Sufficient permitted solid waste sites should be established at key locations to deal with the waste generated in this zone.</li> <li>Strict enforcement and proper management at such sites is necessary to minimise the negative impact.</li> <li>Recycling collection points should be encouraged wherever possible.</li> </ul>
<b>SEWERAGE TREATMENT AND DISPOSAL</b>	<ul style="list-style-type: none"> <li>No disposal of untreated sewerage.</li> <li>Sewerage from tourist activities needs to be properly managed in order to prevent ground water pollution.</li> <li>Sewerage treatment management plan to be submitted for approval with each application.</li> </ul>
<b>COMMUNITY SERVICES</b>	<ul style="list-style-type: none"> <li>Community services (schools, clinic, pension pay points and municipal offices) are permitted.</li> </ul>



## i) General Conditions to Agricultural Land

- All agricultural practices should aim towards more environmentally friendly practices over the long term.
- Of critical importance is water extraction and quality. Water quality and flow regimes should be maintained as close to natural as possible.
- Areas within the farmland that are environmentally sensitive should be protected from farming activities.

## ii) Types of Agricultural Land

### • Arable/ Crop Agriculture

#### ➤ Preferred Activities

- Agriculture activities with an emphasis on dry land as well as irrigated crop cultivation.
- Infrastructure that supports agricultural production, including agro-industries.

#### ➤ Compatible Activities

- Tourism facilities at homesteads or on land that is not suitable for cultivation that makes use of surrounding natural and cultural environments as the main attractions.
- Cattle and game farming that are managed in a way that does not exceed the capacity of the vegetation to carry the cattle or game that is stocked on the farm.
- Existing roads that are maintained at a level that is safe and appropriate for agricultural activities.

### ➤ Undesirable Activities

- Any activity that reduces the potential of the land, including soil and landscape transformation to support agriculture.
- Mining activities.
- Industries with the exception of agro-industry as part of farming operations.
- Energy generation plants with the exception of those that provide carbon free energy to the local area on disturbed areas in a manner that does not have a negative impact on the sense of place of the area, being particularly sensitive to not breaking the skyline or impeding on views.
- Urbanisation and dense residential settlements.
- Golf courses and golf estates.

### • Game and Cattle Farming Areas with a Commercial Focus

#### ➤ Preferred Activities

- Keeping of game and/ or cattle for commercial purposes in a responsible manner that makes sustainable use of the natural vegetation cover of the area.
- Tourism facilities, including hunting lodges, in a manner that:
  - Limits disturbance to natural vegetation to the minimum possible;
  - Does not consume additional resources;
  - Does not negatively impact on the sense of place of the area, being particularly sensitive to not breaking the skyline or impeding on views;
  - Recycles its waste products;



- Treats its sewage before release into natural streams.

## ➤ **Compatible Activities**

- Larger game lodges, country hotels, wildlife estates within larger nature/ cultural areas that take place in a manner that -
  - Limits disturbance to natural vegetation to the minimum possible;
  - Does not consume additional resources;
  - Does not negatively impact on the sense of place of the area, being particularly sensitive to not breaking the skyline or impeding on views;
  - Recycles its waste products;
  - Treats its sewage before release into natural streams.
- Existing farming activities that takes place in a manner that does not consume additional natural resources and does not impact negatively on the sense of place of the area.
- Existing roads that are maintained at a level that is safe and appropriate for tourism activities.

## ➤ **Undesirable Activities**

- Mining of any sort.
- Industries of any sort.
- Energy generation plants with the exception of those that provide carbon free energy to the local area on disturbed areas in a manner that does not have a negative impact on agriculture production, the sense of place of the area, being particularly sensitive to not breaking the skyline or impeding on views.
- Urbanisation and dense residential settlement.

- Golf courses and golf estates.

## • **Subsistence Farming and Degraded Land**

Land on which subsistence farming is taking place is often not optimal for agricultural production and often degraded. Special actions should be undertaken to introduce practices that will ensure long term sustainability. It is also critical to take actions to rehabilitate land to its 'natural' state.

### ➤ **Preferred Activities**

- Sustainable subsistence farming supported by government initiatives in respect of land utilisation, training and financial support.
- The development of secondary economic enterprises and entrepreneurial skills that primarily targets the needs of the communities in these areas.
- Cultural tourism facilities.

### ➤ **Compatible Activities**

- Existing farming activities.
- Roads infrastructure that is necessary and safe for use by the population.

### ➤ **Undesirable Activities**

- Any activity that negatively affects a poor person in the area.



- **Other Land Use that may be Considered**

It is important to preserve agricultural land and to conserve the resource potential for future generations.

There are however cases where other land uses may be considered on merit on agricultural land.

**Table 19** below provide information with respect to other land-uses which may be considered on merit on land usually zoned for “agricultural” purposes (i.e. farm land).

- iii) **Cemeteries on Farms**

- Cemeteries on farmland should be subdivided and the town planning scheme boundary be extended to include this area after rezoning for a cemetery.
- An EIA and geo-technical report will be required as well as a management plan for the approval of a private cemetery. Financial guarantees for managing the cemetery may also be required.
- In the case of farmland, a reversion clause must be registered in the deed of title that should the property not develop as a cemetery within a specific timeframe, the land will be used for agricultural purposes.
- The locality of the cemetery needs careful consideration. Distances from access roads and from churches need consideration.

Apart from the above conditions the following conditions and requirements are applicable to all Resorts, Lifestyle and Wildlife Estates (**Table 20**).

- e) **Urban Area**

The Linkage Plan and table applicable to the zones and basket of rights in the Urban and Rural Nodes will be discussed in paragraph 3.4.2 dealing with the Local Areas.

## BELA BELA SDF



**Table 19: Land Uses Permitted on Land Zoned for “Agricultural” Purposes**

CATEGORY	DEFINITION	SUB-CATEGORY	DEFINITION	EXAMPLES
<b>Agro-Orientated</b>	<i>Land and buildings used for retail trade and industrial activities in only fresh products produced on the farm (or adjacent farms), and agro-related services, education and administration conducted on agricultural land.</i>	Agro-Business	<i>Agricultural land and buildings used for retail trade in only fresh products produced on the farm (or adjacent farms).</i>	Farm stall, butchery, nursery, dairy, wood sales
		Agro-Industrial	<i>Agricultural land and buildings used for processing and/or packaging of agricultural products produced on the farm (or adjacent farm) and other agro-industrial purposes.</i>	Sawmill, packers, canners, mineral water bottling
		Other Agro-related	<i>Agricultural land and buildings used for agro-related service, education and administration purposes.</i>	Forestry office, equestrian school, veterinary surgeon
<b>Tourism</b>	<i>Land and buildings used for tourism related facilities.</i>	Products	<i>Land and buildings used for retail trade in tourism-related products, such as arts, crafts and curios which are non-labour intensive.</i>	Curio shop, museum, hiking/ mountain bike trail, tea garden, weavers, information kiosk
		Accommodation	<i>Land and buildings utilized exclusively for any of residential accommodation by visitors to any area.</i>	Guest houses, bed and breakfasts
		Business and retail	<i>The retail trade of general products and primarily convenience goods in relatively small quantities to mainly the local public in a building with an area not exceeding 250m<sup>2</sup>.</i>	General dealer, farm stall, household enterprise
<b>Community Related Service</b>	<i>Community related land-uses not included in the above-mentioned definitions.</i>			Pre-school, day-care, primary or secondary schools, hostel for children, animal hospital, church, entertainment

**Note:** The land uses are not all Primary Uses in the LUS and may require an application to apply for a Special or Written Consent



**Table 20: Additional Conditions and Requirements Applicable to all Applications for Public, Private Resorts, Lifestyle and Wildlife Estates**

- Conditions of the Bela Bela Spatial Development Framework shall be complied with.
- All conditions of the Bela Bela LUS applicable to the area shall be complied with.
- A geotechnical report needs to be developed for each development area.
- Environmental Impact Assessment must be done for all developments, if required by LEDET and DEA.
- A services report with details regarding the provision of bulk services compiled by a professional engineer and a services agreement with the Local Municipality will be applicable to each development.
- All services must be installed by the developer and maintained. The Local Municipality will not be responsible for the provision or maintenance of services.
- All services (water, sewerage, roads and refuse removal services) should be provided to the satisfaction of the Local Municipality.
- A site plan should be drafted for each development, indicating the 1:100 year flood line as determined by a professional engineer or if the land is not subject to flood lines, an indication by a professional engineer that the development is not affected.
- A tourism accommodation unit provided in this zone may only be utilised for purposes of temporary overnight accommodation.
- Occupancy of a tourism accommodation unit, or camping stand by any one occupant shall be limited to an aggregate of three (3) months in every twelve months.
- Non-residential facilities must be complementary and secondary to the lodge/camp and be restricted to the users of the lodge/camp, e.g. kiosk, restaurant.
- Each land management unit must function jointly as one unit.
- A site development plan shall, as required by the Local Municipality, be drawn up to the satisfaction of the Municipality. The plan shall be submitted for approval prior to any building plans being submitted to the municipality. No buildings may be erected on the property before the site development plan has been approved by the Local Municipality. The total development shall be in accordance with the approved development plan, provided that the plan may from time to time be amended with the consent of the Local Municipality.
- The Local Municipality must approve all the building plans before building commences.
- The entrances to and exits from the property shall be to the satisfaction of the Local Municipality and the applicable Controlling Authority.
- The registered owner shall be responsible for the maintenance of the total development on the property. If the Local Municipality is of the opinion that the property or any portion of the development is not satisfactorily maintained, the Municipality shall be entitled to undertake such maintenance at the cost of the registered owner.
- The distance between the edge of any caravan stand and any dwelling or other permanent building must be a minimum of 10 meters.
- Ablution facilities: no facilities may be situated more than a distance of 100 meters from any caravan stand.
- Adherence to the requirements of the South African Bureau of Standards Publication SABS 092/1971 – Code of Practice for Caravan parks).
- In cases where services cannot be provided by the Local Municipality, then:
  - A Landowner's Association must be formed.
  - The Landowner's Association must compile a legal constitution to which all the landowners must adhere.
  - Each of the newly formed portions must become a member and remain a member of the Landowner's Association and may only be transferred to another member of the Landowner's Association or a person that undertakes to become a member of the Landowner's Association.



## 3.4.2 LOCAL

### 3.4.2.1 Bela Bela Town

**Figure 57.1** depicts the Linkage Plan of Bela Bela Urban Area and show the demarcation of the following precincts:

- Residential;
- Higher Intensity Mixed Use Typologies;
- Lower Intensity Mixed Use Typologies;
- Industrial;
- Residential/ Office;
- Dwelling Office;
- Government/ Civic/ Institutional;
- Recreation and Tourism.

The abovementioned Precincts form part of Section A (vertical column) of **Table 21**. The horizontal Section B of Table 22 indicates the permissible Bela Bela Land Use Scheme Zones. Existing development rights will remain, but any change in land use must be in accordance to the rights proposed in the table.

All land use changes are subject to the conditions of the Bela Bela Land Use Scheme. Subsequently the prescribed application procedures of the LUS applies.

Depending on the location within a Residential Precinct, Core Area or Activity Spine/ Street, the following land uses are permissible within a Residential1 to Residential 3 zoning (**Table 22**).

### 3.4.2.2 Rural Nodes

**Figures 57.2 – 57.4** depicts the Linkage Plans for the rural nodes with the following precincts:

- Residential
- Local Business

The abovementioned precincts form part of Section A of **Table 23**.

Section B indicates the permissible Bela Bela Land Use Scheme Zones. Existing development rights will remain, but any land use must be in accordance to the rights proposed in the table.

All land use changes are subject to the conditions of the Bela Bela Land Use Scheme.











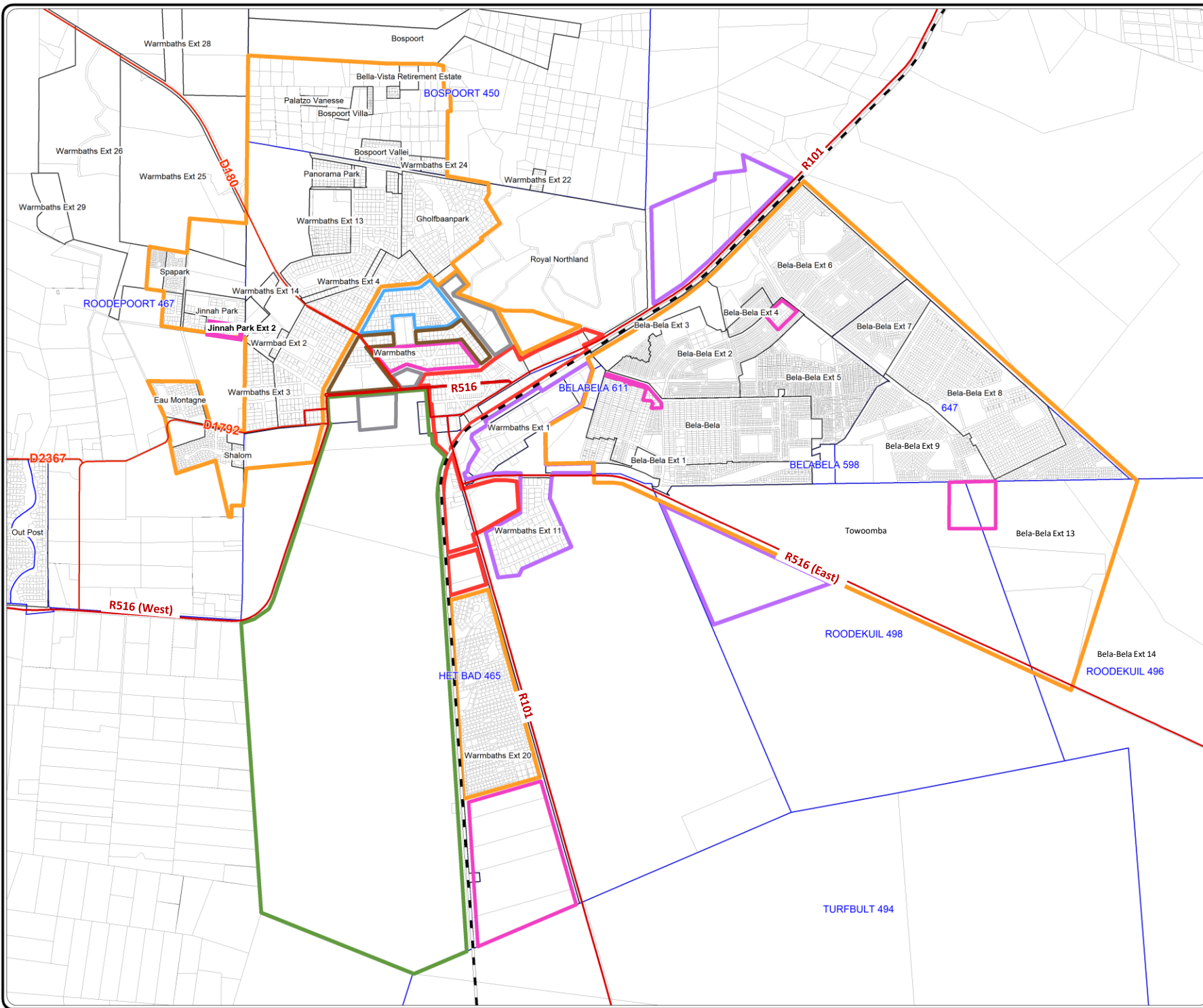
# Bela Bela Local Municipality

## URBAN FRAMEWORK / LINKAGE PLAN

### Legend

#### Proposals

-  Residential Precinct
-  Higher Intensity Mixed Land Use Typologies
-  Lower Intensity Mixed Land Use Typologies
-  Industrial Precinct
-  Residential / Office Precinct
-  Home Office Precinct
-  Institutional Precinct
-  Recreation and Tourism Precinct



# BELA BELA SDF



Table 21: Bela Bela Town: Urban Area Link Table between SDF and LUS

Notation	Section A: Land Use Areas	Section B: LAND USE SCHEME: USE ZONES (Applicable to Future Usage of Land)																				
		1. Residential 1	2. Residential 2	3. Residential 3	4. Rural Residential	5. Business 1	6. Business 2	7. Business 3	8. Industrial 1	9. Industrial 2	10. Institutional	11. Educational	12. Municipal	13. Agricultural	14. Public Garage	15. Public Open Space	16. Private Open Space	17. Government	18. Protected Areas	19. Resort	20. Mining 1 & Quarrying	22. Rail Transportation Services
<b>Urban Level</b>																						
A	High Intensity Mixed Use Precinct		√	√		√	√	√			√	√	√		√	√		√				√
B	Lower Intensity Mixed Use Precinct	√	√	√			√	√			√	√	√		√	√		√				
C	Residential/Offices Precinct	√	√	√				√			√	√				√						
D	Dwelling Office Precinct	√	√	√							√	√				√						
E	Residential Precinct	√	√	√							√	√	√			√		√				
F	Government/Civic/Institutional Precinct										√	√	√			√		√				
G	Recreation and Tourism Precinct															√	√		√	√		
H	Industrial Precinct								√	√					√	√						√



**Table 22: Permissible Ancillary Land Uses within Residential 1 to Residential 3 Use Zones**

LAND USES	RESIDENTIAL PRECINCT			CORE AREA (HIGH-; LOWER INTENSITY; RESIDENTIAL/OFFICE; DWELLING OFFICE PRECINCTS)			ACTIVITY SPINE/STREET; LOCAL BUSINESS PRECINCT		
	USE ZONES			USE ZONES			USE ZONES		
	1. Residential 1	2. Residential 2	3. Residential 3	1. Residential 1	2. Residential 2	3. Residential 3	1. Residential 1	2. Residential 2	3. Residential 3
Dwelling Unit	●	●	●	●	●	●	●	●	●
Group Housing		●	●		●	●		●	●
Flats			●			●			●
Retirement Village		□	●		□	●		□	●
Mobile Dwelling Unit	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Duet Dwelling	□			□			□		
Granny Flat	□			□			□		
Commune	Δ	Δ		Δ	Δ		Δ	Δ	
Residential Building		Δ	Δ		Δ	Δ		Δ	Δ
Overnight Accommodation		Δ	●		Δ	●		Δ	●
Bed & Breakfast	Δ	Δ		Δ	Δ		Δ	Δ	
Guesthouse		□			□			□	
Institution	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Place of Instruction	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Place of Public Worship	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Social Hall	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Household Enterprise	□			□			□		
Dwelling Office				Δ			Δ		
Service Industry							□		
Spaza	□						□		
Kiosk		□	□		□	□		□	□
Tea Garden	□	□		□	□		□	□	
Tavern							□		
Conference Facility					Δ	Δ			
Hotel						Δ			
	●	Primary use							
	Δ	Special Consent							
	□	Written Consent							





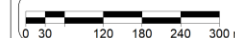
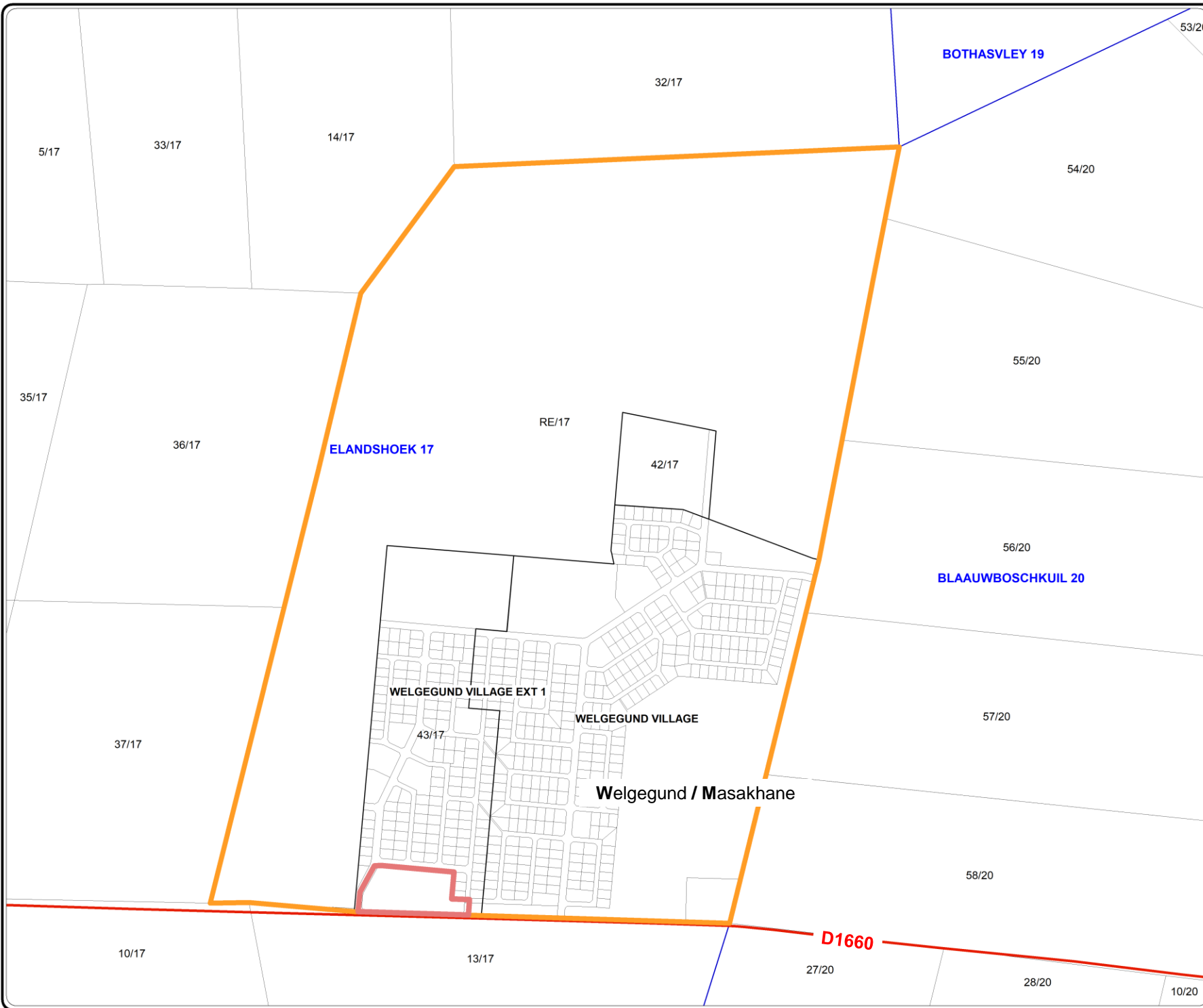


# Bela Bela Local Municipality

## MASAKHANE FRAMEWORK / LINKAGE PLAN

### Legend

-  Residential Precinct
-  Local Business Precinct





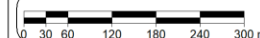


## Bela Bela Local Municipality

### RAPOTOKWANE FRAMEWORK / LINKAGE PLAN

#### Legend

-  Residential Precinct
-  Local Business Precinct



57.4

**Dr J S Moroka LM**

**Bela Bela LM**

**City of Tshwane MM**

RUST DER WINTER 180

WITLAAGTE 173

3/173

11/173

# BELA BELA SDF



Table 23: Bela Bela Rural Nodes: Link Table between SDF and LUS

Notation	Section A: Land Use Areas	Section B: LAND USE SCHEME: USE ZONES (Applicable to Future Usage of Land)																			
		1. Residential 1	2. Residential 2	3. Residential 3	4. Rural Residential	5. Business 1	6. Business 2	7. Business 3	8. Industrial 1	9. Industrial 2	10. Institutional	11. Educational	12. Municipal	13. Agricultural	14. Public Garage	15. Public Open Space	16. Private Open Space	17. Government	18. Protected Areas	19. Resort	20. Mining 1 & Quarrying
<b>Rural Town Level</b>																					
A	Residential Precinct	√	√	√							√	√	√			√		√			
B	Local Business Precinct	√	√	√			√	√			√	√	√		√	√		√			



## 3.5 INSTITUTIONAL GUIDELINES AND CAPITAL INVESTMENT

### FRAMEWORK

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#### 3.5.1 INSTITUTIONAL AND IMPLEMENTATION GUIDELINES

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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 Bela Bela Local Municipality SDF be incorporated into the BBLM IDP process during the 2017/2018 IDP Review Process which should be completed by March 2018. Within the IDP, the BBLM 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 then 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 municipal area, before being included into the IDP for the next financial year.

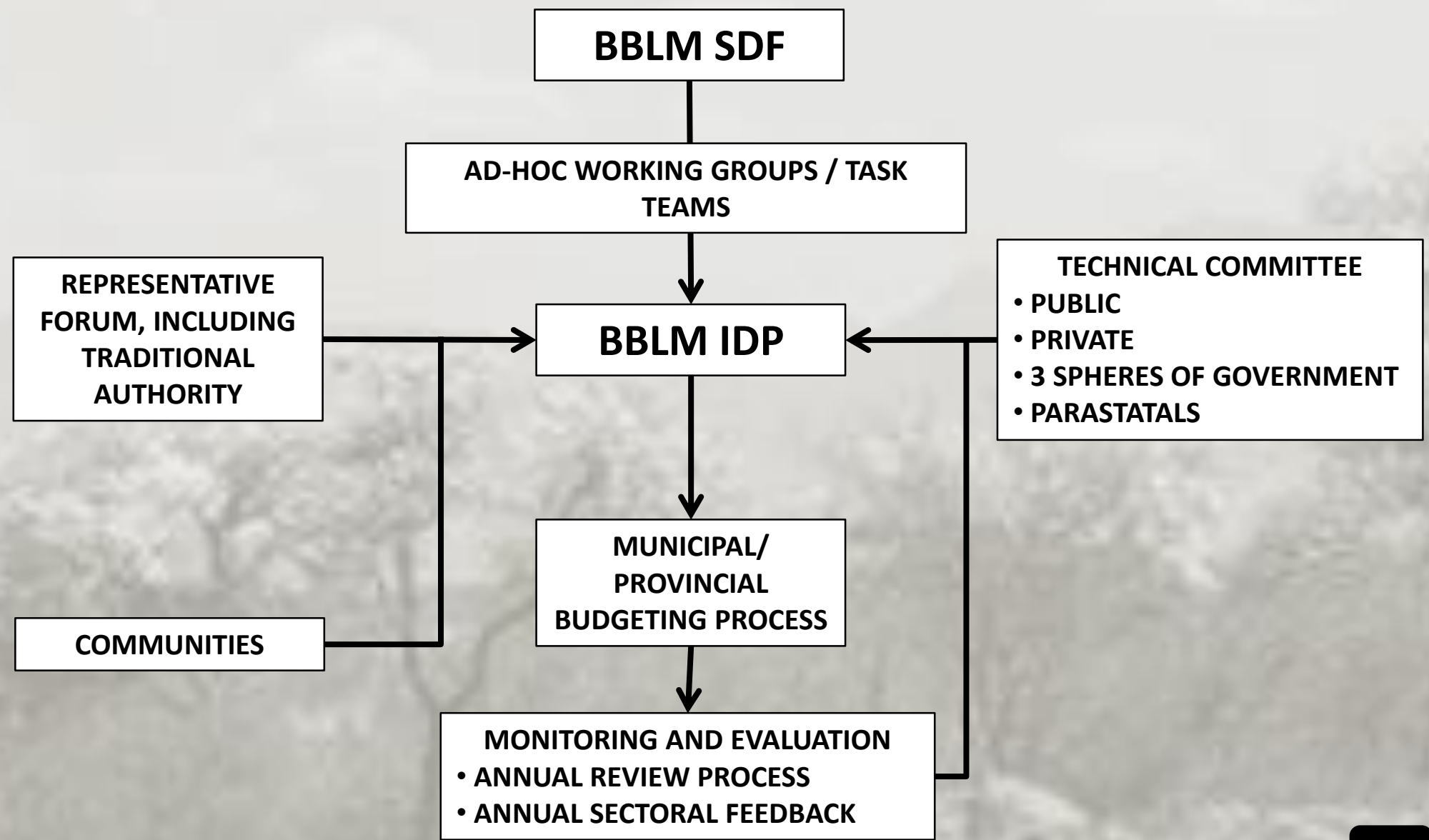
The two consultation mechanisms in the IDP process i.e. the IDP Technical Committee and the IDP Representative Forum involve all technical and political stakeholders, public and private, and is the ideal medium to use to promote and market the development opportunities as reflected in the SDF. This process is illustrated on **Figure 58**.

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 planning, operationalization and establishment of the Agri Hub around Radium-Masakhane, working groups overseeing the compilation of feasibility studies and precinct plans for Vingerkraal and Tsakane, and the branding of the two tourism precincts in the municipality.

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 housing development strategy for the municipality where the construction of top structures, engineering services and community facilities need to be aligned and synchronised.

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 other 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

# BELA BELA LM SDF IMPLEMENTATION STRATEGY





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 BBLM 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.

The next significant benefit associated with implementing the SDF via the BBLM 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 BBLM 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 and that of provincial departments. In this way the effective linkage of the SDF to the Municipal and Provincial 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 involves 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 BBLM SDF.

It is of critical importance that all rural communities in designated rural nodes/ agri-villages participate in this process as the allocation of land for residential expansion and communal agriculture in these areas contributes significantly to the local spatial structure. Without this level of co-operation/ integration there is no hope of successfully establishing viable activity nodes that offer residents access to social services and an opportunity to enter the formal economy. Where challenges exist in this regard, they should be resolved as a priority institutional intervention.

The SDF proposals, including the Local Spatial Plans are intended to provide strategic direction to the BBLM area of jurisdiction for the following five years, and should be reviewed after this period.

### 3.5.2 PROPOSED CAPITAL INVESTMENT FRAMEWORK: PROJECTS

The following is a list of priority projects to be initiated in the Bela Bela area, based on the findings and development proposals contained in the SDF. (Note: Sectoral plans/ studies will/ should provide more detail on individual projects, priorities and costs):

# BELA BELA SDF



## BELA BELA MUNICIPALITY

PROJECT LIST	ESTIMATED COST	FUNDING SOURCE	PROJECT TIMEFRAMES		
			2018-2020	2021-2025	2026 ONWARDS
• Initiate Waterberg Biosphere Tourism Loop Branding	R100 000	Bela Bela/ SANRAL	X		
• Initiate Rust de Winter-Dinokeng Tourism Route Branding	R100 000	Bela Bela/ SANRAL	X		
• Compile Masakhane Agri Hub Rural Development Plan	R300 000	Limpopo Agriculture/ Towoomba/ COGSTA	X		
• Compile Vingerkraal Agri Village Precinct Plan	R250 000	BBLM/ COGSTA/ Agriculture	X		
• Compile Tsakane Agri Village Precinct Plan	R250 000	BBLM/ COGSTA/ Agriculture	X		
• Maintenance of Strategic Route Network	Annual	BBLM/ Limpopo Transport/ SANRAL	X	X	X
• Formulate Groundwater Conservation Strategy (south-west of Town)	R200 000	BBLM/ Magalies Water	X		
• Review/ Update Municipal Water Services Development Plan	R400 000	BBLM		X	
• Review/ Update Electricity Master Plan	R300 000	BBLM		X	
• Review Municipal Subdivision Policy	R300 000	BBLM		X	

# BELA BELA SDF



BELA BELA TOWN					
PROJECT LIST	ESTIMATED COST	FUNDING SOURCE	PROJECT TIMEFRAMES		
			2018-2020	2021-2025	2026 ONWARDS
• Design for Upgrading of Stormwater Infrastructure X11	R400 000	BBLM	X		
• Update status of R101 bypass route planning with SANRAL	In-house	BBLM/ SANRAL		X	
• Align water, sanitation and electricity planning with housing programme	R300 000	BBLM			X
• Commence discussions with Department of Public Works on CBD expansion	In-house	BBLM/ Limpopo Public Works			
• Incremental upgrading of CBD sidewalks (sections)	R1 million/ annum	BBLM	X	X	X
• Sports and Recreation Centre: Warmbaths X4 Park	R3 million	BBLM			X
• Completion of BB x7 RDP (37 units)	R4.1 million	BBLM, COGSTA, HDA	X	X	
• Completion of BB X8 RDP (116 units)	R12.8 million	BBLM, COGSTA, HDA	X	X	
• Completion of BB X9 RDP (905 units)	R100.4 million	BBLM, COGSTA, HDA	X	X	
• Completion of Warmbaths X25 RDP (250 units)	R27.7 million	BBLM, COGSTA, HDA	X	X	
• Commence with Tsakane Rural Housing (200 units)	R22.1 million	BBLM, COGSTA, HDA	X	X	
• Commence with Vingerkraal Rural Housing (147 units)	R16.3 million	BBLM, COGSTA, HDA	X	X	
• Commence with Towoomba RDP (2000 units)	R221 million	BBLM, COGSTA, HDA	X	X	
• Commence with Towoomba Serviced Sites (3900 units)	R170 million	BBLM, COGSTA, HDA	X	X	
• Apply for Restructuring Zone: 500 Social Housing Units	In-house	BBLM, COGSTA, HDA			X
• Township Establishment NW Expansion Area 1	R1 million	BBLM, COGSTA, HDA	X	X	
• Township Establishment NW Expansion Areas 2,3 and 4		Private			X
• SE Expansion Area 1: Land Acquisition (Roodekuil)	TBD	BBLM, COGSTA, HAD, Land Owner (Trust)			X

# BELA BELA SDF



PIENAARSRIVIER					
PROJECT LIST	ESTIMATED COST	FUNDING SOURCE	PROJECT TIMEFRAMES		
			2018-2020	2021-2025	2026 ONWARDS
<b>HOUSING DEVELOPMENT</b>					
• Provide for 485 RDP units on vacant stands	R53 million	BBLM, COGSTA, HDA		X	
• Conduct a Precinct Plan/ Feasibility Study for the Vacant Area between Pienaarsrivier Township and Pienaarsrivier Extension 1 for Sports Facilities and Communal Gardening Projects	R250 000	BBLM		X	
<b>NODAL ACTIVITY AREA</b>					
• Establish a Truck-Stop Site		Private Sector		X	
• Formalised Informal Trading Structures	R700 000	BBLM	X		
<b>COMMUNITY FACILITIES</b>					
• Establish Thusong Centre south of Route D626	R20 million	BBLM with Provincial Sector Departments	X	X	X
• Establish Soccer Field, Basketball Courts and Netball Courts	R2 million	Department of Sports and Recreation		X	X
<b>ROAD INFRASTRUCTURE</b>					
• Construct a Local Access Road between Pienaarsrivier Township and Pienaarsrivier Ext 1 (approximately 700m in distance)	R4 2000 000	BBLM		X	
<b>PEDESTRIAN WALKWAYS</b>					
• Along the Internal Ring Road (Estimated 2.9km in distance)	R1 800 000			X	

# BELA BELA SDF



RADIUM/WELGEGUND-MASAKHANE					
PROJECT LIST	ESTIMATED COST	FUNDING SOURCE	PROJECT TIMEFRAMES		
			2018-2020	2021-2025	2026 ONWARDS
<b>LOCAL EMPOWERMENT</b>					
• Rural Development Plan for the Welgegund/ Masakhane Settlement Area	R300 000	BBLM, Dept. of Rural Development and Land Reform and Dept. of Agriculture	X	X	
<b>COMMUNITY FACILITIES</b>					
• Secondary School	R20 000 000- R30 000 000	Dept. of Education			X
• Establish Thusong and Skills Development Centre at Welgegund-Masakhane	R20 million	BBLM, Dept. of Arts and Culture, Dept. of Education			X
• Soccer Field and Netball Court	R2 million	Dept. of Sports and Recreation		X	
<b>PEDESTRIAN WALKWAYS</b>					
• Along Route D1660 (Estimated 3km in distance)	R1 800 000	BBLM		X	

RAPOTOKWANE					
PROJECT LIST	ESTIMATED COST	FUNDING SOURCE	PROJECT TIMEFRAMES		
			2018-2020	2021-2025	2026 ONWARDS
<b>COMMUNITY FACILITIES</b>					
• Establish Thusong Centre along the main road	R10 million	BBLM	X	X	X
• Sport and Recreation along the main road	R2 million	BBLM	X	X	
<b>ROAD INFRASTRUCTURE</b>					
• Upgrade Internal Ring Road (roughly 1.9 km)	R11 400 000	BBLM	X		
• Upgrade North-South Internal Road (approximately 480m)	R3 000 000	BBLM		X	
<b>PEDESTRIAN WALKWAYS</b>					
• Construct along the main road (2.5 km)	R1 500 000	BBLM	X		
• Construct along the Internal Ring Road (roughly 1.9 km)	R1 140 000	BBLM	X		
• Construct along the North-South Internal Road (approximately 480m)	R300 000	BBLM		X	

# **ANNEXURE A**

# BELA-BELA TOWNSHIP – Primary Local Business Node

1 Tuck-shop



2 Tuck-shop



3 Home Office along Motoko Street



4 Informal Trading – Fruits and Vegetables



5 Informal Trading - Livestock chickens



6 Informal Trading Imperishable goods (Clothing/Tailoring) in Tent Structure



# BELA-BELA TOWNSHIP – Primary Local Business Node

**7** Public phone services



**8** Permanent Linear Informal Trading Structures



**9** Pedestrian movement along Mile Street



**10** No pedestrian Walkway midway Mile and Motokoa Street



**11** Pedestrian movement along the R101



**12** Pedestrian Bridge across a drainage system



# BELA-BELA TOWNSHIP – Secondary Local Business Node

**13** Supermarkets and public phone services



**14** Funeral Services



**15** Welding Works



**16** Informal Taxi Rank



**17** Baetemedi Agri-Project



**18** High-mast lighting and lack of pedestrian walkways



# BELA-BELA TOWNSHIP – Residential Development

19 Old RDP House



20 RDP Housing



21 Modern Housing Design



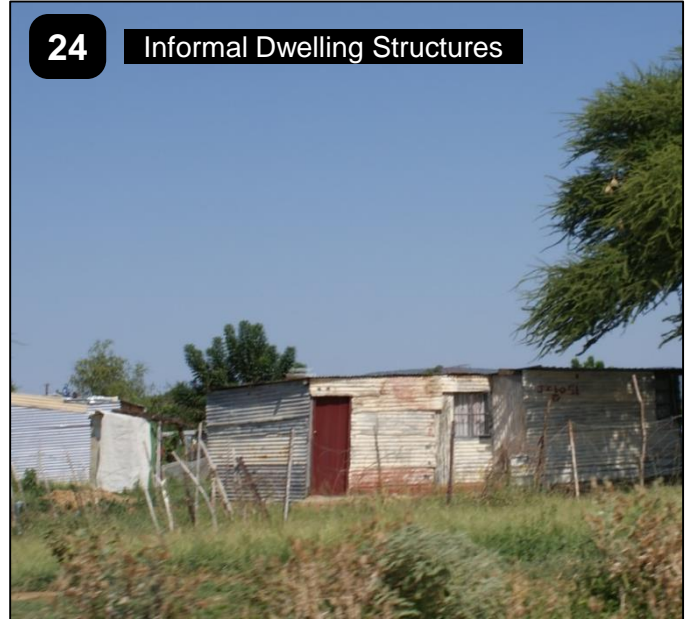
22 Modern Housing Design



23 Rental Units/Accommodation



24 Informal Dwelling Structures



# BELA-BELA TOWNSHIP - Community Facilities

25 Dep. of Home Affairs



26 Dep. of Public Works



27 Post Office



28 Bela-Bela Clinic



29 Park adjacent the R101



30 Park at the entrance to the Township



# **ANNEXURE B**

## ANNEXURE B: BELA BELA CBD

### 1. DEVELOPMENT PROFILE AND KEY ISSUES

- As far as land use and spatial structure are concerned, the Bela- Bela CBD Core Area is largely dominated by retail related land uses, interspersed by offices and a limited number of public amenities, financial institutions and places of refreshment. The majority of retail related facilities are concentrated in the core area of the Bela-Bela CBD, a land area taking up approximately 55ha. There is a general absence of enclosed shopping malls or integrated shopping precincts. Rather, the retail profile presents as a number of single buildings, facing onto fairly wide public road reserves served by on-street parking and a fairly limited component of "backyard" parking facilities on individual business premises.
- The height profiles vary but would appear to be dominated by single storey structures along the main road frontages whilst sidewalk space generally presents as a bland concrete paved area, devoid of any discernible planting, street furniture or streetscape elements which may combine to afford any particular precinct or node in the specific identity or sense of place.
- There is a growing trend beyond the core area of the CBD to permit the conversion of erstwhile single dwelling houses into various office uses and related business activities. However, there appears to be no concerted effort to co-ordinate this change in land use and individual properties are merely permitted to be used for purposes for which they were not originally intended, whilst no conscious effort is made to convert building structures appropriately to respond to their changed circumstances.
- Individual points of access onto public roads are permitted on a basis similar to a typical residential suburb, notwithstanding the fact that counter cyclical traffic patterns may be relevant to the changed use of residential properties for commercial/office uses. To an extent, this trend has further depleted the already declining urban face of the CBD, as the majority of the "home office developments" are not specifically improved to add to the ambience and sense of place of the area in which they are situated. Rather, the original residential structure is left largely unattended, whilst the interior is used for business related purposes, with no specific attention to the surrounding site area, landscaping, paving, fencing or signage.
- Although there are limited exceptions where the occupiers of the dwelling house offices have gone to great lengths to improve the urban quality of the area, there appears to be a general lack of co-ordinated effort in this regard and hence the general decline in the aesthetic quality of the urban fabric associated with these areas (mainly to the north and north-west) of the core area of the CBD.
- As far as residential developments within the confines of the CBD study area are concerned, these present as fairly low density group housing developments (mainly to the north and west of the core area of the CBD) with no high density apartment style developments in evidence. This is typical of a smaller town where outward expansion is often more economically viable and feasible compared to the option of developing high-rise, higher density apartment style developments within the core area. The typical "urban sprawl" phenomenon applies and, in turn, denies the CBD any real option

of incorporating a measure of intensified residential development in support of the core business area.

- Apart from the historic central park/open space on Erf 1160 to the north of Ludorf Street, there are no other bona fide open spaces associated with the CBD. The local bowling club occupies the western half of the central park whilst the eastern component has been left generally unattended.
- Considering the disparity between as built floor area ( $\pm 250\,000\text{m}^2$ ) and bulk permissible floor area ( $1\,998\,976\text{m}^2$ ) in terms of the LUMS, it points towards the unrealistic development controls in the scheme.
- Considering the typical retail component of the CBD (including shopping centres and individual retail outlets in the core area), the parking supply as aforesaid versus the typical demand of executed retail floor area translates into a ratio 1.5 bays per  $100\text{m}^2$  of executed floor area.
- The generally accepted norm in this regard is typically 6 bays per  $100\text{m}^2$  and this indicates the relative lack of parking in the Bela Bela CBD.
- It follows that, to the extent that this may be practically possible, the Municipality will be required to provide additional public parking, to ease the burden of increased visitation to the CBD. This will also be required as a "draw card" to entice visitors to the CBD, rather than shy away to other alternative facilities elsewhere where parking does not present an obstacle.
- The street block configuration (grain) of the Bela Bela CBD is very coarse when compared to other examples. This, in turn, points towards a measure of impermeability relevant to the CBD, given that pedestrians and/or vehicular traffic are unable to penetrate through street blocks and are unable to enjoy convenient circulation within the confines of the CBD.
- There is no discernible central point or focal point which defines and identifies the CBD in physical terms. There is a general absence of iconic buildings or structures which are readily recognisable as providing definition and celebrating a particular point of entry or node or zone which may be associated with the CBD itself.
- The figure below is an indication of the potential which exists, should 20 metre wide connecting "boulevards" be established (mainly in north-south alignments) to create smaller street block sizes whilst enhancing street frontage and associated exposure.

SMALLER STREET BLOCKS



- The opportunity to pedestrianize parts of the new road links and to introduce street furniture and co-ordinated signage to establish aesthetically pleasing urban precincts to the benefit of the CBD as a whole.

## **2. DEVELOPMENT PLAN**

### **a) Development Principles**

- Re-introduction of compact pedestrian-friendly precincts and landscaping.
- Ensuring that circulation routes are convenient, comfortable to negotiate, direct, safe, both to and from transit hubs, in order to promote walking and cycling.
- The re-establishment of a distinct identity for Bela-Bela CBD and an attractive environment. This will focus on the Core Area of the CBD, including additional public/civic space and beautification with regard to streetscape and community facilities. This includes focussing on the Mineral Hot Spring and Health Spa as one of the important assets in the CBD.
- Supporting transit orientated land uses.
- Rethinking the situational context of the mini-bus taxi rank, points of embarkation and disembarkation to bus facilities and the use of the rail facilities in close proximity to the core area of the CBD.
- Re-introduction of proper mixed use typologies. This may be considered both vertically and horizontally within the CBD node, emphasizing pedestrian movement.
- Intensified development (increased densification). This will always support transit patronage within convenient walking distance and cater for different income levels at different stages of the lifecycle whilst maintaining high quality of urban design.
- Reducing dependency on private vehicles and managing communal parking.
- Support and provide a variety of well managed integrated transport choices including reference to communal parking, bus, taxi, car and rail whilst focusing on pedestrian and cycling.
- Provision of adequate services and proper management within the CBD.

### **b) Development Standards**

- **Parking**

Where possible, public streets should be used for on-street parking to promote associated traffic calming in pedestrian dominated environments. Most of the streets within Bela-Bela CBD are capable of accommodating substantial on-street parking facilities whilst a concerted effort must be made to find additional communal parking sites to serve the core area more properly.

- **Signage and legibility /identity**

Signage may be used constructively to improve the urban landscape and the identity of the CBD. It must be legible and can contribute to the aesthetic quality and sense of place of the area if properly



# Bela Bela Local Municipality

## CENTRAL ECONOMIC ACTIVITY AREA

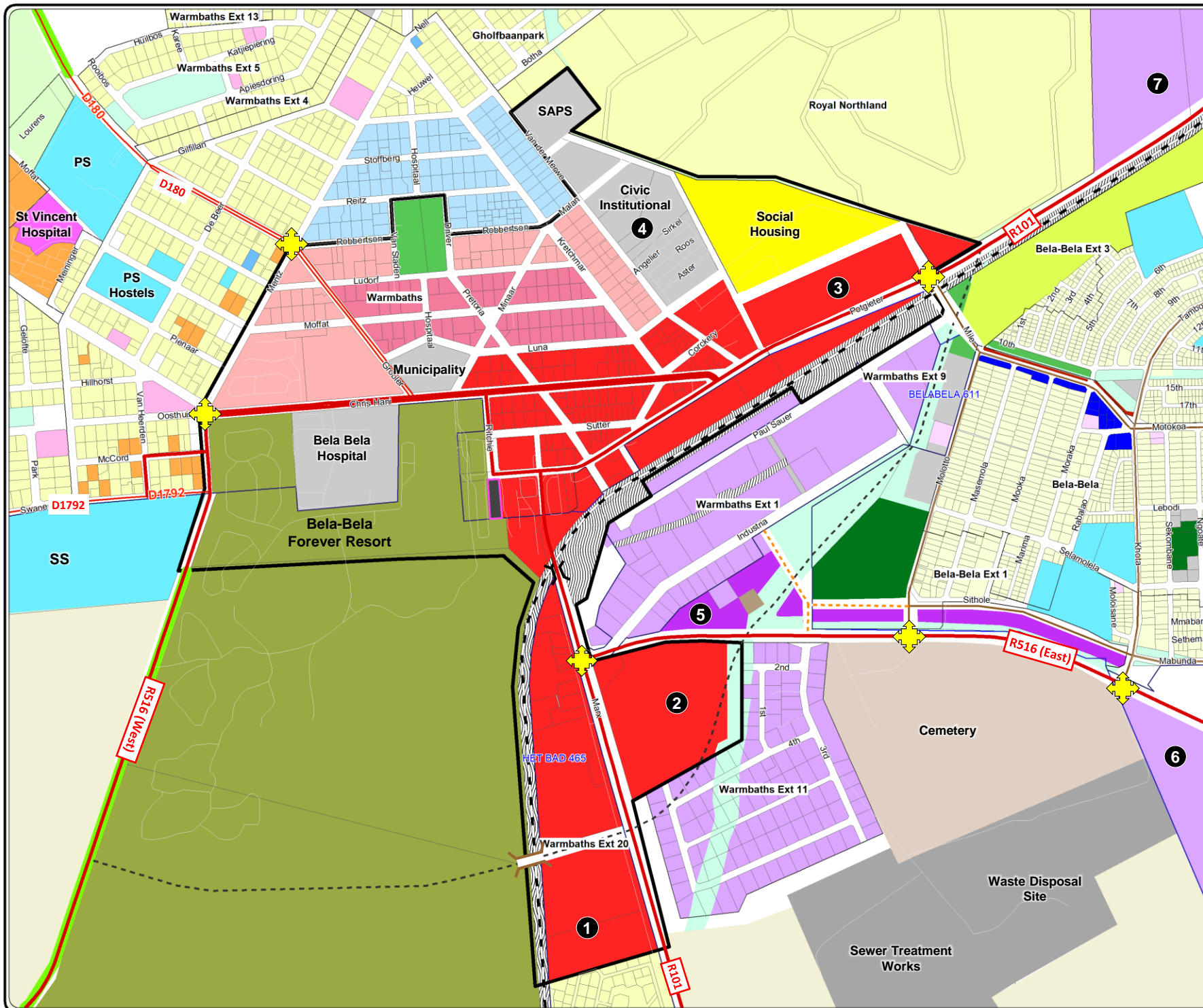
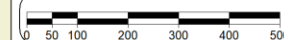
### Legend

#### Existing Land Use

- CBD Boundary
- Residential
- Medium Density Residential
- Private Hospital
- Education
- Church
- Cemetery
- Utilities (Sewer Treatment Plant and Waste Disposal Site)
- Taxi Rank Facility
- Public Open Space
- Open Space System / Drainage Channels
- Vehicular Bridge

#### Proposed Land Use

- Core Area: Higher Intensity Mixed Land Use Typologies
- Core Area: Lower Intensity Mixed Land Use Typologies
- Residential / Office Precinct
- Dwelling Office Precinct
- Medium Density Residential
- Government / Civic
- Industrial
- Empowerment Zone
- Food Garden
- Leisure and Recreational Hub
- Sports Facilities
- Proposed By-Pass Route
- Tourism Corridor
- Vehicular Bridge
- CBD Entrance Signage



designed and co-ordinated. A strict signage policy should be introduced and wayfinding to important destinations (such as Forever Resorts) should be properly integrated.

- **Urban Management**

The standard of service and the level at which it is provided must be established upfront and monitored appropriately. A visible presence of identifiable municipal representatives roaming the CBD to clean, assist the public and provide information must form part of this initiative.

- **Design for pedestrians**

Public street and sidewalk design focussing on pedestrian safety, comfort and convenience is a non-negotiable prerequisite to rejuvenating the CBD. Landscaping and urban design elements are to be introduced to enhance street character and aesthetic appreciation whilst contributing to re-establishing an identity for the CBD. Pedestrian safety is a priority and must be accommodated accordingly.

- **Movement and Transport**

The CBD node must have a strong pedestrian focus and connectivity. Accessibility via private transport must be convenient but must not dominate movement whilst public transport facilities should be integral to the design and functioning of the node. Public transport is integral to the design and functioning of the CBD node, notwithstanding the relatively low level at which these facilities are currently provided.

- **Public amenities**

Public amenities and social facilities are, to an extent, linked to the pedestrian routes and must be interspersed throughout the commercial node.

- **Urban Management**

The core area of the CBD is to be managed as a cohesive entity and not merely a series of separate properties. The public realm is to be enhanced/beautified and maintained as an image building mechanism to unify the elements within the node and to re-introduce a proper identity.

### **3. PLANNING INTERVENTIONS**

#### **Divert transient traffic:**

Implement the diversion of traffic to the south of the CBD by linking provincial road T1/4 (R101) from Modimolle to the Old Pretoria Road T1/3 (R101), crossing the provincial road R516 to Settlers and the R101 (south) to Radium and extending over the railway line to link to the Thabazimbi Provincial Road P20/l to the east of the Forever Resorts Nature Reserve. This will require further interaction with Roads Agency Limpopo and the prospect of expropriation. The eastern component of the proposed semi-ring road traverses municipal land (in the main) whilst crossing parts of private land associated with the waterfront development and parts of the Forever Resort Nature Reserve to the south of the Health Spa and Leisure Facilities.

**New pedestrian linkages:**

To encourage filtering throughout CBD, block sizes need to be reduced, making the blocks more walkable and exposing more edges to the street network in order to maximise the potential for multiple trip journeys. These new linkages should be incorporated with any new developments to ensure that Belo-Bela becomes more walkable.

**Investigate the existing Mini-Bus Taxi Rank/ Informal Stops:**

The Taxi-Rank and informal Mini-Bus Taxi stops must be investigated to determine whether another formalized Taxi Rank is required and where it should or can be located.

**Intersections must be upgraded:**

New traffic control measures should be introduced at conflict intersections to combat traffic congestion and enhance traffic flow. Furthermore, these intersections should allow for pedestrians to cross safely. These intersections include:

- Potgieter/Marx Streets
- Chris Hani/Potgieter Streets
- Sutter/Pretoria Road
- Ritchie/Chris Hani Drive

**Upgrade all sidewalks within the Core Area:**

A detailed audit should be completed of the state of sidewalks urban environments within the core area, as priority. The upgrade should be done according to the guidelines set out in Part 6: Implementation of this document. The roads plan indicates the interventions anticipated.

**Formalise and co-ordinate informal and formal public transport route markings and schedules:**

Currently there is no clear route indication for e.g. the Bus Service and Taxi Rank. This must be identified and clearly made visible to the public at interchanges in line with an operational plan.

**Protect and develop urban spaces and identify possible new urban spaces:**

A detailed strategy should be developed for the upgrading and continuous maintenance of all urban space within the area. Develop hard open spaces such as squares and create soft green spaces by planting trees along the streets according to the scale of the road. This will create a green urban environment. The proposed open space network.

**Develop Themes for different precincts and gateways:**

Each precinct should have a certain theme which guides the type and character of the street furniture, trees, and lighting. Various Gateways should be placed at important entrances into the CBD, to clearly indicate to pedestrians or commuters that they are now entering a certain district.

**Protect all the existing trees in the area:**

New developments should keep existing trees or replace them; if it has been proved that no other option exists, with appropriately sized and types of trees.

**Honour the core CBD boundary and the CBD urban boundary:**

Adopt a resolution to such effect and curb horizontal expansion of non-residential developments beyond boundaries.

**Incentivise intensified development:**

Development incentive schemes for building envelopes fronting on semi-pedestrianised roads in core CBD area.

**Tourism marketing agency:**

Introduce a dedicated agency for purposes of promoting tourism in and around Bela Bela.

**Network development:**

Develop a strong network with tourism services providers beyond Bela Bela (Zebula, Mabula Elements, Waterberg, Thaba Nati, Sondela, etc.). Promote Bela Bela CBD as “leisure capital of Limpopo” alternatively “tourism gateway of the Waterberg”.

**Foster positive co-operation:**

Establish active communication forum with Bela Bela Resorts as prime CBD asset to develop marketing campaign, wayfinding signage guidelines and reciprocal benefit strategies.

**Combine branding image of CBD with Forever Resorts identity:’**

Develop site specific signage policy and implement in CBD.

**Pass a resolution to strengthen gateway identification:**

- Urban gateways along perimeter boundary of larger CBD.
- CBD gateways within confines of core CBD area.

**Upgrading of community facilities at the future Civic Precinct:**

This includes the library, post office, police station and fire station.

**Facilitate co-ordination:**

The development, growth and urban management issues should be discussed by all stakeholders on a regular basis. To a large degree, sustainable precincts and neighbourhoods are about participation and partnerships. Multisectoral partnerships are needed to address the increasingly complex environmental, social and economic issues that face local communities. Partnership structures or stakeholder groups can take many forms, but it is important that there are dedicated structures that can co-ordinate stakeholder involvement and the development of local communities (i.e. Bela Bela CBD Stakeholder Forum).

**Develop a monitoring system:**

The “health” of the CBD should be measured continuously to record, analyse and evaluate agreed indicators e.g. crime levels, vacancy levels and satisfaction levels.

**Communication Action Plan:**

A communication and branding exercise is needed to inform and involve relevant stakeholders. The identification of different theme areas should assist in the exercise to create a sense of place and identity (i.e. form a tourism gateway/ Forever Resorts, etc.).

# **ANNEXURE C**

## **Bela-Bela Township Precinct Plan**

**Figure 1** presents the Precinct Plan for the Bela Bela Township area and the following development proposals/ features are illustrated:

### **Upgrading of Informal Settlements**

1. It is recommended that the Jacob Zuma residents should be formalised in the Towoomba area to the south.
2. Erf 991 located in the far-eastern end of the township will be relocated to Towoomba.
3. Extension 8 to the south-east is proposed for residential infill development while the surplus population need to relocate to Towoomba.
4. Bela Bela Extension 9 is earmarked for in-situ upgrading and the surplus population will relocate to Towoomba.

### **Economic Development**

5. It is recommended that the business activity along Mile Street be consolidated and strengthened as a Primary Local Business Node due to its proximity to the main entrance point to the township, industrial areas and the Bela Bela CBD.
6. The business area along Limpopo Street will serve as a Secondary Local Business Node, catering for the needs of the local community residing in the eastern extents of the township.

The provision of community facilities, public open space and sport facilities should also be accommodated around these two nodes.

**Figure 2** depicts the following proposals for the Primary Local Node:

7. It is proposed that the southern properties fronting onto Mile Street be encouraged for business use such as tuck-shops, hair dressers, local restaurants, professional home-offices, overnight accommodation, educational centres and residential densification.
8. With regards to enhancing the local economy, it is proposed that the northern strip fronting onto Mile Street maintains its character to hold small emerging businesses/ informal trade.

The informal trade area should be formalised with adequate hawker structures and these should vary in size and design to cater for the different entrepreneurial needs, see examples on **Diagram 1**. The location of the informal trade activity will be complementary to the formal business strip south of the main road (Mile Street). The main road (Mile Street) will offer different scales of business activity and enhance the character and ambience along Mile Street.



# Bela Bela Local Municipality

## BELA-BELA TOWNSHIP PRECINCT PLAN

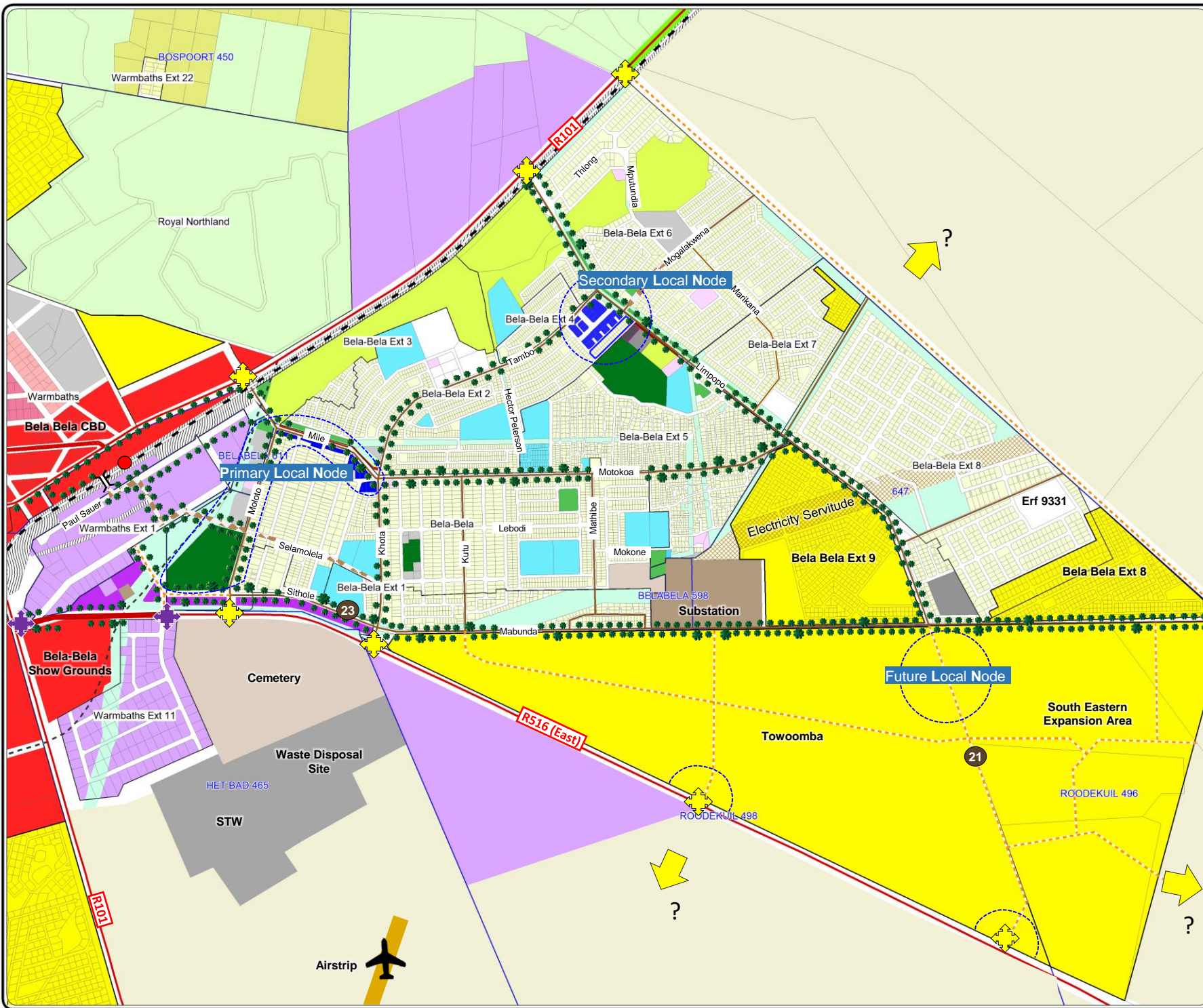
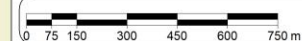
### Legend

#### Existing Land Use

- Residential
- Educational Institution
- Church
- Cemetery
- Substation
- Electrical Powerlines
- Public Open Space
- Open Space System / Drainage Channels

#### Proposed Land Use

- Residential Infill / Redevelopment
- High Intensity Mixed Land Use Typologies
- Local Business Activity
- Industrial
- Empowerment Zone
- Food Gardens
- Community Facilities
- Modal Transfer Facility
- Public Open Space
- Sports Facilities
- Local Road Network
- Pedestrian Movement Network
- Pedestrian Short-cuts links
- Entrance Signage





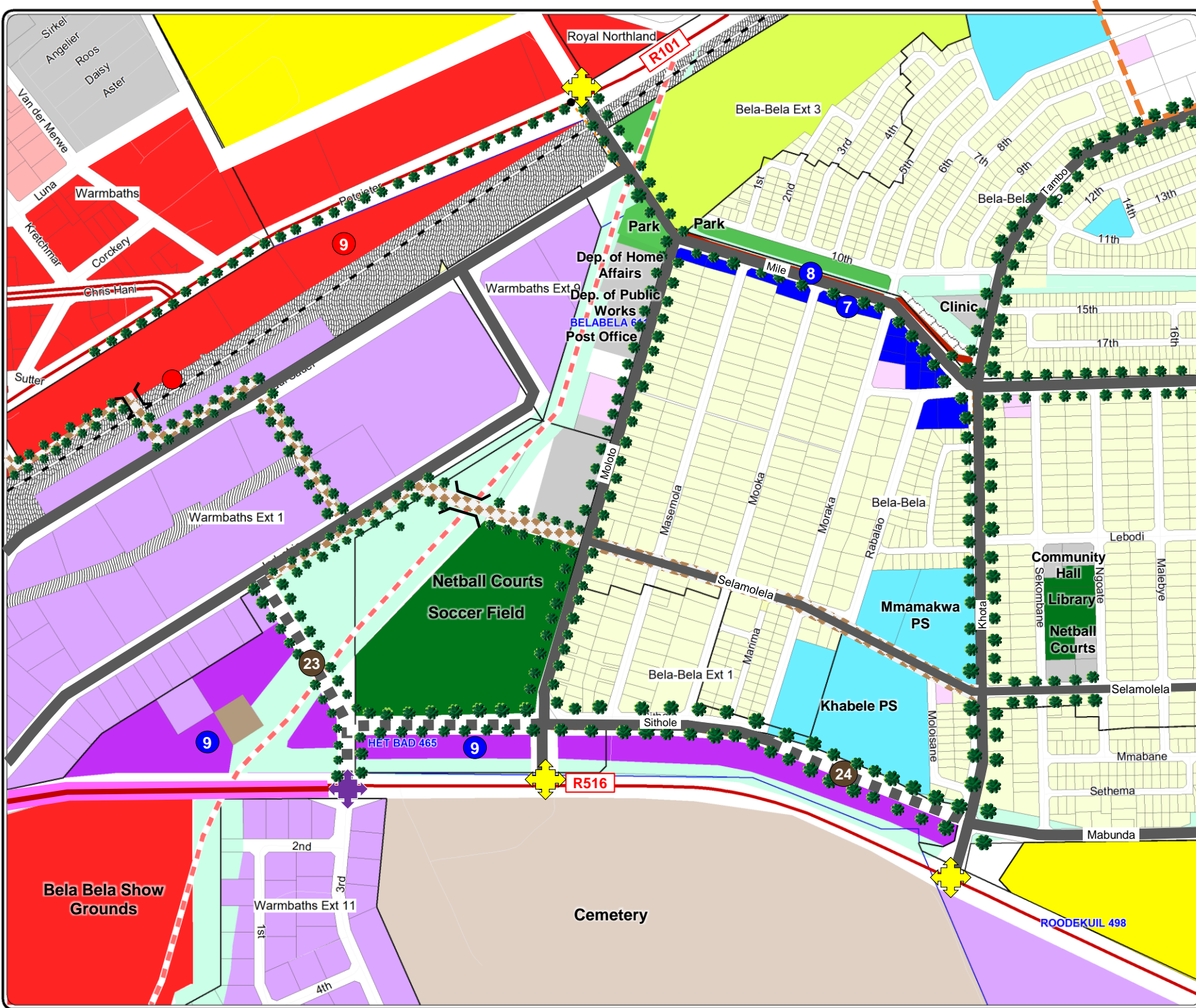
# Bela-Bela Local Municipality

## BELA-BELA TOWNSHIP PRECINCT PLAN

### Local Business Node 1

#### Legend

- Low Density Residential
- Medium Density Residential
- Bela-Bela CBD
- Local Business Activity
- Bee-Hive Entrepreneurial Structures
- Formalised Informal Trading Area
- Community Facilities
- Educational Institution
- Church
- Cemetery
- Industrial Activity
- Communal Gardens
- Sports Facilities
- Bela-Bela Show Grounds
- Public Open Space
- Open Space System / Wetland
- Railway line
- Railway Station
- Pedestrian Bridge
- Regional Road
- Local Main Road
- Secondary Road
- Entrance Signage
- Pedestrian Movement Network
- Pedestrian short-Cut Link
- Industrial Public Artefacts



## FORMLAISED INFORMAL TRADING STRUCTURES

Diagram 1



One shipping container is subdivided in half, accommodating two business activities



Pretoria – Hatfield  
Temporary formalised informal trading structures



9. Due to the visual exposure and regional traffic from route R516, it is proposed that Bee-Hive business/ light industrial structures be erected in the proposed Empowerment Zone along route R516 and subsequently be spatially linked to the northern and southern industrial areas. The location of the Bee-Hive structures would allow business activity to gain visual exposure from route R516, and also be in close proximity to the CBD and industrial areas.

Similarly, it is proposed that the same principle be applied to the north along route R101 from the Mile Street entrance up to the CBD area (parallel to the pedestrian walkway).

The intent of the Bee-Hive structures is to cater for emerging entrepreneurs rendering services such as repairing household and office equipment, tailoring and dress-making, carpentry work, engraving, welding works (fences, gates etc.), leatherwork and shoe repairs which will boost the local economy and increase job opportunities (see examples of the structures on **Diagram 2**).

### **Community Facilities**

10. In terms of community facilities, it is proposed that supplementary community facilities be accommodated along Moloto Street, in close proximity to the existing cluster of community facilities located in the north. The proposed community facilities could comprise of a Satellite Police Station, Youth Centre, and a Skills and Training Centre. The additional community facilities will collectively supplement existing social amenities in the township.

### **Sports and Recreation, and Public Open Space**

11. Linked to the existing soccer field and netball courts along Moloto Street, it is proposed that the area be developed into a Sports and Recreation Hub for the township. The facility should comprise of a wide range of sport-orientated activities catering for all age-groups, in order to promote healthy living, community interaction and entertainment. It is proposed that the Sport and Recreational Hub comprise of sports facilities such as netball courts, basketball courts, outdoor gymnasium (with durable outdoor equipment), a skateboard park and an indoor game centre as a form of entertainment (refer to examples on **Diagram 3**).
12. It is suggested that existing parks to the north and south of Mile Street be retained and maintained. The remaining extents of the narrow strip of green space should be upgraded and serve as the main public open space of the township, as it is well-located at the main entrance point/ gateway to the township. It is proposed that the green space area be furnished with a range of play and educational equipment, in order to stimulate growth and learning while playing and experiencing the outdoor environment.

### **Movement Network**

With regards to enhancing the movement network, it is proposed that Moloto/ Sithole Streets be extended to the west to provide a functional link with the industrial area and to provide access onto route R516. Several pedestrian movement network extensions are proposed to enhance access to the industrial area and CBD.

## LOCAL EMPOWERMENT INITIATIVE

## Diagram 2

### SMME INFRASTRUCTURE - Linear Beehive Buildings



### Shipping Containers – Emerging Local Businesses



# SPORTS AND RECREATIONAL HUB

Diagram 3

## Sports Activities

### Outdoor Gymnasium



Outdoor Gymnasium in Kutlwanong, Welkom



Basketball Courts



Indoor Sports and Game Centre

- Construct a link road that connects Mabunda Street and Sithole Street;
- Main pedestrian network routes should be constructed with the focus on adequate paved pedestrian walkways, high-mast lighting and human-scaled street-lighting, cycle-lanes, bollards to separate vehicular and pedestrian movement, public seating furniture and waste-disposal containers.

The following streets are proposed to serve as main pedestrian routes:

- Along Mile Street and Motokoa Street which runs east-west and in the central extends of the township, see on Figure 1;
- Along Tambo Street running north-east and Limpopo Street, as these two routes lead to the secondary local business node. Note, that Tambo Street creates directly links both nodes.
- Along Moloto Street and Khota Street both traversing from Mile Street, and leading pedestrians to the Primary Local Business Node;
- Along Sithole Street which runs parallel to the route R516, and connects pedestrians to the industrial activity area and primary local business node;
- Improve the pedestrian movement network along routes R101 and R516, as they are the main routes from the township area leading traffic to the Bela Bela CBD;
- It is proposed that the open space channels and wetland drainage area be designed to cater for pedestrian movement, and comprise paved pedestrian walkways, human-scale lighting, cycle-lanes, public seating furniture and waste-disposal containers.

**Figure 3** encompasses detailed proposals for the Secondary Business Node at Limpopo Street and the following are highlighted:

13. Promote infill development between Limpopo Street and 23rd Street, comprising a diversity of land uses such as retail and light industrial activity, medium-density residential development, offices use etc. Supplementary business development is recommended to expand and infiltrate into the residential block between 24<sup>th</sup> Street and 18<sup>th</sup> Street, as this will help create a defined node with a diversity of land uses when integrated with the cluster of community facilities in the east of 18<sup>th</sup> Street.
14. It is proposed that an additional Thusong Centre be established within the secondary which would serve the eastern community of Bela Bela Township. It is proposed that additional community facilities within the secondary order Thusong Centre should comprise a public library, satellite police station and a community hall.
15. It is proposed that the informal taxi rank area along Limpopo Street be relocated and rather positioned between the business area and the Thusong Centre.
16. The newly established hospital site along Mogalakwena Street will extensively serve the medical needs of the surrounding community. The hospital site has additional vacant area measuring



# Bela Bela Local Municipality

## BELA-BELA TOWNSHIP PRECINCT PLAN

### Local Business Node 2

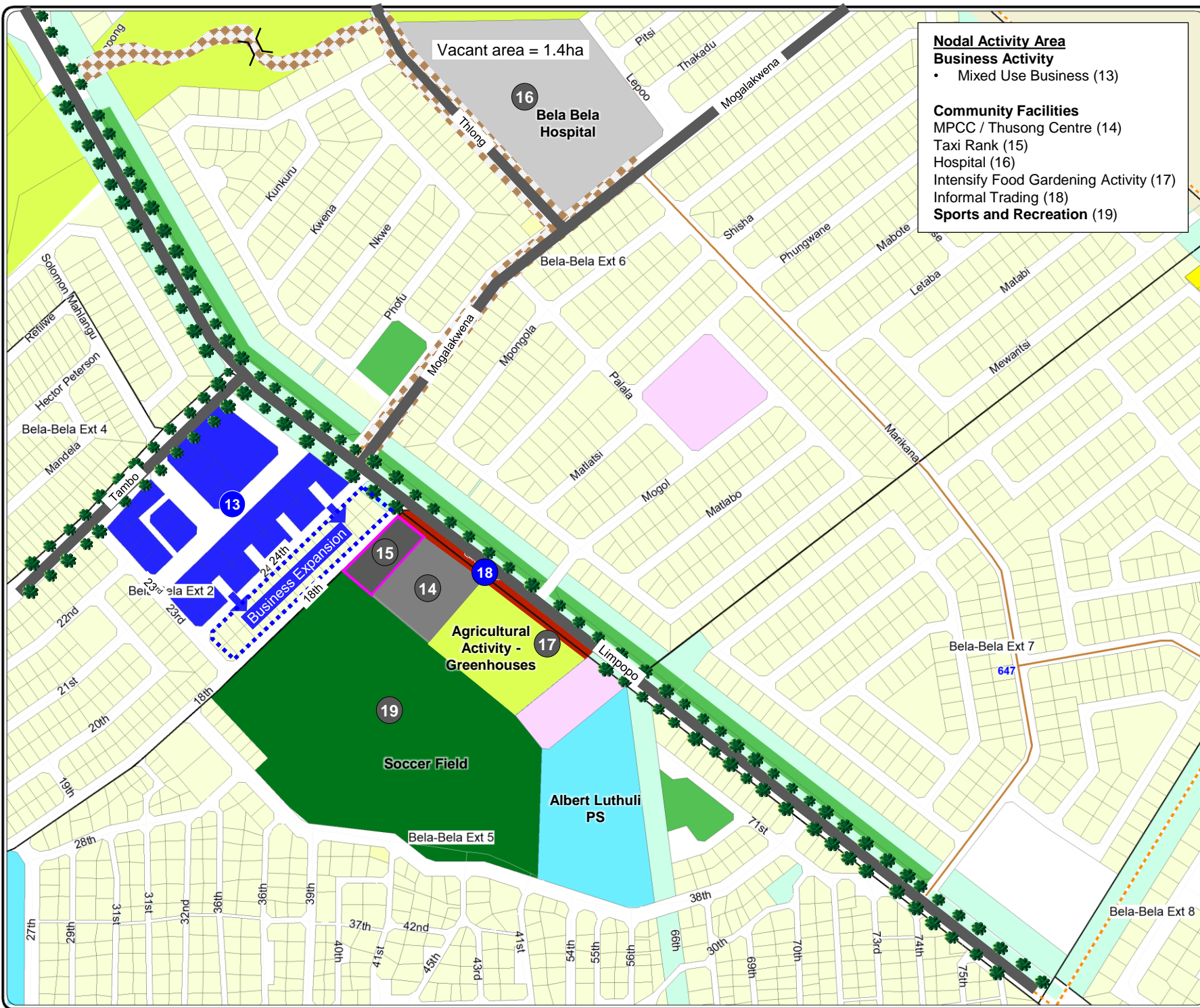
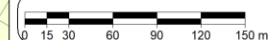
#### Legend

##### Existing Land Use

- Low Density Residential
- Mixed Use Node (Retail, Residential and light Industrial Activity)
- Hospital
- Educational Institution
- Church
- Communal Gardens - Agriculture Greenhouse
- Sports Facilities
- Open Space System / Wetland

##### Proposed Land Uses

- Business Activity
- Mixed Use Node Expansion
- Formalised Informal Trading Area
- Community Facilities
- Taxi Rank Facility
- Public Open Space
- Food Garden
- Pedestrian Movement Network
- Pedestrian Short-cut Link



**Nodal Activity Area**  
**Business Activity**  
• Mixed Use Business (13)

**Community Facilities**  
MPCC / Thusong Centre (14)  
Taxi Rank (15)  
Hospital (16)  
Intensify Food Gardening Activity (17)  
Informal Trading (18)  
**Sports and Recreation (19)**

roughly 1.4ha, and should be utilized to accommodate additional community facilities as the township expands in future.

17. It is proposed that the green house food garden activity along Limpopo Street be encouraged and intensified in future.
18. It is proposed that formalised informal trading structures be erected along Limpopo Street close to the Thusong Centre and taxi rank facility, so as to connect the local farmers to potential consumers.
19. It is proposed that the existing site holding a soccer field be upgraded with minimal additional sports facilities to comprehensively cater to the local community in the far-eastern extents of the township. Additional sport facilities required should be discussed with the community.
20. The formal pedestrian movement network runs mainly along Limpopo Street, Tambo Street, with two pedestrian short-cut links along Mogalakwana Street and Thlong Street to link up with the Bela Bela Hospital.

### **Road Network**

21. Upgrade the north-eastern road section of Limpopo Street to intersect at route R101.
22. Extend Limpopo Street in the south to create a continues road which could in future link to the R516, when residential development expands further to the south.
23. Expand Mabunda Street to create an east-west link leading to the industrial activity areas and CBD.

### **Entrance Signage**

24. There are three main entrance points to the township, and as a result, it is proposed the main entrance point from Bela Bela CBD along route R101 be well-landscaped and provided with an entrance signage and artistic feature displaying the name and cultural identity of the township area.
25. It is proposed that a consolidated signage board displaying the names and types of the businesses operating within the industrial area be placed at the main entrance points of both industrial areas, in order to create awareness of the types of industries established in the area.

# **ANNEXURE D**

## ANNEXURE D

### GUIDELINES ON THE INTENSITY OF SUBDIVISIONS AND RURAL RESIDENTIAL DEVELOPMENT

#### 13.2.1. Land-use Guidelines for the Rural/Farming Areas within Bela-Bela Municipal Area

It is proposed that land-use control in the rural/farming areas be executed by the Municipality in terms of the guidelines presented in this Chapter as well as in terms of the Bela-Bela Land-use Scheme, 2008. Other requirements as well as the procedures for application, the standard conditions for approval and the criteria for evaluation/assessment of applications on agricultural land according to the different land-use categories are outlined in paragraph (g).

**In addition to these guidelines, the Waterberg District Municipality: Implementation and promulgation of an Agricultural Land-use Policy [Rural Land-use and subdivision guidelines] dated 2011 must be adhered to.**

In this section specific areas of importance with respect to different land-uses in the rural area of Bela-Bela Town will be discussed. It is well known that the Bela-Bela Local Municipal Area do have a very unique character as far as land-uses in the Rural Areas are concerned. The following typical land-use zones (**please refer to Map 11-8**) have been identified, namely:

- Bela-Bela peripheral development area;
- Pienaarsrivier, Radium/Masakhane and Settlers with surrounding areas;
- Bela-Bela West tourism related zone (rural);
- Dam Fringe areas such as Rust de Winter Dam and Bela-Bela Dam;
- Waterberg Biosphere Reserve, and
- Other Areas usually zoned agricultural.

#### **(a) Bela-Bela Peripheral development area**

The rural / farming areas surrounding Bela-Bela Town urban edge mostly falls in this zone. The aim in this area is to provide for low density rural residential development within the peripheral area of Bela-Bela Town with the emphasis on preserving the natural habitat and establishing self sustainable communities specifically regarding the provision of municipal services, as far as possible.

Lifestyle Estates as well as public and private resorts can be allowed in this area. Aventura Resort (core development) is however located in the Bela- Bela urban edge due to its central location and it is also functionally part of Bela-Bela Town.

Specific Land-use guidelines for this Zone are listed in

**Table 13.2-1.** Also refer to Paragraph (g) of this report for requirements on Public and Private Resorts, Lifestyle Estates and other land-uses on agricultural land.



**Table 13.2-1: Land-use guidelines: Bela-Bela Peripheral Development Area**

PRIMARY PERMISSIBLE LAND-USES	LAND-USES CONSIDERED ON APPLICATION	LAND-USES NOT PERMITTED
<ul style="list-style-type: none"> <li>• Agricultural uses and purposes.</li> <li>• Dwelling house.</li> <li>• Home undertaking</li> <li>• Any land-use already legally approved by all relevant authorities and which is in compliance with all the conditions/provisions/requirements of approval.</li> </ul>	<ul style="list-style-type: none"> <li>• Rural residential (i.e. Lifestyle Estates and Public and Private Resorts).</li> <li>• Hotels, lodges and other accommodation establishments.</li> <li>• Tourism facilities.</li> <li>• Conference Facilities.</li> <li>• Sport and recreational facilities.</li> <li>• Educational Facilities.</li> <li>• Tourism routes/meanders.</li> <li>• Tourism-orientated facilities i.e. cultural-historical sites, museums.</li> </ul>	<ul style="list-style-type: none"> <li>• Residential, business, commercial, retail, industrial township establishment.</li> <li>• Service industries.</li> <li>• Warehousing.</li> <li>• Wholesale Trade.</li> <li>• Motor agencies.</li> <li>• Any other use that will create danger, a nuisance or that will result in any kind of pollution.</li> <li>• Other uses similar to the above.</li> </ul>

**INTENSITY OF DEVELOPMENT FOR RURAL RESIDENTIAL DEVELOPMENT (BELA-BELA PERIPHERAL AREA)**

Coverage	Height		FAR	Densities <sup>*1</sup>	Parking
In accordance with an approved Site Development Plan	Low intensity	1-2 storeys	±0.2 FAR relative to 1.0 ha.	1 dwelling unit per 5 ha on average for lifestyle or similar developments. Subject to an EIA and provided that adequate municipal services (i.e. water, sewerage, electricity, etc.) can be provided independently by the developer and/or in future a Section 21 Company the density can be increased to 1 dwelling unit per approximately 3ha. Applications must be evaluated and approved based on the	To the satisfaction of the Bela- Bela Local Municipality
	Medium to high intensity	2-3 storeys	Should be proportionally reduced for larger properties.		

Subdivision (Adhoc and Small-scale): Farm Portions and Agricultural Holdings in terms of Ordinance 20 of 1986 or similar legislation.

- Minimum size of resultant subdivided portion: 1.0 ha subject to evaluation criteria and service provision).
- Residential Density: one (1) dwelling house per ha; Provided that on application by the registered owner, the Local Municipality may grant consent for a second dwelling house where such a dwelling house is substantially in compliance with specified performance criteria regarding its location, provision of municipal services, etc.

Notes: <sup>\*1</sup> Agricultural Estates (i.e. farmstyle living is focused around intensive farming activities such as olive groves, citrus groves, organic food farming and other crops linked to residential development and tourist related facilities). This approach could allow for the integration and functional development of small farm portions as part of an agricultural estate. The recommended density for this kind of lifestyle development is 1 dwelling unit every 2 ha on average, but can be increased to 1 dwelling per ha, subject to the conditions and requirements outlined in **Table 13.2-1** specifically with respect to an EIA process and self-sustainable service provision to such an agricultural estate.

**(b) Pienaarsrivier, Radium, Settlers and Rapotokwane with surrounding areas**

The peripheral areas of the smaller nodes within the Bela-Bela Local Municipality, such as Pienaarsrivier, Radium, Settlers and Rapotokwane falls within this zone (**see Map 11-2 to Map 11-8**).

Specific guidelines for this zone are discussed in **Table 13.2-2** below. Also refer to Paragraph (g) of this report for requirements on Public and Private Resorts, Lifestyle Estates and other land-uses on agricultural land.

**Table 13.2-2: Land-use guidelines: Pienaarsrivier, Radium, Settlers and Rapotokwane with surrounding areas**

PRIMARY PERMISSIBLE LAND-USES	LAND-USES CONSIDERED ON APPLICATION		LAND-USES NOT PERMITTED		
<ul style="list-style-type: none"> <li>• Agricultural uses and purposes.</li> <li>• Dwelling house.</li> <li>• Home undertaking</li> <li>• Any land-use already legally approved by all relevant authorities and which is in compliance with all the conditions/provisions/requirements of approval.</li> </ul>	<ul style="list-style-type: none"> <li>• Rural residential (i.e. Lifestyle Estates and Public and Private Resorts).</li> <li>• Hotels, lodges and other accommodation establishments.</li> <li>• Tourism facilities.</li> <li>• Conference Facilities.</li> <li>• Sport and recreational Facilities.</li> <li>• Educational Facilities.</li> <li>• Tourism routes/meanders.</li> <li>• Tourism-orientated facilities i.e. cultural-historical sites, museums.</li> </ul>		<ul style="list-style-type: none"> <li>• Residential, business, commercial, retail, industrial township establishment.</li> <li>• Service industries.</li> <li>• Warehousing.</li> <li>• Wholesale Trade.</li> <li>• Motor agencies.</li> <li>• Any other use that will create danger, a nuisance or that will result in any kind of pollution.</li> <li>• Other uses similar to the above.</li> </ul>		
INTENSITY OF DEVELOPMENT FOR RURAL RESIDENTIAL DEVELOPMENT (PERIPHERAL AREAS OF SETTLEMENTS AND SMALLER NODES)					
COVERAGE	HEIGHT		FAR	DENSITIES <sup>*1</sup>	PARKING
In accordance with an approved Site Development Plan	Low intensity	1-2 storeys	±0.2 FAR relative to 1.0 ha.	1 dwelling unit per 5 ha on average for lifestyle or similar developments. (In exceptional circumstances and subject to an EIA and provided that adequate municipal services (i.e. water, sewerage, electricity, etc) can be provided independently by the developer and in future a Section 21 Company the density can be increased to 1 dwelling unit per 3ha.	To the satisfaction of the Bela-Bela Local Municipality
	Medium to high intensity	2-3 storeys			
			Should be proportionally reduced for larger properties.		
Subdivision (Adhoc and Small-scale): Farm Portions and Agricultural Holdings in terms of Ordinance 20 of 1986 or similar legislation (where applicable).					
<ul style="list-style-type: none"> <li>• Minimum size of resultant subdivided portion: 1.0 ha (subject to evaluation criteria and services provision).</li> <li>• Residential Density: one (1) dwelling house per ha; Provided that on application by the registered owner, the Local Municipality may grant consent for a second dwelling house where such a dwelling house is substantially in compliance with specified performance criteria regarding its location, provision of municipal services, etc.</li> </ul>					

Notes: \*1 Agricultural Estates (i.e. farmstyle living is focused around intensive farming activities such as olive groves, citrus groves, organic food farming and other crops linked to residential development and tourist related facilities). This approach could allow for the integration and functional development of small farm portions as part of an agricultural estate. The recommended density for this kind of lifestyle development is 1 dwelling unit every 2 ha on average, but can be increased to 1 dwelling per ha, subject to the conditions and requirements outlined in **Table 13.2-2** specifically with respect to an EIA process and self-sustainable service provision to such an agricultural estate.

### (c) Bela-Bela West Tourism Related Zone

This zone includes the general area to the west and the north western side of Bela-Bela Town along the Waterberg Mountain. **(See Map 6-1 and Map 11-8).**

The overall aim of development in this area is to provide in the need for rural residential development (for permanent and/or temporary use) in natural environments. There are a large number of people living in cities who seek a weekend breakaway home and these developments provide in this need. These developments are also generally aimed to promote tourism development within Bela-Bela Local Municipality.

The developments in this zone are generally referred to as Lifestyle Estates and Public and Private Resorts. A substantial number of developments have already taken place in this zone and **Table 13.2-3** provides land-use guidelines for these developments. Also refer to Paragraph (g) of this report for requirements on Public and Private Resorts, Lifestyle Estates and other land-uses on agricultural land.

**Table 13.2-3: Land-use guidelines: Bela-Bela West Tourism Related Zone**

PRIMARY PERMISSIBLE LAND-USES	LAND-USES CONSIDERED ON APPLICATION		LAND-USES NOT PERMITTED		
<ul style="list-style-type: none"> <li>• Agricultural uses and purposes.</li> <li>• Dwelling house.</li> <li>• Home undertaking</li> <li>• Any land-use already legally approved by all relevant authorities and which is in compliance with all the conditions/provisions/requirements of approval.</li> </ul>	<ul style="list-style-type: none"> <li>• Rural residential (i.e. Public and Private Resorts and Lifestyle Estates).</li> <li>• Hotels, lodges and other accommodation establishments.</li> <li>• Tourism facilities.</li> <li>• Conference Facilities.</li> <li>• Sport and recreational Facilities.</li> <li>• Educational Facilities.</li> <li>• Tourism routes/meanders.</li> <li>• Scientific research and similar institutions.</li> <li>• Tourism-orientated facilities i.e. cultural-historical sites, museums.</li> </ul>		<ul style="list-style-type: none"> <li>• Residential, business, commercial, retail, industrial township establishment.</li> <li>• Service industries.</li> <li>• Warehousing.</li> <li>• Wholesale Trade.</li> <li>• Motor agencies.</li> <li>• Any other use that will create danger, a nuisance or that will result in any kind of pollution.</li> <li>• Other uses similar to the above.</li> </ul>		
INTENSITY OF DEVELOPMENT FOR RURAL RESIDENTIAL DEVELOPMENT – BELA-BELA WEST TOURISM RELATED ZONE					
Coverage	Height		FAR	Densities	Parking
In accordance with an approved site development plan.	Low intensity	1-2 storeys	±0.2 FAR relative to 1.0 ha. Should be proportionally reduced for larger properties.	1 dwelling unit for every 10 ha and lower; based on the following: <ul style="list-style-type: none"> <li>• Maximum 50 dwellings per 500ha farm;</li> <li>• Maximum 75 dwellings per 1,000ha farm; and</li> <li>• Maximum 100 dwellings per 2000ha farm.</li> </ul>	To the satisfaction of the Bela-Bela Local Municipality.
Subdivision (Adhoc and Small-scale): Farm Portions and Agricultural Holdings					
<ul style="list-style-type: none"> <li>• Minimum size of resultant subdivided portion: 5.0 ha where land is excluded from Act 70 of 1970, subject to Council policy as amended from time to time.</li> <li>• Minimum size of resultant subdivided portion: Minimum size subject to the policy of the Department of Agriculture where land is not excluded from Act 70 of 1970.</li> <li>• Residential Density: one (1) dwelling house per ha; Provided that on application by the registered owner, the Local Municipality may grant consent for a second dwelling house where such a dwelling house is substantially in compliance with specified performance criteria regarding its location, provision of municipal services, etc.</li> </ul>					

#### **(d) Dam Fringe Areas such as Rust de Winter Dam and Bela-Bela Dam**

Properties directly surrounding Rust de Winter dam (**See Map 6-1 and Map 11-8**) and the surrounding areas of Bela-Bela Dam fall in this zone.

It is the general aim to develop and promote the Rust de Winter Dam area as a tourism attraction. Development around any dam should be considered very carefully to ensure that no harm is done to the natural environment.

Rust de Winter Dam falls within the Dinokeng Tourism Development Area and should be developed in alliance with the guidelines and proposals of the Dinokeng Tourism Development Framework.

The land-use guidelines in **Table 13.2-4** must be taken into consideration when any development in these areas is considered. Also refer to Paragraph (g) of this report for requirements on Resorts, Lifestyle Estates Reserves and other land-uses on agricultural land.

**Table 13.2-4: Land-use guidelines: Dam Fringe Areas such as Rust de Winter- and Bela-Bela Dams**

PRIMARY PERMISSIBLE LAND-USES		LAND-USES CONSIDERED ON APPLICATION		LAND-USES NOT PERMITTED	
<ul style="list-style-type: none"> <li>Agricultural uses and purposes.</li> <li>Dwelling house.</li> <li>Home undertaking</li> <li>Any land-use legally approved by all relevant authorities and which is in compliance with all the conditions/provisions/requirements of approval.</li> </ul>		<ul style="list-style-type: none"> <li>Rural residential.</li> <li>Hotels, lodges and other accommodation establishments.</li> <li>Tourism facilities.</li> <li>Conference Facilities.</li> <li>Sport and recreational Facilities.</li> <li>Educational Facilities.</li> <li>Tourism routes/meanders.</li> <li>Tourism-orientated facilities i.e. cultural-historical sites, museums.</li> </ul>		Urban-orientated land-uses and/or land-uses that in the opinion of Bela-Bela Municipality are not consistent with the development objectives and intentions, such as: <ul style="list-style-type: none"> <li>Residential, business, commercial, retail, industrial township establishment.</li> <li>Service industries.</li> <li>Warehousing.</li> <li>Financial institutions.</li> <li>Wholesale Trade.</li> <li>Motor agencies.</li> <li>Any other use that will create danger, a nuisance or that will result in any kind of pollution.</li> <li>Other uses similar to the above.</li> </ul>	
INTENSITY OF DEVELOPMENT – DAM FRINGE AREAS					
Coverage	Height (Storeys)		FAR	Densities	Parking
In accordance with an approved site development plan	Low intensity	1-2	±0.4 - 0.6 FAR relative to 1.0 ha. Should be proportionally reduced for larger properties.	Up to 40 dwelling units per ha, subject to the SDF density guidelines in Chapter 11 of this report.	To the satisfaction of Bela-Bela Municipality.
	Medium intensity	3-5			
	High intensity	5+			
Subdivision (Adhoc and Small-scale): Farm Portions and Agricultural Holdings					
<ul style="list-style-type: none"> <li>Minimum size of resultant subdivided portion: 1.0 ha subject to the requirements of departments such as the Department of Agriculture, Department of Economic Development and Tourism and the Department of Water Affairs and Forestry.</li> <li>Residential Density: one (1) dwelling house per ha; Provided that on application by the registered owner, the Local Municipality may grant consent for a second dwelling house where such a dwelling house is substantially in compliance with specified performance criteria regarding its location provision of municipal services, etc.</li> </ul>					