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EXPLORING DEVELOPING LOCAL ECONOMIES

RESEARCH REPORT:

EMERGING LOCAL ECONOMIES AND DISPLACED URBANISATION: THE CASE OF KWAMHLANGA

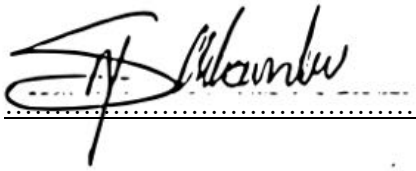
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Masters in Development Planning by coursework and research: A research report submitted to the Faculty of Engineering and the Built Environment, University of the Witwatersrand, Johannesburg, in partial fulfilment of the requirements for the degree of Master of Science in Development Planning

Johannesburg, 27 August 2024

Declaration:

I declare that this research report is my own unaided work. It is being submitted to the Degree of Masters of Science in Development Planning to the University of the Witwatersrand, Johannesburg. It has not been submitted before for any degree or examination to any other University.



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27 August 2024

Abstract:

This research explores the economic evolution of KwaMhlanga, a settlement in Mpumalanga province, within the context of debates over displaced urbanism—a concept that describes how people living in areas that were developed under Apartheid's forced relocations, which are far from urban centres and densely populated, are developing informal economies to sustain themselves (Mosiane and Gotz, 2021).

The study investigates whether KwaMhlanga represents a form of displaced urbanism and examines its potential to function as a viable economic node. It builds on Mosiane and Gotz's (2021) framework, which characterizes displaced urbanism as communities developing informal economies and modern infrastructure despite historical displacements.

The research evaluates KwaMhlanga's economic potential by analysing policy, infrastructure, land use regulations, and the roles of local institutions, traditional authorities, and small businesses. The research methods that were used were semi-structured interviews with the Ndebele Traditional Authority and Thembisile Hani Local Municipal Official and business owners located along the R573. Observations using Google Earth were made of the KwaMhlanga crossroads and the businesses located there, these observations were mapped.

Findings suggest that while KwaMhlanga is evolving economically in a limited way, with some growth of small scale businesses and the development of a mall, challenges such as inadequate services and weak institutional support hinder its development as a functional economic node. The study's limitations include the inability to interview formal businesses at the KwaMhlanga Shopping Complex and limited sample size due to businesses unwillingness to be interviewed.

Acknowledgments

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Chapter One: Introduction

Introduction:

This research investigates the extent to which a local economy is developing in KwaMhlanga, a settlement on the north eastern edge of the Gauteng City Region in Mpumalanga province. This research examines whether or not KwaMhlanga is a form of displaced urbanism and the extent to which it is becoming a functional economic node.

Displaced urbanisation is used to describe areas where people were forcibly relocated to areas that are located far from any urban centres during Apartheid (Murray, 1987). Mosiane and Gotz (2021) coin the term 'displaced urbanism' to describe the developments and processes of self- development taking place in these spaces. Mosiane and Gotz (2021) argue that there has been some entrepreneurial activity taking place in areas which emerged around displaced urbanisation. Thus, people living these displaced areas have developed their own forms of urbanism which are intertwined with tradition, modernity and poverty (Mosiane and Gotz, 2021).

In this research I will explore whether KwaMhlanga is emerging as a form of displaced urbanism and whether it can develop into a functional economic node in terms of policy, infrastructure and land use regulations to develop into an economic node. It will also examine the positions of the institutions, the traditional authority and the local municipality and the small businesses in the area on the development of the economy and the manner in which they support the development.

This research provides a background on key concepts that relate to the research question such as the impact of Apartheid spatial planning on black communities and their livelihoods and displaced urbanisation. It further outlines the background, context, methods chapters and findings and analysis of findings chapters.

Background:

The Apartheid system advocated for the separate development of races. This was further underpinned by legislation that disabled the movement of black and other non-white people in the urban areas and relocated them into the periphery and beyond (Lallo, 1998). The Apartheid system and the placement of black people in homelands prevented black people from being active participants in the urban economy as they were expected to realise these aspirations within the homelands (Lalloo, 1998).

The legacy of Apartheid spatial planning in South Africa can still be seen in post-apartheid South Africa as black people are still placed in peripheral areas and still have travel long distances form

townships and former homelands in order to access economic opportunities (Shapurjee and Charlton, 2013). There is literature on extended urbanisation that speaks to the manner in which urbanisation has extended far beyond the confines of boundaries of formally defined urban areas (Brenner, 2013) and it can be argued that Apartheid spatial planning resulted in a form of extended urbanisation taking place in townships and other areas in homelands and townships. This has been termed 'displaced urbanisation', and was originally used to denote places where people were relocated into townships far from urban centres but still within commuting distance (Murray, 1987). KwaMhlanga is one such place.

In an attempt to better understand the dynamics that define such areas scholars such as Murray (1987) examined the nature of the displacement that took place in white urban areas and black people's reliance on and integration into the metropolitan labour force. Mosiane and Gotz (2022) aim to define and the understand the contemporary dynamics taking place in former areas of displaced urbanisations.

Mosiane and Gotz (2022) discuss the contemporary nature of displaced urbanisation and argue that these displaced settlements are developing into a new form. They suggest that there is an increase of informal business activity taking place as well as ongoing investment into housing, including designing modern suburban homes (Ibid.). This highlights the wave of urbanism that is developing in these areas of displaced urbanisation and further highlights the ways in which people exercise their agency and develop forms of livelihood in which they can sustain themselves outside of commuting to the urban areas for economic opportunities (Ibid.). Therefore, the research explores the ways in which displaced settlements, or forms of displaced urbanisation, are evolving into forms displaced urbanism (Ibid.).

Site Area:

The site area is KwaMhlanga which is a township in Mpumalanga. The site area is located 74 km away from the urban centre Pretoria. More specifically KwaMhlanga crossroads is an intersection where R573 and R568 meet. According to Thembisile Hani local municipality (2022) KwaMhlanga crossroads has been identified as the highest priority node in the municipality due to the high concentration of people and economic activity taking place on the site.

Figure 1. Location of KwaMhlanga within Thembisile Hani Local Municipality in Relation to Pretoria.



Figure 1. Location of KwaMhlanga within Thembisile Hani Local Municipality in relation to Pretoria. Source: OpenstreetMap (OSM) hosted by ESRI, coordinates: WGS 84. Author: Nhlalala Shibambu

Problem Statement:

KwaMhlanga is an area in Mpumalanga that was part of the former homeland, KwaNdebele. While communities were forcibly relocated into KwaNdebele, the homeland was a relatively favourable region for black people to move to as it was the closest and most affordable base for people who wanted access to Pretoria and Rosslyn by daily commuting, with the PUTCO bus (Murray, 1987). The displaced history of KwaMhlanga is evident in modern day KwaMhlanga in its characteristics which are defined by the semi-rural nature of the area, long commutes to Pretoria CBD and reliance on the economic prospects in Pretoria Central, high levels of inequality and poverty and low economic growth (Thembisilie Hani Municipality, 2022). However KwaMhlanga cannot only be considered in terms of Apartheid history as it was the original home of the Amandebele tribe prior to Apartheid removals (South African History Online, 2019).

The notion of attempting to label or identify such places according to the urban-rural binary does not only limit the realities but the extent in which they can develop past the parameter of the labels (Buckley and Strauss, 2016). Therefore it is important to identify the realities and the extent in which such places are developing as Mosiane and Gotz (2022) argue into displaced urbanisms with emerging economies. It can be argued that the developing urbanism in displaced settlements reflects

dynamic processes of developing economies in non-central spaces that are becoming less dependent on the urban core (Mosiane and Gotz, 2022). Keil (2018) argues that areas on the periphery develop their own dynamics, separate from the urban centre, and some are the most dynamic places in contemporary cities. However, we can question whether this logic applies to displaced urbanisation that results from Apartheid spatial planning

It is important to assess the economic activity taking place on the KwaMhlanga crossroads to fully understand the extent in which KwaMhlanga is developing its own dynamics and the extent to which economies can or are developing into functional economic nodes. It can be argued that in order to understand whether KwaMhlanga can develop into an economic node, it is vital to understand the economic functionality of KwaMhlanga (Brand and Dewes, 2020). However, it is yet to be seen, the extent to which urbanism has developed in KwaMhlanga.

Another integral aspect that should be considered is the extent to which local government is committed to supporting urbanism taking place and providing effective and efficient policies and infrastructure to nurture and support the form of urbanism taking place. Therefore it is important to understand how business owners (both formal and informal) see policy and land-use regulations and support which includes infrastructure. Furthermore, it is important to understand the relationship between local government and traditional authority in an effort to understand the objectives and plans that they may have for the area and the impact that this may have on ensuring that all the actors' interests are protected.

Rationale:

This research report aims to understand the emerging economies and the dynamics of the developing economy in KwaMhlanga, in relation to Mosiane and Gotz's argument (2022) and distinction between displaced urbanisation and displaced urbanism. Furthermore, this report will interrogate the economic development within the site and observe whether or not KwaMhlanga's economy can develop into a functional economic node.

Objectives:

- A key objective of this research is to explore the local economies emerging in KwaMhlanga crossroads and whether or not it can develop into a functional node.

The further objective is to investigate the manner in which the local institutions (local government and traditional authority) in KwaMhlanga support the emerging economies and businesses, and whether this contributes to their functionality.

Main Research Question And Sub-Questions:

To what extent is KwaMhlanga developing as a form of displaced urbanism, with a focus on its economic functionality?

- What kind of economies are developing in KwaMhlanga?
- How are these economies supported by the local municipality and traditional authority – in terms of land release, planning, infrastructure and regulation.
- How do formal and informal businesses feel about the support they do or do not receive from the local municipality and traditional authority?
- What are the constraints on economic functionality in KwaMhlanga and what would it take for the settlement to develop into a functional economic node?

Research Methodology:

This research uses a qualitative research approach, more specifically a case study approach. The case study research approach enables one to investigate a phenomenon taking place within a particular real life context (Yin, 1994). The case study which will be investigated is a township within the Thembisile Hani local municipality, KwaMhlanga.

This research is framed in the constructivist paradigm which argues that societal truths are constructed through experiencing and reflecting on things (Sage, 2015). This research focuses on studying the developing economy in the township of KwaMhlanga, in the Thembisile Hani Local Municipality. This paradigm uses qualitative methods of research such as review of documents, interviews and observations (Ibid.) It includes semi-structed interviews with key informants, particularly the Ndebele traditional authority and a municipal official from the Thembisile Hani local municipality. This is to gain expert knowledge on the role of the key informants in KwaMhlanga and their perspective on the emerging economies in KwaMhlanga. I also interviewed local businesses located on the KwaMhlanga crossroads to understand their experience as businesses and their perspective on the economic functionality of KwaMhlanga.

Furthermore, I analyse secondary sources to better understand the socio-economic context of the site and the spatial policies of the Thembisile Hani local municipality. I also observed KwaMhlanga crossroads and mapped the businesses located on R573 using Google Earth as this provided a clearer understanding of the KwaMhlanga crossroads and the kind of economic activities that are located along the KwaMhlanga crossroads.

Chapter Outline:

1. Introduction Chapter:

This chapter outlines the introduction to the research by providing background, problem statement and rationale for the research. This chapter also presents the research question and sub-questions. Chapter one briefly discusses the impact of Apartheid spatial planning which has resulted in displaced urbanisations and further highlights the aim of this research to interrogate the development that is taking places in displaced settlements. There are three points in which this development will be investigated, businesses owners, local municipality and traditional authority in the area.

2. Literature Review:

The literature review provides an overview of key concepts and relevant theories that will be explored in this research. This chapter is structured according to themes such as extended urbanisation, displaced urbanisation and their South African interpretations Furthermore, this chapter further examines economic functionality, economic development policy and the role of governmental and traditional institutions role in development. This chapter outlines a conceptual framework to further understand how the concepts are connected .

3. Methods Chapter:

This chapter details the research paradigm, constructivism which emphasizes the importance of understanding people's lived experience in researching a phenomenon. This chapter provides an overview of the methodology of the research, including research paradigms, ethics and limitations. This chapter also presents a contextual section that provides better understanding of the site area, socially and economically in the Apartheid and post-apartheid context.

4. Context Chapter:

This chapter provides context for the research. It outlines the historical and socio-economic context of KwaMhlanga during Apartheid and the socio-economic context of KwaMhlanga in the post-apartheid era. This chapter gives a detailed understanding of the site area and offers a contextual background for the research, providing a more comprehensive background to frame the research.

5. Findings Chapter:

This chapter outlines all the findings of the research from interviews with key informants, namely local municipal officials and traditional authorities and individual business owners located on KwaMhlanga crossroads. It also includes observations that I made of the businesses located on the site area using Google Earth and observations made when I was on-site. This chapter is structured in this manner; emerging businesses, nature of the business economy and it outlines the different perspectives of local municipal officials, traditional authority and business owners regarding supporting the emerging businesses.

6. Discussion and Analysis:

This chapter provides a discussion and analysis of the findings. This chapter is structured in the following manner; it first discusses the emerging economies at KwaMhlanga crossroads and then examines the relationship between the traditional authority and the local municipality, particularly on land management. This section provides an analysis of the businesses lived experiences, their perceptions of support and challenges that affect the economic functionality of the site area.

7. Conclusion Chapter:

The concluding chapter revisits the research paradigm, research question and the aim of the research. It further provides a summary of the findings and recommendations based on the findings of the research. It provides recommendations to enhance economic functionality, improved spatial policies that may benefit most stakeholders within the KwaMhlanga crossroads and effective regulatory frameworks regarding land management for the local municipality and traditional authority.

Chapter Two: Literature Review

Introduction:

This chapter provides a literature review exploring the key concepts and theories related to the research. The key concepts are highlighted in the conceptual framework which shows how these concepts are connected. This chapter is structured according to themes: the first theme is (1.) extended urbanisation and planetary urbanisation. The second theme is (2.)South African interpretation of planetary urbanisation and displaced urbanisation. The third theme is (3.) lived experiences. The fourth theme is (4.) policy on economic development and township economies. The fifth theme is (5) nodes and measuring nodal functionality and the sixth theme is (6) transit orientated development and development corridors. The seventh theme is (7.) traditional authorities and co-governance. These themes are categorised according to the concepts that are closely related or connected such as extended urbanisation and planetary urbanisation, nodes and measuring nodal function, with sub-sections on transit orientated development and development corridors. The themes are organised according to broader concepts which have influenced policy or development in the world and then focuses closer on the impact of the broader concepts on South Africa and specific phenomena that are site specific. An example of this is the theme policy on economic development and township economies and the concept and development of nodes and understanding nodal functionality. This extends to transit orientated development and development corridors as these are factors that contribute to the development of nodes.

The chapter focuses on the concept of extended urbanisation. It also examines some of the ways in which it has manifest in the South African context, in particular, how Apartheid spatial planning resulted in displaced urbanisation. It also discusses Mosiane and Gotz's (2022) concept of displaced urbanism and the importance of people's lived experience of these places. Each of these concepts help to frame this research.

It goes on to discuss the concepts of nodes and their functionality, and to consider institutions that impact on the development of these nodes more specifically traditional authorities and local government and their relationships. There is also a discussion on policy for economic development and township economies.

1. Extended Urbanisation and Planetary Urbanisation:

This research builds on the literature and debates on urbanisation internationally and in South Africa. Brenner (2013) explores the theory of urbanisation focusing particularly on understanding the nature of urbanisation that is taking place in the world. In an attempt to understand the complexities of

developing societies and the rural-urban binary scholars such as Brenner have aimed to define and explain the developments that are taking place in society which have resulted in greater connectivity. Brenner (2013, p.88) has termed the developing landscape as the 'extended landscape of urbanisation'. The extended landscape of urbanisation has resulted in the urban being everywhere including the rural areas, rather than the urban being concentrated in nodal points. Furthermore, Brenner (2013) argues that this has resulted in the inability to fully describe this landscape using traditional concepts such as the city and urban rural binary as they no longer describe the phenomenon that is taking place. The landscape has developed as urbanisation has extended far beyond the municipal boundary lines, regional boundary lines (Ibid.).

Planetary urbanisation is another term used to understand the nature of urbanisation in the contemporary world. Planetary urbanisation was first coined by Lefebvre (as cited in Buckley and Strauss, 2016) who argued that urbanisation is everywhere making it difficult to differentiate between the rural and the urban (Buckley and Strauss, 2016). Gilbertz et al (2021) highlight the manner in which urbanisation connects spaces and further made it difficult to differentiate between the urban and rural due to urban processes such an increased concentration of people and the extension of agglomerations (cities) and peripheral areas. They argue that planetary urbanisation has resulted in the urban being understood as a process rather than a settlement (Ibid.). This is because the process of urbanisation and expansionary consumption of resources expand beyond boundary lines and transcend the urban-rural binary through the urbanisation process (Ibid.).

Buckley and Strauss (2016) highlight the notion of planetary urbanisation and problematise the urban – rural binary, but argue that it does not take into consideration the feminist view point and experiences. They argue that in the debates regarding the construction of the urban, feminised spaces such as the home are often disregarded as the urban core has often been described as masculine or industrial often forgetting to mention the home (Ibid.). Furthermore processes that contribute to planetary urbanisation should not only be contextualised at a global level but rather should also consider the everyday processes that contribute to women's everyday life and people's lived experiences of the urban (Ibid.). It can be argued that this an important aspect that builds on the importance of understanding people's experiences and agency as they highlight new pathways to better understand the urban phenomenon and to dismantle the rural-urban dichotomy (Ibid.).

2. <u>South African Interpretation of Planetary Urbanisation and Displaced Urbanisation:</u>

An aspect important to my research topic is the analysis and impact of Apartheid spatial planning and the manner in which planetary urbanisation has taken place in the South African context. Dubb (1977) and Lalloo (1998) both highlight the context and impact of Apartheid spatial planning on areas in the

periphery which were demarcated for black people as well as outline the development of homelands and townships to which black people were displaced. Lalloo (1998) further highlights the impact that Apartheid spatial planning had on black people's agency and access to areas of economic growth and economic opportunities. Visagie and Turok (2020) argue that the displacement of black people through Apartheid spatial planning has created other processes which are still prevalent in society such as the rural-urban migrations and people commuting every day to access economic opportunities.

Authors such as Murray (1987) and Mosiane and Gotz (2022) develop arguments regarding the displacement of people in South Africa. The development of the phenomenon of displaced urbanisation has had a long history and role in the spatial placement of people in South Africa (Murray, 1987). During Apartheid the term referred to the concentration of black people in large rural slums. These slums are located on the periphery of urban areas, particularly in the former homelands which had an impact on their economic prospects. They were located in homelands for political reasons (Murray, 1987).

The Centre for Development Enterprise's report on the South Africa's discarded peoples (1998) argues that displaced urbanisation is a result of Apartheid spatial planning. Black people were forcibly placed in areas that limited black people's ability to access the urban areas and were not conducive to their needs as well as social and economic aspirations (McCarthy and Bernstein, 1998). Displaced urbanisation refers to displaced urban areas that are primarily residential and that are located far from the urban settlements as a result of Apartheid spatial planning (Ibid.).

Mosiane and Gotz (2022) interrogate the notion of displaced urbanisation in post-apartheid South Africa and further seek to develop vocabulary that attempts to define the processes that are taking place. They highlight that periphery in experience and geographical location are always in relation to the core and the economic opportunities that are available in the core.

The CDE Report (1998) argues that the people who find themselves living in displaced areas or settlements are displaced urbanities. Furthermore, that displaced urbanities can be divided into two as those who are planning to move and those who would move if they could, the remaining are those who would voluntarily remain in displaced area (McCarthy and Bernstein, 1998). Their study was conducted shortly after the end of Apartheid and revealed that households in displaced urban areas are better off than the national average, they are similar to other households everywhere else in many respects (Ibid.). Furthermore, most people no longer feel trapped to be in displaced urban areas and do not have intentions to move. There is a small minority of people who are unhappy and were forcibly relocated (Ibid.).

Marais et al (2015) further explores the displaced urbanisation a few years after Apartheid. They explore the displaced settlements which they refer to as hidden urbanities. Hidden urbanities were created by the Apartheid government to channel black urbanisation away from the urban areas and into displaced areas (Ibid.). This resulted in R293 towns which were specifically located within homeland boundaries. R293 are referred to as hidden urbanites due to the Apartheid government trying to hide the urbanisation of black people by placing them within homeland boundaries (Ibid.). The report looks at the following case studies: Seshego (Polokwane), Botshabelo (Mangaung), Mdantsane (Buffalo City) and Winterveld (Tshwane). All these case studies are located closer to their secondary cities (distance ranging from 10 km – 55km) compared to my site area which is located 73,3km from Tshwane. The aim of this research is to analyse and understand hidden urbanities in order to develop suitable policy recommendations to transform these R293 towns. Due to the proximity of the case studies compared to my site area, the results and recommendations may differ.

However, Marais et al (2015) argue that post-Apartheid policies, specifically at a national level have developed vague or non-existent policies regarding what should be done with settlements such as hidden urbanities. Therefore, there hasn't been development in these areas and they remain dormitory towns and labour pools (Mahlangu, 2015).

The theme of displaced urbanisation develops into displaced urbanism which Mosiane and Gotz (2020) describe as the people in the area exercising their agency and ensuring that there is self-development in order for the residents to develop and sustain their livelihoods. However it still remains yet to be seen the full extent in which urbanism and economies have developed in such places. Mosiane and Gotz (2022) argue that those who remain are often those who exercise their agency and aim to find ways in which they could sustain themselves in displaced settlements (Mosiane and Gotz, 2020).

3. Lived Experiences:

It is important to understand the manner in which people who live in displaced settlements exercise their agency. Lived experience play a large role in dismantling the rural-urban binary as an understanding of lived experience helps to interrogate the categories 'urban' and 'rural' through understanding people's everyday life experiences and interrogating whether they fit the ideas of how the urban or rural functions and how people in these spaces live their lives (Buckley and Strauss, 2016). Dymithrow and Stenseke (2016) further argue Lefebvre's view that the lived experiences of people provide one with an understanding of the urbanism and perceptions of people living in the space. Furthermore, people's lived experiences also highlight the agency that people exercise and the

parameters in which they exercise their agency such as in displaced urbanisations such as KwaMhlanga.

Scholars have debated how to best integrate urban and rural areas and the means in which that can be done. Howe (2022) and Sirayi and Sifolo (2022) both outline different ways in which planning can be used as an effective tool to integrate social aspects of the community into planning alongside government. They argue for a people centred approach to development as a means to redress inequality.

SACN (2022) argue that public participation and engagement is an important aspect as it ensures that the people in displaced settlements or townships receive infrastructure and the support that they need in order to see any development of local economies within such areas. Therefore, understanding people's lived experiences through engaging with the business owners as done in this research contributes to such an understanding, This includes their experience of the economic functionality of KwaMhlanga as a node, their experience engaging with the institutions , the support that they receive and how they choose to exercise their agency.

4. Policy on Economic Development and Township Economies:

In the South African context, polices such as the White Paper on Local Government highlight responsibilities of local governments and reinforces the role and impact of local economic strategies that are location specific and include public participation. Khambule (2021) further highlights that government has had a challenge of developing regional and local economies due to lack of capacity or knowledge, inability to plan local economic projects and understand economic impact or merit of projects. Therefore, leaving the responsibility to access opportunities to the market and people's agency (Harrison and Todes, 2015).

However there has been a push towards focusing on economic development particularly in townships. Township Economy has become a major focal point for national government as having been identified as an area that requires attention and support to ensure that township economies thrive and develop (Scheba and Turok, 2019). Township economies are characterised by their survivalist nature and the dominance of small-scale businesses which often have low productivity and tend to prioritise the circulation of local resources such as retail and services (Scheba and Turok, 2019).

South African Cities Network (2022) in their 2021 State of Cities report argue that economic development in townships is influenced by policy, infrastructure and support by involving all the

actors in the decision-making processes and training. The Gauteng provincial government has developed policy that focuses on township economic development. The Gauteng Township Development Act recognises the emerging township economies and their contribution (Gauteng.org, 2022). The Gauteng provincial government (2022) outlines that the Act seeks to facilitate and promote inclusive economic growth as well as promote social cohesion and fairness. The Department of Small Business Development has developed a programme that is aimed at businesses in townships and rural areas known as the Township and Rural Entrepreneurship Programme (Department of Small Business Development, 2023) .

Policies that intend to support township economies can be short-lived, if systematic barriers such as land-use mechanisms and land tenure are not addressed (Scheba and Turok, 2019). Scheba and Turok (2019) highlight the objectives of apartheid townships and the impact that this had on the formation and ownership of businesses. Although there have been initiatives to support township economic development, they note the lack of infrastructure in post- apartheid townships and the impact that this has had on township economies.

Authors such as Charman et al. (2020) argue that land management policies have an impact on the development of townships economies. The informal economic activities taking place in townships are shaped by the legacy of apartheid and land-use planning in townships which perpetuates a legacy that provides minimal provision for local economic development and entrepreneurship. Charman et al. (2020), like Moisane and Gotz (2020), argue that that people in townships exercise their agency to ensure that they are able to provide for themselves.

Scheba and Turok (2019) outline the challenges that business owners in the township economy face such as expensive and unrealistic standards such as businesses needing to be located on land use specifically zoned land for business, township entrepreneurs needing to own property and have the relevant business licenses. Furthermore, Charman et al. (2020) highlights that this can be a hinderance for businesses that may want to formalise their business and refer to this as enforced informalisation.

The location of economic activity in KwaMhlanga being on the R573 is an important aspect that contributes to the development of township economies (Ibid.). Charman et al (2020) recognize the importance and the role that location specifically high streets play in fostering of business development. High streets are streets that are characterised by busy roads that bisect primarily in townships and are often located along transport corridors (Ibid.). Transport infrastructure such as taxi ranks contributes to the functionality of high-streets as they provide favourable market opportunities. Township high streets represent a strip that can provide dynamic opportunities for small businesses as these high streets represent a marketplace for a diverse range of businesses (Ibid.).

Whilst township high streets have presented a new space which is favourable to businesses due to location, there are some challenges. Charman et al. (2020) argue that most of the properties that are found on high streets are not zoned for businesses but rather for residential use. Furthermore, theyclaim that the reason why high streets are not zoned for business use is due to the Apartheid spatial policies that were designed to restrict the activities that took place in townships.

Another challenge that businesses on high streets face is support from local governments and policy. Local governments have attempted to plan for businesses in transport hubs such as bus stations and taxi ranks. However, businesses are often placed away from pedestrian flow. Charman et al. (2020) argue that in an attempt by business owners to exercise their agency, they set up in other alternative locations including sidewalks. Most municipal by-laws prohibit street trading on high streets. This is an important aspect to understand as it highlights the challenges that business owners may face and the impact that policy has on the functionality of businesses in areas with township economies.

5. Nodes and Measuring Nodal Functionality:

The concept of nodes is one which can be defined as high concentrations of people and economic activities and services (Limatanakool et al, 2006). Limatanakool et al (2006) outline the classic literature on nodes and argue that the urban system is catergorisedd into two parts: nodes and linkages. Nodal development refers to the clustering of activities at locations that maximise their accessibility (Brand et al, 2017). However, they argue that the classic literature regarding nodal development does not highlight the functionality within a node (Limatanakool et al., 20060. The classical nodal attribute approach outlines four nodal attributes that highlight and measure the functionality of the node : population size and education level, GDP per capita and employment in intensive activities and tourism. The four nodal attributes are factors that identify the number of facilities and factors that can attract people (Limatanakool et al, 2006).

Economic functionality is a key concept that is vital to basis of the research question and therefore, literature on functional nodes that are particular to the South African context provide a comprehensive understanding of the concept. The CSIR Guidelines for the Provision of Social Facilities in South African Settlements (Green and Argue2012) argues that there are other factors other than the classical nodal approach that can be used to measure the functionality of nodes such as the size, location and clustering of social service facilities. The location and development of social service facilities contribute to the functionality of the node and quality of life for the people living within a specific site. Green and Argue (2012) argues that categorising nodes according to their size, location and

access to people will ensure equitable facilities development and easier access to facilities, if this categorisation is used in the process of allocating facilities.

According to Green and Argue (2012)the functionality of a node is based on the appropriateness of where facilities are located based on the number of people who have access to the facilities and the facilities threshold. It is argued that this further encourages the clustering of facilities which is encouraged in all towns and villages (Green and Argue, 2012). Furthermore, Green and Argue (2012) highlights the importance of settlement structure, which is used to determine population threshold and the required facilities that will be able to reach the facilitates threshold that is fit for the settlement type.

In the South African literature, The National Overview of Spatial Trends and Settlement Characteristics (van Huyssteen and Botha, 2008) released in 2008 highlights the manner in which settlements are organised in South Africa and the level of functionality that each settlement category has (van Huyssteen and Botha, 2008). Brand and Dewes (2020) refer to this categorization of settlements by the factors that contribute to functionality which is the same approach as the nodal attribute approach: size of population and economies, function which refers to an area's economic role in public and private service delivery, institutional legacy of policy – inherited characteristics of policies particularly land-use policies that resulted in economic and social segregation.

6. Transit Orientated Development and Development Corridors:

Transit orientated development refers to the high concentration of people and economic activity around a major road or transit system (Lund, 2006). Transit Orientated Development aims to improve accessibility to services, promote walkability and provide businesses with easier access to their customers (Ali et al, 2021).

Development corridors are characterised by the presence of concentrated economic activity along a transport route. Development corridors intend to deliver improved transportation, market and economic opportunities and service delivery in rural and urban areas (Enns, 2018). Development corridors differ in scale. Agglomerations can be accessible to neighbourhoods or suburbs and can further develop networks which then become accessible to other city regions. The agglomeration of economies can lead to polycentrism which refers to a collection of independent nodes that all efficiently and effectively interact and are connected through infrastructure (Brand et al, 2017).

Regional development corridors connect different regions together within a country. Brand and Drewes (2020) argue that regional corridors rely on their functionality as a network to have a stable flow of movement and commodities within interdependent regions and agglomerations. Enns (2014) discusses the broader scale of development corridors. These are development corridors that connect landlocked markets to urban areas, coastal processing zones and to international markets. Continental and global development corridors require hard infrastructure such as transport infrastructure ie. railways, roads and ports and logistical infrastructure such as processing ports (Ibid.). Continental and global development corridors further require soft infrastructure such as regulatory reforms such as investment promotion initiatives in order to ensure the smooth flow of products continentally and globally (Ibid.).

On a larger scale Brand and Drewes (2020) highlight that development corridors can also connect to other cities based on the economic activities that develop along the development corridors thus becoming regional corridors which is argued to create economic competitiveness and sustainability as well redress uneven regional development. Brand et al (2017) argue that development corridors in urban contexts are seen as areas of high-density urban development characterised by land uses and movement systems. Development corridors are often characterised by strip development which is when mixed land uses are located along portions of development corridors for greater accessibility (Brand et al, 2017).

Marrian (2001) highlights that there are different scales of development corridors. An activity corridor is defined as a linear zone at metropolitan scale which is usually surrounding a high street. There are high concentrations of transport, densities and land uses around the high street (Ibid.). Furthermore, he likens Joint Development or Transit Orientated Development as similar to an Activity Corridor as it has the same characteristics which are transport and high activity nodes often.

7. Traditional Authorities and Co-Governance:

In post-Apartheid South Africa, traditional authorities continue to play a role in steering development in their communities and they contribute to the South Africa's constitutional democracy (COGTA, 2016). The leadership of traditional authorities exists in some displaced settlements such as KwaMhlanga. The role of traditional authorities in displaced settlements and their development is an integral aspect that has to be understood as they are leaders in their communities (COGTA, 2016). The national government has developed legislation to ensure that traditional authorities contribute to the development of society. The White Paper on Local Government 2003 outlines that traditional authorities have the role of co-governance with local governments by advising and making recommendations to government and administering the affairs of the community such as the

allocation of land (COGTA, 2016). The responsibilities of traditional authorities are to promote socio-economic development, promote service delivery and the social well-being and welfare of communities (COGTA, 2016).

Mawere et al (2021) outline the role and significance of traditional leadership in South African local governance. They argue that traditional leadership's role and functions were distorted by colonial and Apartheid institutions, however still played a vital role in their communities as trusted institutions. In the post-Apartheid era, the democratic government of South Africa acknowledges and recognise traditional authorities, but government has neglected to be clear regarding the role and function of traditional authorities hence the tension amongst traditional authorities and local municipalities. Mawere et al (2021) further argues that the tensions between traditional authorities and local municipalities is due to local municipalities now taking the roles that were the traditional authorities' jurisdiction. It is important to understand this tension as it does exist within KwaMhlanga (Thembisile Hani Municipality, 2019).

Figure 2. Conceptual Framework

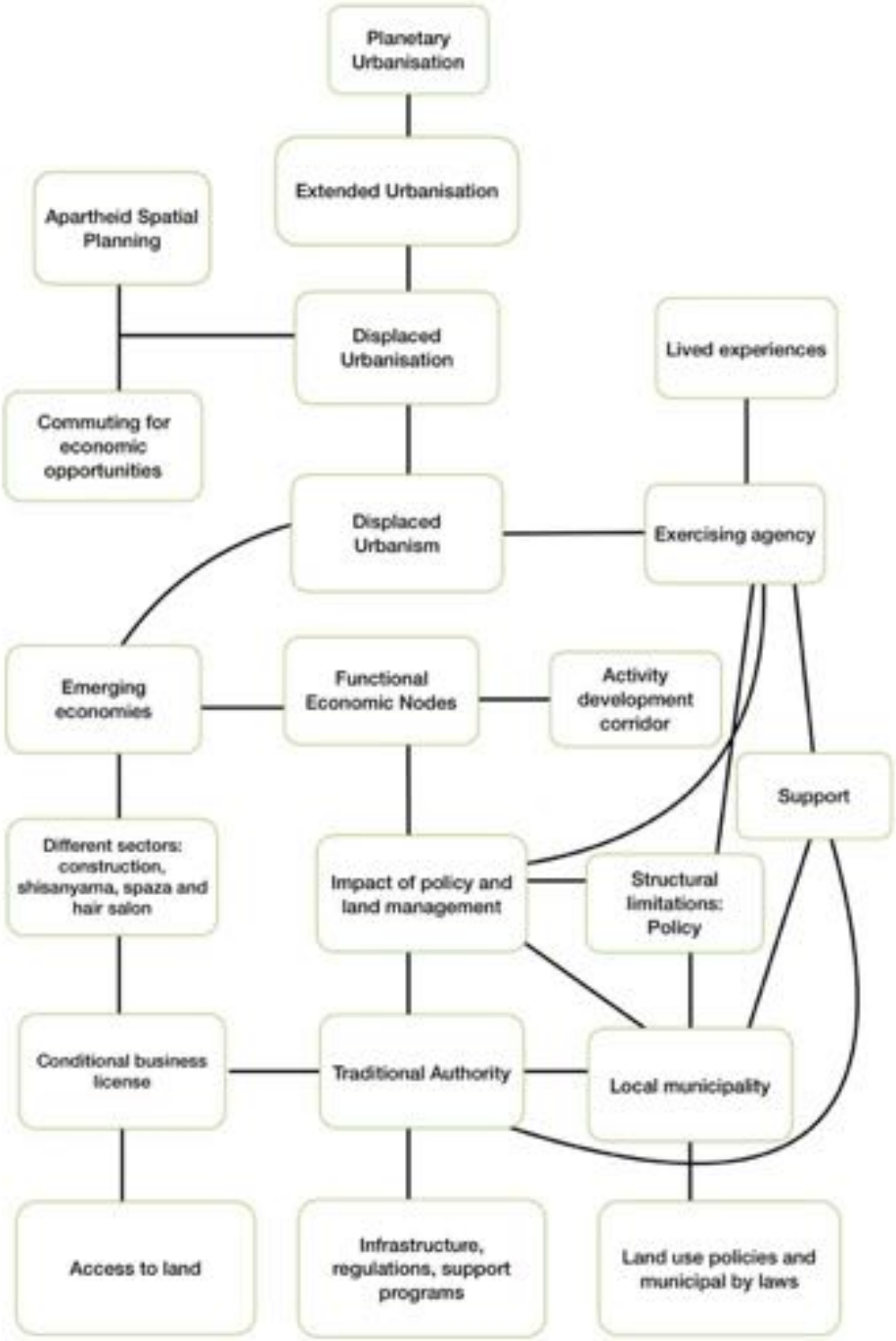


Figure 2. Diagram of Conceptual Framework

The diagram above of the conceptual framework highlights the manner in which the concepts discussed in the literature review are connected and how certain concepts lead from one concept. The two main concepts in which this research is framed in is planetary urbanisation and extended urbanisation. Displaced urbanisation is a result of Apartheid Spatial Planning which as a result created the culture of people commuting from the periphery to the urban centres. The way in which

people are remaking spaces that they were placed in due to Apartheid Spatial Planning has led to displaced urbanism which Moisane and Gotz (2022) state has led to emerging economies in different sectors such as construction, hair salons, shisanyama and spaza shop. In areas where one could argue that there is some form of displaced urbanism taking place, the displaced area where the urbanism is developing may develop into a functional economic node with sufficient support in terms of policy, governance, and infrastructure. In order to ensure that local government is able to develop an area such as KwaMhlanga into a functional economic node, local government may need to further the develop KwaMhlanga crossroads as an activity development corridor which is developing on its own.

Lived experiences are an integral aspect in understanding the impact of being displaced in areas which are far from urban centres. People's lived experiences in displaced areas result in them exercising their agency as a means to develop and sustain their livelihoods. In understanding the businesses' lived experiences one may gain insight into how policy affects them through land use and municipal policies as well as the impact that the lack of infrastructure has their ability to exercise their agency. A crucial aspect in understanding the economic functionality of KwaMhlanga is to appreciate the experience of businesses in terms of whether they feel supported by the government and the traditional authority with regard to permissions, licences and access to land.

Conclusion:

This chapter outlined and discussed the key concepts that will be discussed of importance in this research, and the way they are connected. This was represented in the conceptual framework. This research is framed in terms of concepts such as extended urbanisation whereby the rural and urban boundaries can no longer be identified (Brenner, 2013). An important aspect to the research is the concept of displaced urbanism which seeks to understand and argues that displaced areas are developing and that there is self-development taking place by the residents of displaced areas (Mosiane and Gotz, 2022). As a result there is a curiosity regarding the kind of the economies that are developing in these areas and that is what this research aims to investigate (Mosiane and Gotz, 2022). The reality in post-apartheid South Africa is that traditional authorities still exist and play a crucial role in the communities in which they exist, KwaMhlanga is one such as place (COGTA, 2016). The relationship between the traditional authority and the local government can be tense due to the unclear functions of the traditional authority especially as local government has taken over some functions of the traditional authority such as managing the land (Mawere et al,2021). The chapter has attempted to show the complex nature of this research and the critical concepts that need to be explored when analysing the site.

Chapter Three: Methods

Introduction:

This chapter outlines the research paradigm that lays the foundation of how this research will be conducted. The research paradigm is constructivism which does not only argue for the understanding of phenomena but the importance of understanding people's lived experiences in research.

This chapter will further discuss literature that supports the research method of using a case study. Case study research is inductive and therefore makes case study an empirical inquiry. This chapter will explore the data collection, analysis, ethics involving the research, and the limitations that I faced whilst conducting my research.

Research Paradigm:

Constructivism is a research paradigm that is based on the notion that it is imperative to understand the experiences of people in order to gain societal truths (Akpan et al, 2020). This research paradigm argues that societal truths are constructed through experiencing things and reflecting on experiences. Akpan et al (2020) argue that as people explore and experience things, people actively construct new knowledge and truths as they interact with society or the environment.

This paradigm was developed on the premise of hermeneutics which is the study of interpretive understanding or meaning (Sage, 2015). Constructivist researchers aim to interpret something from a specific standpoint or aim to interpret something based on a situation.

The constructivist paradigm urges researchers to understand society from the perspective of people's lived experiences (Ibid.). Furthermore, the paradigm highlights that the notion of an objective reality should be rejected as there are multiple social constructions or interpretations which need to be understood (Ibid.). Constructivist researchers prefer a more personal and interactive form of data collection (Ibid.). Data collected should be verified as people's interpretations and outcomes are based on logic and therefore the data collected can be tracked (Ibid.).

Prosek and Gibson (2021) state that the value of lived experience method in research is most applicable in a study that is located in a specific context where particular lived experiences can be studied. This allows for research that is inductive to be developed from the bottom.

The study of lived experiences known as phenomenology aims to understand and gain meaning from the phenomenon taking place through the study of individuals' experiences (Prosek and Gibson, 2021). There are two streams of phenomenology which are descriptive and interpretative. Descriptive

phenomenology aims to investigate the consciousness of the experiences through understanding meaning that individuals attach to the experience by individuals involved in the experience (Prosek and Gibson, 2021). Interpretative phenomenology is based on the hermeneutic process which involves the participants making meaning of their experience and the researcher attempting to understand the meaning that participants have attached to their experiences (Prosek and Gibson, 2021).

It can be argued that the constructivist paradigm is the most appropriate paradigm to explore and understand the emerging economies in KwaMhlanga and whether or not KwaMhlanga can develop into a functional economic node. This research aims to understand and consider the lived experiences of the business owners who are located at KwaMhlanga crossroads. The aim is to understand their experiences are businesses who are located in KwaMhlanga crossroads, how they run their businesses and if they feel supported by the local institutions regarding policy, access to land and infrastructure. However, this research also uses other methodologies such as interviewing key informants who provide expert knowledge, analysing secondary sources and observations as means to further understand the site area and the emerging economies.

Case Study Method:

The research strategy that this research uses is a case study method. According to Yin (1994) case study research enables one to investigate a phenomenon taking place within a particular real-life context. Therefore, making a case study an empirical inquiry (Yin, 1994).

Sarantakos (2005) argues that there are multiple strengths to the case study method. A case study method provides one with a sociocultural context to explain the phenomena taking place, there is the potential for high quality of relationship and closeness between researcher and participants, and higher sensitivity to the nuances of meaning and significance to the findings (Sarantakos, 2005).

This research aims to investigate KwaMhlanga , thus making the case study research singular. The case study strategy is a complex strategy that often relies on the use of various sources and data to triangulate and provide a guide to data collection and analysis (Yin, 1994).

Qualitative Methods:

Creswell (2009) highlights one of the characteristics of qualitative research as qualitative researchers conducting research in the field of the site area to understand the experiences of people or their problems . In order to understand the extent of the problem qualitative researchers need to engage and

talk to the people who live in the site area and understand their behaviours within the context of the site and their problems. Under the constructivism paradigm qualitative methods such as interviews, observations and document review are predominant methods of collecting data (Sage, 2015). These methods allow for an interactive approach between the researcher and the participants, therefore providing the landscape to understand the experiences of the participants and begin constructing the reality of the participants based on the participants experience and their interpretation of their reality (Ibid.).

Qualitative researchers collect the data themselves through examining documents, observing behaviour or interviewing participants (Creswell, 2009). These are the multiple sources of data that qualitative researchers can use to understand the problem taking place within the site area (Ibid.). Qualitative research often relies on more than one form of source. Throughout this research interviews, observations and examining of documents were all used as means to understand the context and the problem taking place within the site area. Furthermore, qualitative researchers aim to understand the meaning that the participants hold about the problem or issue and not the meaning that researchers bring to the researcher (Ibid.).

Observations offer the researcher the ability to observe the site either as a participant or they observe without participating (Creswell, 2009). The advantages of observing are that the researchers receive first-hand experience as a participant and record information as it occurs. Another advantage of observing is that it gives the researcher the ability to explore and expand on certain topics that the participants may feel uncomfortable discussing(Ibid.). The limitations of observing are that private issues may be observed and the researcher will not be able to repeat what was observed and that the researcher may be seen as intrusive (Ibid.).

According to Kvale (2007) interviews are an essential tool for gaining knowledge about society. There are key informant interviews whereby the key informant provides information based on their expert knowledge and interviews that include individuals who share information based on their personal experiences. An interview is a conversation that has a structure to it and is formulated with the intention to the gain understanding of the phenomenon taking place in the site area. There are several types of interviews such as face-to-face interviews which are often one on one and in-person. The advantages of the interviews is that the participants can provide historical background and the researcher can control the line of questioning (Ibid.). The limitations of interviews is that the researcher's presence may bias the responses and that not all participants have the ability to articulate themselves nor are the participants not all equally perceptive (Ibid.).

Document analysis involves examining public documents such as government documents, newspapers, minutes of meetings (Creswell,2009). Private documents such as letters, journals, or diaries can be examined as well. The advantages of examining documents are that this enables the researcher the ability to understand and know the language of some of the participants (Ibid.). Another advantage is that the documents can be accessed at any time and it is therefore a non-intrusive method of collecting data (Ibid.). The limitations of examining documents are that the researcher has to find the documents which can be a difficult task and there is a possibility that the documents are not authentic or are out dated or that some materials may be incomplete (Ibid.).

Data Collection, Analysis, Limitations, and Ethical Considerations:

- Data Collection:
    - Semi-structured interviews with key informants and individuals

The appropriate type of interview to help one gain understanding of the phenomenon is the semi-structured interview as it provides the key informants the opportunity to share their experiences of being governing institutions such as the traditional authority and the local government. This will provide them with the platform to share their expert knowledge and perspective on supporting emerging businesses and the extent in which they believe KwaMhlanga is economically functional and whether it can become an economic node. Furthermore, in order to also understand the experiences of the businesses located on KwaMhlanga crossroads, semi-structured interviews are the appropriate type of interview as it allows interviewees the opportunity to share their experience due to the open ended questions.

I interviewed the King of the Amandebele tribe. The interview was face-to-face and was held in the traditional authority's office. As highlighted in the Participant Information Sheet (Appendix A), the intention of the interview was to ask about the traditional authority's future aspirations for KwaMhlanga, and their strategies in supporting emerging economies pertaining to land use management, land tenure, and development of infrastructure.

The interview had been scheduled on a day when the traditional authority had multiple meetings and the meeting had run over time. This resulted in my meeting not taking place during the scheduled time and my interview took place during a lunch break. I was given the permission to proceed to conduct the interview and to take my time. The responses that I received were short and direct, there wasn't space to explore certain topics. One got the impression that the King was preoccupied with the other appointments of the day as he was running behind schedule. The responses were enough for me to get

a sense of how the traditional authority felt on its ability to support businesses, development of infrastructure and how land is managed in the area.

The questions that were asked are highlighted in the interview guide (Appendix H) for the King. The questions began with the role of the traditional authority in South Africa and then progressed to the relationship between the local municipality. This was a good way to establish understanding of their role and the nature in which land is managed in the area. The question then proceeded to ask about the relationship between KwaMhlanga as a place and Pretoria to understand if there is still commuting taking place to Pretoria for work. The questions then led into the emerging businesses in the area, how the traditional authority supports them and if they think that KwaMhlanga can become economically viable. The questions were designed to gain insight on the traditional authorities position on development, support of the businesses, the quality of basic services and to gain insight on if the traditional authority have their own regulatory processes aside from the municipality in terms of land management and land distribution. All these factors contribute to understanding the role that the traditional authority plays in the development of the site area and its perspective on the prospects for the site area becoming economically viable and the kind of displaced urbanism that is taking place.

I intended to interview several key informants from KwaMhlanga. I had originally planned to interview several government officials from the Thembisile Hani local municipality and the Nkangala District Municipality. I had planned to have a focus group where I would be interviewing all the informants together. In order to comply with the Ethics procedure, I had to get permission from the municipality to interview their officials. I received permission to interview a specific official who the municipality thought would be best suited to assist me in answering my questions. As a result, I interviewed one municipal official from Thembisile Hani local municipality, instead of having a focus group with 4 municipal officials.

As highlighted in the Participant Information Sheet (Appendix C), the interview was about the municipality's policy strategies, aspirations for economic development specifically in the township KwaMhlanga and how the municipality supports businesses in the area in terms of infrastructure, regulation and policy. The questions that I asked were about the relationship between the municipality and the traditional authority. It was important to gain understanding of this relationship as it affects land use management and the ownership of any land in the area. The questions as highlighted in interview guide (Appendix G) were general in the beginning and then developed into more specific questions about the site area such as why are businesses located on the R567 (Moloto Road), and whether the buildings located along this road abide by the building regulations. Towards the end of the interview guide, the questions began to focus on the businesses located there and the municipality's support programs, ability to enforce regulations, quality of services and the

infrastructure that is located within the site area. These questions were important to ask as they reveal the economic functionality of the site area and the extent to which there is development and displaced urbanism taking place specifically within the site area. The questions were open ended and as a result some questions were not asked because the topic in question was addressed in an earlier response. This allowed me the ability to further probe about investment strategies and other answers which I felt I may have needed more clarity.

I intended to interview twenty (20) businesses that are located on KwaMhlanga crossroads but I only managed to interview ten businesses. Majority of the businesses that I approached stated that they did not trust me and questioned whether I was working with the municipality or not. I managed to interview 10 businesses that are in the following sectors: construction, automotive repair and retail (information technology, liquor store, photography and videography).

The question that I asked the businesses is Appendix I. The questions that I asked the local businesses that I interviewed were about if they feel supported by the local municipality and the traditional authority, when and why they started their business, what kind of support they would like to receive from the local institutions. The questions then focused on the functionality of the region and how conducive the region is to their business. This included questions such as how they feel about the quality of basic services, whether they pay for electricity or water, how often they engage with the municipality. This allowed one the opportunity to understand their lived experience as business owners located on the KwaMhlanga crossroads. The key aspects in understanding their lived experience as business owners is in terms of support and regulations and their view on the saturation and development of business sectors within the area. Understanding the lived experience of business owners provides insight into how and why businesses are developing in the KwaMhlanga crossroads and the economic functionality of KwaMhlanga, addressing the sub-questions.

In terms of sampling, it was selected randomly for the ten (10) business interviews as after my first few rejections to participate in my research, I had to observe the emerging economies first via the map that I created and through the process of simple random sampling select which businesses to interview. When compiling the map I had organised the businesses according to sectors and selected the businesses according to the sectors that they were in. I had planned to compare responses of several businesses per sector in terms of how long different businesses have been operating, capacity, support that they do or not receive and level of perceived competition amongst businesses within each sector. However, I was unable to compare in some sectors such as retail – liquor store or finance services as there had only been one business that I managed to interview or that business was the only business located in the site area.

There were businesses who had explicitly stated that they were not comfortable with being a part of my research as they were not comfortable with signing the consent form. They stated that they would be more comfortable talking without signing and because I did not request for informal consent with the ethics committee, I was unable to write down what they shared. However, I felt that it might be useful to have a general conversation with them about their experience as a business owner in general as it might give me some understanding on their position. The conversations were mainly about past experiences that contributed to their reluctancy to sign the forms or their personal reasons for not wanting to sign and the hardships of business and the high rise of unemployment.

- Observations of site area

I mapped out the emerging local economies by plotting them on the map using Google Earth and observing the emerging economies at KwaMhlanga crossroads, and taking note of dominant industries and their location. I identified the businesses that are located on KwaMhlanga crossroads before going on site, I mapped them out exactly where they were by mapping the pin of their location and naming the pin according to the name of business that was presented. I managed to map businesses in the following sectors: Taxi rank, Petrol garage, wholesale retail, car repairs, small businesses such as car wash, beauty hair salon and tailors, construction and businesses that provide social services specifically health such as funeral homes, x-ray offices, traditional herbalist shop.

A general conversation I had with one of the businesses owners who chose not to participate influenced me to prioritize interviewing the businesses located along the crossroads. In my general conversation with this business owner, they stated that I should talk to the 'formal' businesses such as the businesses in the shopping complex as they would be more open to participating in my interview because they are formal businesses and that they pay for services. This sparked my interest in wanting to understand how many of the businesses were like this one and why? Based on my observation and after speaking to the business owner after asking multiple businesses if they would like to participate in my research, I realized that as it appeared that they had a lot more to talk about in terms of their experience of running their business especially as small business owners. The self-development of the residents of KwaMhlanga and their attempt to find other means to sustain their livelihoods is a crucial aspect in understanding if there is some form of displaced urbanism taking place and KwaMhlanga is economically functional for business.

- Secondary sources:

I used secondary sources that are available to better understand the site in terms of employment and unemployment levels, formal and informal activities that have been documented using Gauteng City Region Observatory's survey data in Landscapes of peripheral and displaced urbanisms (2023),

Spatial Economic Activity Data, the municipality's Integrated Development Plan, the municipality's Integrated Transport Plan and the Census 2022. All these documents were effective in helping one understand the economic and social landscape of the Thembisile Hani local municipality.

- Analysis

I used a thematic analysis when analyzing my findings separately. As a result, I analyzed my key informant findings first then the businesses. Whilst analyzing the findings, I realized that the major themes across my findings were responses relating to land, regulations, infrastructure and support. It became easier to identify the relevance of the responses according to which category they belonged and how the answers contribute to the main research question. In order to gain a deeper understanding of my site area through triangulation to contextualize the site area using secondary sources (Flick, 2004) I used GCRO 2019 data as well as the municipal IDP, Census Data and the Spatial Economic Activity Data regarding the different sectors. After conducting my interview with the key informants from the local institutions I analyzed and investigated the policy frameworks that have been developed by the municipality to assess how the local government aims to support emerging economies and any other plans that they had to develop the site area.

- Ethics:

I have a family relation with the King of AmaNdebele and other residents who live in the area which facilitates my ability to gain access to interviews. However, I acknowledge the potential for bias. In an attempt to address my bias, I aimed to be as self-reflective as possible and ensured that I interviewed individuals who offer alternative reflections such as the municipal official.

Whilst conducting my fieldwork, I ensured that I followed the ethical processes not recording or writing down anything that the key informants and businesses discussed without them signing the consent form first. I ensured that I explained each line on the consent form in English or IsiZulu/IsiNdebele or Setswana so that the participants fully understood the consent form. Furthermore, I provided each participant with the Participant Information Sheet and then I briefly went over what the intention of my research was in a language that would be easy for them to follow which was either English, Setswana or IsiZulu/Ndebele.

Each of the participants had asked for me to briefly run them through the type of questions that I was going to ask before they decided if they wanted to be a part of the research. This was an interesting but insightful part as most of the businesses expressed that they did not want their identity to be exposed to the local municipality or the traditional authority. This meant that ethically I had to ensure that I was protected as the researcher by ensuring that I received signed consent before we began and

to also ensure that I protected the businesses by ensuring that they fully understood the questions, the terms of consent and anonymity. Whilst conducting the interviews with the businesses, some of them had hesitated and asked if they could choose to not answer and as a researcher I had to respect their decision without wanting any explanation.

As indicated earlier most of the businesses had stated that they wanted me to briefly explain to them the kind of questions that I would ask and in some cases they began answering and I stopped them and explained that they could only answer my questions after signing the consent form. There were those that were comfortable to have a brief conversation with me after declining to be a part of my research and they explained why they declined such as their precarious nature of their business and the informal nature of their business. I had an obligation to respect their wishes irrespective of the value that I felt that they could bring. Ethically I had to ensure that I was able to explain the questions and what I intend to do with their responses effectively.

Upon reflection, I realise that there may have been some bias to the small businesses as after I interacted with the business owner who suggested that I interview the formal businesses instead of business owners like her. This sparked my interest in wanting to understand the businesses experience especially those similar to hers. Whilst I was able to interview a few (three) businesses that had multiple establishments, I unintentionally did not interview the formal businesses in the shopping complex. This was not intentional and upon reflection, I realise that the business owners' comments fuelled my curiosity about their experience and unwittingly made me bias towards the businesses similar to the business owners.

- Limitations:

It can be argued that the limitation that I face with my research is the sample size. I could only collect data from two key informants (2) and ten (10) in the formal and informal sectors. The sample size is much smaller than what I had expected to have. Whilst I spent a few days trying to get more business participants, I did not make any progress. I had not anticipated to have businesses feel that they did not trust me as I knew the languages spoken in the area and to some extent this helped me to be perceived as one of them. The lack of trust limited me in terms of the number of businesses that I was able to interview and irrespective of me presenting my student card to prove that I am a student, some businesses did not trust me.

It can be argued that the businesses did not trust me because of the nature of my research and the research aiming to understand the experiences of the businesses in relation to local government and the support that they receive from local government and traditional authority.

Some businesses did not understand why they need to sign the consent form if they would be kept anonymous. The fact that I needed to have their signed consent before we began was another limitation. Before conducting my research, I did not think to apply for informal consent and by the time I had started conducting my interviews with the businesses, it would have been too late.

Another limitation was that some of the businesses stated that the owners or the managers were not available as they lived in other parts of the province or the country. This meant that the people that were there did not have any knowledge regarding if the businesses had the relevant certificates to be conducting the business, the basis in which they engaged with the municipality, when the businesses was opened and why the business was opened at the specific location being KwaMhlanga crossroads.

Another limitation was that irrespective of how effectively I explained the intention of the research and the kind of questions, some individuals were still unable to fully comprehend what I was doing and why. Some individuals did not even know the university and so were unable to fully trust that I am a student who is doing this for research purposes.

Whilst interviews provide first-hand experience in terms of understanding the phenomenon that is taking place, interviews have limitations. Interviews can be a limitation as not all participants are able to articulate themselves and there may be a language barrier. For some of the business owners, English is not a language which they felt they could efficiently articulate themselves. If one was unable to speak IsiZulu/ IsiNdebele or Tswana one would have struggled to fully understand and articulate the business owners' experiences. I was able to communicate and understand them because I speak IsiZulu/ IsiNdebele and Tswana.

In reflection with my supervisor after I conducted my research it became apparent to me that in order to fully understand the economic functionality of KwaMhlanga, formal businesses such as those located in the shopping complex are also a critical part in understanding the economic functionality of KwaMhlanga. I was unable to go back to KwaMhlanga to conduct interviews with the businesses as it was too late in the research and I would not have enough time. This is a limitation to the research and highlights that I may have been biased to the small businesses and only realized upon reflection.

As a result of all these limitations, I was unable to meet my desired number of business participants. Due to the small sample size I cannot make conclusions about the entire economy in KwaMhlanga because I have only a small sample of views. Furthermore, I cannot make conclusions for all displaced settlements because each environment has its own factors that contribute to the economies taking place.

Conclusion:

This research methods chapter outlined the research paradigm that has laid the foundation of how this research was conducted. It explored the importance of the case study method and its effectiveness. The case study method has multiple strengths that provide room for a better understanding of the phenomena taking place within the chosen site area. This chapter also highlighted the relevant qualitative methods that were used to collect data such as interviews, examining documents and observations and the advantages of each of these methods. It presented the data collection process and the value in asking the questions that I did, sampling, analysis, and ethical processes that I undertook to ensure that the manner in which the research was conducted was ethical, and limitations that I came across whilst conducting my research.

Chapter Four: Context

Introduction:

This chapter will discuss and the provide contextual background for the research. The intention of this chapter is to provide socio-economic context of the site under Apartheid and currently in the post-Apartheid era. The structure of this chapter is as follows: History of KwaNdebele and the socio-economic context of KwaNdebele. This is an integral part of the research as it provides contextual background for the site area. The next part highlights the site area and the socio-economic context of Thembisile Hani local municipality. The contextual background on the municipal area is to provide socio-economic context of the municipal area to better understand the site area and its economy. The last part aims to focus primarily on the site area. Information regarding the site area's economy is limited, however this section presents relevant socio-economic information to provide context in which the research takes place.

History of KwaNdebele:

The development of homelands was an integral part of the relocation of Black people from the urban areas as well as from the white farms. The Bantu-Self Government Act of 1959 categorized and placed black people in different ethnic groups and established black people as the nationals of established homelands (Ndlovu, 2017). On the outskirts of northeast Pretoria, a commuter belt had developed in the 1970s. This homeland was known as KwaNdebele which is where the site area KwaMhlanga was located.

KwaNdebele was the homeland for the Southern Ndebele speaking tribe (Thumbran, 2022). It was not until the mid-1970s that the Ndebele people had been given provision for land or administrative authority (Murray, 1987). The Ndebele people had been scattered throughout the Transvaal and in some areas of Bophuthatswana and Lebowa (Murray, 1987). The Ndebele people moved into the Transvaal during the seventh century and mainly consisted of two groups; the Manala and Ndzundza (Thumbran, 2022). The tribe had been allocated land and territorial authority in 1977 and gained its self-governing status in 1981 (Murray, 1987). However, the Chief Minister announced in 1982 that KwaNdebele would only choose to become an independent state when KwaNdebele had its own capital, industrial infrastructure and more land (Murray, 1987).

Bophuthatswana was a homeland that was for Tswana people and soon after its establishment , the Bophuthatswana government introduced the legislation that anyone living within Bophuthatswana needed to have citizenship or leave (Thumbran, 2022). This resulted in an increased influx of people

to KwaNdebele during the late 1970s and early 1980s (Thumbran, 2022). It is argued that the influx of people came from areas such as Winterveld which had approximately 10, 000 families who were forced to relocate to KwaNdebele (Thumbran, 2022). However Murray (1987) argues that the majority of the people that had moved to KwaNdebele were not forced to move to there but rather moved to KwaNdebele voluntarily because it was the nearest legal home base for families that worked in the industrial region of Pretoria- Rosslyn- Brits. Being located in KwaNdebele allowed families to be near one another (Murray, 1987).

- Socio – Economic Analysis:

The Ndebele government had argued that in order for them to choose to become an independent state, the government would have to increase their land, infrastructure and healthcare services (Murray, 1987). KwaNdebele was made up of trust farms and other parts of former homelands in the Eastern Transvaal (Ibid.)). KwaNdebele had managed to increase their land through the accumulation of Moutse, a large former white farming area at Rust de Winter and towns such as Verena and Sybrandskraal (Ibid.).

The economic structure of KwaNdebele consisted of businesses which were primarily owned by government minsters and senior officials (Ibid.). In 1980, majority of the population was unemployed and 12% of the residential population (156 260) was economically active (Makanjee, 1987). In 1983-1984, the total income of households was R161 millions of which 63% was earned outside of the homeland. The main formal employer in KwaNdebele was civil service which primarily consisted of teaching staff which grew from 2 5352 in 1982 to 4 268 in 1984 (Ibid.)). The informal sector within KwaNdebele provided 30% of all employment opportunities and contributed 44% to the total income generated within KwaNdebele (Ibid.)).

The need to stay connected to the Pretoria- Witwatersrand- Vereeniging labour market as well as the National Party's policy to place black people as far away as possible resulted in a demand for large-scale transportation for those commuting from home to work (Phatlane, 2002) . KwaNdebele was characterized by its migrant and commuter labour. Majority of the people who lived within KwaNdebele travelled to Pretoria and other surrounding areas to gain access to economic and employment opportunities. An integral aspect of the commuter system was the PUTCO Bus which commenced its service in KwaNdebele in 1979 (Thumbran, 2022). A study conducted by the Human Science Research Council in 1982 revealed that majority of the commuter trips were so that people in KwaNdebele could travel to Pretoria for work. The amount of people commuting to work between 1979 and 1980 increased by 714% (Ibid.). This highlighted the dependence on White South Africa for employment and revenue as well as the importance of the PUTCO buses (Ibid.).The infrastructure that

was developed to cater for the daily commuters was one tarred road of only 3,5km in the whole of KwaNdebele (Makanjee, 1987).

KwaNdebele lacked other basic services and infrastructure such as adequate healthcare services as KwaNdebele only had eight doctors, 36 nurses and one dentist apart from other hospital staff (Makanjee, 1987). They had only one hospital in Moutse and 20 clinics in KwaNdebele (Ibid.). The homeland also lacked water infrastructure and thus there would be water shortages which further exacerbated the wide spread of disease (Ibid.).

Post-Apartheid:

In the post-apartheid era, there hasn't been a lot of research regarding the former homeland or KwaMhlanga. Below, I will spatially analyse the municipal area first then more specifically the site area in the post-independence era and assess if there has been any development within it.

Organizations such as the Gauteng City Region Observatory have continued to examine the labour migration patterns that are prevalent specifically from other regions of the country to the Gauteng province (Mosiaine and Gotz, 2022). The Gauteng City Region refers to the integrated cluster of cities, towns and urban nodes that make up an economically connected city region (GRCO, 2023). The Gauteng City Region is the economic centre of the country and is dominant in various sectors such as mining, manufacturing, business services, finance and trade (GCRO, 2023). It is argued that there is a perception that one may be able to find better employment and education opportunities within the Gauteng City Region (GRCO, 2023).

Mosiane and Gotz (2021) provocation on displaced urbanisation highlights the relationship that displaced urbanisation has to the Gauteng City Region. One of the areas of displaced urbanisation identified is KwaMhlanga, formerly a part of the Bantustan KwaNdebele. Mosiane and Gotz (2021) argue that the connection to the Gauteng City Region is based on the economic opportunities within the region and this has resulted in long daily commutes from areas such as KwaMhlanga for economic opportunities.

Due to the uneven distribution of opportunities across urban and peripheral areas, it can be argued that there are more economic opportunities concentrated in urban areas than there are in displaced and peripheral areas (Mosiane and Gotz, 2021). This can be compared to the relative poverty in peripheral areas due to their lack of access to economic opportunities (Ibid.). However, Mosiane and Gotz (2021) argue that people in displaced areas have been exercising their agency in order to sustain themselves through establishing small scale businesses and undergoing a process of self-development.

The Site Area:

This section discusses the site area, providing context to the economy, development of businesses and information on the informal sector. It offers a background to the findings and polices that contribute to the emerging economies and the extent to which these policies contribute to the functionality of KwaMhlanga as a potential economic node.

KwaMhanga is a township in Mpumalanga Province (Thembisile Hani Local Municipality, 2022). The township is part of the Thembisile Hani Local Municipality and falls under the Nkangala District in Mpumalanga (Thembisile Hani Local municipality, 2022). The township is some 73.7km from Pretoria and is said to be the original and spiritual home of the AmaNdebele tribe. It is argued that the AmaNdebele tribe settled in KwaMhlanga in the early 18th century (SA History, 2019).

Figure 3. Site Area

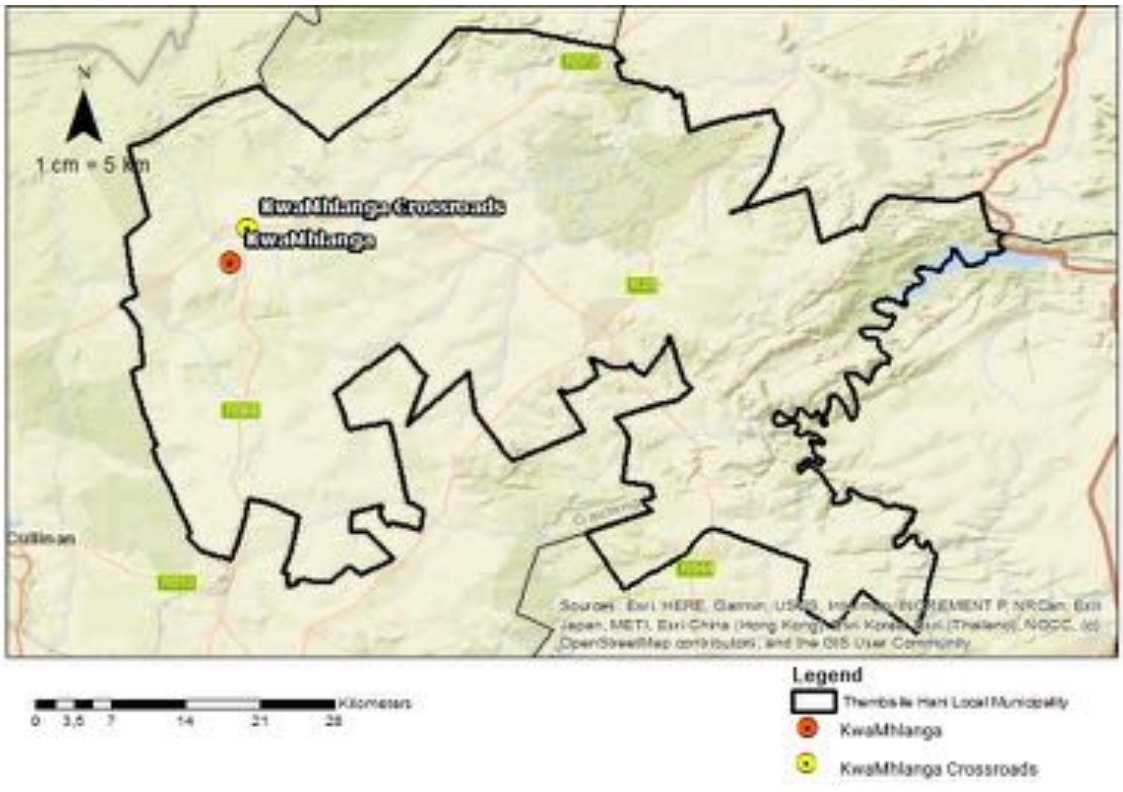


Figure 3. Site Area. Source: OpenstreetMap (OSM) hosted by ESRI, coordinates: WGS 84. Author: Nhlalala Shibambu

KwaMhlanga is a nodal point which lies to the north-east of the City of Tshwane, along the Moloto Road (R573). According to the Thembisile Hani local municipality's Integrated Developmental Plan,

the spatial structure of the site is characterized by a business core which branches along main roads and is surrounded by a strong residential aspect. The nodal point (KwaMhlanga Crossroads) is connected to two main provincial roads, namely the R573 and R568. The nodal point is centred on the R573 intersection and the R568. The Thembisile Hani Local Municipality Integrated Development Plan (2023) further states that the site area is the highest order node and there is a lot of economic activity taking place in the crossroads.

Socio – Economic Analysis

According to the 2022 Census data that was recently released, the current population of the Thembisile Hani Local Municipality is 431 248. In 2001 the population within the municipality was 256 583. The population in 2011 was 310 458 according Census 2011 (Thembisile Hani local Municipality, 2022). Within the decade between 2001 and 2011, there was a population growth rate of 1,91% per annum. The growth rate since then has been even higher, at 3.2% per annum from 2011 to 2022 which is faster than the national population growth rate of 1.9% per annum in this period, highlighting that there is in-migration to Thembisile Hani Local municipality. .

Over the last decade (2011-2022) some 132 559 people migrated to the Mpumalanga province, whilst 119 809 people migrated out of it (Statistics SA, 2023). Furthermore, the Census (2022) revealed that there has been a positive net migration into the province of Mpumalanga of 12 650 people between 2011 to 2022. (Statistics SA, 2023).

The age structure of the population highlights that the current (2022) working population aged from 15 – 64 years make up 65,6% of population. In 2011 the working age population made up 62,9% of the population (Statistics SA, 2023).

The table below highlights the number of households in Thembisile Hani local municipality and the basic services that people have (Statistics SA for Thembisile Hani local municipality, 2023). The number of households in Thembisile Hani has increased between 2011 and 2022 by 34 930. However, the size of the households have decreased from 4.1 people per household in 2011 to 3,9 people per household in 2022 (Ibid.). A large majority of people living in Thembisile Hani local municipality have a formal dwelling and electricity for lighting in 2022 (Ibid.). A smaller proportion has flush toilets that are connected to sewerage (27,7%) and access to piped water in their dwelling (29,5%). However, access to flush toilets and piped water in the dwelling has increased between 2011 and 2022 (Ibid.). It can be argued that there has been a slight increase in quality of life but sanitation infrastructure is only available to a small portion of the population living in Thembisile Hani (Ibid.).

Table 1. Households and Access to Services in Thembisile Hani Local Municipality from 2011 and 2022

Households and services	**2011**	**2022**
Number of Households	75 633	110 563
Average size of households	4,1 pph	3,9 pph
Formal Dwellings (%)	85,6	95,2
Flush toilets connected to sewerage (%)	8,4	27,7
Access to piped water in the dwelling (%)	16,3	29,5
Electricity for lighting (%)	92,3	96,9

Table 1. Households and services in Thembisile Hani Local Municipality from 2011 and 2022.
Source: Statistics South Africa Census for Thembisile Hani local municipality, 2022

The economically active population or labour force (employed or unemployed but looking for work) within the municipality in 2001 was 69 910. This increased to 97 744 in 2011 (Thembisile Hani local municipality IDP, 2022). The unemployment rate in 2011 was 37%, as 36 139 people of the economically active population were unemployed (Ibid.).

- Industry Profiles for 2014 and 2021

    - Data Set 1: Socio-Economic Report for Mpumalanga

Thembisile Hani local municipality (2022) highlights that the local economy includes the following sectors: trade, community services, finance, transport, construction, utilities, manufacturing, mining, agriculture and private households. According to the IDP, in 2014, trade and community services were the two leading industries with trade at 24,6% and community services at 21,7% and finance industry coming up at the third highest industry within the municipality at 12,8% (Thembisile Hani local municipality IDP, 2022). The rest of the industries in descending order were; private households (12,1%), construction (10,7%), transport (6,5%), manufacturing (5,8%), agriculture (3,4%), mining (1,4%) and utilities (1.0%) (Ibid.).

Figure 4. Economic Structure of Thembisile Hani Local Municipality

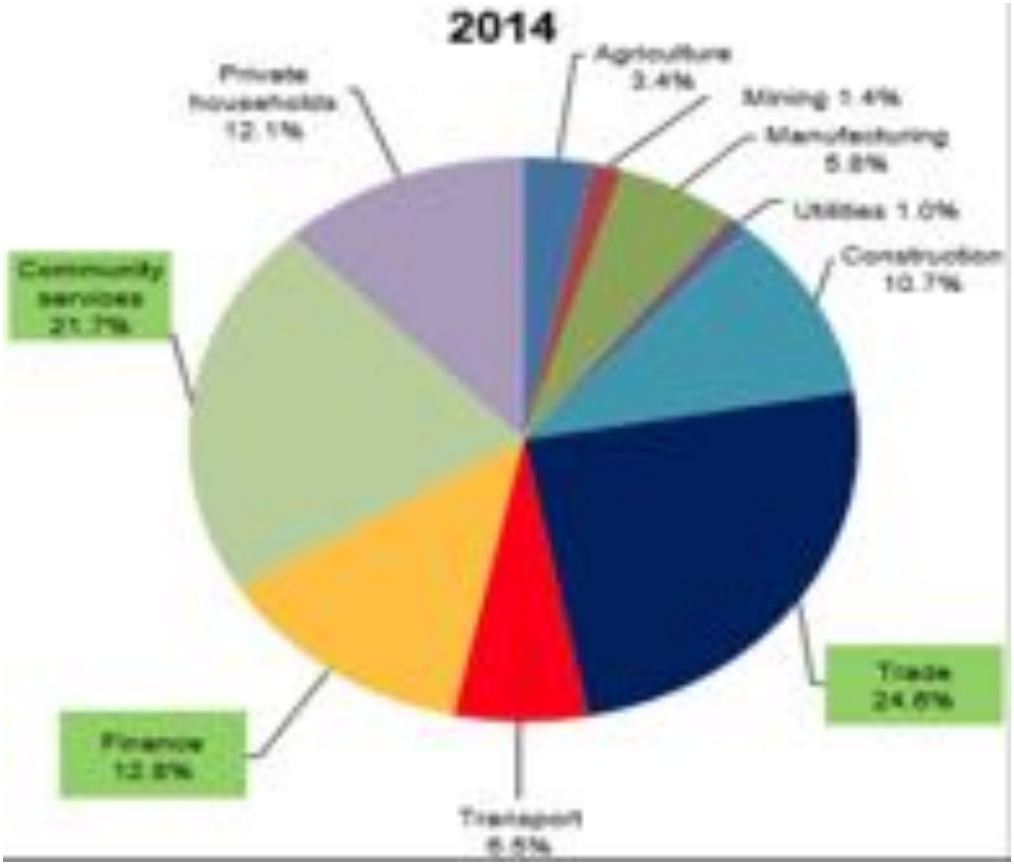


Figure 4. Economic Structure of Thembisile Hani Local Municipality. Source: Graph from Thembisile Hani local municipality Integrated Development Plan, Socio-Economic Report and Outlook for Mpumalanga, 2022

- Data Set 2: Spatial Economic Activity Data

The Spatial Economic Activity Data provides economic data based on tax data for every municipality (Spatial Economic Activity Data, 2023). The Spatial Economic Activity Data's (2023) information regarding the structure of the economy of Thembisile Hani local municipality highlights that that specific data excludes small economies or businesses that have less than 200 employees.

The data that I will be exploring for the Thembisile Hani local municipality includes the Industry Profile and Economic Structure according to jobs within each sector and New Job Growth (Spatial Economic Activity Data, 2023).

- Industry profile for 2021

The industry profile breaks down the economy according to different sectors within the municipality. The Spatial Economic Activity Data has more sectors than those highlighted in the IDP.

According to the Spatial Economic Activity Data (2021) Public Administration and Defence (Government) is the biggest sector in the municipality at 81,60%, followed by Retail and Wholesale, repair of motor vehicles at 6,02% (Spatial Economic Activity Data, 2023). The third highest sector is Education at 3,56%, followed by Accommodation and food services at 1,58%. (Spatial Economic Activity Data, 2023). The fifth biggest sector is Construction at 1,48% and sixth is Manufacturing at 1,28% (Spatial Economic Activity Data, 2023).

- Different Data sets

The data set regarding the industry profile 2014 was taken from the Thembisile Hani local municipality. The municipality's data source is the Socio-Economic Review for Mpumalanga 2021. The Socio-Economic Review for Mpumalanga 2021 states that they data provided in the report is primarily from "Statistics South Africa (Stats SA) with certain aspects gathered from Department of Basic Education, Mpumalanga Department of Education, Department of Health, Health Systems Trust (HST), the Regional eXplorer (ReX) of IHS Markit, IMF, National Planning Commission, Quantec, SARB, South African Social Security Agency (SASSA), South African Tourism, World Bank and World Economic Forum (WEF)" (Mpumalanga Province Economic Development and Tourism, 2022: 1) .

The data set regarding the industry profile for 2021 is taken from the Spatial Economic Activity Data. The two data sets have different sources and have analysed the industries differently in terms of categorisations, Spatial Economic Activity has broken the industries into more categories than the Socio-Economic Report for Mpumalanga. Therefore, one cannot compare the two data sets as it will not provide an accurate presentation of industries.

- Indexed Growth of Economic Sector from 2014 – 2021

The data in the table below was taken from the Spatial Economic Activity Data (2023) and presents the indexed growth of the economic sectors in Thabisile Hani local municipality and the Annual Growth Rate of each sector. The table below provides the economic sectors in Thembisile Hani local municipality with an index of 100. This was done with the intention to understand how fast each sector has been growing from 2014 to 2021.The Agriculture sector had the lowest growth by 0.14%. (Spatial Tax Data, 2023). Mining, Transport and Construction are the sectors with the highest annual

growth rate ranging from 45% to 37%. Sectors such as Tourism and Manufacturing seem to be growing at a similar rate at 17%. The Retail trade and Government sector have an annual growth rate that is below 10% , especially with Retail at 8.58% and Government at 5.21%.

Table 2. Indexed Employment Growth by Sector in Thembisile Hani 2014 - 2021

Economic Sectors	*Jobs in 2014*	*Jobs in 2021*	*Annual Growth Rate*
Government	100	142.72	5.21 %
Information and Communication	100	106.48	0.90 %
Retail trade and wholesale	100	178	8.58 %
Tourism	100	305	17.26 %
Agriculture	100	101	0.14 %
Construction	100	924	37.38 %
Mining	100	1 391	45.65 %
Transport	100	1 161	41.94 %
Manufacturing	100	310	17.54 %

Table 2. Indexed Employment Growth by Sector in Thembisile Hani 2014 - 2021. Source: Spatial Economic Activity Data – Jobs Growth 2014 – 2021, 2023

- New Jobs

The graph below taken from the Spatial Economic Activity Data (2023) presents the number of new jobs within each sector during the period 2014 – 2021. The graph below shows that Government sector had the highest number of new jobs with 1 915 jobs created during the 2014 to 2021 period. The sector that follows is Retail with 202 jobs, then followed by Construction with 100 new jobs. The sector that had fewer new jobs created are Tourism (81 jobs), Manufacturing (58 jobs), Social services (37) and Other service (34). According to the Spatial Economic Activity Data, the new jobs created in the Mining and Agriculture sector are less than 10.

Figure 5. New Jobs in Thembisile Hani Local Municipality 2014 - 2021

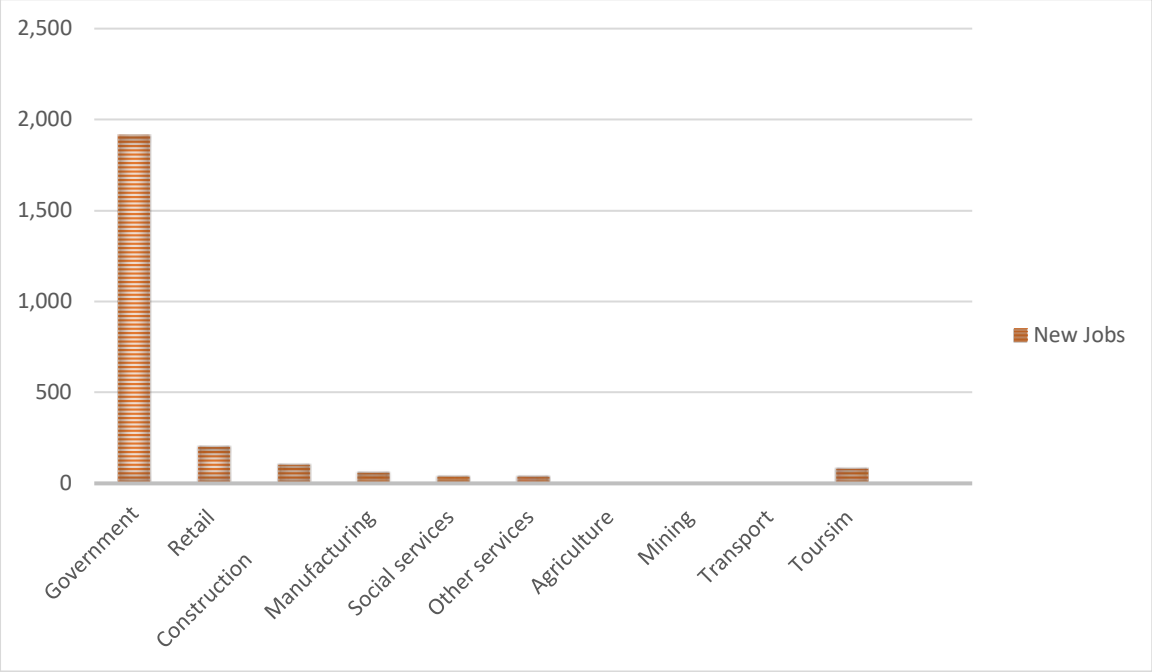


Figure 5. New Jobs in Thembisile Hani Local Municipality, 2014-2021. Source: Spatial Economic Activity Data, 2022.

- Socio-Economic Context of KwaMhlanga

Whilst there is limited data on KwaMhlanga and the data presented above provides socio-economic context for the entire municipal area, a GCRO Report (Mosiane et al, 2023) has a chapter that primarily focuses on the complexities of peripheral areas. This chapter highlights areas on the periphery such as KwaMhlanga. The contextual analysis that will be provided below will be based on data from research that is presented in the Complexities of Peripheral spaces chapter by Sally Peberdy and Jennifer Murray. The data that they are using is from a 2019 GRCO selected Case Study research and is based on the questionnaire of the GCRO Quality of Life 2017/2018 survey (Peberdy and Murray, 2023).

Of the 5 interviewees that participated in the study in KwaMhlanga, 60% were female while 40% were male (Ibid.). This research only had participants who were eighteen (18) and above. Most of the participants (40%) are between the ages of 21 – 30, followed by 18% each in the age ranges 31 – 40 and 41-50 (Ibid.).

37% of the participants have completed secondary school or matric and 33% of the participants have some secondary education (Ibid.). Only 8% of the participants have no education and 13% of the

participants have completed or have some primary education. In terms of housing, 96% of the participants live in a house or a brick structure and 70% of them own their dwellings (Ibid). 18% of the participants live in houses on communal land. 60% of the houses that the participants live in have been built with either their own or family funds. A small percentage of the participants (29%) have fully paid off their homes (Ibid.).

In terms of the participants' access to services, 54% of the participants have piped yard taps and 17 % of the participants have piped water in their dwelling (Ibid.). 10 % of the participants have street or stand pipes and only 3% of the participants have borehole water. There have been water interruptions in the site area and 85% of participants indicated that that there have been weekly water interruptions and 43% of them stated that this has resulted in changing their behaviour to save water (Ibid.). There have also been electricity interruptions and 48% of the participants stated that there have been weekly electricity interruptions in the area (Ibid.).

62% of the participants have been unemployed and are looking for work and 23% of the participants had worked in the last seven (7) days. Out of the unemployed participants, 46% of the participants have been unemployed for 2 years or more and 19% have never been employed (Ibid.).

10 of the participants own businesses and 92% of the businesses are in the informal sector and only 31% of the businesses employ people in their businesses (Ibid.). 31% of the business owners state that their business is a success and intend to extend their business (Ibid.).

According to the data presented, the participants have stated that they have experienced difficulty in finding a job in the site area compared to five (5) years ago (Ibid.). More specifically 89% of the participants have stated that it has been harder to find a job in 2019 compared to 5 years ago then (Ibid.). Participants who have work and are looking for work both travelled for work. Of participants traveling for work (374) 30% of participants travel for 16 - 30 minutes and only 14% of the participants travel from 46 minutes to 1 hour for work (Ibid.). Peberdy and Murray (2032) states that those who are travelling less than 30 minutes to get to work are likely to be working relatively locally, whilst those who travel for over 45 minutes are likely to work in the core. Those travelling to look for work (113) 33% of the participants travel from 31 – 45 minutes and 31% travel 16-30 minutes for work (Ibid.).

Therefore, based on the data presented above it can be concluded that KwaMhlanga is an area where a lot of the people own their homes and have built their home using their own or family funds. A minority of the people living in the area have completed their secondary education and even fewer percentage have a tertiary education. There are high levels of unemployment in the municipal area

and it can be expected that there will be those who live in KwaMhlanga and are unemployed. It appears that people living in KwaMhlanga have experienced difficulty in finding a job in KwaMhlanga and that this has worsened over the years. This highlights the lack of jobs in the area and the peripheral nature of KwaMhlanga as it is displaced and far from urban centres where there are job opportunities.

- Spatial Analysis of KwaMhlanga

To further understand the economic structure of KwaMhlanga crossroads, it is informative to analyse and understand the land use map. The zoning map (Figure 6) below of the site area is taken from the Spatial Development Framework for Thembisile Hani local municipality.

Figure 6. Zoning Map of KwaMhlanga Node



Figure 6. Zoning Map of KwaMhlanga Node. Source: Thembisile Hani Local Municipality, 2023

It shows that KwaMhlanga crossroads is characterised by built density, more specifically business and hardware activities along the R573 and the R569 (Thembisile Hani local municipality – zoning map, 2023). The main road is surrounded by residential properties and towards the east, behind the density and testing station there is a large wetland (coloured in light green) and a dam in the wetland (Ibid.). According to the land use map there is also formalised informal trading structure along the north of the R568 and west of the R573 (Ibid.).

There is a KwaMhlanga crossroad shopping complex located towards the north of the corssroads as seen in Figure 8 below. This shopping complex has the following stores, Shoprite, Mr Price, KFC, Debonairs, Fish and Chips, OBC, Post Office, Studio 88 and Pep Store. There are bank branches in the shopping complex such as Capitec,FNB, African Bank, Nedbank ATM, Absa ATM and Standard Bank ATM.

Figure 7. Aerial Image of KwaMhlanga Shopping Complex



Figure 7. Aerial Image of KwaMhlanga Shopping Complex. Source: Google Earth, 2023

Figure 8. Map of Main Areas and Shopping Malls in Thembisile Hani Local Municipality

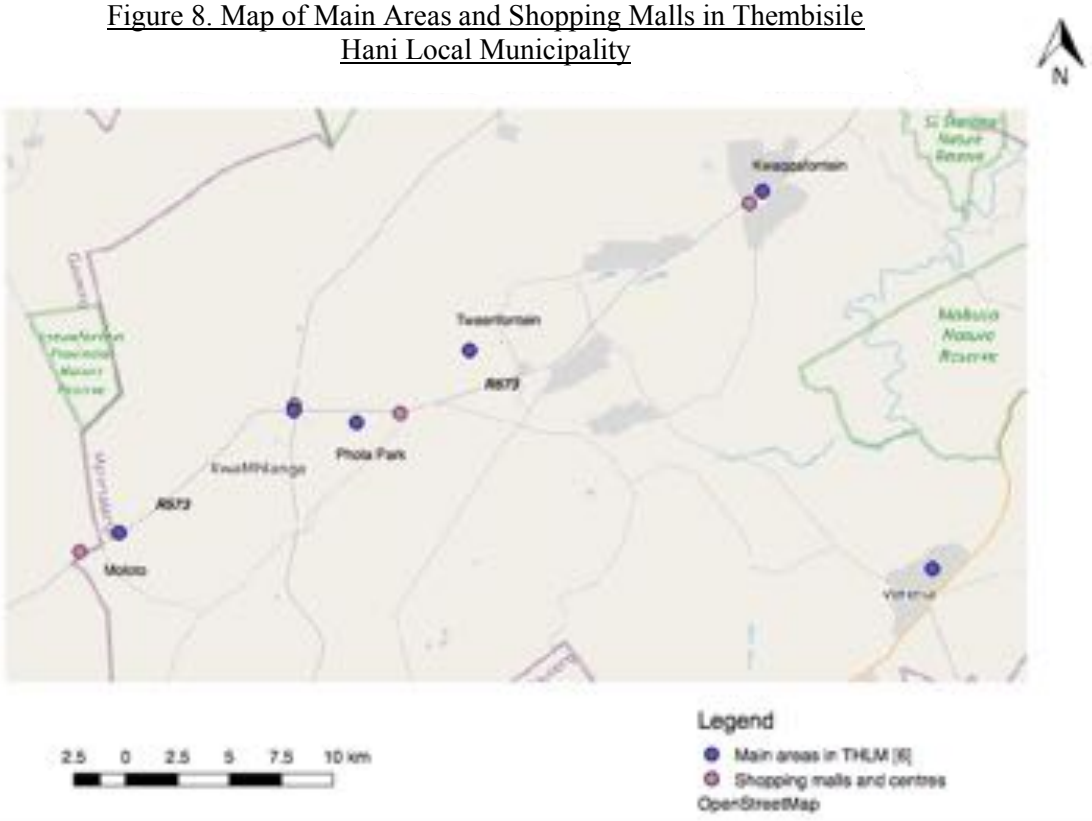


Figure 8. Map of Main Areas and Shopping Malls in Thembisile Hani Local Municipality. Source: OpenstreetMap (OSM) hosted by ESRI, coordinates: WGS 84. Author: Nhlalala Shibambu

The figure 8 shows all the main areas and the shopping malls in Thembisile Hani local municipality. Main areas refers to the settlements that are located within the municipality. The shows the six (6) main areas: Moloto, KwaMhlanga, Phola Park, Tweenfontein, Verena and Kwaggafontein. According to Thembisile Hani Local Municipality (2022) there are only four (4) main settlements: Moloto Settlement, KwaMhlanga Settlement, Tweenfontein Settlement, Verena Settlement and Kwaggafontein Settlemnent. There are four (4) malls in the area: KwaMhlanga Mall in Moloto, KwaMhlanga Shopping Complex in KwaMhlanga, Phola Mall in Phola Park and Kwagga Mall in Kwaggafontein. This highlights the nature in which there is some form of displaced urbanism taking place elsewhere but for the purposes of this research we will only focus on KwaMhlanga.

Conclusion:

This chapter outlined the history of apartheid and the impact that the apartheid spatial planning laws had on black people in terms of exercising their agency and being able to choose where they were located and the access that they had to economic opportunities. The apartheid laws were created to control the movement of black people and physically create 'separateness'. The CDE (1998) argues

that displaced urbanisation is a direct result of the apartheid spatial planning laws. Mosiane and Gotz (2022) further develop the notion of displaced urbanisation in the post-apartheid era and argue that in people living in such areas have exercised their agency by finding means to make a livelihood therefore resulting in displaced urbanism. This research builds on that argument and aims to investigate the extent to which displaced urbanism has taken place in the site area and explore the emerging economies within the site. Whist there have been limited data on KwaMhlanga, the data that are presented in the Complexities of Peripheral spaces highlights that KwaMhlanga is an area with very little job opportunities and that this might be exacerbated by the displaced nature of KwaMhlanga. The data from the Spatial Economic Activity site (2023) and the annual indexed job growth from 2014 to 2011, shows that the economy in Thembisile Hani is small and narrow.

Chapter Five: Findings

Introduction:

This chapter will discuss the findings from the research that was conducted in the site area. The findings are based on the semi-structured interviews with the key informants, traditional authority and the local municipal officer. Furthermore, the findings are also based on the interviews that were conducted with the businesses located along the crossroad. The findings chapter also includes observations that I made using Google Earth and on site. This chapter is structured in the following manner, first it focuses on the businesses and the nature of the emerging economy then outlines the businesses, traditional authorities and local municipalities views on support. The chapter then explores the manner in which land is allocated and the prevalence of commuting that takes place in the site area.

Nature of Businesses:

According to the observations that I made whilst I was on site and the map of the businesses (Figure 10) that are located on KwaMhlanga crossroads, there are many small to medium businesses that are located along the KwaMhlanga crossroads. The businesses that are located along this four-way stop range from the KwaMhlanga Crossroads Shopping complex, selling of fresh produce, furniture shops, wholesale retail (packaged goods such as washing soap, and lotion), wholesale shop that sells hair products and construction materials, emergency services such as paramedics, taxi rank and businesses offering financial services. These businesses fall under the following sectors; Retail, Construction, Car repair, and service. The KwaMhlanga Crossroads is densely populated with different kinds of businesses that are different sizes, different types of infrastructure, and different permissions to operate.

Figure 10 below further highlights the sparadic nature in which businesses are emerging in KwaMhlanga crossroads. It can be argued that according to Figure 10 there is no specific pattern to the manner in which businesses are locating in KwaMhlannga crossroads. There are various sectors of businesses that are located along KwaMhlanga crossroads and they do not seem to be located in terms of business sector but rather to be located randomly.

Figure 9. Map of Businesses Located on KwaMhlanga Crossroads



Figure 9. Map of Businesses Located on KwaMhlanga Crossroads. Source OpenstreetMap (OSM) hosted by ESRI, coordinates: WGS 84. Author: Nhlalala Shibambu

According to the Spatial Economic Activity Data (2023) of Thembisile Hani local municipality and the growth of each sector within the periods 2014 to 2021, the main economic sectors are government, retail, and education. According to the data, Government is the biggest sector with 6 400 jobs, followed by Retail with 672 jobs. These sectors have the highest number of jobs, with the following sectors having fewer jobs; Tourism (124 jobs), Construction (116 jobs), and Manufacturing (100 jobs). Finance, Health, Other services, and Admin have the lowest number of jobs (Spatial Economic Activity Data, 2023).

The data that the Spatial Economic Activity Data (2023) provides is limited to the local municipalities and not specific towns or townships. The data from the Spatial Economic Activity Data (2023) and Thembisile Hani local municipality (2022) provide context of the region's economy but do not provide any insight into the structure of the economy that is developing in KwaMhlanga crossroads specifically.

It can be argued that it is not a true presentation of the businesses that are developing in Thembisile Hani, more specifically KwaMhlanga crossroads. Therefore, the in-depth mapping and observations of the site area can provide further understanding of what economies are emerging specifically in KwaMhlanga crossroads.

During my interview, Thembisile Hani local municipality highlighted that economies that are developing in KwaMhlanga crossroads are primarily the retail outlets and the shopping complex as well as the small businesses that include the car wash, shesanyama, and liquor outlets. Thembisile Hani local municipality further outlines that the businesses located in KwaMhlanga crossroads are not businesses that attract large pools of people.

However, KwaMhlanga has been identified as the highest-order node in Thembisile Hani municipal area and that is due to the businesses that are developing along Moloto Road (R573) and R568. It is in this area where the majority of the economic activity takes place within the municipality (Thembisile Hani Local Municipality SDF, 2022). In the broader KwaMhlanga area, there is a Taxi Rank, community facilities, and Solomon Mahlangu Stadium (Thembisile Hani local municipality SDF, 2022).

It can be argued that some of the businesses located in KwaMhlanga crossroads can be characterized as businesses that are similar to those found in a township economy. The township economy is characterized by its survivalist nature, small businesses, and the circulation of local resources such as retail and services (Scheba and Turok, 2019).

Whilst conducting my research I interacted with other businesses who felt uncomfortable being interviewed but felt comfortable in having an open generalized discussion regarding their experience on conducting business in KwaMhlanga. One of the business owners stated that they had opened their businesses in an informal structure and specifically did not want to be a part of my study because of the precarious nature and the difficulty that they were experiencing in sustaining their business. This particular business owner stated that they had opened their businesses as a means to survive and support their family however, they were having a difficult time attracting customers even though they were located along the crossroads.

Seven (7) out of ten (10) businesses that I interviewed stated that this was their only source of income, the other three (3) businesses have other sources of income besides their business. Only two (2) of the seven (7) have branches of their business in other parts of the province or the country, one of the businesses is a company under another automotive repair company which has been operating for a longer period. One can infer that based on the seven (7) businesses there is an element of the township economy in KwaMhlanga crossroads since most of the businesses I interviewed have some

characteristics of survivalist businesses such as being the only source of income and small in scale (Scheba and Turok, 2019), with five (5) businesses out of seven (7) not having other branches and between 1 and 6 employees

It is important to note that one cannot generalize that all the businesses located on KwaMhlanga crossroads are characteristic of what is generally found in township economies because my sample size is too small. However, it can be argued that the businesses that were interviewed do have the same characteristics of businesses that make up the township economy.

Some of the developing economies in KwaMhlanga crossroads are located on a high street due to the accessibility that it provides them (Charman et al, 2020). According to the findings from the interviews with businesses, each business is located on the KwaMhlanga crossroad because of accessibility to people and the exposure that they were able to receive from being on the main road 573.

Spatial Policy for KwaMhlanga Crossroads:

The development of the businesses on the KwaMhlanga crossroads is more prominent on the R573 (Moloto road). Thembisile Hani local municipality would like to capitalize on the linear economic development that is taking place on the two roads at KwaMhlanga crossroads. North of the R573 there is predominately retail and south of the R573 there is a mixture of retail and service industries (Thembisile Hani Local Municipality SDF, 2022). There are many informal traders located on the pedestrian walk along and adjacent to both roads (Thembisile Hani Local Municipality SDF, 2022).

According to the Thembisile Hani local municipality (2022), the idea of a linear development along the KwaMhlanga crossroads is the basis of the municipality's precinct plan. The proposed precinct plan outlines that the commercial uses are proposed to be arranged in a linear pattern to maximize the visual exposure that they receive along the crossroads (Thembisile Hani Local Municipality SDF, 2022). This is informed by a market study that highlighted that there is a high demand for retail space. The plan proposes a centre of the size of 25 556m2 which must be located along the provincial road to benefit from the regional traffic. According to the SDF, this centre is highlighted in Map 11 as the light blue zone located near the testing centre (Thembisile Hani Local Municipality SDF, 2022).

Figure 10. Precinct Plan

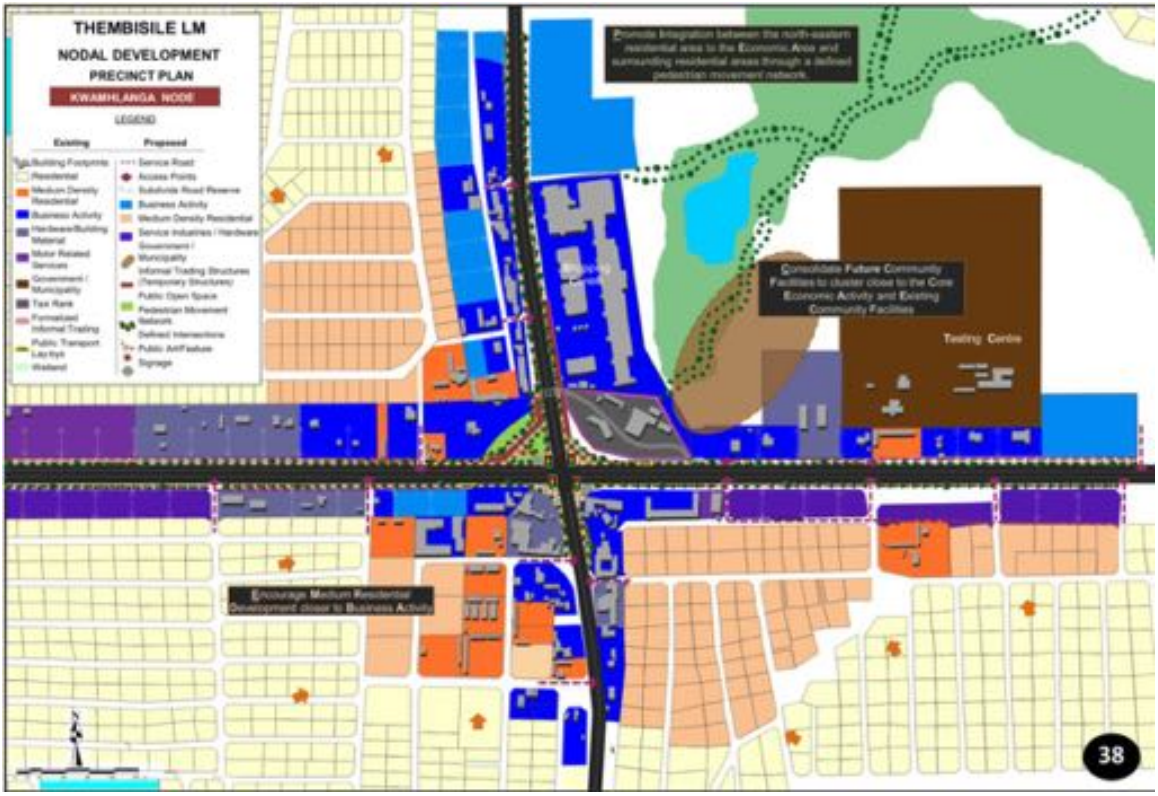


Figure 10. Precinct Plan. Source*:* Thembisile Hani Local Municipality, 2022

This precinct plan (Figure 10) advocates for the agglomerations of businesses along the KwaMhlanga crossroads. These agglomerations are expected to service the community but also develop into a network that reaches other regions within the municipality (Thembisile Hani Local Municipality SDF, 2022). An integral part of this is the Moloto road (R573) which has been upgraded to a national road. The upgrade of the Moloto Road and the accessibility that the road offers to other parts of the country will direct traffic towards investing and supporting the local economy in the area (Thembisile Hani Local Municipality, 2022).

Based on the importance that is placed on the R573 and the R568 by the municipality and the businesses that were interviewed for business accessibility, it can be argued that proposed development along these roads are the characteristics of a development corridor (Brand et al, 2017). The municipal official stated that the municipality views Moloto Road is an important road that connects the area to three regions: Gauteng, Greater Mpumalanga, and Limpopo. The R573 connects people from Gauteng to Mpumalanga and then Limpopo. The road has been upgraded to a national road but is also a priority road within the municipality as it is a central point of Thembisile Hani's regional development.

Support From Institutions:

According to the South African Cities Network (2021) economic development in townships is influenced by policy, infrastructure, and support from all the actors in the decision-making process and training. This includes the manner in which institutions such as the Thembisile Hani local municipality and traditional authority, support the developing economies through policy, infrastructure and land. Scheba and Turok (2019) argue that key elements that challenge developing economies in townships are access to land, town planning regulations, infrastructure, and regulation, therefore support through laws, administrative processes and being in consultation with businesses to understand their experiences as business owners is important (Scheba and Turok, 2019).

According to the traditional authority, there are three ways in which the traditional authority aims to support businesses in the area. These are by providing businesses with access to land, efficient infrastructure, and regulation.

The traditional authority states that they support emerging businesses by providing them with access to land to conduct their business. If there is a business that would like access to land to conduct their business, the traditional authority will provide one with a recommendation letter which will be given to the Thembisile Hani local municipality. If there is a large development such as a hotel, mall, or garage, the traditional office is open to such big investments in the area as they contribute to the creation of jobs and the betterment of people's lives in KwaMhlanga. Different procedures are undergone in order to approve the permission to use the land depending on the type and scale of the business development. In terms of providing support to large businesses or developers that would like to invest in KwaMhlanga, there are procedures that need to be followed in order to grant permission to use land for large developments. The process includes having a tribal resolution to take into consideration the views of the people staying around the area where the development will take place and then the applicant/ developer can proceed to the Mpumalanga Department of Agriculture, Rural Development, Land and Environmental Affairs to apply for the use of land. In other cases, such as the development of a mall, the land is often leased to the developer for a certain period. Further details about the lease agreement was not discussed.

The granting of a recommendation letter is the first part of the regulations that exist for people who like to open businesses or have businesses. The traditional authority is very clear about enforcing the regulations or processes that need to be adhered to when one has a business or would like to open a business in the area such as going to the Thembisile Hani local municipality to get a business license. It can be argued that the traditional authority is ensuring that they achieve their mandate in making recommendations to the government and maintaining their cooperative relationship with the municipality to co-govern (COGTA, 2016).

The traditional authority does wish that they had the capacity to support businesses developing in the area through funding. The traditional authority felt that the homeland development corporation created pre-1994 known as the KwaNdebele National Corporation was an effective tool that ensured that the homeland government could support the development of small, medium, and micro enterprises (Mashabane, 2006). According to Mashabane (2006), the KwaNdebele National Corporation was a development corporation that focused on supporting small, medium, and micro enterprises, industrial development, and had the capacity to rent and maintain buildings. It can be argued that traditional authorities no longer have the capacity to support the businesses and exercise certain functions the way that they used to during Apartheid through development corporations such as the KwaNdebele National Corporation (Mawere et al, 2017).

Thembisile Hani local municipality supports emerging economies in several ways. One the of ways in which this is done is that after one has received a recommendation letter from the traditional authority to conduct their business. Businesses that are located on KwaMhlanga crossroads have all been granted a license to conduct their business from the municipality. The nature in which things take place in KwaMhlanga according to 'isikhethu' (how things have always been done according to our culture) enable the local municipality to assist people in establishing their businesses conditionally without having land-use rights or a formal license from the municipality.

The conditional license allows one to have access to use the land even though the activity that will be carried out might not be correctly zoned on that specific land. This conditional license works in partnership with the recommendation as they both give one access to land and permission to conduct their business activity on that particular piece of land. The conditional license according to the local municipality is meant to be a temporary license that businesses use until they are able to fully register their business with the municipality and formalise their business. Therefore it can be argued that all these permissions are forms of support that the municipality and traditional authority offer emerging economies.

The conditional license provides the emerging businesses with the correct temporary permissions that they need to conduct their business and provides the municipality a platform to support the emerging businesses. However the reluctancy of businesses to take the step to register their business and formalise their business has had an impact on the municipality as the municipality highlights that they do not have any clarity on the number and the types of businesses located on KwMhlanga crossroads.

An initiative that the municipality has created to support the emerging economies that are developing on KwaMhlanga crossroads includes a program whereby the municipality provides emerging businesses with funds to operate or grow their business. The municipality has a program for ‘business improvements and support for small, medium and micro enterprises’ (Thembisile Hani local

municipality, 2023: 1). In this program, the municipality will provide the funding in the form of a grant. With this grant, the municipality will purchase equipment and tools that specific businesses state that they would require to develop and grow their businesses (Thembisile Hani local municipality, 2023).

Displaced urbanism is based on the notion that people living in displaced settlements have to exercise their agency to sustain themselves and create their livelihood through developing businesses and ultimately transforming the area (Mosiane and Gotz, 2022). The interactions that the traditional authority and the Thembisile Hani local municipality have with the businesses located in KwaMhlanga differ according to the kind of support that businesses either receive or do not receive from the institutions.

The idea of support was understood by all the businesses that were interviewed as the exchange of services or goods for money, which is not what the traditional authority and the municipality views as support. All the businesses automatically had the same understanding of what support was but when asked what kind of support they would like to receive they mentioned alternative ways in which they would like to be supported, outside of the exchange of goods and money.

Most of the businesses that participated in the research stated that they felt as if they were not supported by the traditional authority. These businesses did not have clients who were a part of the traditional authority. Six (6) businesses stated that they felt like were not supported by the traditional authority. The four (4) businesses that felt supported by the traditional authority fall under the Retail, and Car repair industry.

According to the businesses that I interviewed majority of the businesses are renting the spaces in the KwaMhlanga crossroads. Every business stated that they found the space built like that and in some cases, it can be argued that the buildings which these businesses occupy were built to accommodate a specific land-use such as the car repair businesses.

Businesses located on KwaMhlanga crossroads highlighted that the cost of conducting business in that particular location is high as they perceive rent to be expensive. Whilst conducting observations and engaging with the business owners located at the KwaMhlanga crossroads, it became apparent that some of the businesses were conducting their business in business complexes. In one case, the business owner stated that the owner of the business complex did not live in the area and lived in another part of the province or country. Based on the responses of the business of owners regarding rent, it can be argued that the cost of conducting business on KwaMhlanga crossroads is perceived to be high. One business stated that they were not seeing any growth in their business, irrespective of

being located on the R573.The other businesses that I interviewed did not state that they had any difficulties regarding the growth of their business.

Another business owner who engaged with me but did not want to participate formally stated that they had started their business to survive and sustain themselves but said that they had difficulty in keeping the revenue in their business high as they were not making enough profit and were operating at a loss. This business owner stated that this was because their industry, hair salon, was saturated. Another business that was interviewed and had been operating since 2012 stated that their industry was not saturated and as a result, they could rely on their business as their only source of income. It can be argued that some businesses that are located on KwaMhlanga crossroads are largely small and survivalist businesses that quickly become saturated which can influence the success of the business. This highlights that high street locations can only influence one's business to a certain degree, other factors do contribute to the success of one's business.

The support from Thembisile Hani local municipality is understood in the same manner according to the business that I interviewed. Six (6) businesses that were interviewed stated that they felt supported by the local municipality as the municipality uses their services such autocar repairs and purchasing their paint and they are a client of the businesses. However, some businesses that I interviewed were multi-establishment businesses (multiple businesses established in other parts of the province or country). One of the multi-establishment businesses that were interviewed viewed their ability to establish their business in KwaMhlanga crossroads as a form of support from the local municipality. However, they stated that they did engage with both the municipality and the traditional authority through marketing opportunities. Another business stated that they did not engage with the local municipality because the municipality's head offices were too far away.

Six (6) businesses that stated that they did not feel supported by the traditional authority. When asked what kind of support they would like to receive one of the businesses stated that they would like to receive support through being given funds to grow their business and another business stated that they would like solar panels to assist them to deal with the issue of load shedding. Two (2) business stated that they would like to have access to land, more specifically the opportunity to lease the land to them for business purposes as rent is too expensive and they would like to expand their business by being in a bigger space.

In terms of infrastructure, all the businesses that were interviewed stated that they felt they were unsatisfied with the support that they received regarding water infrastructure. The businesses stated that the lack of water impacts their business and that some businesses had to invest in JoJo tanks in order to have water. Other business owners highlighted that they were impacted by load shedding. Whilst load shedding is a problem that affects everyone, one of the business owners lives in

KwaMhlanga during the week and in Johannesburg on the weekends due to family living in Johannesburg and their business being in KwaMhlanga, highlighted that they felt as if 'remote areas' such as KwaMhlanga experienced longer periods of load shedding compared to urban areas such as Johannesburg. The GRCO peripheries report (Mosiane et al, 2023) revealed that the participants of the research stated that KwaMhlanga does experience frequent electricity interruptions. Furthermore a Democratic Alliance councillor in Thembisile Hani local municipal area released a statement stating that they are concerned with the frequent electricity interruptions specifically in KwaMhlanga, which they believe are not related to load shedding (Tibane, 2022).

Whilst the businesses that participated in the study stated that they would like better access to water in the area, other businesses stated that they would like the municipality to support their business by assisting them in installing off-the-grid electrical infrastructure such as solar panel systems. It can be argued that factors such as lack of efficient water and electricity interruptions can affect the economic functionality of the node in KwaMhlanga.

Economic Functionality and Nodal Development:

According to the Spatial Development Framework of Thembisile Hani local municipality (2022), there is a shortage of facilities in the region. The facilities that are available in the region cannot accommodate the population (Thembisile Hani Local Municipality SDF, 2022).

Table 3. Facilities in Thembisile Hani Municipality

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

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

Table 3. Facilities in Thembisile Hani Municipality. Source: Thembisile Hani Local Municipality, 2022

The lack of social facilities has an impact on the nodal development and capacity of KwaMhlanga as seen in table 3. According to Limatanakool et al (2006), a crucial element of nodal development is facilities as they highlight the functionality of the area and contribute to the quality of life for community members. It can be argued that road, water, electrical, and building infrastructure are important factors and further contribute to the functionality of KwaMhlanga. The CSIR (Green and Argue, 2012) only focuses on social facilities, however, it can be argued that infrastructure contributes to the development of a node and the quality of life for businesses that are in the area. As highlighted by all the business owners that were interviewed, the inefficient water and electrical infrastructure in KwaMhlanga crossroads affects their ability to conduct their business.

An integral part of the development of the node is the location and the accessibility of facilities. According to the businesses, government offices are located too far from where the businesses are. Figure 11 below shows the facilities within Thembisile Hani Local Municipality. It highlights the location of the facilities and the number of facilities within the municipality. There are several schools within the municipality and few schools, hospitals and police stations. Majority of the facilities within the Thembisile Hani local municipality are located around the R573.

Figure 11. Facilities in Thembisile Hani Local Municipality

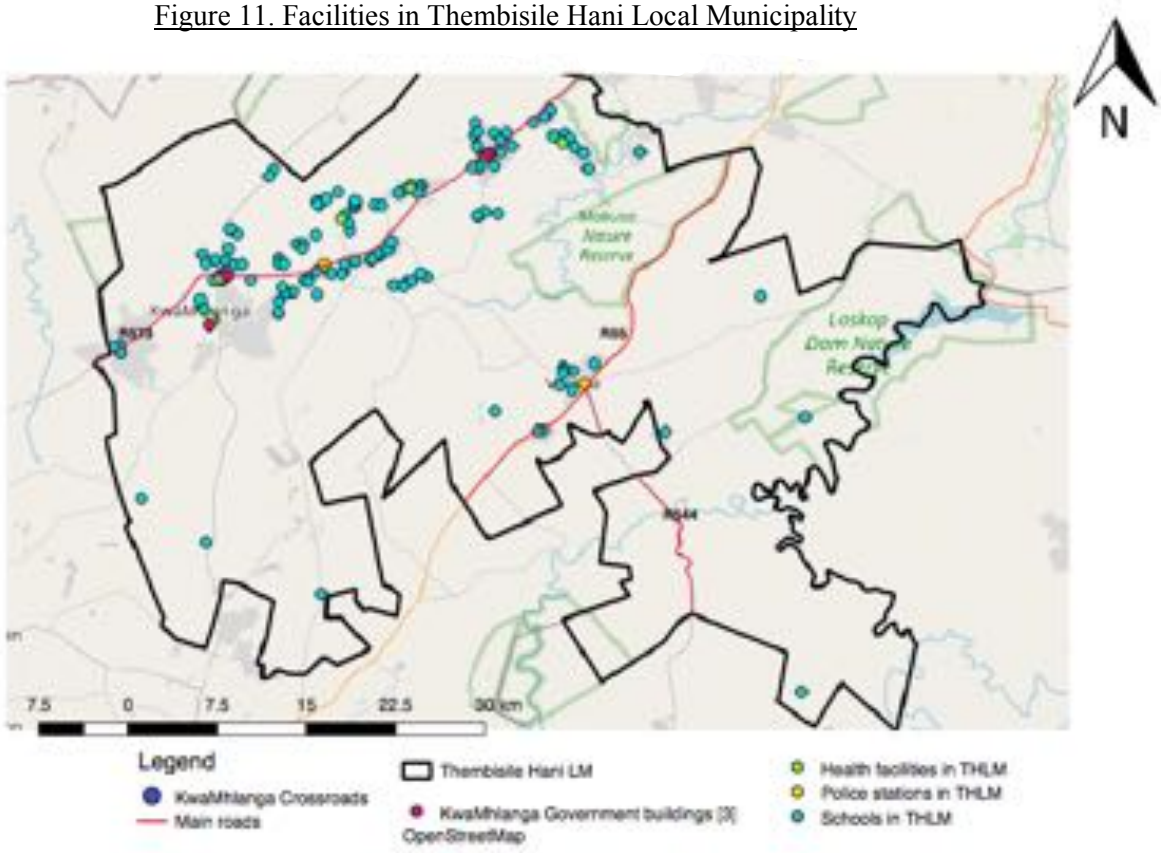


Figure 11. Facilities in Thembisile Hani Local Municipality. Source: OpenstreetMap (OSM) hosted by ESRI, coordinates: WGS 84. Author: Nhlalala Shibambu

To get a better understanding of where the facilities are located, Figure 12 highlights the facilities specifically around the R573 and the KwaMhlanga crossroads. Figure 12 highlights that are several schools (highlighted in blue), one health facility (green), police station (yellow) and government building (purple) which is the KwaMhlanga traffic department along the R573. Whilst this provides an overview of the facilities within the municipality I am unable to map the facilities specifically around the KwaMhlanga crossroads. Highlighting the facilities along the R573 towards KwaMhlanga node may give us an overview as to which facilities and how many of the facilities near the KwaMhlanga crossroads. Figure 12 also outlines the facilities in the township of KwaMhlanga located towards the south west of KwaMhlanga crossroads. Therefore it can be argued based on Figure 12 and Table 3 of the table of facilities within Thembisile Hani local municipality created by the municipality, one can argue that there aren't enough facilities and that they located far away from the KwaMhlanga crossroads. In order to increase functionality facilities need to be located close to people in order to improve the functionality of the node and the quality of life of the community or businesses (Green and Argue, 2012).

The facilities highlighted in Figure 12 in KwaMhlanga are located far from the KwaMhlanga crossroads and cannot accommodate the population within the Thembisile Hani local municipality, furthermore the water infrastructure in the area cannot accommodate the population. This has had an impact on the businesses' ability to engage with the municipality and receive equal access to the facilities and basic infrastructure including water infrastructure. Limatanakool et al (2006) argue that the lack of facilities can have an impact on factors that attract people to invest in the area and employment intensive opportunities. These factors that cultivate investment and growth of the economy within the region are dependent on the ability to accommodate the needs of businesses and community members. Therefore, the lack of social facilities and infrastructure and their location can be identified as a constraint that would limit the economic functionality of KwaMhlanga crossroads.

Figure 12. Facilities Along the R573

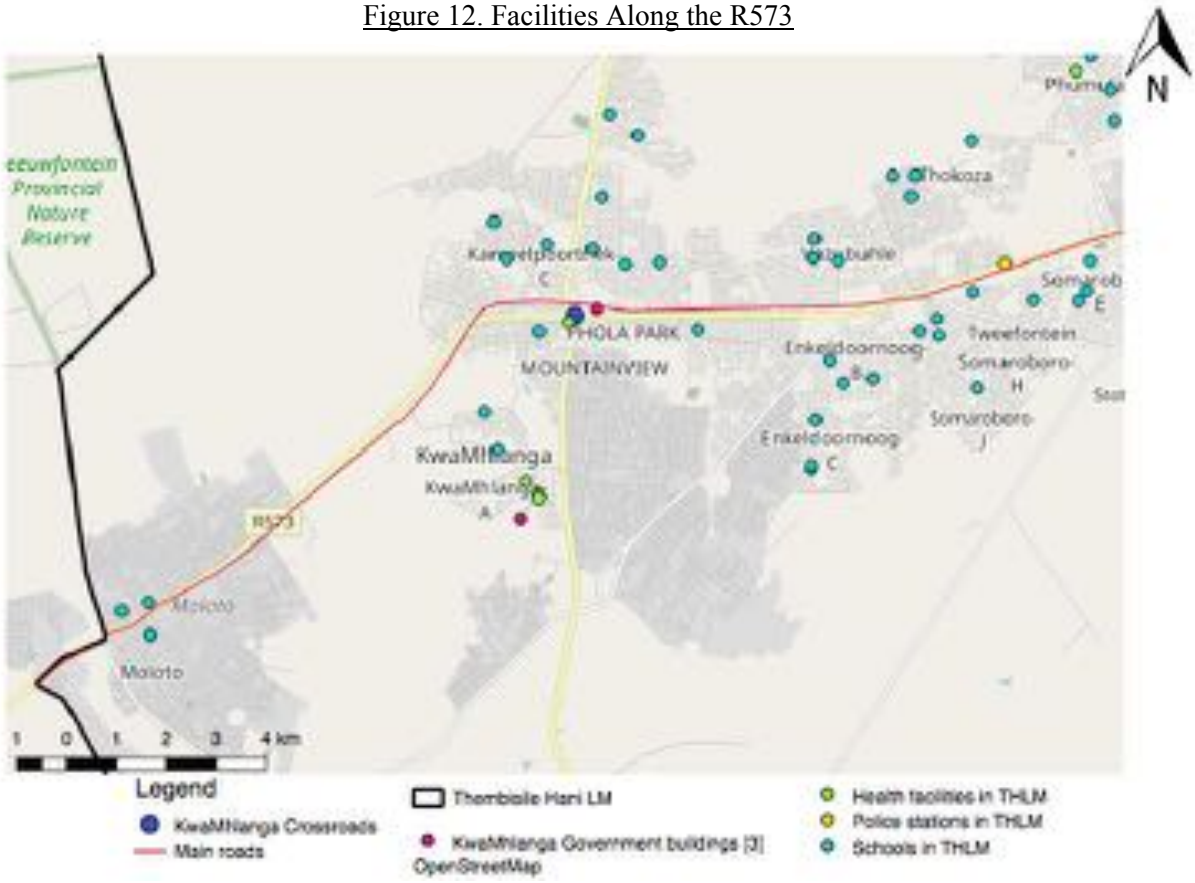


Figure 12. Facilities Along the R573. Source: OpenstreetMap (OSM) hosted by ESRI, coordinates: WGS 84. Author*:* Nhlalala Shibambu

Commuting in KwaMhlanga:

According to the Spatial Economic Activity Data (2023), the economy that is developing in Thembisile Hani local municipality is small. The Thembisile Hani local municipality (2022) argues that the economic base of Thembisile Hani local municipality is very narrow and that a lot of people commute to Tshwane daily and others rely on Tshwane and Gauteng region for economic opportunities. According to Thembisile Hani local municipality's Integrated Transport Plan (2020), there are two main modes of transport in the area, mini-taxi buses and busses. The KwaMhlanga Taxi Rank has routes that transport people to Sun City, Johannesburg, Pretoria CBD (Marabastad), Mamelodi, Randburg, and Tembisa among others (Nkangala District Municipality, 2022). According to the municipal ITP (Integrated Transport Plan), an estimated 35 000 people commute via bus on the R573 to Tshwane daily.

The Public Utility Transport Corporation (PUTCO) is a bus company that dates back to the Apartheid era. During Apartheid, specifically in KwaNdebele, one of the ways in which people commuted was through the use of the private bus company PUCTO which had been heavily subsidized by the central government (Murray, 1987). Currently there is a route from Moloto to Tshwane (Sandfontein) that

operates 498 bus trips on an average weekday (Nkangala District Municipality, 2022). The majority of the destinations for the travels are in Tshwane and only a few of them have destinations that are located outside of Tshwane (Nkangala District Municipality, 2022).

Figure 13 is taken from a study that was conducted by Wits and UCL students, the map was created by Ng (2023). It presents the number of trips that were taken by different genders specifically for work related reasons such as traveling to work or going to look for work across the peripheries (Ng, 2023). The map (Figure 13) shows that KwaMhlanga (highlighted as H) has more males that live in the region who travel frequently for work related reasons to Pretoria (highlighted as K) than women. Figure 13 and the number of trips that PUTCO busses make to Tshwane highlight that the majority of the people interviewed within the age range of 18 – 60 years, who live in KwaMhlanga travel daily for work or to look for work. This commuting to other regions for economic opportunities highlights the nature of displaced urbanization that is still present in KwaMhlanga.

Figure 13. Map of Frequent Work Related Trips from Peripheral Case Study Areas by Gender

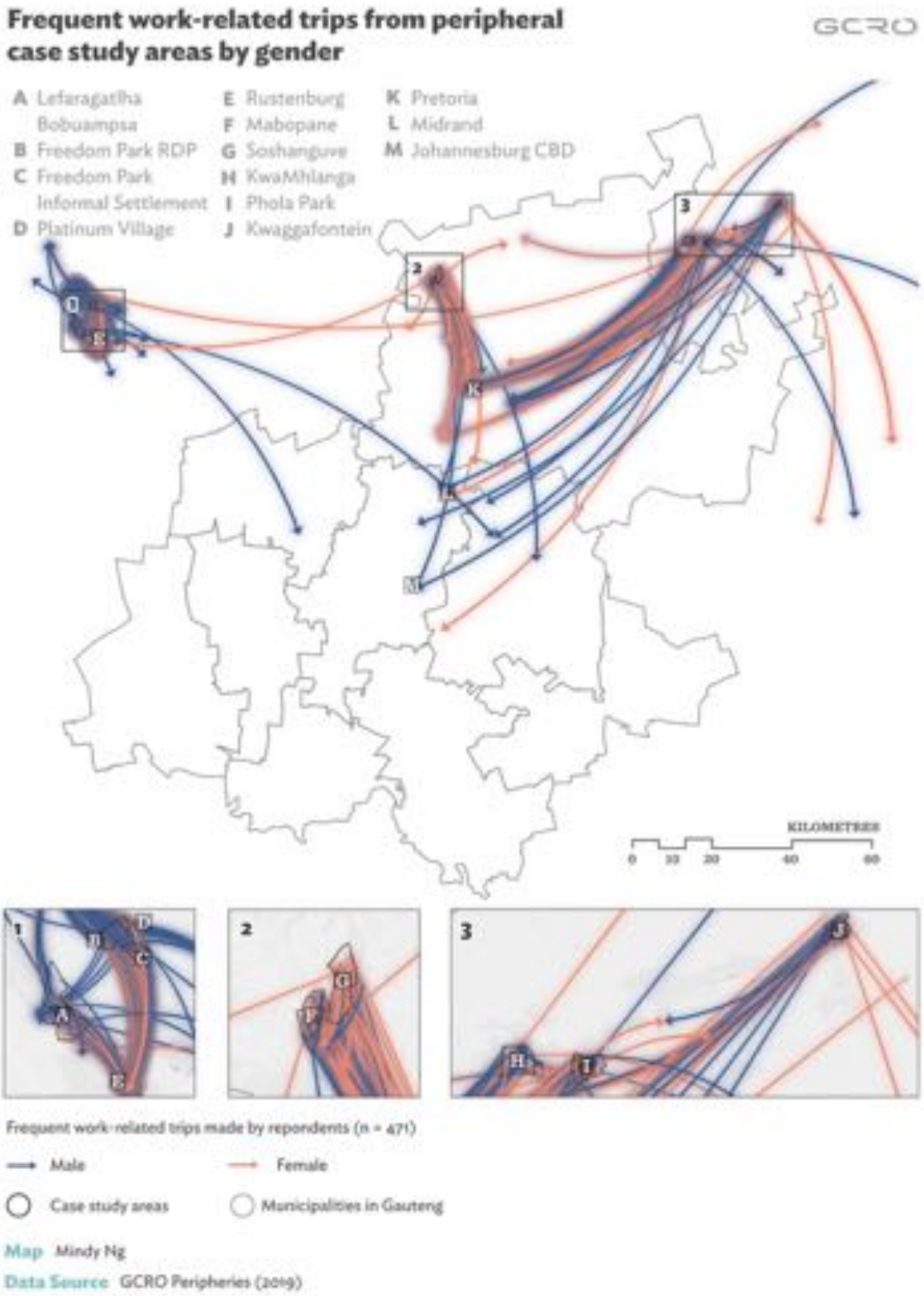


Figure 13. Map of Frequent Work Related Trips from Peripheral Case Study Areas by Gender. Source: GCRO, 2023

Conclusion:

KwaMhlanga crossroads is an area that has the potential to develop into an economically functional node. The site area has some business activity taking place and is naturally developing into a development corridor due to the access and exposure that the business receives from the priority road R573 and R568 which connects KwaMhlanga to other parts of the country, namely Gauteng, Mpumalanga and Limpopo (Thembisile Hani local municipality, 2022). Whilst there are challenges that will affect the economic functionality of KwaMhlanga, it can be argued that the prioritization of people's interests, municipality, and the traditional authority supporting the businesses that are emerging through policy and development of functional and reliable infrastructure including social facilities can improve the functionality of the economy (Scheba and Turok, 2019).At the same time, in KwaMhlanga commuting is still very significant for access to economic opportunities for the residents and the businesses that are emerging are very small and survivalist.

Chapter Six: Discussion and Analysis

Introduction:

This chapter will provide an analysis of the findings. It will first discuss the nature and the size of the emerging economies in the KwaMhlanga crossroads. It will then analyse the relationship between the local municipality and the traditional authority and the impact that their relationship has on land management. The next section will analyse how the businesses feel about the support that they receive from the institutions and then will reflect on whether or not KwaMhlanga crossroads can become economically functional. The final section will discuss if there is displaced urbanism is evident in KwaMhlanga and if this affects the economic functionality of KwaMhlanga.

Business Economy:

According to the map of the businesses located in the area and the nature of the businesses that were interviewed, it can be argued that the businesses that are located on KwaMhlanga crossroads are small and consists of very few sectors mainly retail. The developing economy includes various activities such as wholesale retail, construction, automotive repairs, and social services.

The nature of the businesses based on my findings is that majority of businesses that were a part of my research present characteristics of being survivalist in nature and this includes their business being their only source of income . It is imperative to highlight that the sample size for this research is too small to make any generalized conclusions about the economy and the nature of the economy. However, one can highlight similarities between the KwaMhlanga Crossroads developing economy and a township economy.

Some of the businesses located on the R573 are not correctly zoned for business use and this is seems to be challenge for the municipality. However, to address this problem for the municipality, the business owners need to go and register an account with the municipal and apply for land use rights. Furthermore, the plan to develop the linear development addresses this by relocating the businesses away from the priority road and zoning the uses correctly in the secondary road as highlighted on Figure 11 (Thembisile Hani Local Municipality SDF, 2022). However, it can be argued that this secondary road might not offer the same access and visibility to what they had on the priority road, R573 and R568.

The businesses located on the high streets do not have challenges regarding land ownership. This is because the majority of the land in Thembisile Hani local municipality is owned by the state and is under Tribal Authority (Thembisile Hani Local Municipality, 2022). Businesses in KwaMhlanga

crossroads are provided with some support in terms of access to land and zoning rights (Thembisile Hani local municipal official, 2023).

Land Management:

The relationship between the traditional authority and the local municipality is centred around both these institutions co-governing together to ensure that there is cohesion, socio-economic development, and administration over the land (COGTA, 2016). In the case of KwaMhlanga and the broader Thembisile Hani local municipal area, most of the land is owned by a trust that is held by the national government on behalf of the people and traditional authorities (Thembisile Hani local municipality, 2022). The traditional authority was allowed to allocate land to people who asked for a parcel of land from them.

The Spatial Planning and Land Use Management Act of 2013 outlines in terms of Chapter 5 section 24 that every municipality is mandated to ensure that there is a land use scheme that outlines the land use zoning categories and regulations for the entire municipal area including areas not previously subject to a land use scheme. Section 24 of the act further states that it is the responsibility of every municipality to develop provisions to ensure that there is an introduction of land use management and regulation in areas under traditional authorities, rural areas, informal settlements, slums, and areas not previously subject to a land use scheme (SPLUMA, 2013). Furthermore, in the case of the Thembisile Hani local municipality, the municipality is mandated to ensure that there is land use management in the area even though traditional authorities are present in the community (SPLUMA, 2013) and own majority of the land in the municipal area (Thembisile Hani local municipality IDP, 2022). Therefore, one of the key areas of the co-governing relationship between the two institutions is land management (COGTA, 2016).

In the municipality's process of compiling a Land Use Scheme, the municipality had to outline and update the cadastral information and Land Use Survey of every property within the municipal boundary to ensure that the information regarding each property is correct with the relevant information (Thembisile Hani local municipality, 2022).

Thembisile Hani local municipality (2020) outlined the illegal land use statuses of properties within its municipal boundary. Illegal land use refers to when a piece of land or building is used by the owner for a different use than what is specified in the planning and building regulations, or when there is illegal development taking place on a piece of land such as squatting, illegal housing, and illegal construction that does not comply with the planning regulations (Ibid.). According to the municipality's illegal land use strategy (2020), there are 153 properties with illegal land use status, 79

825 with legal land use status, and 119 properties that are yet to be determined (Ibid,). According to the table below, residential properties followed by businesses are two of the highest types of properties that have illegal land uses (Ibid.). It is not indicated which shopping mall has an incorrect land use (Ibid.).

Table 4. Illegal Land Use Types in Thembisile Hani Local Municipality

Illegal land use types	***Total***
Business	15
Industrial	1
Institutional	5
Mixed Use	6
Residential	125
Shopping Mall	1

Table 4. Illegal Land Use Types. Source: Thembisile Hani local municipality – Illegal Land Use Strategy, 2020

Relationship between Thembisile Hani Local Municipality and Traditional Authority

The municipal official stated during our interview that the relationship between them and the traditional authority is adequate and that they have come to a common ground about co-governing and managing the land. Their common ground was solidified with a Memorandum of Understanding whereby traditional authorities have agreed to stop allocating land in areas where there are no services. In a situation such as this, the municipality does not have the capacity to provide services in these areas. The Memorandum of Understanding primarily ensures that both parties, specifically the

traditional authority consult the municipality before allocating land or making any decisions regarding land in order to ensure that both institutions can work together to ensure efficient land management. The impact of the memorandum of understanding appeared to be very clear as when talking to the traditional authority about their process of allocating land, they made it clear that they could only provide a letter of recommendation which should be taken to the municipality and the person requesting a parcel of land should follow municipal processes to attain the correct permissions to use the land. This highlights their symbiotic relationship where both institutions rely on one another to ensure that the development that they both foresee for KwaMhlanga takes place. This is a crucial aspect according to Scheba and Turok (2019) as land use mechanisms and land tenure can have a large impact on the success of township economies.

Economic Functionality: Experiences of Businesses

The businesses located on KwaMhlanga crossroads have similar experiences in terms of why they chose to be located there, the pressure of the rent, need for support from the traditional authority and local government. However, it is in their experiences that one recognizes the contradictions of the businesses in terms of the relationship and the kind of support that they want to receive from the municipality.

The municipal official stated that according to the municipality's knowledge, most of the businesses located on KwaMhlanga crossroads have conditional licenses to conduct their business but they do not have formal licenses which includes the land use rights to conduct their businesses on the land that they are located. According to the municipality conditional licenses are licenses that are awarded to businesses that are starting their businesses and have not registered for full business license but have access to land and conditional permission to conduct their business. Whereas, full business license is a license that is awarded to business that have registered as a trading business with the municipality and has the correct land use rights. Furthermore, most of those businesses are not registered with the municipality and do not pay water or electricity to the municipality. Those who were connected to these services were paying for either prepaid electricity to Eskom and had borehole water in the business complex. This has had an impact on the municipality as according to the municipal official they do not know how many businesses are located on the KwMhlanga crossroads and if the businesses have the correct land use rights.

Most businesses that were part of the research stated that they had all the permissions to conduct their business from their industry regulators such as the liquor board and have acquired a business licence from the Companies and Intellectual Property Commission (CIPC). Most of the businesses (9 out of 10) that were interviewed stated that they were renting the building structure that they occupied and

that they had verbal or written agreements with their landlords. However, out of the 10 that I interviewed only 3 stated that their permissions included permissions from the municipality. One of the business owners who requested not to formally participate in the research stated that they do not feel supported by the municipality and that most of the businesses that were similar to their businesses (small and in the retail industry) do not pay for any services such as water or electricity so she suggested that I rather interview the formalized businesses such as the businesses in the shopping complex.

This highlights a contradiction because when businesses that were part of the research were asked what kind of support they would like to receive, some of them stated funds to expand their business, access to land so that they don't have to pay for rent, better and more efficient services such as water and electricity and other infrastructure such as solar panels to assist with effects of load shedding. These businesses want to be supported, however, some of them do not engage with the municipality and operate informally without paying for services or registering with the municipality to gain formal licenses which include land use rights and correct land use zoning to conduct their businesses. However, Scheba and Turok (2019) argue that applying to get formal business licenses, ownership of the land, and having the correct land use rights or being on the correct land that is zoned for the business or land use is expensive. These factors are hindrances for businesses that do want to formalize their business. Charman et al (2020) refer to such hindrances as enforced informalization. Charman et al (2020) were correct in saying that the challenge that businesses located marginally close to the high streets face is the impact of policy. The municipal by-laws state that any structure or building that is built along the road reserve can be demolished should the road need to be expanded. Whilst the Thembisile Hani local municipality has highlighted in their Spatial Development Framework that businesses that are on the road reserve will be relocated into subdivided and demarcated stands that have the correct zoning, some of the businesses that participated in the research stated that they felt that this development would have an impact on their business.

The precinct plan from the previous chapter shows that the municipality aims to create service point roads on the north eastern side of the R573 and the north western. This development aims to control the flow of traffic and ensure that there are high levels of mobility along the R573 (Thembisile Hani Local Municipality SDF, 2022). Towards the north-western side of the road, the municipality aims to subdivide and create an access point that will lead to a secondary road. The municipality aims to create a double row of business activity along this north western side of the R573 (Thembisile Hani Local Municipality SDF, 2022).

The perception that the business has regarding this expansion is that they will not be able to receive the same amount of exposure from the R573, that one business will have to lose a section of its

building and that the entrance into the business complex will be from the secondary road. This business in particular has not been able to see its business grow in terms of income because rent and electricity are very high. The business owners stated that if the access of their business is via the secondary road then this will affect their accessibility and might not be a suitable plan for their business as it will be hard for customers to see where their business is located. Another business had been told that the building that they occupy will be demolished and has not yet been informed about where they will be relocated.

It can be argued that whilst the municipality is trying to formalize the layout of the business along the R573 in KwaMhlanga crossroads, if the plan does not take into consideration the impact that this plan may have on owners of the buildings and the tenants then this will affect the functionality of the economy in KwaMhlanga crossroads. This is a clear example of how policy can have an impact on businesses located at KwaMhlanga Crossroads. In terms of Chapter 4 section 59 of the constitution, the government is mandated to facilitate public involvement in legislative and other processes undertaken by the government. According to the Draft National Policy for Public Participation of 2009, public participation is the process in which selected communities and individuals exchange views and influence decision-making that affects them. The municipality must ensure that they communicate and understand the manner in which this precinct plans affect the businesses located on the R573. The Promotion of Administrative Justice Act 3 of 2000 states that any administrative action must be procedurally fair to the rights or legitimate expectations of persons or businesses that are materially and adversely affected by the administrative action. The Act protects the interests of the businesses that are located on KwaMhlanga crossroads. Municipalities are mandated to hold a public inquiry in terms of section 2 and must consider the comments that are received and decide whether to continue with the administrative action (PAJA, 2000). It can be argued that if the precinct plan is not approved by all or a sufficient majority stakeholders (property owners, businesses that are renting, traditional authority of the municipality), more specifically by the businesses located on the R573, then it will not be a fair decision and it will impact on economic functionality of KwaMhlanga crossroads (Charman et al, 2020).

Achieving Economic Functionality:

There are a few key elements that need to be addressed in order to ensure that KwaMhlanga Crossroads can develop into an economically functional node. The development that is taking place in KwaMhlanga crossroads suggests that there is some form of displaced urbanism that is developing in the area. Some businesses are developing that are similar to what is considered to be a township economy that is characterized by the need to survive and find alternative ways to improve their or quality of life (Mosiane and Gotz, 2022). Whilst there may be many more people who are still

commuting to Tshwane and other parts of Gauteng daily for work (Nkangala District Municipality, 2022) this does not change the reality that in KwaMhlanga there is a small population that is trying to find alternative ways to survive through entrepreneurship (Mosiane and Gotz, 2022).

It is clear from the interviews that were conducted with the business that efficient services are a key component in ensuring that KwaMhlanga crossroads develops into a functional economic node. The impact that lack of infrastructure has on the development of the economy is very high (Scheba and Turok, 2019). The traditional authority stated that they believe that KwaMhlanga crossroads can develop into a functional economic node if there are efficient services such as water and electricity. The traditional authority stated that in order to ensure that the KwaMhlanga can attract investment into the area so that the area can develop, basic elements such as efficient services, and formalization of the businesses and residential areas need to be addressed first.

CSIR (2012) and Limatanakool et al (2006) highlight the importance of social facilities and the ability of the facilities to contribute to the quality of life and functionality of the node. It can be argued that to ensure that KwaMhlanga crossroads can develop into a functional economic node, there need to be enough social facilities that can meet the threshold (population) for KwaMhlanga. This is a crucial element as according to the Census (2023), people living in KwaMhlanga are not migrating out of the area and it is important to ensure that there is a high quality of life for those who are living in the area and those who have businesses.

It can be argued that if the economies located on KwaMhlanga crossroads develop over the years, it can become a functional economic node. This would be dependent on the expansion of the economy and the development of businesses that are located alongside the priority road R573. One of the key elements in ensuring that KwaMhlanga can become economically functional is ensuring that policies that are developed for businesses are inclusive and support businesses through public participation (SACN, 2022). Furthermore, it can be argued that the businesses that are located along the KwaMhlanga crossroads develop and maximize on the development corridor through the R573 which connects KwaMhlanga to Gauteng, other parts of Mpumalanga and Limpopo (Thembisile Hani local municipality SDF, 2022).

The impact that policy has on the development of businesses in the area highlights a crucial argument that in areas where some form of displaced urbanism is emerging, there must be a people-centred approach in the relationship between traditional authority and local municipality, planning, and local economic development strategies (Scheba and Turok, 2019). However, one must recognise that the process of formalisation may marginalise some of the survivalist businesses that are not in position to formalise.

It can be argued that policy can be a hindrance to development. However, to ensure that township economies receive the support that they need to develop, there is a need for public participation to take place with a people-centred focus in mind specifically regarding planning policies and infrastructure development (Charman et al, 2020). Policies such as the Gauteng Township Development Act recognize the contribution that township economies make to the province and further aim to include and support these emerging economies (Gauteng Province, 2022). According to a study that was conducted by the GRCO on the peripheries there is a need for support in order to formalize the businesses in KwaMhlanga and that only a few (31%) of them have the capacity to hire more than one person due to the success that they have in their business. Only 25% of the businesses know that government departments provide support for SMMEs, this highlights that there is a need for further education and support from Thembisile Hani local municipality regarding small business development.

The displaced urban spaces are characterized as residential areas where people were placed in former homeland areas located far from towns and cities due to Apartheid. They were placed far away from economic centres s (CDE Report, 1998). There have been different interpretations of displaced urbanization as a way to understand why relationship that displaced urban spaces on the periphery have with economic centres and why people have located in these displaced areas. Mosisane and Gotz (2022) argue that there is a development taking place in these displaced areas such as KwaMhlanga. Mosiane and Gotz (2022) interrogate what they call the 'practices of self-development' whereby people living in KwaMhlanga have started opening formal and informal businesses as well as investing in their residential homes. This has resulted in the development of other land uses.

It is clear from the findings and the map that I created that there are businesses in different retail and service sectors all located on the KwaMhlanga crossroads. Most of these businesses according to the municipality do not have a formal business license, therefore one can infer that there are both formal and informal businesses located on KwaMhlanga crossroads. For most of the businesses that I interviewed, their business is their only source of income. One can argue that there is development that is taking place in KwaMhlanga crossroads that is similar to what is described as displaced urbanism, as people living in KwaMhlanga find ways to make and sustain their livelihoods and increase their quality of life.

Mosiane and Gotz (2022) further argue that the lack of efficient land management provides the opportunity for displaced urbanism to thrive. The informal land market in KwaMhlanga is due to the lack of land management and the ability of traditional authorities to allocate land to anyone who may request it. This means that the land market according to Mosiane and Gotz (2022) is more affordable

and negotiable. Therefore, it provides small and emerging businesses the opportunity to develop in displaced areas (Ibid.). However based on the traditional authorities amended process of allocating land, this is not done anymore by the traditional authority but given the flexible nature of allocating land agreed upon by both the traditional authority and the municipality, there is still an opportunity for emerging businesses to develop.

There are a few limitations to the research that can affect any conclusive opinions made about the site. I have been able to interview formal businesses and shopping centre within the KwaMhlanga crossroads. I had been unable to interview the formal businesses in particular due to unintended personal bias that I had towards the informal businesses as I was more interested in understanding their lived experiences compared to the formal businesses. I had only identified this bias upon reflection of my research with my supervisor. Furthermore, my inability to interview and reflect on the lived experiences of the tenants in the shopping centre was due to the shopping centre unwillingness to participate in my research, they denied my request to participate in my research. This has limited the extent in which this research reflects the lived experiences of all stakeholders located in KwaMhlanga crossroads including tenants in the shopping centre and informal businesses. Another limitation of this research is that my sample size is too small. The limited number of participants in my research means that I am unable to make conclusive claims regarding the economy.

Based on the research one can suggest that the businesses that were interviewed in KwaMhlanga show that there is an emergent form of displaced urbanism as the interviewees are finding ways to sustain their livelihoods through small scale entrepreneurship. This development that is taking place is very small but one could argue that over time with the correct support from traditional authority and the local government, the economy can develop into an economic functional business node. The formalization of the businesses located on KwaMhlanga crossroads, effective policies that promote economic development and attract investment and traffic through KwaMhlanga crossroads as well as investment in efficient basic services can increase the economic functionality and provide greater opportunities for the displaced urbanism to continue developing.

Conclusion:

This chapter provided an analysis of the nature of the emerging economies in KwaMhlanga crossroads and how the relationships between the local municipality and the traditional authority affected how the land was managed in the area and the impact that this has on how the land was zoned or planned for. Furthermore, this chapter also outlined how businesses feel supported and the contradiction that arises from businesses being informal but wanting to be supported by the

institutions and remain informal. This chapter also discussed how certain constraints can impact the economic functionality of KwaMhlanga crossroads and its displaced nature.

Based on the businesses that were interviewed, one can suggest that there is some form of displaced urbanism that is developing in KwaMhlanga. Furthermore, there is some degree of economic functionality in KwaMhlanga, however, if there are integral factors that need to be addressed in order to increase the economic functionality of KwaMhlanga. These factors include the development and increase of social facilities and the improvement of water and electrical infrastructure.

Chapter Seven: Conclusion

Introduction:

This concluding chapter briefly outlines the research question and the findings of the research. The first part of this chapter is designed to briefly provide context of the research and to understand if the research question was answered. The following section will outline recommendations that may assist in providing improved economic functionality for the site area. This includes recommended spatial policies, effective ways to ensure that the businesses located on the crossroads are better supported and a recommendation to ensure that regulatory frameworks better support businesses and ensure that there is formalisation and efficient land management in the area.

The final part of this section is the final thoughts. In this section of the chapter, I will be discussing my final remarks and thoughts on the research. An integral part in the final thoughts is the section that talks to other areas of research that I have identified based on the research. This section highlights other areas of future research and questions that have developed based on the research that can further contribute to understanding the site area and developments that are taking place.

Summary of Research:

The aim of this research was to investigate if KwaMhlanga is developing into a form of displaced urbanism and the extent in which KwaMhlanga is economically functionally. Furthermore the aim was to further investigate if KwaMhlanga can develop into a functional economic node.

KwaMhlanga has a unique context in which the area is displaced from any urban centre due to Apartheid. As a result, there has been a relationship of commuting daily between KwaMhlanga and the Tshwane or other parts of Gauteng. KwaMhlanga has developing economies that are emerging as people of KwaMhlanga try to find alternative means to sustain themselves and their families.

The economies that are developing in KwaMhlanga appear to be small and largely survivalist in nature, but more research is needed on this aspect. The greater municipality also has small and narrow economies that have presented minimal growth. However, there is some form of development that is taking place at KwaMhlanga crossroads that seems to be similar to what is described as a township economy.

Based on the findings of the research conducted one could argue that KwaMhlanga has some economic functionality, however, there are constraints such as a lack of efficient basic services, lack of sufficient social services, and lack of consistent engagement between the institutions, specifically

the municipality and the businesses located in KwaMhlanga crossroads. These factors contribute to the economic functionality of KwaMhlanga crossroads which is a vital aspect of the attractiveness of the area for business development and investors.

Furthermore, the development that is taking place, is similar to what Mosiane and Gotz (2022) describe as displaced urbanism which is characterized as the process of community members finding other alternative ways to sustain themselves and their livelihoods in displaced areas.

However this research does have a limitation, I was unbale to interview the formal businesses such as the businesses located in the shopping malls. I had requested an interview with an official at the KwaMhlanga Shopping Complex and they declined my request for an interview.

Recommendations:

Based on the findings from this research, the report presents recommendations as to how Thembisile Hani local municipality and traditional authority can improve the economic functionality of KwaMhlanga crossroads. Additionally, these recommendations are primarily people-based and aim to develop strategies that will further promote and support the displaced urbanism that is taking place in KwaMhlanga.

A transit-orientated development strategy may be part of the development strategy for KwaMhlanga crossroads as the crossroads is defined by the importance of the road that connects to other regions, the economic activity that is taking place there now, and the population that lives within the area (Lund, 2007).The Transit Orientated Development Plan for KwaMhlanga crossroads is the linear development which is characterised by mixed use development along a transit corridor (Thembisile Hani Local Municipality SDF, 2022). Transit Orientated Development for KwaMhlanga crossroads could enable accessibility from businesses to their customers and customers accessibility to services and promote walkability within KwaMhlanga (Ali et al, 2021). The precinct plan which aims to develop a linear node aims to achieve this (Thembisile Hani Local Municipality SDF, 2022).

It can be argued that if one had to consider the feasibility of developing a development corridor on KwaMhlanga crossroads, the envisioned linear development is a smaller-scale of a development corridor as it meets all the characteristics outlined by Brand et al (2017). However, an activity corridor may be the best type of corridor development for the neighbourhood scale of KwaMhlanga crossroads. According to Marrian (2001), an activity corridor is defined as a metropolitan scale line zone that usually surrounds a high street such as KwaMhlanga crossroads. This activity corridor is characterized by ‘high levels of concentration, land uses and densities’ (Marrian, 2001: 5).

The KwaZulu-Natal Development Corridors Guidelines Study (KwaZulu-Natal Provincial Planning and Development Commission, 2007) provides a suitable argument by saying that due to the scattered and uncoordinated settlement patterns that are commonly found in South Africa's rural areas, the challenge is that agglomerations in rural areas have to use its own limited resources and weak local markets to develop itself. To overcome the challenge that the spatial pattern of rural areas such as KwaMhlanga has, these areas have to use their limited resources and small local market as well as small once-off government support through public finance to break out of the cycle of poverty (KZN Development Corridors Guidelines Study, 2007). Therefore, instead of thinking of nodes, rather focuses on the lines that link all the agglomerated nodes together. This will result in the major routes in rural areas being understood activity or investment lines such as the R573 that can generate interaction in KwaMhlanga (Ibid.).

This linear development will be a high-density urban development that is characterized by land uses and a movement system. The movement system is a corridor (priority road R573) that connects to other regions that have economically functional nodes such as Pretoria. However, the proposed linear development in KwaMhlanga crossroads can be seen as strip development as it is mixed land uses that are located along a development corridor for accessibility (Brand et al, 2017).

In order to ensure that the precinct plan or activity corridor is successful in terms of their continuing an agglomeration of activities in the area, pedestrians should be able to move and cross over the roads rapidly and easily. A significant aspect of agglomerations is the social and economic successes of businesses that are directly related to the major road.

Based on the interviews with the businesses, they worry that the precinct plan is going to affect the visibility of their business from the R573. According to the precinct plan, the municipality instead creates access points to other internal roads for traffic to access the businesses. This highlights that there could be a major design implication of the precinct plan that will affect the businesses. In order to ensure that the precinct plan is accepted by all stakeholders, the municipality, traditional authorities, and most importantly the businesses, the municipality must be able to provide a suitable precinct design plan that will ensure visibility and accessibility for the businesses.

If the businesses are unhappy about the impact that the precinct plan will have on their business, then this will affect the economic functionality and the basis of an activity corridor that is designed to increase accessibility and clustering for businesses. Furthermore, this will result in the municipality having passed an unjust administrative decision that negatively affects some relevant stakeholders (Charman et al, 2020). Therefore, it is recommended that there should be more consultations and

engagements with the businesses located on KwaMhlanga crossroads to explain to the businesses, where they are going to be relocated or how the design of the precinct is going to benefit them and provide similar levels of accessibility and visibility to the traffic on the R573, which may not be possible for businesses.

One can infer that the Memorandum of Understanding between the Thembisile Hani local municipality and the Traditional Authority has had an impact on how land is managed in KwaMhlanga. This is a crucial step as efficient land management and planning enforcement can result in an area that is more organized and can efficiently direct traffic toward small businesses. This will also result in ensuring that wherever development takes place, there are efficient basic services that can accommodate the threshold of the economy. To ensure that land management does not isolate and threaten the developing economy in KwaMhlanga, the municipality should develop a yearly or semi-annually (every 6 months) program whereby the municipality assists businesses in ensuring that they have the correct land use rights and relevant permissions for businesses to conduct their business where they are located. The program provides the municipality the opportunity to gain an understanding of how businesses would like to be better supported to formalize and expand their business.

Howe (2022) argues that there needs to be a people centred approach that to planning and policy formulation. This will be contingent upon the understanding the experiences and everyday-life movement and choices of people. It can be argued that this will contribute to the economic functionality of KwaMhlanga crossroads as space is being reconfigured (Ibid.) through displaced urbanism. Furthermore, the businesses that were interviewed reveal that space has different degrees of opportunity for them and this can have an impact on the development of KwaMhlanga if not understood by the local municipality and reflected in their spatial policies (Ibid.). Sirayi and Sifolo (2022) outline ways in which planning can be used as an effective tool to integrate the community into planning alongside government. They further argue that a people centred approach can be an effective tool to redress inequality (Ibid.).

Additionally, it would be recommended that the municipality ensure that there are enough social facilities that can sustain the population threshold. The municipality should aim to provide equitable and sufficient basic services and social facilities to ensure that businesses can function optimally at the KwaMhlanga crossroads. All these recommendations aim to address any constraints that may affect the economic functionality of KwaMhlanga crossroads and ultimately affect the attractiveness of the site area to investors or business owners.

Future Research

This research has identified other areas of focus that may not have been explored yet or that contribute to the scope of this research. Broadly this research aimed to better understand the processes taking place in displaced areas and the extent to which displaced areas such as KwaMhlanga have developed. Other areas that can be explored that were revealed through this research are:

- Land Management in KwaMhlanga or Thembisile Hani local municipality

The matter of land management between the traditional authorities and the local municipality remains an area that can be further explored. The reality is that both these institutions are mandated to co-govern together and manage their relationship which is characterized by the traditional authority owning the land and the municipality mandated to assist manage the land according to SPULMA.

It would be an interesting area of focus to understand the impact Memorandum Of Agreement has had on land management and development in the area a few years from now. Currently, the MOA has changed the way land has been allocated and has resulted in a more controlled manner in which land is allocated according to the municipal Land Use Scheme. Thus, producing an organized and adequately zoned municipal area. It would be interesting to see the impact that this has had in a few years and if there have been any changes to the spatial morphology of Thembisile Hani local municipality and KwaMhlanga.

- Explore if people's sentiments in terms of support have changed and the result of this

In a few years, one could explore if business owners' sentiments of support have changed over time and how this has impacted their business. This would be an opportunity to investigate, after a longer period, if KwaMhlanga has gained or lost its economic functionality and the impact that it has had on businesses over time.

- The impact that the lack of building ownership has on business owners' ability to expand businesses in displaced areas

Another area that can be explored in the future is the impact of business owners not owning the building structures which they operate from. This is an interesting aspect to investigate because a few business owners in this research stated that rent was expensive and they would like to have land where they could operate and stop paying rent. To what extent does land tenure or ownership of

building structure contribute to the capacity in which businesses can expand specifically in displaced areas such as KwaMhlanga?

- Commuters and where they shop

An area that can be explored is the prevalence of commuting and if the people who are communing from KwaMhlanga to Pretoria and other parts of Gauteng purchase any goods before they commute back home. It would be interesting to understand if the commuters purchase their monthly groceries or any other goods in the areas where they commute and why? This is about understanding how they feel about the shops that are available to them and to understand if they feel that the goods that they prefer or need are easily accessible to them. It can be argued that this might provide further insight into where their money is spent and if any of it is circulated in the local economy.

- Shopping centres and their performance

An interesting area of future research is shopping centres. In a map I created in this research, I presented all the nodes in the Thembisile Hani local municipality and the shopping centres. It would be interesting to know why shopping centres and the shops in the centres want to be located in this area. They are integral part of the economy and they can provide some insight on the local economy and the flow of money in the site area. It would be interesting to know how the shops are performing.

Conclusion:

Based on the ten (10) business that were interviewed one can infer that KwaMhlanga has developed some form of displaced urbanism. The nature of the economy in KwaMhlanga according to the businesses interviewed appears to be small and survivalist in nature. KwaMhlanga has some degree of economic functionality and can develop into a functional economic node if the recommendations are taken into consideration.

The recommendations aim to improve the economic functionality through ensuring that there is clear engagement with the businesses to understand the experiences of the businesses and how spatial design plans can either benefit or affect their business. The recommendation further identify a development plan that will be best suited to develop the site area and ensure that businesses are feel that the administrative decision is just to them and does not completely affect their business. prioritised. The recommendation that best suits the KwaMhlanga crossroads is an activity development corridor that is already emerging within the site.

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Appendix A:

Participant Information Sheet for Traditional Authorities

School of Architecture and Planning | University of the Witwatersrand | Private Bag X3 | PO Wits 2050 | South Africa

Good day Ngwenyama, King Makhosonke of Amandebele

My name is Nhlalala Shibambu and I am a student in the Masters of Development of Development Planning at the University of the Witwatersrand , Johannesburg. My supervisor is Professor Alison Todes. I am conducting a research study about the emerging economies in KwaMhlanga and the extent in which the development in KwaMhlanga is facilitated by the local institutions such as the local municipality and traditional authorities. The title of my research is *Emerging Economies and Displaced Urbanisation: The case of KwaMhlanga.*

I am writing you this letter as to humbly request if I can interview you because you are an important figure within community and in your capacity of King of the Amandebele. I am interested to explore your views on the developing economy in KwaMhlanga, policy strategies, aspirations for the economic development in KwaMhlanga and the manner in which institutions support businesses in terms of policy, regulations and infrastructure. In the event that you do accept my request, your participation will only last an hour long and the interview will be held at your offices. The interview will take place at a date and time most suitable for you.

With your permission I would like to audio record the interview. After the interview I will transcribe the interview. The data will be stored on my password protected computer which will be deleted after 3 years. I will be the only person who has access to this data. With your permission, other researchers may use the transcribed data collected from this research study, but your name and any personal information will not be used on the transcript or passed on to other researchers.

Please note that part of the conditions of consent is whether or not you wish to be named and quoted in my research. I will ask if you would be comfortable if you were named and quoted but please note that I would need to name the institution. Furthermore, please note that due to you position in your institution I will not be able to ensure that you will remain anonymous as your job title in your organisation will be disclosed in my research.

If you decide to partake in the research study please may it be because you want to volunteer. Please note that you can stop the interview at any time, you do not have to answer any question you do not feel comfortable answering. You will not receive any benefits if you do choose to partake in this research study nor will you lose any services, benefits or rights that you would normally have if you choose not to participate in the research study. Furthermore, please note that you will not be paid for being a part of this study.

The risks of this research are very low. This research study will be written as a research report which will be available through the Wits library and I am happy to provide you with a summary should you request one.

If you have any questions during or after the study, please feel free to connect me on the details below or Supervisor. If you have any concerns of complaints regarding the ethical procedures of this research you are welcome to contact the University Human Ethics Committee (Non-Medical) on the number: +27 (0)11 717 1408, email: hrecnon-medical@wits.ac.za.

Your sincerely,

Nhlalala Shibambu (Researcher)

Email: 1846434@students.wits.ac.za

Supervisor:

Professor Alison Todes

Email: Alison.Todes@wits.ac.za

Appendix B:

Participant Information Sheet for Businesses

School of Architecture and Planning | University of the Witwatersrand | Private Bag X3 | PO Wits 2050 | South Africa

Good day Sir/ Madam

My name is Nhlalala Shibambu and I am a student in the Masters of Development of Development Planning at the University of the Witwatersrand , Johannesburg. My supervisor is Professor Alison Todes. I am conducting a research study about the emerging economies in KwaMhlanga and the extent to which economic development in KwaMhlanga Crossroads is facilitated by the local institutions such as the local municipality and traditional authorities. The title for my research is *Emerging economies and Displaced Urbanisation: The case of KwaMhlanga*.

I am writing you this letter to humbly request if you will take part in my interview because you are a business operating in the area and I would like to find out about your experience as a business, your feelings about the kind of support that you receive from local institutions, and the challenges that you face, be it regulatory, infrastructural or governance related. In the case that you do accept my request, your participation will only last thirty (30) minutes and interview will at your place of work at your convenience during the course of the day between 5th – 20th August 2023.

I will transcribe your response. This data will be saved on my password protected computer and data will be deleted after 3 years. I will be the only person who has access to this data. With your permission, other researchers may use the data collected from this research study, but your name and any personal information will not be used or passed on.

The interview will be confidential and anonymous.

If you decide to partake in the research study please may it be because you want to volunteer. Please note that you can stop the business survey at any time, you do not have to answer any question you do not feel comfortable answering. You will not receive any benefits if you do choose to partake in this research study nor will you lose any services, benefits or rights that you would normally have if you choose not to participate in the research study. Furthermore, please note that you will not be paid for being a part of this study.

The risks of this research are very low.

If you have any questions during or after the study, please feel free to connect me or my supervisor on the details below. If you have any concerns of complaints regarding the ethical procedures of this research you are welcome to contact the University Human Ethics Committee (Non-Medical) on the number: +27 (0)11 717 1408, email: hrecnon-medical@wits.ac.za.

Your sincerely,

Nhlalala Shibambu (Researcher)

Email: 1846434@students.wits.ac.za

Supervisor: Professor Alison Todes

Email: Alison.Todes@wits.ac.za

Appendix C:

Participant Information Sheet for Local Municipal official

School of Architecture and Planning | University of the Witwatersrand | Private Bag X3 | PO Wits 2050 | South Africa

Good day Sir

My name is Nhlalala Shibambu and I am a student in the Masters of Development of Development Planning at the University of the Witwatersrand , Johannesburg. My supervisor is Professor Alison Todes. I am conducting a research study about the emerging economies in KwaMhlanga and the extent to which the development in KwaMhlanga is facilitated by the local institutions such as the local municipality and traditional authorities. The title of my research is *Emerging economies and displaced urbanisation: The case of KwaMhlanga.*

I am writing you this letter as to humbly request if I can interview you because I value your insight on the policy strategies, aspirations for the economic development in KwaMhlanga and the manner in which your institution supports businesses in terms of policy, regulations and infrastructure. In the case that you do accept my request, your participation will only last an hour long and the interview will be held at the Thembisile Hani Local Municipality's offices. The interview will take place on at the Thembisile Hani Local Municipality at a time most suitable for you and agreed upon by all parties.

With your permission I would like to audio record the interview. After the interview I will transcribe the interview. This data will be stored on my password protected computer, which will be deleted after 3 years. I will be the only person who has access to this data. With your permission, other researchers may use the transcribed data collected from this research study, but your name and any personal information will not be used in the transcription or passed on to other researchers.

The interview will not be confidential as there will be other colleagues from the Thembisile Hani Local Municipality and the Nkangala District Municipality. In order to maintain anonymity in my research report, I will not disclose your position in your organisation.

If you decide to partake in the research study please may it be because you want to volunteer. You do not need to be feel like you are obligated to partake. Please note that you can stop the interview at any time, you do not have to answer any question you do not feel comfortable answering. You will not receive any benefits if you do choose to partake in this research study nor will you lose any services, benefits or rights that you would normally have if you choose not to participate in the research study. Furthermore, please note that you will not be paid for being a part of this study.

The risks of this research are very low. This research study will be written as a research report and I am willing to provide you with a summary of the research report should you request.

If you have any questions during or after the study, please feel free to connect me on the details below. If you have any concerns of complaints regarding the ethical procedures of this research you are welcome to contact the University Human Ethics Committee (Non-Medical) on the number: +27 (0)11 717 1408, email: hrecnon-medical@wits.ac.za.

Your sincerely,

Nhlalala Shibambu (Researcher)

Email: 1846434@students.wits.ac.za

Supervisor: Professor Alison Todes

Email: Alison.Todes@wits.ac.za

Appendix D:



Consent Form for King of Amandebele

Title - *Emerging economies and Displaced urbanisation: The case of KwaMhlanga*

Nhlalala Shibambu

I, …….. agree to participate in this research project.

I agree to the following:

The research study was explained to me. I understand what this is about Yes / No

I am participating voluntarily in this study Yes / No

I have given the permission to audio record Yes / No

I agree that direct quotes from the interview

can be used by the researcher in their researcher report Yes / No

I agree that my name can be used Yes / No

I understand that I can be identified due to the mention of my institution Yes / No

I agree that other researchers may use the information
I provide in my interview (depending on their own ethics
clearance being obtained) but my name will not be used Yes / No

……. (signature)

…… (name of participant)

…… (date)

……. (signature)

…… (name of researcher)

…… (date)

Appendix E:

Consent Form for Businesses

Title - *Emerging economies and Displaced urbanisation: The case of KwaMhlanga*

Nhlalala Shibambu

I, …….. agree to participate in this research project.

I agree to the following:

The research study was explained to me. I understand what this is about Yes / No

I am participating voluntarily in this study Yes / No

I understand that I will not benefit from the study Yes / No

I agree that direct quotes from the interview
can be used by the researcher in their researcher report Yes / No

I agree that my identity will remain anonymous
(the original data of the business survey will only be
accessible to the researcher only with only anonymised
data for academic publication) Yes / No

I agree that other researchers may use the information
I provide in my business survey (depending on their own ethics
clearance being obtained) but my name will not be used Yes / No

…….. (signature)

…… (name of participant)

…… (date)

…….. (signature)

…… (name of researcher)

…… (date)

Appendix F:

Consent Form for Local Municipal Officials

Title - *Emerging economies and Displaced urbanisation: The case of KwaMhlanga*

Nhlalala Shibambu

I, …….. agree to participate in this research project.

I agree to the following:

The research study was explained to me. I understand what this is about Yes / No

I am participating voluntarily in this focus group Yes / No

I have given the permission to audio record Yes / No

I agree that direct quotes from the interview
can be used by the researcher in their researcher report Yes / No

I agree that confidentiality cannot be guaranteed as there will be
other participants in the room
(the data and content of the interview will only be
made accessible to the researcher only) Yes / No

I agree that my name can mentioned in the research study Yes / No

I understand that whilst my name might not be mentioned,

I may be identified by my institution which will be mentioned Yes / No

……. (signature)

…… (name of participant)

…… (date)

……. (signature)

…… (name of researcher)

…… (date)

Appendix G:

Nhlalala Shibambu

Student at University of Witwatersrand

Research Instrument – Interview Guide for Group Interview : Local Municipal Officials at Thembisile Hani Municipality and Nkangala District Municipality

The following business interview guide aims to outline questions that pertain to aims to understanding the economic potential of KwaMhlanga and the manner in which institution support local emerging businesses?

- What are the emerging economies developing in KwaMhlanga and how can institutions assist in helping KwaMhlanga develop into a functional economic node?

1. What is the role of the local municipality?
2. How do municipalities promote economic development?
3. What are the economic strategies that the district envision for Nkangala?
4. Does KwaMhlanga contribute to the greater region in any form?
5. What are the economic strategies that the local municipality envision for KwaMhlanga?
6. What is the quality of basic services in KwaMhlanga?
7. Why is Moloto Road for important to KwaMhlanga?
8. Are business located on KwaMhlanga cross roads correctly zoned?
9. The encroachment by law stipulates that no person is allowed to erect building, platform etc. along a road or on the pavement of the road? Does this apply to the road reserve?
10. If so, are there any ways in which the municipality aims to support and assist businesses that are established alongside the road but have a permission to occupy but not the municipal permission to be located there?
11. Are the structures located on KwaMhlanga cross roads abide by building regulations?
12. Are most of the businesses emerging in KwaMhlanga formal or informal?
13. Which sector has the highest number of businesses?

14. What incentives do both the district and local municipalities have for businesses or to promote businesses?

15. How does the Thembisile Hani Local Municipality support emerging economies?

16. Are there any investment projects that will contribute to the economy of KwaMhlanga?

17. Are there any business sectors that have been identified as potential leading industries in the area?

18. Are there any challenges that you are aware of that limit the formalisation of businesses?

19. What kind of support do the municipalities offer informal businesses? In terms of ensuring that they have the correct permissions and building regulations?

20. How does the municipality ensure that informal businesses are abiding according to the regulations such as the National building regulations?

21. How many businesses in KwaMhlanga have title deed?

22. What is the relationship between the local municipality and traditional authority?

23. What are the joint objectives or strategies that both the local municipality and traditional authority agree upon?

24. How is land tenure managed between traditional authority and local municipality?

25. In the Thembisile Hani Local Municipality's IDP, there is a vision to make KwaMhlanga a development corridor, what informs this vision?

26. Is there any infrastructure that needs to be prioritised in order to ensure the development corridor vision?

27. What impact would the development corridor have on the Nkangala District?

28. What is the relationship between KwaMhlanga and Pretoria?

29. Has this relationship changed due to the emerging businesses in KwaMhlanga?

Appendix H:

Nhlalala Shibambu

Student at University of Witwatersrand

Research Instrument – Interview Guide for King of Amandebele

The following business interview guide aims to outline questions that pertain to aims to understanding the economic potential of KwaMhlanga and the manner in which institution support local emerging businesses?

- What are the emerging economies developing in KwaMhlanga and how can institutions assist in helping KwaMhlanga develop into a functional economic node?

1. What is the role of traditional authorities in post-Apartheid South Africa?
2. What the importance of land for traditional authorities?
3. What is the relationship between KwaMhlanga and Pretoria?
4. Has this relationship changed due to the emerging businesses in KwaMhlanga?
5. In what manner do traditional authorities assist local municipalities achieve economic development?
6. What is the relationship between traditional authorities and the local municipality?
7. What form of economic development do you envision for KwaMhlanga?
8. How do you feel about the quality of basic services?
9. Do you think that the role that the Kingship can play to promote economic development?
10. What is the procedure of allocating land?
11. Can any business come and ask for land?
12. What are the conditions of 'permission to occupy'?
13. Does the traditional authority coordinate with the local municipality regarding allocating land or proving permission to use specific piece of land? Does this include ensuring that the land has been correctly zoned and is suitable for intended use?
14. Are there any factors that you think limit the development of businesses in the area?

15. Do you think KwaMhlanga has the potential to develop into a economically viable area?

16. With the current emergence of businesses, do you think KwaMhlanga can become economically viable soon?

17. Are there development strategies that you as the kingship have?

18. Are these specific factors that you would like to see develop in KwaMhlanga?

Appendix I:

Nhlalala Shibambu

Student at University of Witwatersrand

Research Instrument – Interview for businesses

The following interview guidelines for businesses aims to answer the question below and a big aspect of understanding the potential of KwaMhlanga is in understanding the everyday operations of your business and what support you require or feel that you have.

- What are the emerging economies developing in KwaMhlanga and how can institutions assist in helping KwaMhlanga develop into a functional economic node?

Name of Business :

1. What is the name of your business?
2. What sector is your business in? such as construction (Build it), retail (Shoprite), Restaurant (Shisanyama, KFC)
3. What does your business do?
4. When did you start your business?
5. How big the shopping complex?
6. Why did you start or move your business here?
7. How many employees do you have ?
8. Is your business your only source of income? If not, how else do you get an income?
9. Do you own this site?
10. Do you pay rental to use the site?
11. Are there any other permissions or permits that you need to run your business? (eg. to cook and serve food?). Do you have these permissions? If so, what are they?

12. Please describe how you got the permission?

13. Why are you located here close to Moloto road?

14. How are the shops in the shopping complex performing?

15. Is there a demand for space?
16. Do the informal businesses located along the sidewalk, affect your business?

17. Do you engage with the local municipality?

18. Do you pay for services?

19. How do you feel about the quality of services that they provide for you?

20. What has the local municipality done for you?

21. Do you feel that you are supported by the traditional authority?

22. How do you feel about the road expansion? And the propsed development of another mall?

23. Do you know what a land use system is?

24. Do you know that land has to be allocated for a specific use?

25. What is the zoning for land that you occupy?

Nhlalala Shibambu

Student at University of Witwatersrand

Research Instrument – Interview for businesses

The following interview guidelines for businesses aims to answer the question below and a big aspect of understanding the potential of KwaMhlanga is in understanding the everyday operations of your business and what support you require or feel that you have.

- What are the emerging economies developing in KwaMhlanga and how can institutions assist in helping KwaMhlanga develop into a functional economic node?

Name of Business :

1. What is the name of your business?
2. What sector is your business in? such as construction (Build it), retail (Shoprite), Restaurant (Shisanyama, KFC)
3. What does your business do?
4. When did you start your business?
5. Why did you start or move your business here?
6. How many businesses are located in this shopping complex?
7. Does the shopping complex have a title deed ?
8. Does the shopping complex pay rental to use the site?
9. Do you need permission to run your business on this site?
10. What kind of permission do you need? (eg. Permission to occupy or Informal agreement or town planning approval)
11. If yes, from who did you get permission?

12. Are there any other permissions or permits that you need to run your business?
13. Does the businesses renting in the shopping complex have to get any permissions from you to conduct their business?
14. Why are you located here close to Moloto road?
15. Do you engage with the local municipality?
16. Do you pay for services?
17. How do you feel about the quality of services that they provide for you?
18. What has the local municipality done for you?
19. Do you feel that you are supported by the traditional authority?
20. Do you have challenges pertaining to regulations? If so, what are they?
21. Do you feel that the regulations make it difficult for you to expand (grow) your business?
22. Do you know what a land use system is?
23. Do you know that land has to be allocated for a specific use?
24. What is the zoning for land that you occupy?
25. What support would you like the local municipality to give to you in order to assist you to formalise your business?
26. What support would you like to receive from traditional authorities in order to help your business expand?