



KOUGA

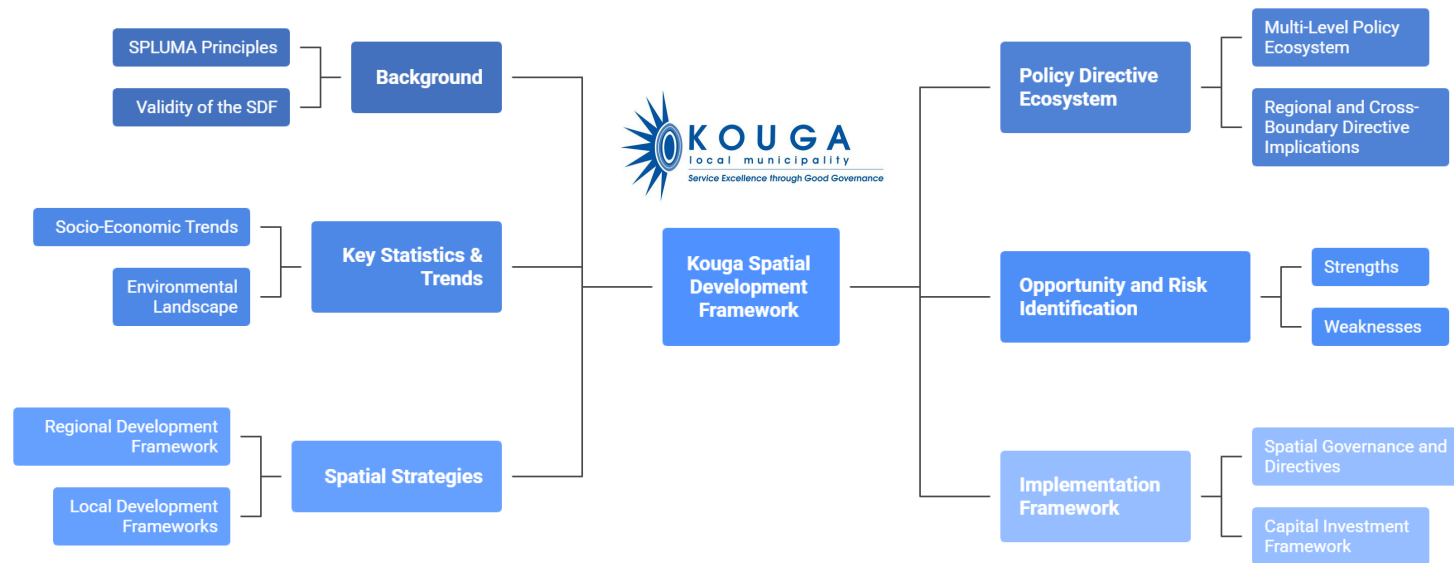
MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

2024/2025

FINAL DRAFT
SPATIAL DEVELOPMENT FRAMEWORK



Kouga Spatial Development Framework: Structure and Components



ABBREVIATIONS

AQMP	Air Quality Management Plan
ART	Antiretroviral Therapy
BESS	Battery Energy Storage System
BNG	Breaking New Ground Housing Programme
CBA	Critical Biodiversity Area
CBD	Central Business District
CCAS	Climate Change Adaptation Strategy
CCTV	Closed Circuit Television
CMPr / CMP	Coastal Management Programme
COGTA	Department of Cooperative Governance and Traditional Affairs (EC COGTA)
CPA	Communal Property Association
CPTED	Crime Prevention Through Environmental Design
CSIR	Council for Scientific and Industrial Research
DARD / DARDLR / DLRD	Department of Land Reform and Rural Development
DDM	District Development Model
DEA / DFFE	Department of Forestry, Fisheries & the Environment
DEDEAT	Department of Economic Development, Environmental Affairs and Tourism
DM	District Municipality (Sarah Baartman)
DoT / DOT	Department of Transport
DSDF	District Spatial Development Framework
DWS	Department of Water and Sanitation
EAP	Environmental Assessment Practitioner
EC	Eastern Cape Province
EFZ	Estuarine Functional Zone

EIA	Environmental Impact Assessment
EMP	Estuarine Management Plan
EMS	Emergency Medical Services
ESA	Ecological Support Area
FLISP	Finance Linked Individual Subsidy Programme
FPSU	Farmer Production Support Unit
GAP	Gap Housing (affordable housing between subsidy and bond markets)
GDP	Gross Domestic Product
GDS	Growth and Development Strategy
GIS	Geographic Information System
HDA	Housing Development Agency
HOD	Head of Department
HOA	Homeowners Association
HSDG	Human Settlements Development Grant
HSSP	Human Settlements Sector Plan
IAS	International Accounting Standards
ICMA	Integrated Coastal Management Act
ICT	Information and Communication Technology
IDP	Integrated Development Plan
IPTN	Integrated Public Transport Network
IWMP	Integrated Waste Management Plan
LED	Local Economic Development
LM	Local Municipality (Kouga)
LUPO	Land Use Planning Ordinance
LSDF	Local Spatial Development Framework
MFMA	Municipal Finance Management Act
MIG	Municipal Infrastructure Grant

MSA	Municipal Systems Act
MSDF	Municipal Spatial Development Framework
MTSF	Medium-Term Strategic Framework
MTREF	Medium-Term Revenue and Expenditure Framework
NDP	National Development Plan
NEMA	National Environmental Management Act
NIP	National Infrastructure Plan
NMT	Non-Motorised Transport
NSDF	National Spatial Development Framework
OTP	Office of the Premier
PAA	Protected Agricultural Area
PHSHDA	Priority Human Settlements and Housing Development Area
POA	Plan of Action (where applicable)
PSDF	Provincial Spatial Development Framework
PV	Photovoltaic
REIPPP	Renewable Energy Independent Power Producer Programme
SACN	South African Cities Network
SALGA	South African Local Government Association
SANParks	South African National Parks
SAPS	South African Police Service
SDGs	Sustainable Development Goals
SEZ	Special Economic Zone
SDF	Spatial Development Framework
SMME	Small, Medium and Micro Enterprises
SOPA	State of the Province Address
SPLUMA	Spatial Planning and Land Use Management Act

SRV	Service Record of Vulnerabilities (climate risk context)
SUDS	Sustainable Urban Drainage Systems
SWOT	Strengths, Weaknesses, Opportunities, and Threats
UISP	Upgrading of Informal Settlements Programme
WSDP / WSP	Water Services Development Plan / Water Services Plan
WWTW	Wastewater Treatment Works

GLOSSARY OF TERMS

Affordable Housing

Housing that is financially accessible to low- to middle-income households, often supported by subsidies, inclusionary housing requirements, or incentives. It bridges the gap between fully subsidised units and market-rate housing, promoting socio-economic integration and preventing exclusionary settlement patterns.

Agricultural Land Protection

Policies and planning tools that safeguard high-potential and unique agricultural land from fragmentation, subdivision, rezoning, or non-agricultural development. The goal is to preserve food security, maintain rural landscapes, support agricultural economies, and prevent irreversible loss of productive land.

Bioregional Planning

A planning approach grounded in ecological systems and natural boundaries (watersheds, ecosystems, biomes) rather than administrative lines. It integrates environmental carrying capacity, biodiversity networks, and local socio-economic systems to ensure long-term sustainability and spatial resilience.

Brownfield Development

The redevelopment or revitalisation of underutilised, vacant, or previously developed land within urban areas. Brownfields support densification, reduce pressure on greenfields, optimise existing services, and help

	regenerate declining or strategically located urban spaces.
Built Environment	All human-made structures and spaces—buildings, roads, utilities, public spaces, and urban landscapes—forming the physical setting in which people live, work, and interact. It also includes the qualitative aspects of design, accessibility, safety, and spatial identity.
CBD (Central Business District)	The highest-order urban node and economic centre of a town or municipality, characterised by high land-use intensity, diverse services, strong public transport accessibility, and high levels of pedestrian movement.
Circular Economy	A development and economic model that minimises waste, maximises resource efficiency, and encourages reuse, recycling, and sustainable consumption. In planning, it influences waste management, industrial design, and sustainable urban systems.
Climate Adaptation	Actions that anticipate and reduce the impacts of climate change—such as sea-level rise, flooding, coastal erosion, heat stress, and drought. This includes designing resilient infrastructure, enforcing coastal setback lines, protecting natural buffers, and adjusting land-use patterns.
Climate Mitigation	Interventions that reduce greenhouse gas emissions through renewable energy, energy-efficient buildings, sustainable transport, low-carbon technologies, and better land-use practices. Mitigation lowers long-term environmental risks.
Coastal Management Line	A statutory boundary that restricts development near coastlines to protect property, infrastructure, and ecological systems from hazards such as storm surges, erosion, and flooding. It forms a core tool in coastal planning and climate resilience.
Conservation Area	Land formally designated for the protection of biodiversity, heritage, ecosystems, and ecological

Corridor (Development / Transformation)	function. Development is strictly managed to maintain ecological integrity and avoid harmful impacts. A linear spatial structure aligned to major transport routes where mixed-use development, higher densities, mobility infrastructure, and strategic investment are prioritised. Transformation corridors play a key role in restructuring fragmented settlement patterns.
Critical Biodiversity Area (CBA)	Areas identified through biodiversity spatial planning that are essential to maintaining ecological processes, ecosystem services, and habitat integrity. CBAs require careful management to avoid degradation.
Ecological Buffer	A protective zone around sensitive ecological features (estuaries, wetlands, dune systems, rivers) where development is limited to prevent pollution, erosion, habitat loss, and other ecological impacts.
Ecological Infrastructure	Natural ecosystems that deliver essential services such as water filtration, flood attenuation, erosion control, carbon storage, and biodiversity support. Protecting ecological infrastructure is often more cost-effective than engineered solutions.
Environmental Impact Assessment (EIA)	A legally required process under NEMA that evaluates environmental impacts, risks, and mitigation measures for proposed developments. It ensures informed decision-making and environmental accountability.
Estuary	A partially enclosed coastal water body where rivers meet the sea, forming highly productive and sensitive ecological zones. Estuaries require integrated management due to their vulnerability to pollution, development pressure, and hydrological changes.
Estuarine Functional Zone (EFZ)	The mapped area surrounding and influencing an estuary's ecological processes. Development within the EFZ requires strict controls to maintain water quality, biodiversity, and natural hydrodynamics.
FLISP / First Home Finance	A national subsidy assisting qualifying households in the “gap market” to purchase or build their first home,

	improving access to the property market and supporting integration.
Formalisation	The process of legally recognising and upgrading existing unregulated or informal settlement areas. It includes layout planning, tenure provision, service installation, and integration into planning frameworks.
Gap Housing	Housing for households earning too much for BNG subsidies but too little for traditional mortgages. It often requires innovative delivery models such as rental, shared equity, or inclusionary housing.
Greenfield Development	Development occurring on previously undeveloped land, typically at the urban periphery. While sometimes necessary, it must be carefully managed to avoid urban sprawl, overextension of services, and ecological disruption.
Green Infrastructure	A planned and managed network of natural and semi-natural areas (wetlands, green corridors, tree networks, bio-swales, parks) that deliver ecological and social benefits and enhance urban resilience.
Growth Management	Strategies guiding the timing, intensity, and location of development to match infrastructure capacity, protect natural resources, and support efficient land-use patterns.
Heritage Resource	Structures, landscapes, places, or artefacts older than 60 years or of cultural significance, legally protected under the National Heritage Resources Act (NHRA).
Human Settlements Development Grant (HSDG)	Funding provided to municipalities for delivering subsidised housing, infrastructure, and informal settlement upgrading.
IDP (Integrated Development Plan)	The five-year strategic plan required of all municipalities, integrating budgets, sector plans, and spatial priorities. The IDP and SDF must be aligned.
Informal Settlement	A residential area established outside of formal approval processes, typically lacking tenure security, infrastructure, and compliant land-use rights.

Informal Settlement Upgrading (UISP)	A phased upgrading model that includes basic services, tenure interventions, incremental housing, and improved living environments while minimising displacement.
Inclusionary Housing	Regulations or incentives requiring private developers to deliver affordable housing as part of new residential or mixed-use developments.
Integrated Planning	A planning approach that coordinates sectoral plans (housing, transport, water, LED, environment) to create coherent and efficient outcomes.
Integrated Public Transport Network (IPTN)	A multi-modal transport system providing accessible, safe, and efficient public mobility options.
Integrated Waste Management Plan (IWMP)	A statutory plan guiding waste minimisation, collection, recycling, and disposal in a sustainable manner.
Joint Venture (JV)	A partnership between public or private entities for collaborative planning, development, or service provision.
Land Use Scheme (LUS)	The zoning system regulating land-use rights, permissible activities, development standards, densities, and overlays.
Mixed-Use Development	A planning and development form combining residential, commercial, community, and recreational uses within a compact area to increase vibrancy and reduce travel distances.
MSDF (Municipal Spatial Development Framework)	The municipality's long-term spatial strategy guiding land-use decisions, investment prioritisation, and settlement development.
National Environmental Management Act (NEMA)	South Africa's primary environmental law ensuring sustainable development, environmental protection, and procedural fairness through tools such as EIA.

Non-Motorised Transport (NMT)	Pedestrian, cycling, and universal access mobility supported by appropriate infrastructure and safe design.
Open Space System (OSS)	Interconnected natural and recreational spaces that provide ecosystem services, biodiversity protection, public amenities, and climate resilience.
Peri-Urban Areas	Peri-urban development refers to the transitional zone located just outside the 5-year and 10-year urban edges identified in the Local Spatial Development Frameworks (LSDFs), where managed and phased expansion can occur without promoting leapfrog development. These areas accommodate low-impact land uses such as low-density residential estates, agricultural smallholdings, agri-tourism and eco-tourism enterprises, and rural service industries, while retaining rural character and protecting ecological sensitivity. Peri-urban zones function as strategic buffers between fully urbanised centres and rural landscapes, allowing municipalities to control outward growth, align development with infrastructure capacity, and safeguard environmental and agricultural resources. All development in these areas must comply with the Municipal SDF, relevant LSDFs, environmental legislation, and regulations applicable to Protected Agricultural Areas (PAAs), ensuring that growth is sustainable, economically viable, and compatible with long-term spatial planning objectives.
Planetary Boundaries	Scientifically defined ecological thresholds within which human development should operate to avoid irreversible environmental damage.
Public Realm	All publicly accessible areas—streets, sidewalks, parks, squares—that shape civic life, identity, safety, and inclusiveness.
Restructuring Zone (RZ)	Spatial areas prioritised for affordable housing and integration to correct historic spatial fragmentation.

Rural Development	Initiatives supporting improved livelihoods, agricultural productivity, infrastructure, and access to services in rural and peri-urban areas.
Rural Periphery	The transitional zone between urban settlements and rural/agricultural landscapes. This area is highly sensitive to sprawl and requires strong SDF guidance.
Rural Residential	Rural Residential refers to low-density residential living within a rural or peri-urban landscape, characterised by large properties, extensive open space, and a predominantly natural or agricultural setting. These areas accommodate dwelling units that do not form part of formal urban neighbourhoods and are typically associated with lifestyle living, small-scale agriculture, eco-estates, or multi-ownership rural developments. Rural Residential environments maintain rural character, rely on off-grid or low-impact servicing, and are intended to coexist with agricultural activities and natural systems. Development in Rural Residential areas is not permitted as-of-right under the Agriculture Zone of the Land Use Scheme and requires rezoning or an approved Overlay Zone to regulate density, subdivision, environmental protection, and infrastructure requirements. The purpose of Rural Residential development is to provide alternative housing opportunities outside towns without compromising agricultural potential, ecological integrity, or long-term rural sustainability.
Settlement Hierarchy	A system classifying settlements based on their function, size, and service capacity. It guides investment, service standards, and planning decisions.
Settlement Planning	The design, organisation, and long-term planning of human settlements to ensure functional layouts, accessibility, resilience, and sustainable land use.
Small Holdings	Semi-rural parcels (0.5–5 ha) generally used for low-intensity farming, tourism, lifestyle living, or rural-based enterprises, usually outside the urban edge.

Spatial Efficiency	The SPLUMA principle promoting optimal use of land, infrastructure, and financial resources by supporting compact, integrated development forms.
Spatial Justice	A SPLUMA principle promoting equitable access to land, housing, services, opportunities, and decision-making processes.
Spatial Planning	The strategic organisation of land uses and settlement patterns to achieve environmental, social, and economic objectives.
Spatial Resilience	The ability of settlements, ecosystems, and infrastructure systems to withstand, adapt to, and recover from shocks such as climate change, economic shifts, or natural hazards.
Spatial Sustainability	Ensuring land-use decisions support ecological integrity, resource protection, and long-term viability of human settlements.
Spatial Transformation	The intentional restructuring of apartheid-era spatial patterns to create inclusive, integrated, and equitable settlements.
SUDS (Sustainable Urban Drainage Systems)	Environmentally sensitive stormwater systems (bio-swales, permeable paving, retention ponds) that mimic natural hydrology and reduce flood risk.
Tenure Security	Administrative or legal protection guaranteeing a household's right to occupy land, enabling investment, upgrading, and protection against unlawful eviction.
Transformation Corridor	A strategic zone designated for densification, mixed-use development, transit-oriented growth, and integration.
Urban Densification	Increasing the intensity of land use through infill, subdivision, redevelopment, and vertical expansion within existing serviced areas.
Urban Edge	A regulatory boundary limiting urban expansion to contain sprawl, prioritise infill, and protect rural landscapes.

Wastewater Treatment Works (WWTW)

Facilities that treat sewage and wastewater before discharge, critical for environmental quality and settlement expansion.

Zoning (Land Use) Scheme

The legal planning instrument specifying permissible land uses, development intensity, and spatial parameters for each zone.

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1 INTRODUCTION

The Kouga Municipal Spatial Development Framework (SDF) has been developed as a strategic, policy-guiding document that charts a clear spatial vision for the municipality over the next two decades. It is designed to shape sustainable development, guide land use management, and unlock the economic, social, and environmental potential of the municipality. Rooted in the principles of the Spatial Planning and Land Use Management Act (SPLUMA) and aligned with the Eastern Cape Provincial Spatial Development Framework (EC PSDF), National Spatial Development Framework (NSDF) and National Development Plan (NDP), the Kouga SDF is a vital instrument for driving coordinated, equitable, and forward-thinking development.

1.1 BACKGROUND

Kouga Municipality, located in the Sarah Baartman District of the Eastern Cape, comprises a diverse range of settlements—from rapidly growing urban centres like Jeffreys Bay and Humansdorp, to rural towns like Hankey, Patensie, and Loerieheuwel, each with distinct identities, opportunities, and challenges. The municipality is characterised by a strong coastal tourism economy, an expanding residential and service sector, a productive agricultural base in the Gamtoos Valley, and unique environmental assets including protected coastal and estuarine ecosystems.

This SDF addresses historical patterns of spatial inequality, unmanaged urban sprawl, infrastructure strain, and the need for balanced rural and urban development. By building on Kouga's unique locational advantages, such as its position along the N2 corridor, its proximity to the Nelson Mandela Bay Metro, and its dynamic tourism and agricultural economies, this framework aims to drive inclusive growth, promote spatial justice, and enhance resilience to climate and socio-economic risks.

The SDF sets out to:

- ◀ Consolidate urban growth through compact and connected settlements.
- ◀ Enhance mobility and access across towns and rural areas.
- ◀ Direct investment to priority development nodes and corridors.
- ◀ Protect high-value agricultural and environmental assets.
- ◀ Promote integrated human settlement planning.
- ◀ Strengthen governance and intergovernmental coordination.

Importantly, the SDF is not merely a policy document, it is a spatial transformation agenda, supported by a robust Implementation Framework that provides both a governance platform and a capital investment strategy. This includes a **project prioritisation model** to guide municipal investment in infrastructure, housing, and service delivery, ensuring that public resources are deployed where they are most needed and most impactful.

Through this integrated approach, the Kouga SDF provides a shared roadmap toward a more inclusive, connected, and resilient future for all communities within the municipality.

1.2 THE NEED FOR AN SDF

Municipal Spatial Development Frameworks (SDFs) are legally mandated planning instruments that provide strategic direction for land use and spatial planning decisions. In accordance with the Municipal Systems Act (MSA), 2000 (Act 32 of 2000), every municipality is required to adopt an SDF as part of its Integrated Development Plan (IDP). The SDF plays a crucial role in guiding spatial planning over the medium and long term, translating the municipality's development vision into spatial terms.

The Kouga SDF sets out to inform planning horizons of:

- ◀ **5 years (2025–2030)** – aligned with the current IDP term.
- ◀ **10 years (2025–2035)** – to support strategic urban and rural transformation.
- ◀ **20 years (2025–2045)** – offering a long-term spatial vision.

While the SDF does not confer land use rights, it serves as the key reference for decision-making on land development applications, infrastructure investments, and environmental protection. In line with Section 22 of SPLUMA, land development decisions may not contradict the SDF unless site-specific circumstances justify deviation.

The SDF also aligns with Section 21 of SPLUMA, which prescribes that SDFs must include:

- ◀ Development principles, norms, and spatial standards.
- ◀ A five-year spatial development plan in text and spatial format.
- ◀ A long-term spatial vision.
- ◀ Population and housing demand projections.
- ◀ Spatial representation of key infrastructure needs.
- ◀ Restructuring and inclusionary housing areas.
- ◀ Areas for environmental protection and upgrading.

- ◀ Guidelines for land use management and decision-making.
- ◀ Sectoral policy alignment and capital investment strategies.

1.2.1 SPLUMA PRINCIPLES

The Kouga SDF is guided by the five core development principles outlined in **Chapter 2 of SPLUMA**, namely:

- ◀ **Spatial Justice** – redressing historical spatial imbalances and ensuring equitable access to land and services.
- ◀ **Spatial Sustainability** – promoting sustainable land use, food security, and protection of natural resources.
- ◀ **Spatial Efficiency** – optimising the use of infrastructure, services, and land resources.
- ◀ **Spatial Resilience** – enabling communities and infrastructure to adapt to socio-economic and environmental shocks.
- ◀ **Good Administration** – ensuring transparent, accountable, and coordinated decision-making across all levels of government.

1.3 VALIDITY OF THE SDF

This SDF will be valid for the duration of the current IDP term (2025–2030) and should be reviewed or re-adopted with each new Council term. Given Kouga's dynamic population growth, coastal development pressures, and evolving economic drivers, periodic review is essential to ensure that the SDF remains relevant and aligned with community needs and policy shifts.

1.4 STRUCTURE OF THE SDF

This SDF is structured according to the national Guidelines for the Development of Municipal SDFs (DRDLR, 2017) and includes the following components:

- ◀ An overview of the SDF's purpose and planning approach.

- ◀ Contextual analysis of spatial development challenges and opportunities.
- ◀ Vision, development principles, and policy alignment.
- ◀ Socio-economic and environmental trends and dynamics.
- ◀ Spatial development levers, structuring elements, and drivers of change.
- ◀ A composite spatial vision supported by spatial strategies and land use guidelines.
- ◀ Designation of action areas, development nodes, and transformation corridors.
- ◀ Guidelines for land use management and forward-planning.
- ◀ A capital investment framework, including a project prioritisation model.
- ◀ Institutional and governance arrangements for implementation.
- ◀ Monitoring and evaluation mechanisms.

1.5 PLANNING APPROACH

1.5.1 SUSTAINABLE DEVELOPMENT

The SDF needs to respond and give practical effect to the overarching objective stipulated in the National, Provincial and District Spatial Development Frameworks as well as the respective municipal sector development plans to ensure the integration of development processes and to facilitate sustainable development throughout the province.

To achieve sustainable development, it is imperative that all parties (public sector, private sector, and end-users) involved in the development have an agreed common vision and strategy for the spatial structure of the region.

To this end, there must be a common vision, objectives and understanding of the preferred spatial structure of humanity's 21st-century challenge to meet the needs of all within the means of the planet. In other words, to ensure that no one falls short on life's essentials (from food and housing to healthcare and political voice) while ensuring that collectively we do not overshoot our pressure on Earth's life-supporting systems, on which we fundamentally depend – such as a stable climate, fertile soils, and clean water.

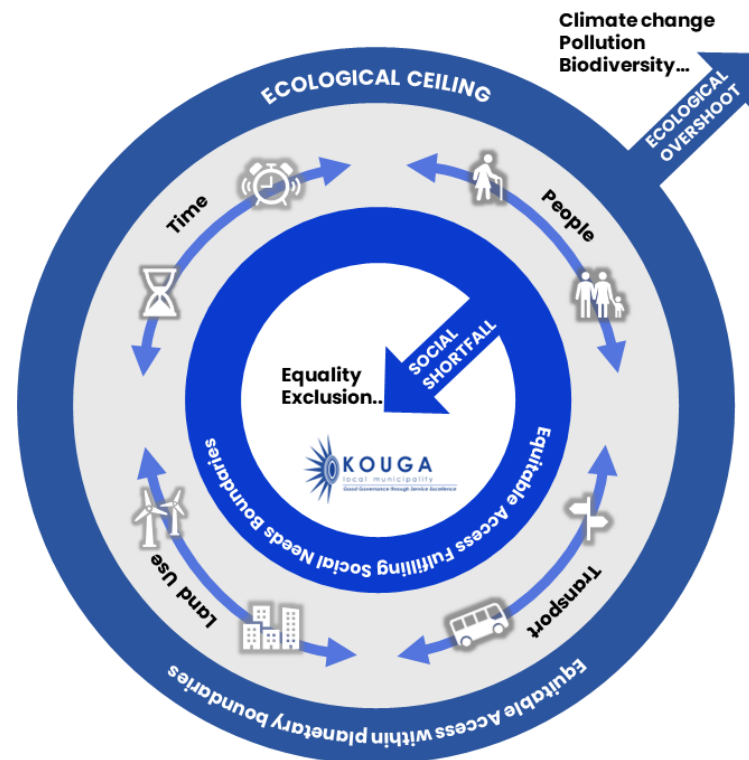


Figure 1: Proposed Bioregional approach.

The Doughnut (Raworth, 2012) of social and planetary boundaries is a playfully serious approach to framing that challenge, and it acts as a compass for human progress this century. This requires agreement on “Structuring Elements”.

The outer ring presents a set of nine earth-system processes (like freshwater use, climate regulation, and the nitrogen cycle) that are critical for keeping this planet in a stable state, which has been so beneficial to humankind over the past 10 000 years (it gave us agriculture and all that has followed).

Putting excessive stress on these critical processes could lead to tipping points of abrupt and irreversible environmental change, so (Rockström, 2009) proposed a set of boundaries for avoiding those danger zones. Together, the nine boundaries constitute an environmental ceiling – what their authors call a safe operating space for humanity.

The environmental ceiling consists of nine planetary boundaries, as set out by Rockstrom et al, 2009, beyond which lie unacceptable environmental degradation and potential tipping points in Earth systems. The twelve dimensions of the social foundation are derived from internationally agreed-upon minimum social standards, as identified by the world’s governments in the Sustainable Development Goals in 2015.

Relationship with the SDGs. The 17 SDGs can be divided into three main categories: biosphere goals, social goals, and economic goals. The relationship between these 3 types of goals can be thought of as having the goals related to the biosphere as their foundation, with the goals related to society and the economy coming on top of that. The concept of “planetary boundaries” rests on the premise that society and economic activities should fit within the capacity of the biosphere, so we can say that it has had a major influence on the SDGs.

Although the terms and content of the planetary boundaries are harder to understand than those of the SDGs, they are all closely related to our daily lives as they deal with land use, water, air pollution, and so on.

1.5.2 BIOREGIONAL PLANNING

The SDF will be prepared following a bioregional planning approach that will be adapted to suit the site-specific requirements of the Kouga Local Municipality.

International experience has shown that biodiversity conservation is a prerequisite for sustainable development and that for biodiversity conservation to succeed, the maintenance of environmental integrity (as defined by ecological, economic, and social criteria) must be one of the primary determinants of bioregional delimitation and land-use planning. This view has,

during the past decade, evolved into a planning and management approach, generally known as bioregional planning, which is increasingly being employed as a management system to promote sustainable development practices worldwide.

Bioregional planning is defined as: “planning and land management that promote sustainable development by recognising the need for a balanced relationship between environmental integrity, human well-being and economic efficiency, and to give effect and recognition thereto, within a specific geographical area, the boundaries of which were determined in accordance with environmental and social criteria”. In practical terms, bioregional planning refers to the ‘matching’ of human settlement and land-use patterns with the parameters of ecological systems and the planning, design and development of the human-made environment within these parameters in a manner that ensures environmental sustainability. Miller (1996) describes bioregional planning as an organised process that enables people to work together, think carefully about the potential and problems of their region, set goals and objectives, define activities, implement projects, take actions agreed upon by the communities, evaluate progress and refine their approach.

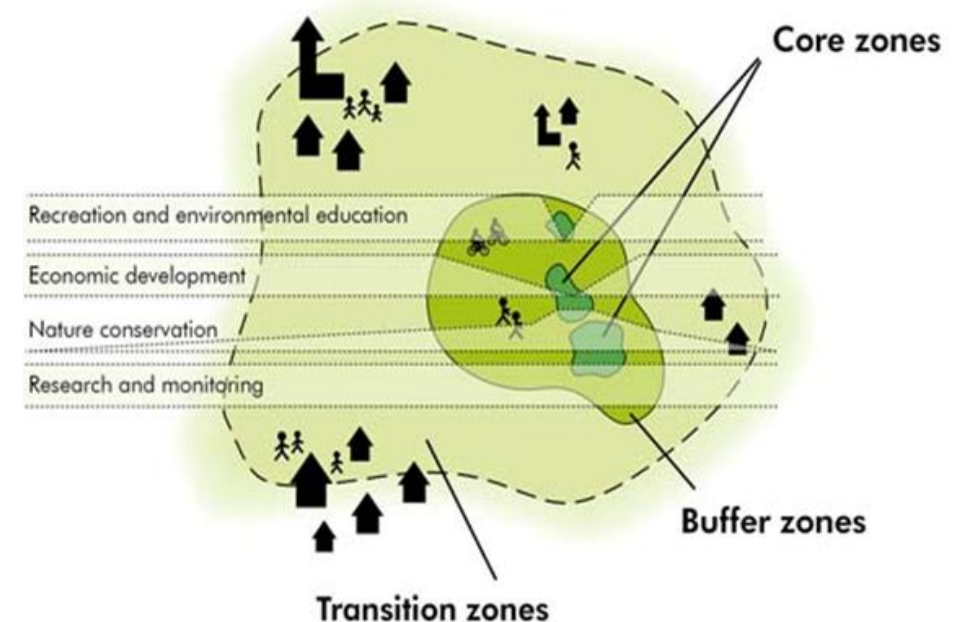


Figure 2: Understanding planetary boundaries.

1.5.3 SYNERGY BETWEEN THE SDGS, PLANETARY BOUNDARIES AND BIOREGIONAL PLANNING

Potential synergies between the Planetary Boundaries and the SDGs and the Bioregional Planning Approach suggest that the Planetary Boundaries could be used to provide an “urgency basis” or ‘impact guides’ to the SDGs, increasing insight into the process of prioritising problems as well as solutions (Robèrt, Broman, and Basile; 2013).

Integrating the SDGs with the Planetary Boundaries could contribute specificity to a systems analysis, enabling a more comprehensive understanding of impacts. There is an apparent opportunity to use these frameworks to strengthen measurable progress toward sustainability, and the authors of the paper Analysing the Concept of Planetary Boundaries from a Strategic Sustainability Perspective - How Does Humanity Avoid Tipping the Planet invited the development of “a combined research and application approach” (Robèrt, Broman, and Basile; 2013). The Planetary Boundaries provide insight into the current state of the Earth system and highlight which boundary transgressions should be prioritised. The SDGs can guide in transitioning to a state within the ‘safe operating space for humanity’ (Rockström; 2016). Building on these potential synergies, the Planetary Boundaries and SDGs complement one another, and a more comprehensive and operational definition of sustainability can be derived from merging the frameworks

2.1 MULTI-LEVEL POLICY ECOSYSTEM

The diagram illustrates the relationship between Provincial, Regional, and National Policy Directives and the District, Municipal, and Ward & Precinct Planning & Implementation process. The central part of the diagram shows a series of overlapping circles representing different planning levels and their interactions:

- District Level:** Includes **DISTRICT IDP** and **DISTRICT SDF**.
- Municipal Level:** Includes **Municipal IDP** and **Municipal SDF**.
- Ward & Precinct Level:** Includes **Ward & Precinct Planning & Implementation**.
- Other Key Plans:** Includes **NDP** (National Development Plan), **PDP** (Provincial Development Plan), **DDM** (District Development Map), **PSDF** (Provincial Spatial Development Framework), **NSDF** (National Spatial Development Framework), and **MTSF** (Medium Term Strategic Framework).

Surrounding these central elements are various policy directives and plans, categorized by level:

- Provincial Development Directives and Policies:**
 - EC Sustainable Energy Strategy
 - EC Oceans Economy Strategic Road Map
 - EC Transport Strategic Plan
 - EC Human Settlement Strategic Plan
 - EC Integrated Waste Management Plan
 - EC Agriculture Economic Transformation Strategy
 - EC Climate Change Response Strategy
 - EC Biodiversity Conservation Plan
- Regional Spatial Planning Policy:**
 - DDM
 - Economic Reconstruction & Recovery Plan
 - NIP & SIPs
 - NATMAP
 - IPAP
 - ESKOM Transmission Plan
 - Climate Change Bill
 - NEMA
 - AAMP
 - CRDP
 - PHSHDAs
 - IUDF
 - SPLUM
 - Sarah Baartman Coastal Management Plan
- National Policy & Planning Directives:**
 - NDP
 - PDP
 - DDM
 - PSDF
 - NSDF
 - MTSF

Sarah Baartman DDM Focal Areas	Description
People Development and Demographics	Aim to improve quality of life through understanding population dynamics and integrating skills development with economic, spatial, and governance transformations.
Economic Positioning	Focus on creating a competitive, inclusive economy to attract investment and create jobs, informing sustainable spatial restructuring.
Spatial Restructuring and Environmental Sustainability	Develop efficient, sustainable spatial patterns to support a competitive economy and integrated human settlements, guiding infrastructure investment.

Sarah Baartman DDM Focal Areas	Description
Infrastructure Engineering	Plan and invest in essential infrastructure to support economic needs and sustainable, integrated human settlements.
Integrated Services Provisioning	Deliver comprehensive human settlement, municipal, and community services in partnership with communities, transforming spatial patterns for sustainable settlements.
Governance and Management	Ensure effective, transparent planning and management to achieve spatial transformation goals through land development, management, and public land release.

2.2.1.2 DISTRICT & NEIGHBOURING SDF SPATIAL ELEMENTS AND TRENDS

Various spatial elements in the region have cross-boundary implications that require cooperation and alignment between the affected municipalities. The table below indicates the spatial concepts and elements of the neighbouring municipalities that have spatial implications for the Kouga Municipality.

Table 2: Regional spatial elements & trends

Spatial Element/Trend	Sarah Baartman DM	Koukamma	Sundays River Valley	Beyers Naude	Nelson Mandela Bay Metro
N2 Corridor Development & Tourism route	◆	◆	◆	◆	◆
R62 Tourism & Trade route	◆				
R330 & R331	◆				◆
R332 Grootrivier Poort Tourism Route	◆	◆		◆	
Integrated coastal management plan	◆	◆			◆
Baviaans Mega Reserve (Planning domain & conservation area)	◆	◆			
Renewable energy generation	◆	◆			
Gamtoos Irrigation Board -Mpfu Dam	◆	◆			◆
Gamtoos Irrigation Board -Kouga Dam	◆	◆			◆
Lower Sundays River Water User Association - Darlington Dam	◆		◆		◆

Protect high-potential agricultural land (Dairy industry)	◆	◆			
Protect high-potential agricultural land (Forestry)	◆				◆
Migration to coastal areas	◆			◆	◆

2.2.1.3 DRAFT SARAH BAARTMAN SPATIAL DEVELOPMENT FRAMEWORK

The Draft Sarah Baartman SDF consists of a set of drivers aimed at stimulating sustainable development within the district. The below figure provides an outline of the strategic approach of the DSDF.

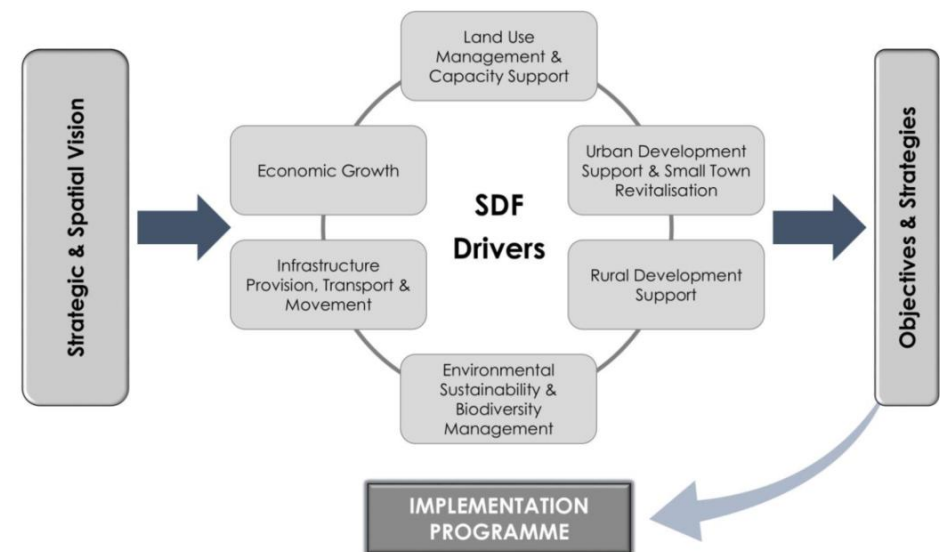


Figure 3: Draft Sarah Baartman SDF Strategic Approach

The main component to take note of in the draft DSDF, is the elevation of the status of St Francis, Cape St Francis, Jeffreys Bay and Humansdorp to future metropolitan nodes, as indicated by the figure below. This will have a direct impact on the amendment of the proposals to ensure that growth between the nodes is promoted in support of the DSDF proposal.

Furthermore, the Kouga municipality falls within functional region 2, indicating that coordination between Kouga and Koukamma municipalities must be strengthened.

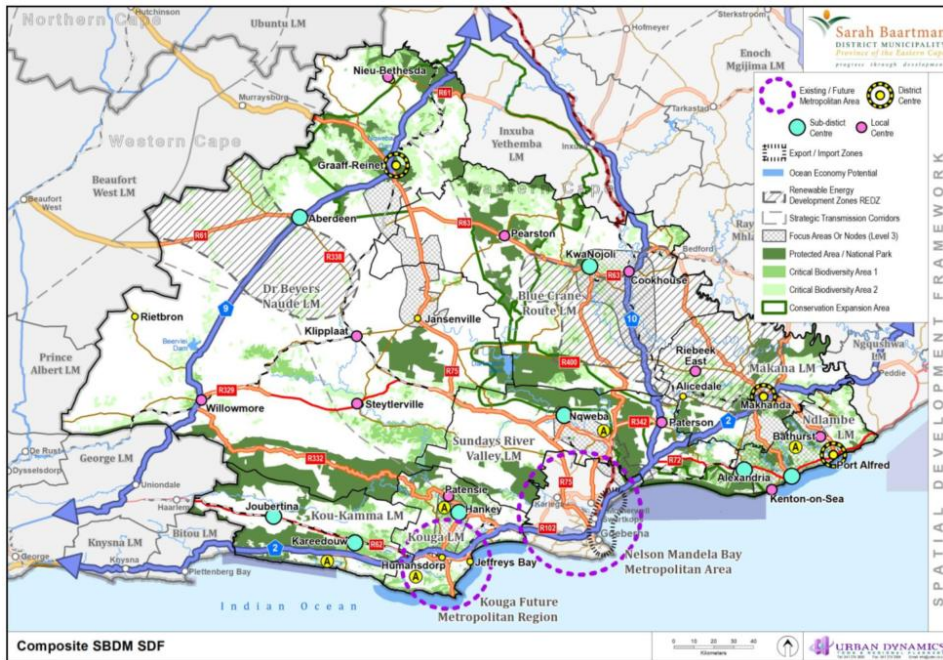


Figure 4: Draft Sarah Baartman SDF Composite Map

2.3 LOCAL POLICY & LEGISLATIVE LANDSCAPE

Various policies, plans and bylaws guide the implementation and spatial manifestation of development within the municipal area of the Kouga Municipality.

The table below indicates which municipal documents that have an impact on spatial planning within the municipality, and the current status of the documents.

Table 3: Status of local policy and legislation

POLICIES IMPACTING SPATIAL PLANNING	
Administration of immovable property	Draft adopted
Housing Beneficiary Allocation Policy	Approved
Cemetery Management Policy	Approved
Emergency Housing Policy	To be developed
National Treasury Standard for Infrastructure Procurement and Delivery Management	Approved
Property Rates Policy	Approved
SMME Development Policy	Approved
Public Participation Policy	Approved

Densification Policy	Approved
BY-LAWS WITH SPATIAL IMPLICATIONS	
Spatial Planning & Land Use Management By-law	Approved
Integrated Land Use Scheme	Approved
Aerodrome By-law	Approved
Cemeteries and Crematoria By-law	Approved
Community Fire Safety By-law	Approved
Electricity By-law	Approved
Public Amenities By-law	Approved
Roads and Traffic By-law	Approved
Solid Waste Disposal By-law	Approved
Sporting Facilities By-law	Approved
Stormwater Management By-law	Approved
Water Supply and Sanitation By-law	Approved
Waste Management By-law	Approved
Street Trading By-law	Approved
Toll Parking Areas By-law	Approved
SECTOR PLANS	
Integrated Development Plan	Approved
Disaster Management Plan	Approved
Air Quality Management Plan	Being developed
Seekoei Estuary Management Plan	Reviewing
Integrated Waste Management Plan	Reviewing
Climate Change Strategy	Approved
Local Economic Development Plan	Reviewing
Stormwater Master Plan	Reviewing
Electrical Master Plan	To be developed
Transportation Master Plan	To be developed
Human Settlement Plan	To be reviewed
Water Services Development Plan	To be reviewed
Heritage Plan	Approved
LOCAL SPATIAL DEVELOPMENT FRAMEWORKS (PRECINCT PLAN)	
Hankey Central Business District (CBD) LSDF	Draft
St Francis Bay Central Business District (CBD) LSDF	Draft
Jeffreys Bay Central Business District (CBD) Precinct Plan (LSDF)	Approved
Humansdorp CBD Precinct Plan	Approved

3 KEY STATISTICS & TRENDS

3.1 SOCIO-ECONOMIC TRENDS

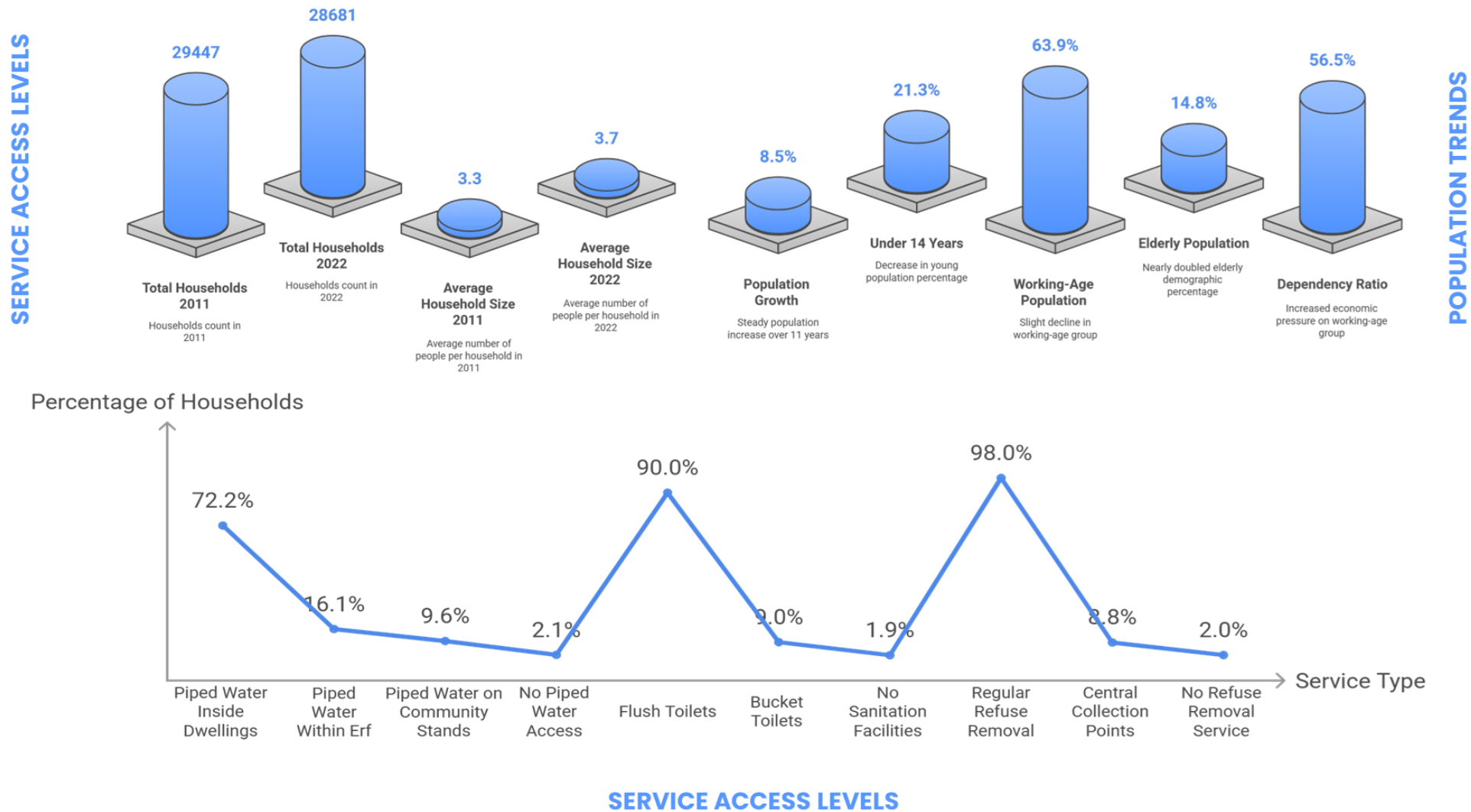
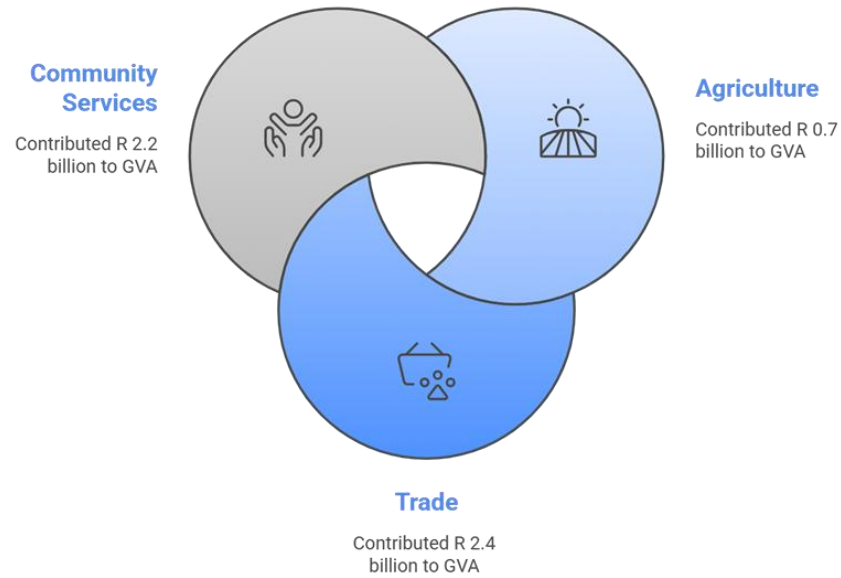


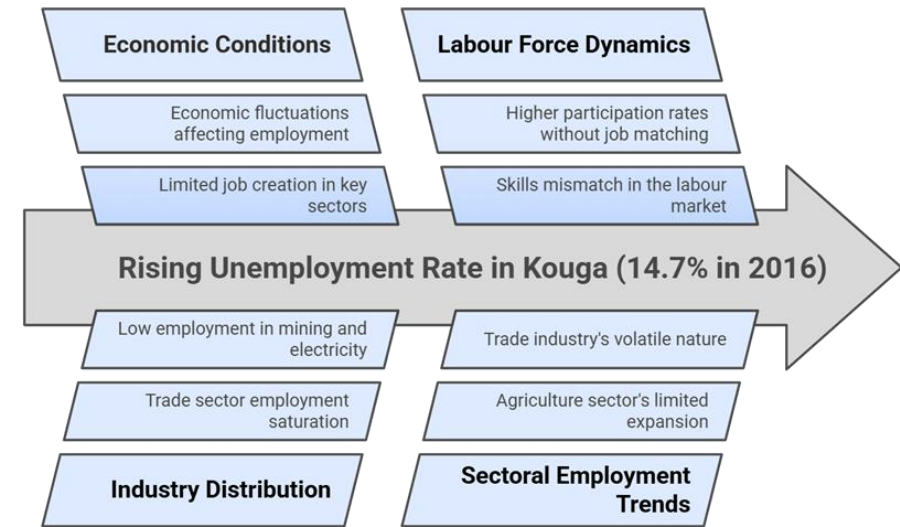
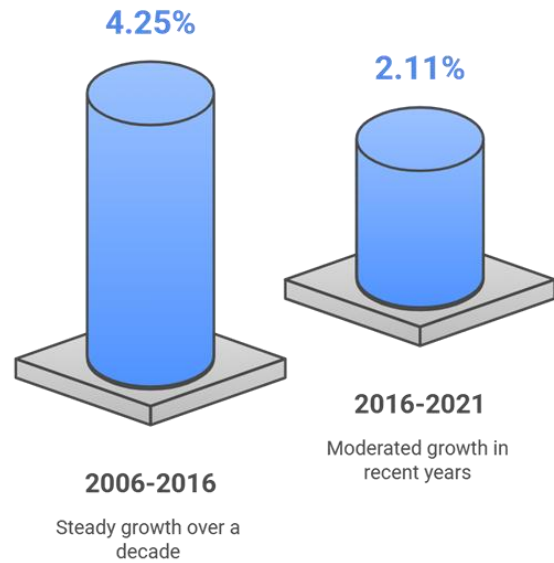
Figure 5: Socio-economic trends (StatsSA, 2011, 2016, 2022)

3.2 ECONOMIC TRENDS

MAIN GVA CONTRIBUTIONS



GDP TRENDS



LABOUR DYNAMICS

INCOME BRACKET DISTRIBUTION

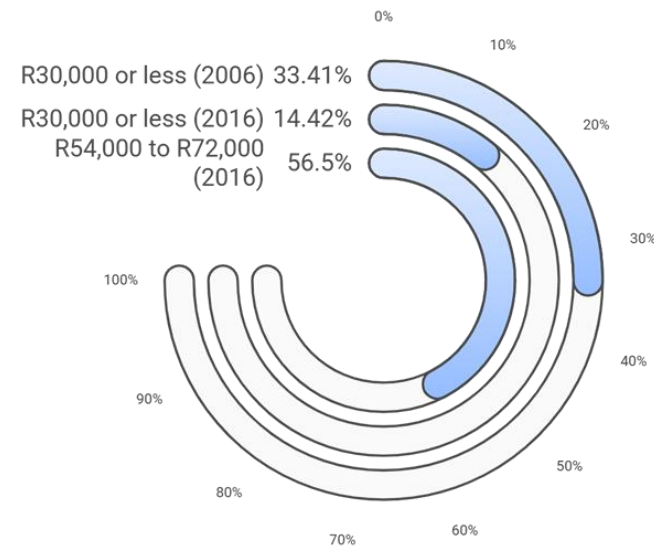


Figure 6: Economic & Labour trends (StatsSA, 2011, 2016, 2022)

3.3 BUILT ENVIRONMENT LANDSCAPE

The built environment landscape provides an overview of the current state of infrastructure and the possible challenges faced that hinder the sustainable growth of the Kouga municipality.

3.3.1 MOBILITY AND CONNECTIVITY INFRASTRUCTURE

3.3.1.1 ROAD INFRASTRUCTURE

The table and figure below, extracted from the Sarah Baartman IDP and draft SDF, provide a snapshot of the municipality's road conditions. The state of gravel roads within the municipality is concerning and necessitates urgent intervention. Increased maintenance or potential paving of these roads is essential. Although the paved roads are generally in satisfactory condition, recent rains have left many town roads in poor shape, necessitating more extensive refurbishment beyond simple pothole repairs.

Table 4: Road surface quality rating of the Kouga road network

Condition of Road Infrastructure	Very Good	Good	Fair	Poor	Very Poor	Total
Paved	20	48	27	4	0	291,8
Gravel/Unpaved	0	0	3	24	73	122,8

The primary roads connecting the municipality's towns are the R331, R332, R330, R331, R102, and the N2. These roads are crucial for providing urban-rural linkages that support the local economy and enable residents of smaller towns to access services in larger nodes such as Jeffreys Bay and Humansdorp. The R330 between Humansdorp and Hankey is currently undergoing refurbishment, which will facilitate travel between the northern parts of the municipality and Humansdorp. This refurbishment also includes the entry into Humansdorp from St Francis Bay, which has become problematic due to numerous potholes and road damage. The R102 is a critical road requiring upgrading due to heavy traffic, particularly between Jeffreys Bay and Humansdorp. The road's design is inadequate for the traffic load, creating unsafe driving conditions as commuters grow impatient, leading to numerous accidents.



Figure 7: Spatial distribution of very poor- and poor-quality roads in the Sarah Baartman District

A significant issue in the maintenance of roads within the municipality is the uncertainty surrounding road ownership, responsibility for maintenance, and authorization for refurbishing certain road sections. An in-depth study is required to clarify the ownership status of various roads within the municipality. The Kouga Municipality is in the process of requesting the transfer of certain provincial and district roads to municipal control. This transfer would enable the municipality to assume responsibility for the maintenance of these roads and allow for the refurbishment of necessary sections.

3.3.1.2 PUBLIC TRANSPORTATION

Public transportation within the municipality almost exclusively consists of private minibus taxis. Formal taxi ranks with ablution facilities and safe waiting areas for commuters are however required in many of the towns to support and help formalise the taxi industry. The only other form of public transport is the scholar transports that are provided by the various schools in the area and the Department of Basic Education.

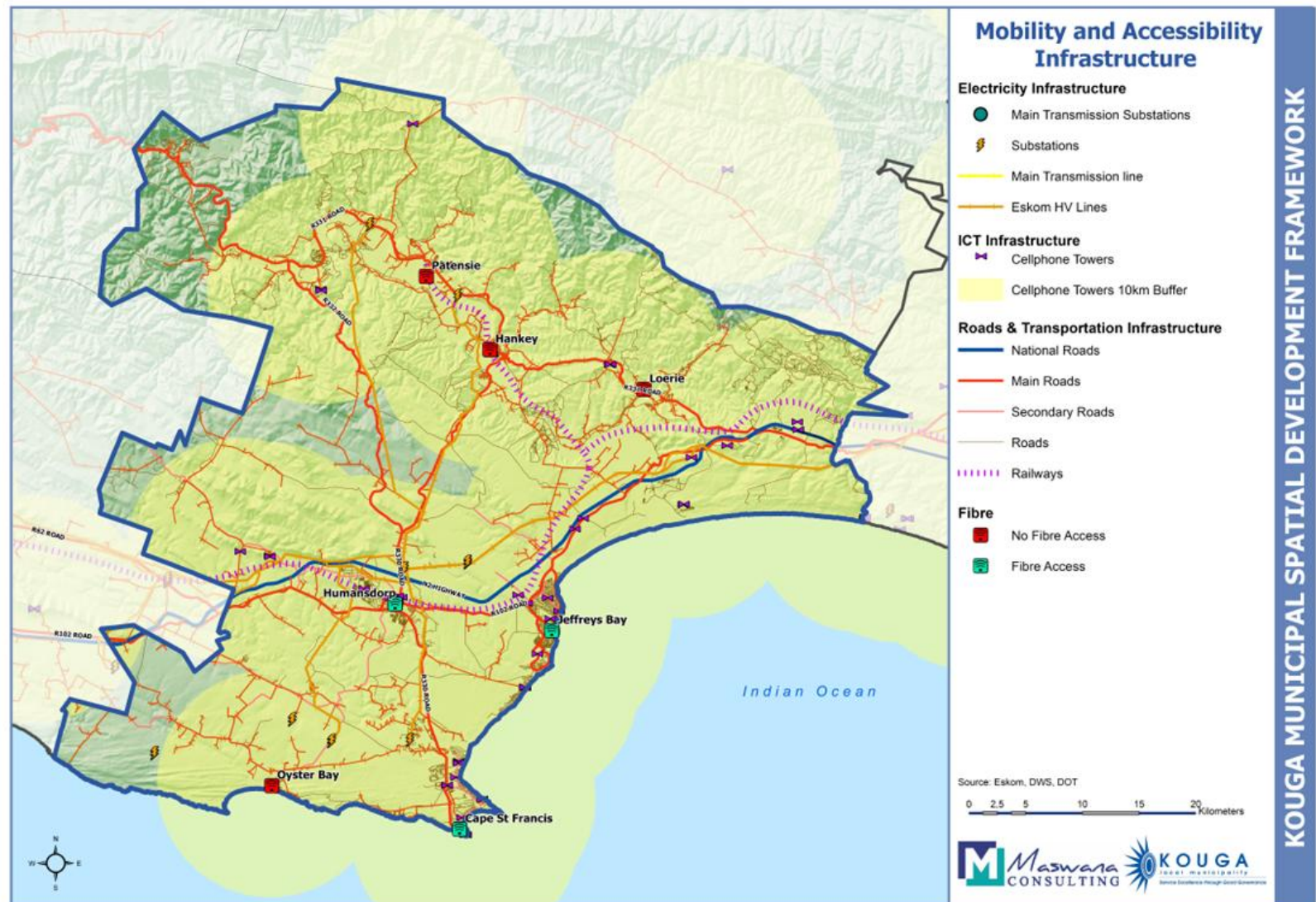
3.3.1.3 ICT INFRASTRUCTURE AND CONNECTIVITY

Information and Communication Technology (ICT) is essential for the development of the Kouga Municipality, significantly driving economic growth and enhancing public services. High-speed internet connectivity attracts businesses, fosters entrepreneurship, and supports e-learning initiatives, which are crucial for local economic activity and skill development. Enhanced ICT infrastructure also facilitates e-government services, improves healthcare delivery through telemedicine, and supports public safety initiatives, contributing to better governance and quality of life for residents. Moreover, ICT infrastructure promotes community and social development by improving connectivity and social inclusion. It is also fundamental for smart city initiatives, optimising resource management, energy use, and transportation for a more sustainable urban environment. By investing in fibre and ICT, Kouga Municipality can build a more connected, efficient, and resilient community, addressing both economic and social challenges while ensuring long-term sustainability.

Currently, only the major economic centres of Humansdorp, St Francis and Jeffreys Bay have access to

fibre technology. To expand the availability of fibre technology, the establishment of fibre infrastructure must be promoted and prioritised for low-income areas.

Map 1: Mobility and Accessibility Infrastructure



3.3.2 WATER AND SANITATION

The towns of Loerieheuwel, Thornhill, Jeffreys Bay, Aston Bay, Paradise Beach, Humansdorp and St Francis Bay receive potable water from the Nelson Mandela Metro Municipality. The water supply of Jeffreys Bay, Humansdorp and St Francis Bay is supplemented by subsurface (ground/borehole) water. The town of Oyster Bay is exclusively dependent on groundwater obtained from boreholes and springs.

3.3.2.1 BLUE AND GREEN DROP ASSESSMENTS

3.3.2.1.1 BLUE DROPScores

The 2022/2023 Blue Drop assessment conducted by DWS indicated that the average score of the water treatment works has improved from 51.83% in 2014 to 64.59% in 2023. The Patensie WTW (44.6%) is singled out as the only underperforming WTW in Kouga, where the rest of the WTWs received average scores ranging between 50% to 80%.

3.3.2.1.2 GREEN DROP SCORES

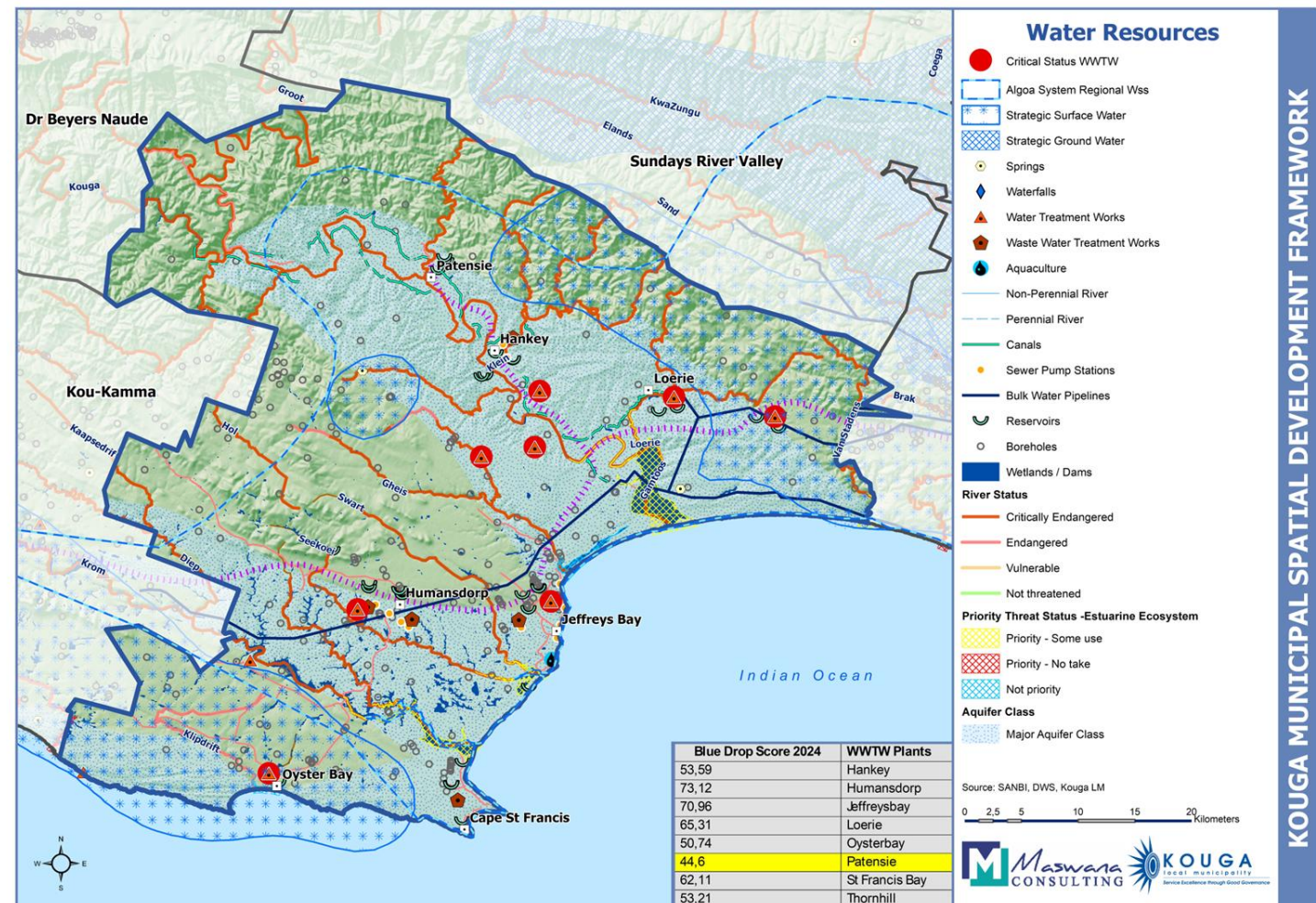
During the 2022/2023 Green Drop assessments, the WSA did not provide supporting documents to confirm design capacity figures, resulting in low confidence in the CRR ratings, which is further exacerbated by the lack of flow meter data. This presents a serious risk as the operational capacity of these WWTWs cannot be verified to show they are operating within the design parameters.

Due to a lack of effluent quality monitoring, all seven WWTWs received the highest risk rating for criterion C. Kouga municipality has been urged to implement compliance monitoring to

ensure the final effluent does not present serious health risks to the environment and downstream communities

According to the Sarah Baarman District IDP, funding is required to increase the capacity of the sewer rising main Greater Jeffreys Bay; to increase treatment capacity to accommodate future housing developments in Thornhill; to increase treatment capacity to accommodate future housing developments in Loerieheuwel as well as to eradicate VIP/ buckets in Weston Hankey.

Map 2: Kouga Water resource base



3.3.3 AGRICULTURE AND RURAL DEVELOPMENT

Significant parts of the municipality have land classified as having high and medium land capability. The deeper soils, located on the coastal plain and along the Gamtoos River Valley, are potentially the best soils for arable agriculture, while the coastal and central regions have high grazing capacity

The Sarah Baartman SDF and IDP reinforce the need to protect the dairy industry in the areas, as it's a large driver for rural development in the region.

The current crop and pasture activity is concentrated in the area south of the N2 and along the Gamtoos River.

The irrigated orchard blocks, mostly found in Gamtoos Valley, represent a significant investment in agricultural infrastructure and productivity.

The region's extensive agricultural areas also add scenic value and character to the region, which contributes to Kouga being one of South Africa's premier tourist destinations.

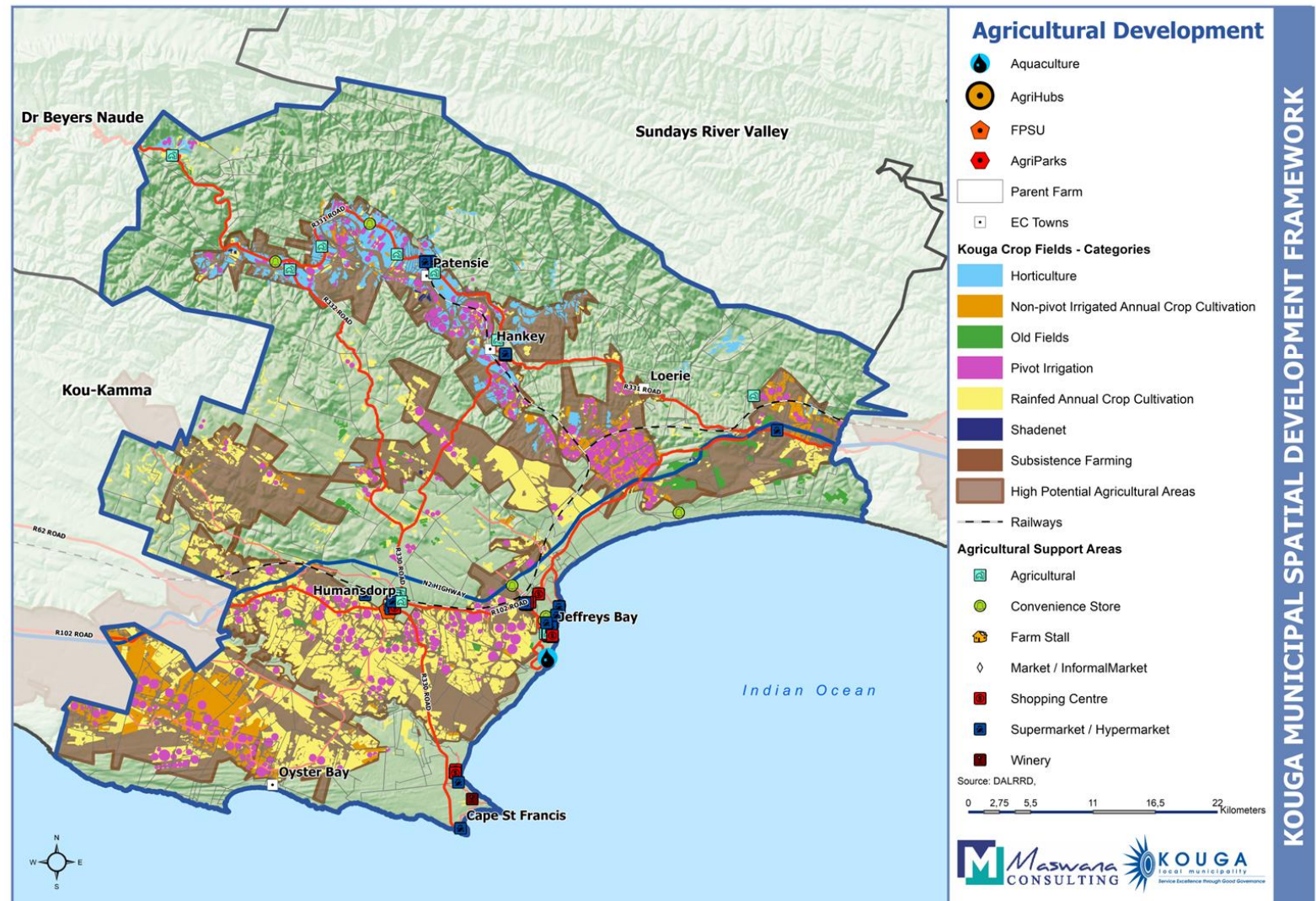
Water scarcity threatens agricultural production (vegetable production was cut by 60% because of the ongoing water scarcity).

The NSDF identifies the Kouga and Koukamma farming areas as being significant to National Food Security.

The agricultural land to the south of Humansdorp and the west of

Jeffreys Bay is under pressure from human settlement development. Significant portions of land to the west of Jeffreys Bay fall within the urban edge and have not been used for agricultural purposes for some time, these areas are to be excluded from the Subdivision of Agricultural Land Act 70 of 1970.

Map 3: Agricultural Development within Kouga



3.4 ENVIRONMENTAL LANDSCAPE

3.4.1 ECOLOGICAL INFRASTRUCTURE

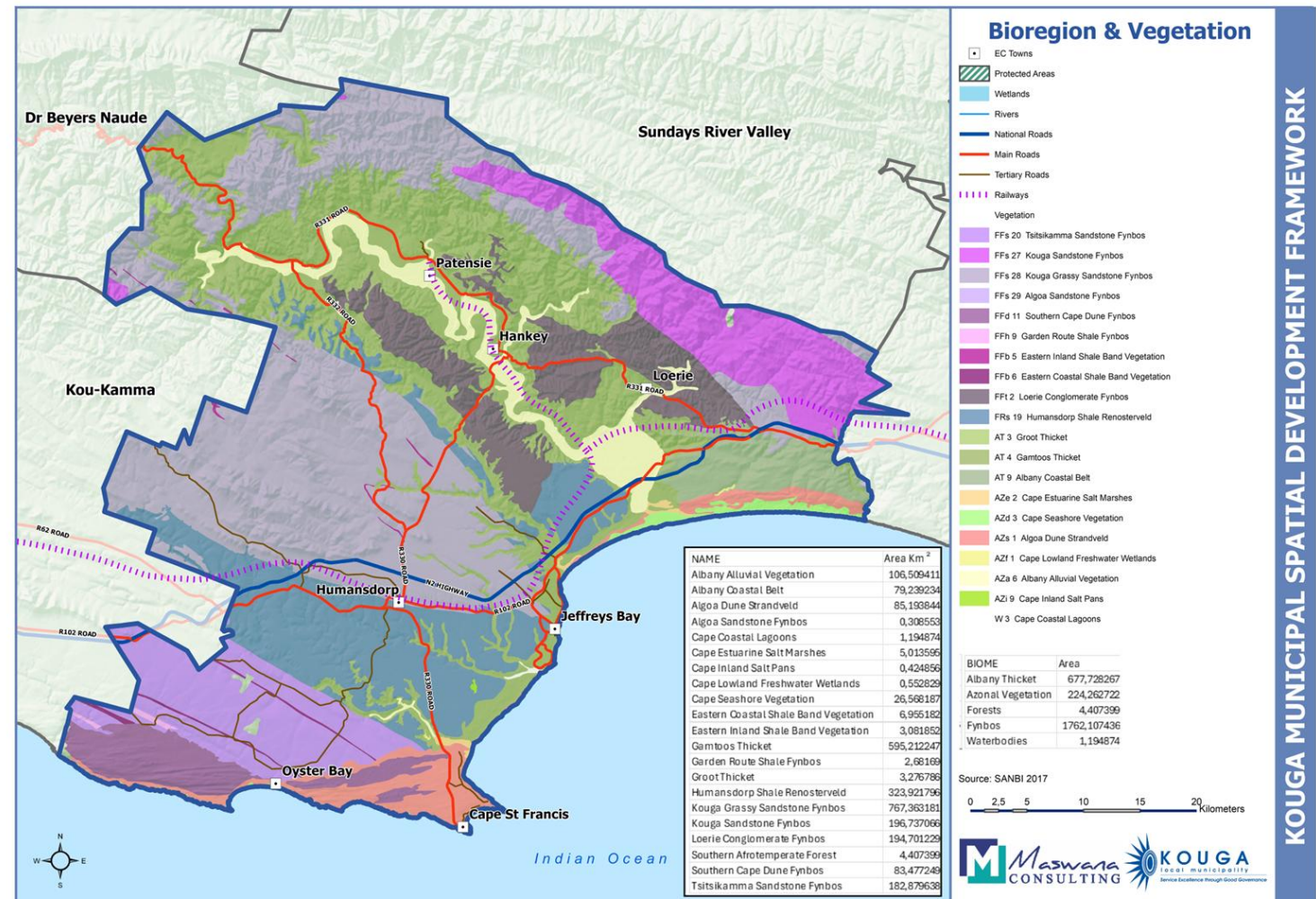
3.4.1.1 BIODIVERSITY & CONSERVATION

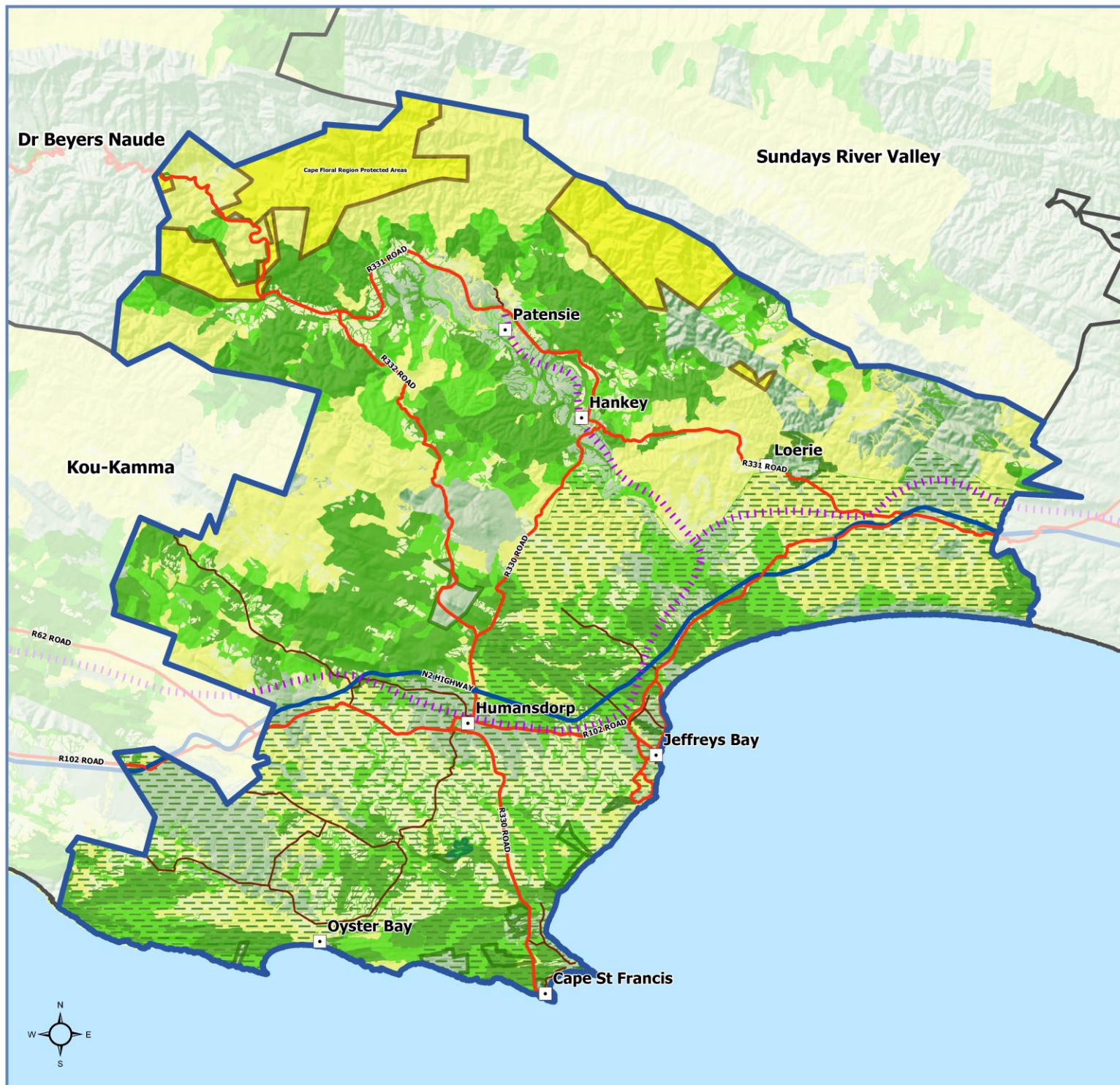
The Kouga Municipality encompasses a rich diversity of fauna and flora that supports various biomes, creating an ideal environment for public and private nature reserves and conservation areas. The following nature reserves fall within the Kouga Municipality:

- ▶ Baviaanskloof Conservation Area
- ▶ Cape St Francis Nature Reserve
- ▶ Cape St Francis Proposed Conservancy
- ▶ Eastcot Private Nature Reserve
- ▶ Forest Reserve
- ▶ Gamtoos River Mouth Local Nature Reserve
- ▶ Guerna Wilderness Area
- ▶ Hankey Forest Reserve
- ▶ Irma Booysen Florareservaat
- ▶ Jumanji (Game Farm)
- ▶ Kabeljous River Natural Heritage Site
- ▶ Kabeljousriver Nature Reserve
- ▶ Kromme Island Estate Private Nature Reserve
- ▶ Loerie Dam Local Nature Reserve
- ▶ Lombardini Game Farm
- ▶ Longmore Forest Reserve
- ▶ Noorsekloof Local Nature Reserve
- ▶ Rebelsrus Private Nature Reserve
- ▶ Seal Bay Local Nature Reserve
- ▶ Seal Point Local Nature Reserve
- ▶ Seal Point Private Nature Reserve
- ▶ Seekoeirivier Nature Reserve
- ▶ State Land
- ▶ Thyspunt Natural Heritage Site
- ▶ Stinkhoutsberg Nature Reserve

- ▶ Swan Island Nature Reserve Thaba Manzi (Game Farm)
- ▶ Van Stadens Wildflower Reserve
- ▶ Van Stadensberg Natural Heritage Site
- ▶ Yellowwoods Local Nature Reserve
- ▶ Vorentoe Nature Reserve and
- ▶ Thula Moya Nature Reserve

Map 4: Bioregion and Vegetation distribution within Kouga





Conservation

EC Towns

Kouga Local Municipal Boundary

South Africa Conservation Areas

Garden Route Biosphere Reserve

EC_LM_Boundary

South Africa Protected Areas

Forest Nature Reserve

Nature Reserve

Protected Environment

World Heritage Site

EC District Municipalities

Wetlands

Rivers

National Roads

Main Roads

Tertiary Roads

Railways

Critical Biodiversity Area

CBA 1

CBA 2

ESA 1

ESA 2

Other

Source: DFFE

0 2,25 4,5 9 13,5 18 Kilometers

3.4.1.2 GEOLOGY & HYDROLOGY

The topography and terrain characteristics comprise 3 basic landscapes, i.e. river valleys, mountains, and coastal belts. The Gamtoos River Valley is the most prominent landscape feature in the study area and represents a major drainage pattern.

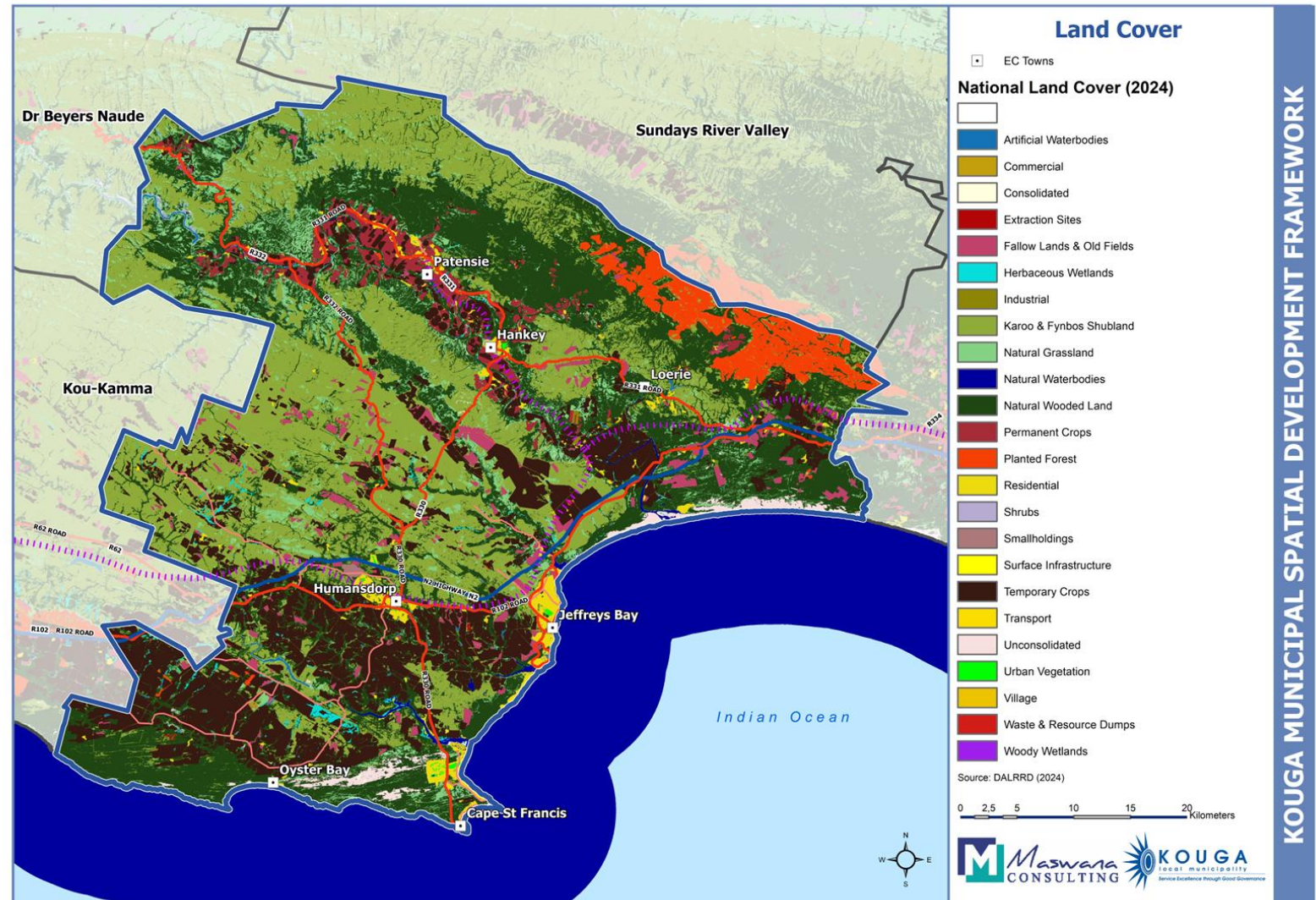
The main drainage features of the study are:

- ▶ Van Stadens River on the eastern boundary of the KLM.
- ▶ Gamtoos River with a drainage area of approximately 34000km² and an annual runoff of 90 million m³.
- ▶ Kabeljous River which is 33km in length with a catchment area of 238km².
- ▶ Zeekoei River with a length of 36km and a catchment area of 250km².
- ▶ Kromme River which forms the second biggest drainage feature in the study area
- ▶ Major dams such as Mpofo and Churchill supply water to the Koukamma LM and NMBM.

The critical status of WWTW is a high risk for the status of rivers and estuaries as it has the potential to disrupt the ecological services and water quality of downstream settlements and tributaries. The distribution of geological and hydrology typically determines which land cover is feasible in various areas, as indicated by the map below.

3.4.1.3 COASTAL MANAGEMENT

The Sarah Baartman District Municipality (SBDM) has developed a Coastal Management Programme (CMPr) to guide integrated management of the coastal zone within the district. The CMPr is structured to be a coherent municipal policy directive for coastal zone management which is consistent with relevant legislation, available programs and policies. It includes a 'Vision' for the



Map 6: Land Cover distribution within Kouga

management of the SBDM coastal zone including the sustainable use of coastal resources, objectives for the coastal zone, priorities and strategies, as well as performance indicators to measure progress.

The coastline of the SBDM is 320 km long and includes 4 coastal LMs – Koukamma, Kouga, Sundays River Valley, and Ndlambe LMs. The 1km buffer inland from the high-water mark of the sea is used as the landward of the study area. In addition, a catchment management approach has been adopted in this CMPr, where a catchment area has been designated for each LM considering topography, land cover and physical boundaries.

The intention is to incorporate activities within the catchment that have a bearing on what happens at the coast and to consider these in integrated coastal management planning. The seaward extent of the study area is 500m seawards of the high-water mark of the sea, however where important attributes occur beyond this distance, they are included in the program.

Nine principles have been identified for the SBDM coastal zone, these are:

- ◀ Approach coastal zone management holistically, using a 'catchment' approach that considers the inter-relationships of people and ecosystems
- ◀ Conserve natural, archaeological, cultural, and heritage resources
- ◀ Prevent pollution and maintain a clean, healthy environments
- ◀ Promote sustainable and responsible economic development and natural resource utilisation
- ◀ Create an informed and resilient community and place, where people have consideration for one another and their environment
- ◀ Preserve and respect a 'sense of place' where the unique character and its intrinsic value are appreciated
- ◀ Promote collective responsibility for coastal zone management by the public and government
- ◀ Ensure equitable access to the coastal zone and freedom of movement for the whole community
- ◀ Prioritise the safe use of the coastal zone for all people

3.4.1.3.1 SEEKOEI ESTUARINE MANAGEMENT PLAN

Kouga Municipality is reviewing the Seekoei Estuarine Management Plan (EMP) for the Seekoei Estuary located (34° 5'8.25"S 24°54'15.21"E) in the Kouga Local

Municipality, Eastern Cape, which was gazetted in June 2019 by MEC Mlungisi Mvoko.

The main constraints highlighted by the situational analysis of the Seekoei Estuary Management Plan are:

- ◀ Development pressure, including increased sanitation inflow and transformation of land within the Estuarine Functional Zone (EFZ).
- ◀ Area-specific climate change projections are not available, and many of the shifts are starting to emerge. There is currently insufficient understanding of the impacts this may bring or how to create resilience in the system.
- ◀ Reduction in regional sand budgets and coastal erosion in the area between the Oyster Bay dune fields, St Francis Bay, and Jeffreys Bay.
- ◀ Municipal budget allocation and capacity constraints for implementing recommendations in the Seekoei EMP.

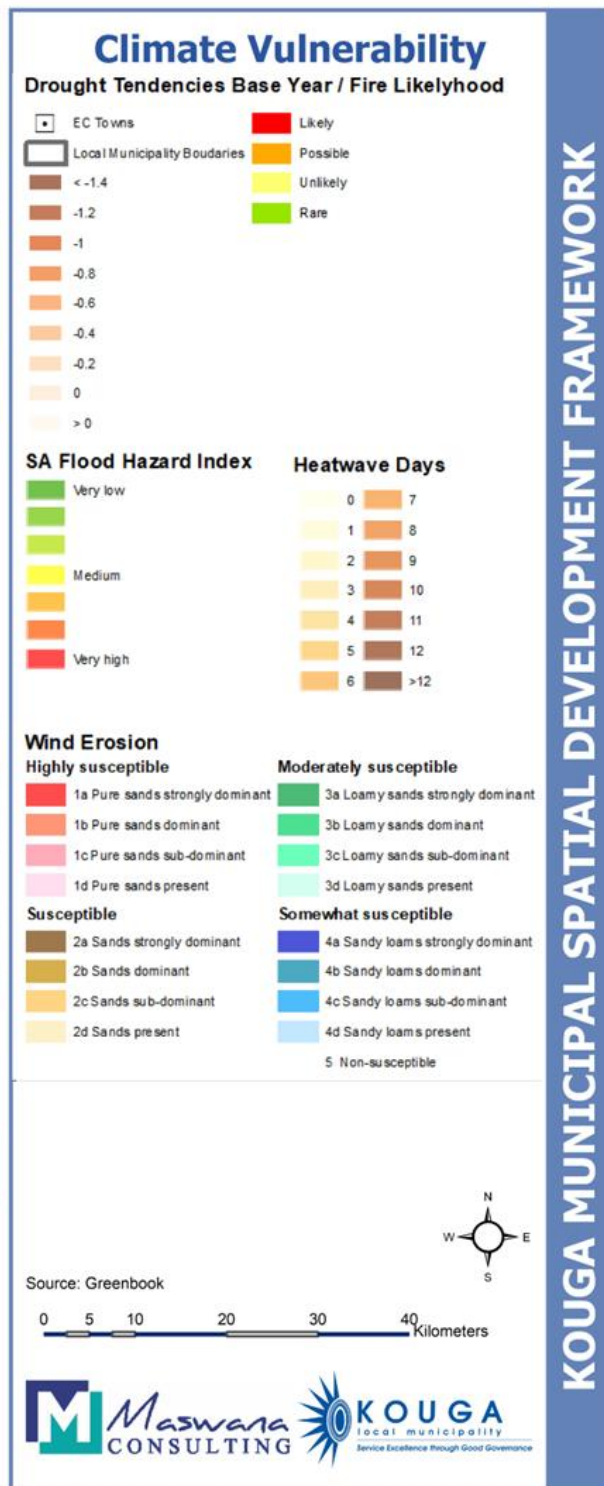
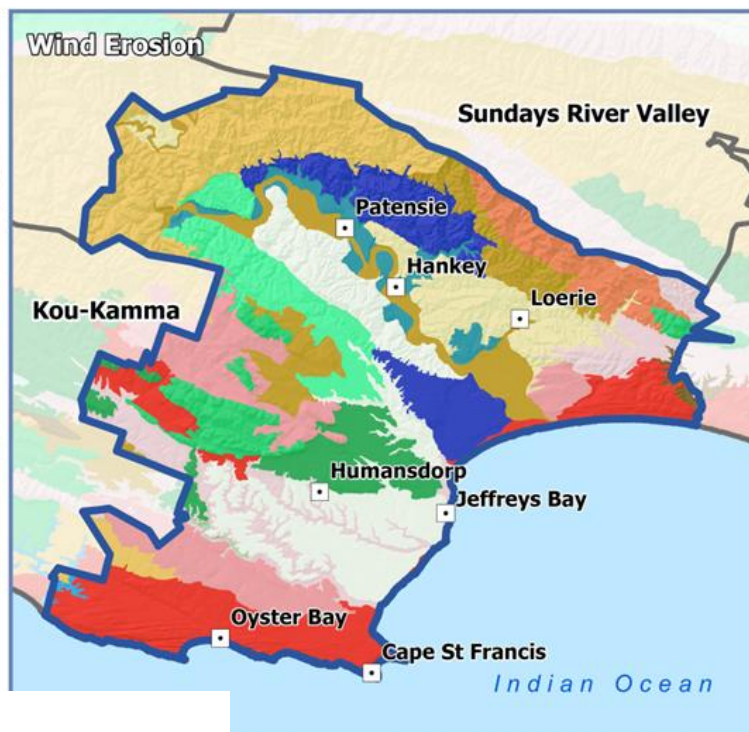
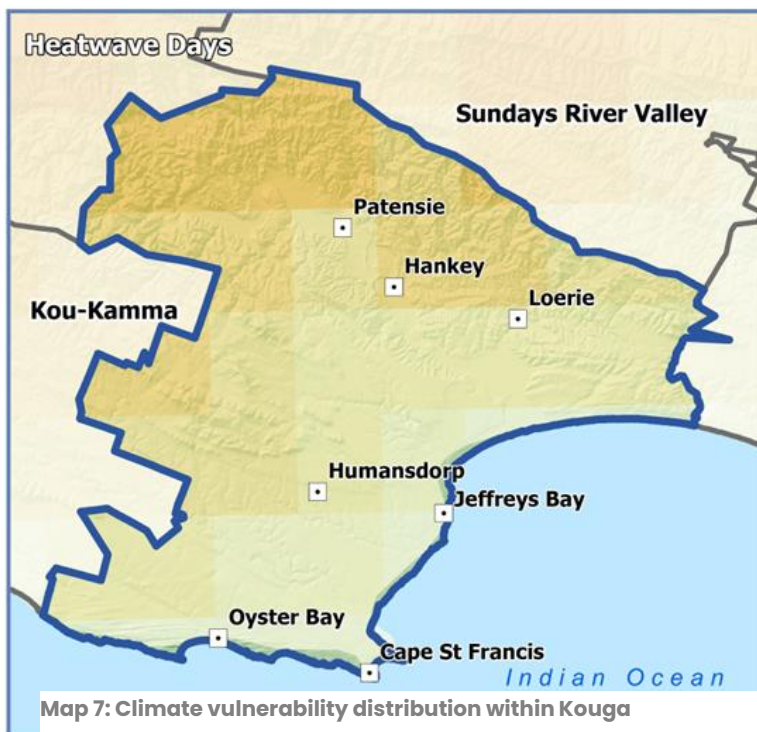
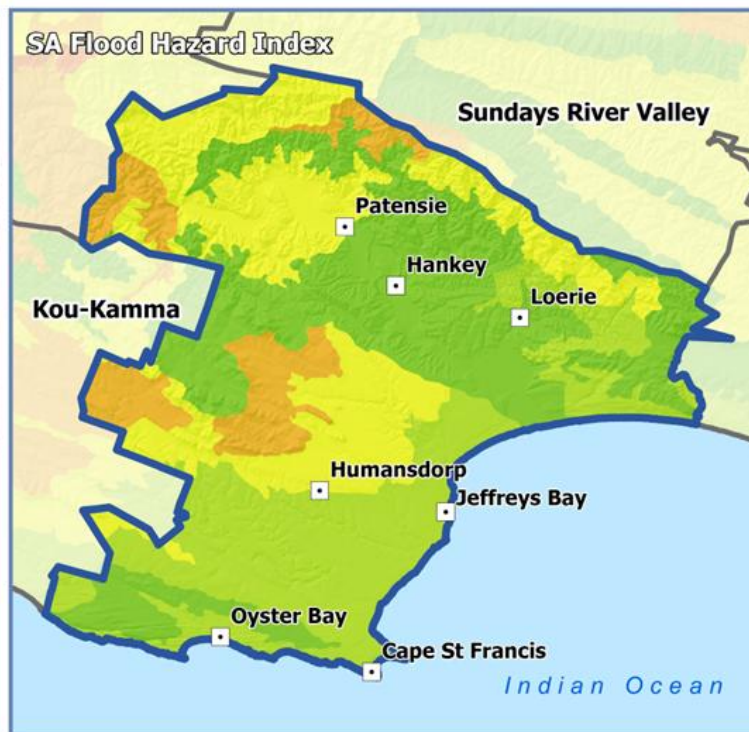
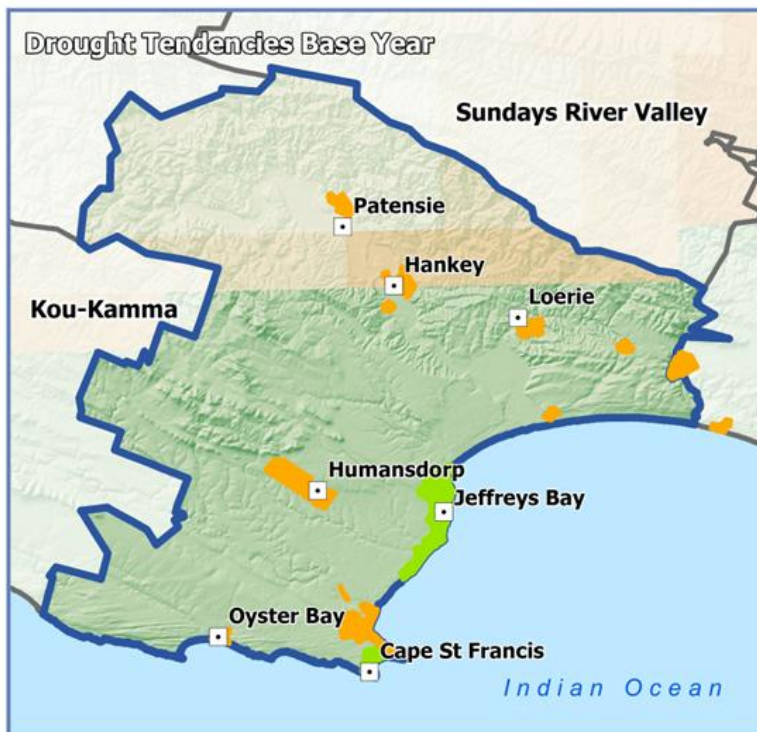
3.4.2 CLIMATE CHANGE AND VULNERABILITY MITIGATION

Climate change poses an immense risk to the Kouga municipality as it has been historically proven to be a drought-prone region, with high levels of rainfall variability leading to the depletion of dam levels ultimately impacting daily household, municipal and economic activity.

Increased temperatures will further exacerbate drought conditions as well as the likelihood and intensity of veld fires, posing major risks to the environment, infrastructure and human life.

Climate change also increases the likelihood of severe rainfall events and damaging storms, which will damage coastal infrastructure and cause dune movement and coastal erosion. Extreme rainfall events increase the pressure on stormwater drainage systems. In cases where stormwater drainage systems are inadequate or fail, the extent of flood damage will increase.

Climate change poses an indirect risk to the local economy as funding is required to repair damages caused by disasters but also harms the tourism and hospitality industry due to attractions not being accessible during repair periods of infrastructure.



Map 7: Climate vulnerability distribution within Kouga

3.4.3 ELECTRICITY AND ENERGY

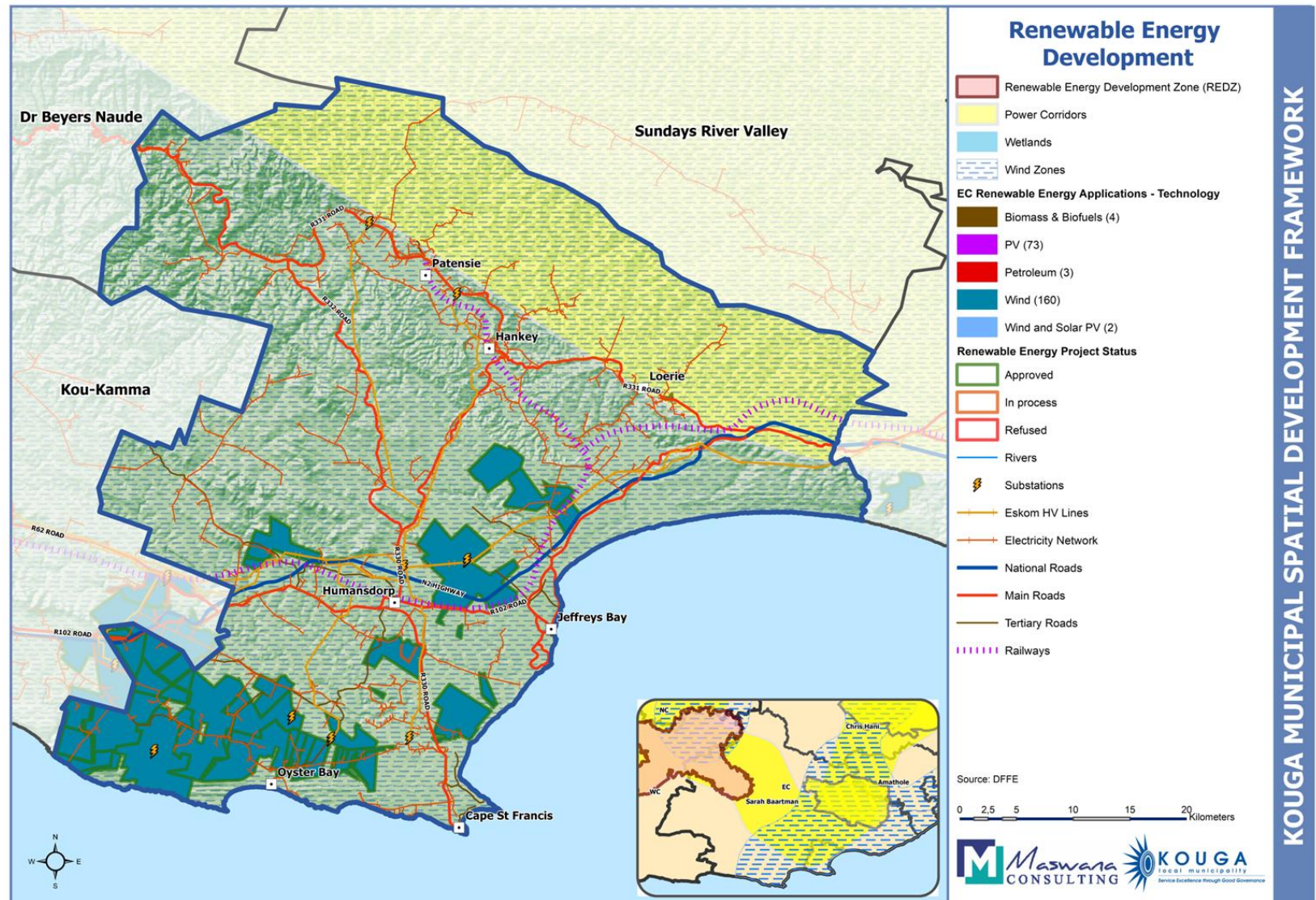
The Kouga Municipality has been the forerunner for the establishment of renewable energy projects, with specific reference to wind farms. Various projects are under construction or still subject to planning and bid processes in terms of the Renewable Energy Independent Power Producer Programme (REIPPP). These projects currently contribute significantly to the economy in the province and to renewable energy provision towards the national grid. The following diagram indicates existing and proposed projects. It is noted that the following projects have received approval from the Department of Energy and are currently in operation or under construction:

- ▶ Jeffreys Bay Wind Farm (Between Humansdorp and Jeffreys Bay)
- ▶ Kouga Wind Farm (North-East of Oyster Bay)
- ▶ Gibson Bay Wind Farm (West of Oyster Bay).

Further development in renewable energy on a large scale will require the expansion and upgrading of Eskom's bulk infrastructure, as the infrastructure is at full capacity.

Numerous opportunities exist to promote small-scale solar and wind generation to feed into the municipal grid to make Kouga some of the first energy net-positive municipalities, which could in return subsidise the ever-increasing cost of electricity.

Map 8: Renewable energy development and electrical infrastructure distribution



3.4.4 HOUSING PROVISION AND TRENDS

The Human Settlements Division under the Department of Planning and Development is responsible for the development of sustainable, integrated human settlements within the Kouga municipal areas. Kouga Municipality applied for pre-planning funding for 10 x Human Settlements Projects in 2009. Out of the 10 x Human Settlements Projects, the PDoHS assisted the Kouga Local Municipality with bulk services assistance to unlock some of the projects that were approved in 2009, namely Pellsrus (220), Kruisfontein (391) and Ocean View (1500). The Provincial Department of Human Settlements appointed Kouga Municipality as the implementing agent for the Hankey (990) housing projects and the upgrading of informal settlements. Housing projects that are currently in the implementation phase are Ocean View (1500) (Phase 1: 200 top-structures and Phase 2: 468 top-structures). In respect of the Upgrading of Informal Settlements Programme, the following informal projects form part of the Upgrading Programme:

- ◀ Shukushukuma 93
- ◀ Polar Park 553
- ◀ Polar Park 257
- ◀ Bungalows 103
- ◀ Donkerhoek 663
- ◀ Thornhill 160
- ◀ Patensie 278
- ◀ No R10 (226)
- ◀ Ocean View 1250

The current housing backlog in Kouga is 17309, and this number will reduce significantly once the implementation of the approved housing projects commences. The current approved housing projects will cater for 5060 housing opportunities, which will reduce the backlog significantly.

The following measures have been implemented to aid the roll-out of housing developments:

- ◀ A working group between different departments has been established to ensure the successful implementation of all Human Settlements Projects and to plan.
- ◀ Monitor informal settlements daily to ensure that no municipal land is invaded. Land invasion bylaws will be reviewed to ensure appropriate action is taken against transgressors.

- ◀ All low-cost houses are transferred to approved beneficiaries to promote ownership.
- ◀ The HDA will be approached to assist with the purchase of privately owned land to address the housing backlog.
- ◀ Pro-active planning to be undertaken and to submit to environmental authorisation timeously to prevent delays in housing deliveries.

3.4.5 LAND USE DISTRIBUTION AND TRENDS

The Kouga Municipality consist of numerous nodes and settlements, the table below indicates the nodal hierarchy of the Kouga Municipality versus the nodal hierarchy identified in the Draft Sarah Baartman Spatial Development Framework.

Table 5: Kouga and Sarah Baartman Nodal Hierarchy

Kouga Node Hierarchy	Settlement	Sarah Baartman Draft SDF Hierarchy	Settlement
Primary	Humansdorp Jeffreys Bay	Future Metro	Jeffreys Bay Humansdorp St Francis Bay Cape St Francis
Secondary	Hankey Patensie St Francis/Cape St Francis	Sub District Centre	Hankey
Rural	Oyster Bay Loerie Thornhill	Local Centre	Oyster Bay St Francis Bay Patensie
Other	Matjiesfontein Melon Longmore Forest Village Cambria Andrieskraal	Sub-Local Centre	Kruisfontein Cape St Francis

The figure below provides insight regarding the prominence of land use types within the settlements. Single residential properties are the most prominent land use, with 23004 occurrences, followed by vacant plots with a total of 7056 that

are still to be developed. Engineering services will require upgrading to effectively service future development.

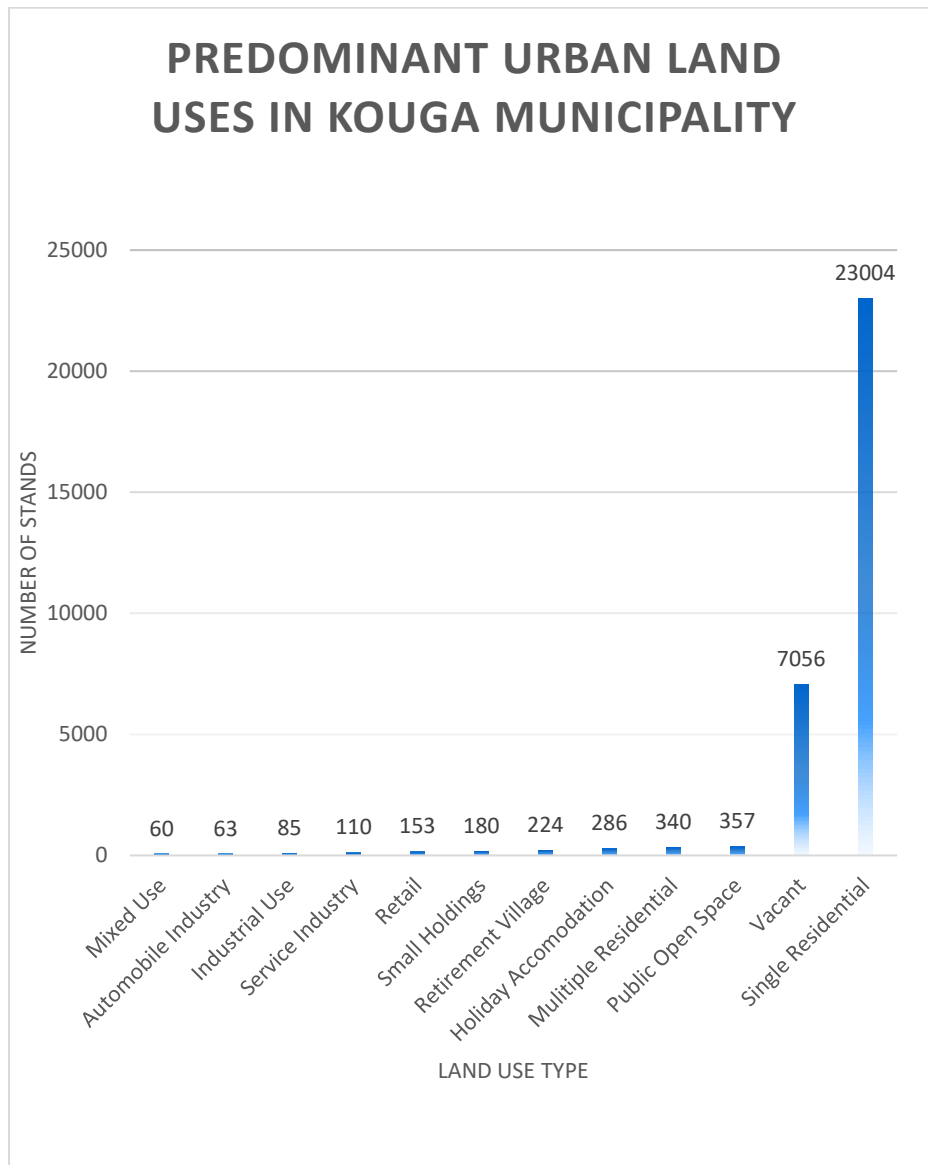


Figure 8: Predominant land use types within settlements

4 OPPORTUNITY AND RISK IDENTIFICATION AND PRIORITISATION

The following tables and graphs provide the breakdown of the SWOT analysis and the prioritisation thereof for the Kouga Local Municipality, informed by policy directives and situational analysis.

4.1 STRENGTHS

Table 6: Strength distribution matrix

	WARDS														
STRENGTHS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Natural Environment	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦
Surfing industry	♦	♦	♦					♦			♦	♦			
Sports Facilities		♦										♦			♦
Tourism & Hospitality Industry	♦	♦	♦	♦				♦			♦	♦	♦		
Nature Reserve/ Estuaries		♦					♦	♦				♦			
Vacant Developable Land		♦	♦	♦					♦			♦			
Seafront Infrastructure			♦								♦	♦			
Agriculture Industry				♦					♦		♦				
Tourist Attractions				♦					♦		♦	♦			
Education Facilities					♦	♦	♦				♦				
Commercial Hub						♦					♦	♦			♦
Health Facilities											♦				
Young Population				♦	♦	♦	♦							♦	♦
Windfarms	♦						♦								
Active NPO's/NGO's in the area							♦	♦							♦

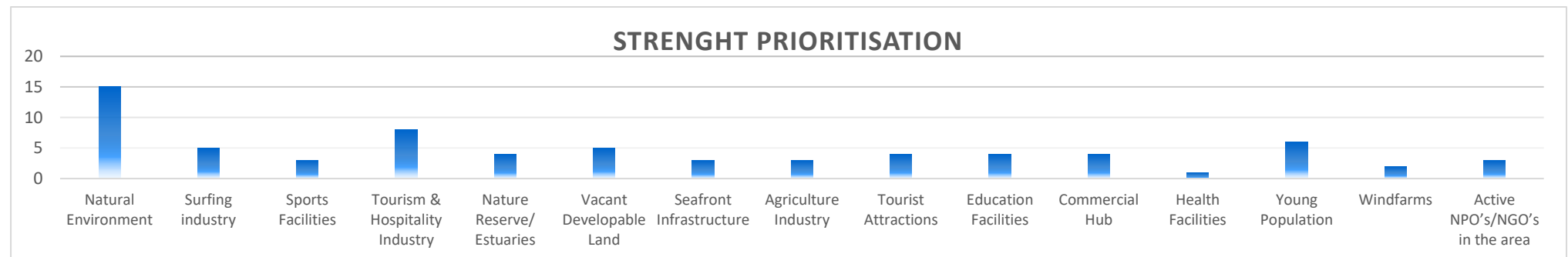


Figure 9: Strength prioritisation

4.2 WEAKNESSES

Table 7: Weakness distribution matrix

WEAKNESSES	WARDS														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Stormwater Drainage	♦					♦						♦			♦
Road Conditions	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦
Tourist Marketing		♦													
Lack of Skills		♦													
Expansion of Informal Settlements				♦	♦	♦			♦		♦	♦	♦	♦	
Gangsterism				♦	♦	♦								♦	♦
Overpopulation of schools					♦	♦								♦	
Lack of land					♦	♦									
Illegal Land Uses				♦		♦							♦	♦	♦
Employment Opportunities				♦	♦	♦			♦	♦			♦	♦	
Lack of Sports, Recreation & Entertainment facilities						♦	♦	♦			♦				♦
Lack of Health Facilities								♦		♦		♦	♦	♦	
Lack of Hawker's Facilities								♦				♦			♦
Houses Unconnected to a Sewerage System	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦
Walkability	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦

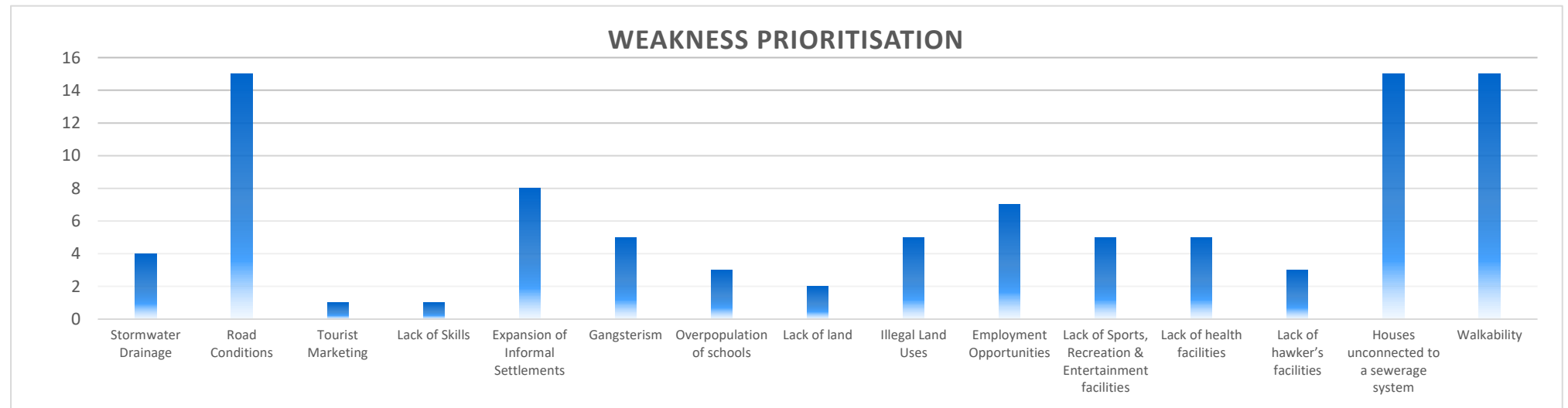


Figure 10: Weakness Prioritisation

4.3 OPPORTUNITIES

Table 8: Opportunity distribution matrix

	WARDS														
OPPORTUNITIES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Skills/Youth Development Centres	♦	♦				♦	♦		♦	♦			♦	♦	♦
Development of Vacant Land		♦	♦								♦	♦			♦
Upgrading/Developing Sports and Recreation Facilities	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦
Nature Reserve/ Estuaries		♦						♦				♦			
Boreholes		♦		♦											
Takeover of Provincial Roads			♦					♦			♦				
Internet Access			♦		♦	♦							♦		
Upgrading of Bulk Infrastructure	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦
Expanding seafront/beach infrastructure			♦					♦			♦				
Recycling				♦			♦	♦						♦	♦
Specialised Schools Development				♦		♦	♦			♦					
Development of Community Facilities				♦			♦	♦						♦	♦
Direct N2 access				♦											
Heritage Building Restoration									♦						♦
Multi-purpose centres					♦	♦			♦					♦	
Revitalisation of CBD									♦		♦				♦
Supporting SMME business development						♦			♦		♦				♦
Affordable Housing projects						♦			♦		♦				♦
Train line Revitalisation											♦				♦
Fishing Industry							♦								
Renewable Energy	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦
Community Garden					♦	♦		♦							
Tourism Activities/ Facilities			♦	♦	♦	♦		♦	♦	♦		♦			
Old Age Retirement Centre								♦							♦

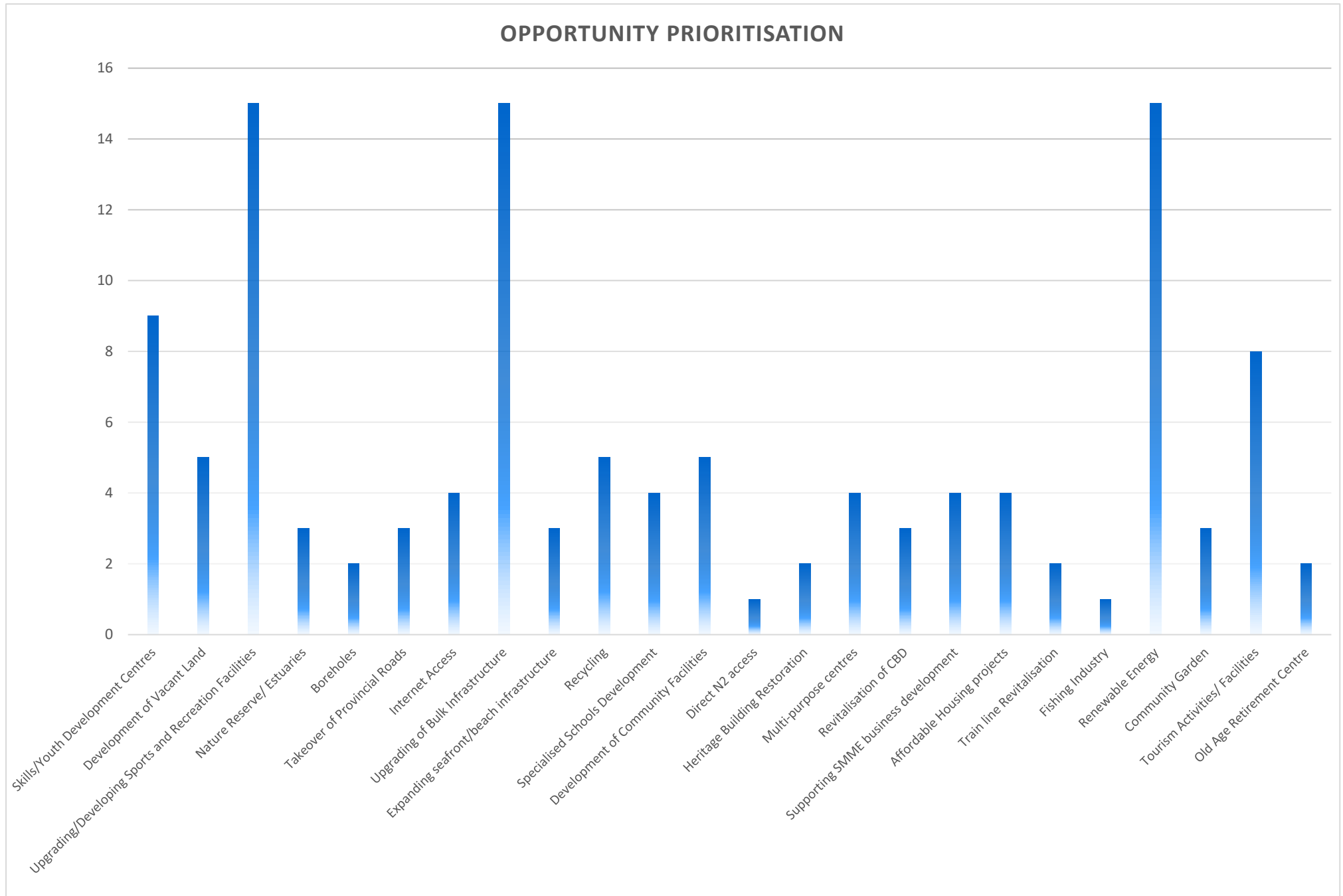


Figure 11: Opportunity prioritisation

4.4 THREATS

Table 9: Threat distribution matrix

THREATS	WARDS														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Dune Rehabilitation	♦											♦			
Illegal Dumping sites	♦											♦		♦	
Poor/Insufficient infrastructure	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦
Climate Change	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦
Population growth		♦		♦		♦		♦	♦		♦	♦		♦	♦
Affordable Housing Shortage		♦							♦	♦				♦	
Lack of N2 access				♦											
Poverty					♦									♦	
Vandalism/ Crime					♦	♦		♦			♦	♦	♦	♦	
Lack of Waterborne Sewer System	♦				♦		♦					♦		♦	
Lack of Education						♦	♦		♦				♦		
Health System						♦			♦	♦			♦	♦	
Older Population								♦							
Lack of social & security services/ facilities							♦		♦				♦	♦	

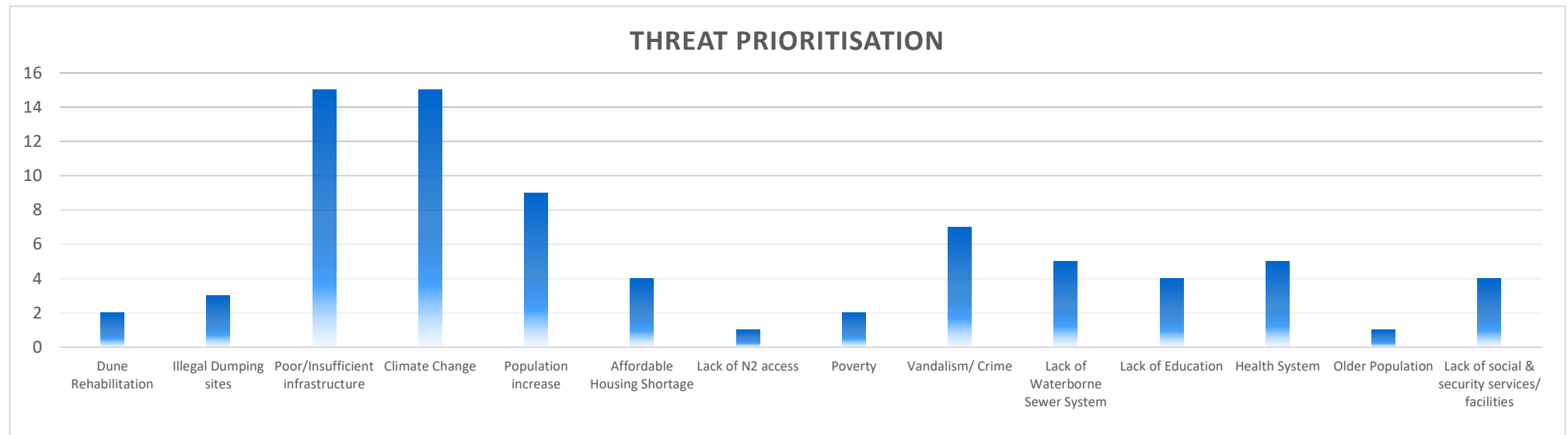


Figure 12: Threat Prioritisation

SWOT ANALYSIS SUMMARY

The key observations of the SWOT analysis are:

- ◀ All wards have emphasised the natural environment and ecological infrastructure base as a major strength within the municipality
- ◀ The tourism and hospitality industry supported by the surfing industry and the natural environment of the municipality, has been highlighted as a key strength of the region.
- ◀ In addition to the above, the large youth population has been identified as a potential strength, indicating that a large segment of the population will be able to participate in the economy.
- ◀ Wards 11 and 12 have the highest level of clustering of strengths, followed by wards 2, 4 and 7.

STRENGTHS CLUSTERING PER WARD

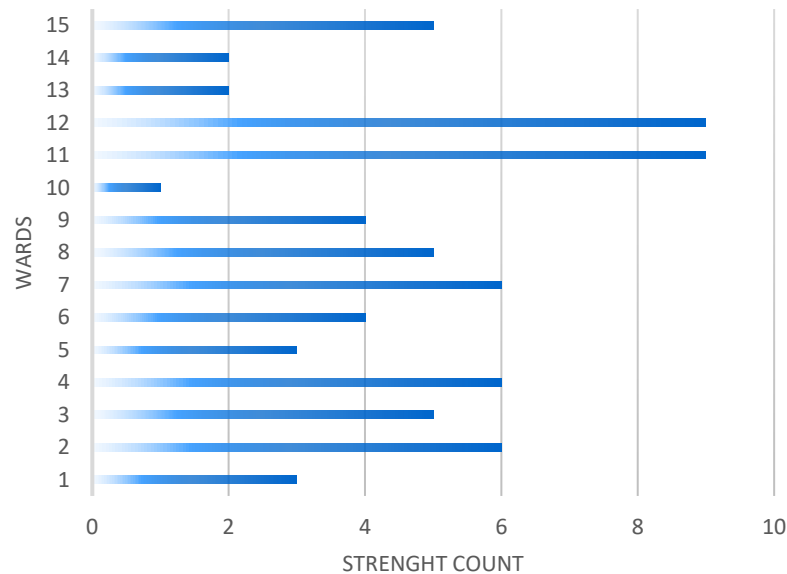


Figure 13: Strength distribution per ward

- ◀ Road conditions and the walkability of settlements have been identified by all wards as major weaknesses hindering the accessibility of tourists as well as residents.
- ◀ Households and housing developments that are not connected to wastewater treatment infrastructure have been highlighted as a major weakness within the region.
- ◀ The expansion of informal settlements is aggravated by poverty and unemployment levels, which also contribute to the increasing number of households without access to basic services.
- ◀ Poverty levels have further increased the prominence of gangsterism, requiring intervention programmes to address poverty, job creation and crime prevention.
- ◀ The quality and accessibility of social services and facilities, such as clinics and sports facilities, are highlighted as community concerns.
- ◀ Wards 6 and 14 have the highest clustering of weaknesses, followed by wards 5 and 15.

WEAKNESS CLUSTERING PER WARD

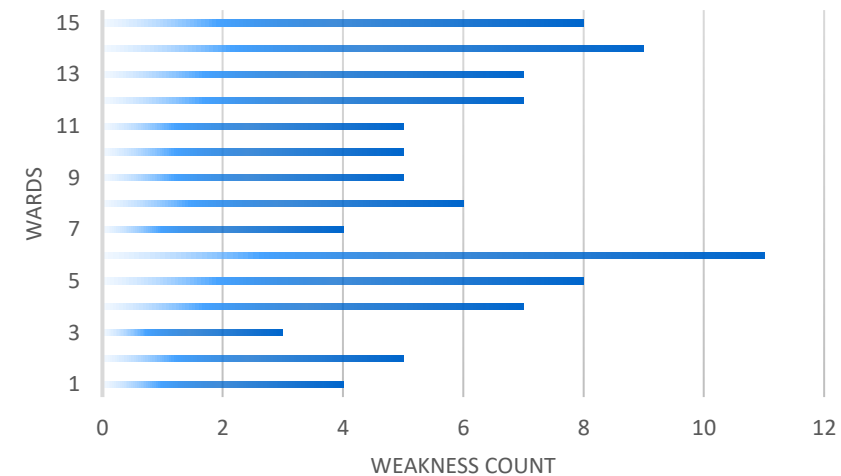


Figure 14: Weakness distribution per ward

- ◀ Upgrading, optimisation and expansion of bulk infrastructure encompass the majority of opportunities within the Kouga municipality as it unlocks development potential that has been hindered by the limited availability of bulk services.
- ◀ The upgrading of bulk infrastructure acts as a catalyst for the development of vacant land.
- ◀ Renewable energy has been highlighted as a prominent opportunity within the region, but is currently limited by the lack of capacity on the electrical grid and substations.
- ◀ Further expansion of tourism activities and facilities would allow for the full exploitation of the remaining tourism potential.
- ◀ The large youth population supports the development and expansion of skills and youth incubators.
- ◀ Opportunities exist to establish circular economies that promote the recycling of waste products, which can be supported by skill incubators.
- ◀ The majority of opportunities are clustered in Ward 15, followed by Wards 6, 8, 9 and 11.

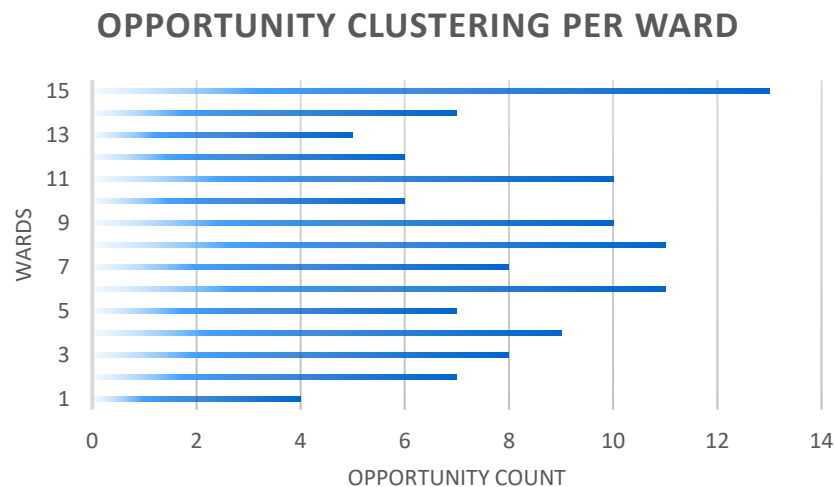


Figure 15: Opportunity distribution per ward

- ◀ The most pertinent threat has been identified as underperforming or insufficient infrastructure that hinders growth, but it is also facing increasing pressure stemming from migration and population growth.
- ◀ Along with bulk infrastructure, climate change has been identified as a major threat to the Kouga Municipality, as it increases pressure on water, sewer and stormwater infrastructure. Increasing sea levels, accompanied by extreme storms resulting in damaging waves and winds, result in major damage to beachfront properties and infrastructure. The area is also prone to droughts, affecting the livelihoods of businesses and residents alike.
- ◀ Increasing levels of crime and vandalism are taking a toll on municipal infrastructure, resulting in the suboptimal functioning of crucial municipal services, and increasing costs related to maintenance.
- ◀ The majority of threats are clustered in Ward 14, followed by Wards 9 and 12.

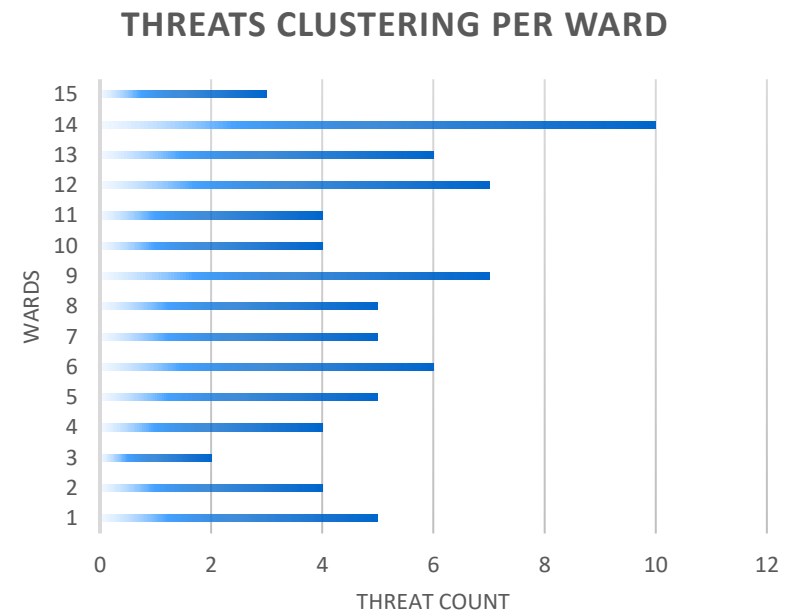


Figure 16: Threat distribution per ward

5 SPATIAL STRATEGIES

5.1 REGIONAL DEVELOPMENT FRAMEWORK

5.1.1 KEY CONCEPTS

5.1.1.1 LEVER

A development lever refers to a strategic approach or instrument used to influence and guide spatial development within a specific area or region. These levers are designed to catalyse and direct development initiatives, ensuring that they align with overarching goals and objectives outlined in the SDF. Development levers may include policies, regulations, incentives, investment strategies, infrastructure projects, and other interventions aimed at shaping land use patterns, promoting sustainable growth, enhancing liveability, and fostering economic vitality.

5.1.1.2 DRIVER

A Development Driver refers to a fundamental force or factor that propels and influences spatial development within a particular area or region. These drivers are typically underlying economic, social, environmental, or technological trends, conditions, or opportunities that shape development outcomes and trajectories. Examples of development drivers may include population growth, economic trends, technological advancements, transportation infrastructure, natural resource availability, and policy initiatives. Development drivers serve as essential considerations in guiding spatial planning and decision-making processes.

5.1.1.3 ACTION AREA

Action areas signify specific geographic zones or sectors within an SDF where targeted interventions and initiatives are required to achieve desired development outcomes. Action areas are identified based on various factors such as existing challenges, development needs, opportunities for improvement, and strategic priorities outlined in the planning framework.

Within action areas, it's essential to establish clear objectives, goals, and strategies tailored to address the unique characteristics and requirements of each zone.

Effective coordination, collaboration, and stakeholder engagement are vital in implementing actions within these areas. By mobilising resources, expertise, and support from relevant stakeholders, including government agencies, private sector entities, community organisations, and residents, planners can enhance the impact and effectiveness of interventions within action areas, thereby advancing the overall goals of the spatial planning framework.

5.2 SPATIAL STRUCTURING ELEMENTS

5.2.1 CORRIDORS

Corridors are identified as key linear spatial focus areas designated for concentrated spatial development activities. They play a pivotal role in guiding and organising development projects, infrastructure, and services along specific routes within the municipality. By emphasising corridors as focus areas, planners can efficiently allocate resources and manage growth while promoting connectivity and sustainability within the region.

5.2.2 ZONES

Development zones refer to specific areas within the municipality designated for concentrated development activities (non-linear like). These zones are structured elements in spatial planning that serve as focal points for economic, environmental, tourism, social, and infrastructural growth. They are carefully demarcated to facilitate efficient land use, investment, and the provision of services and amenities.

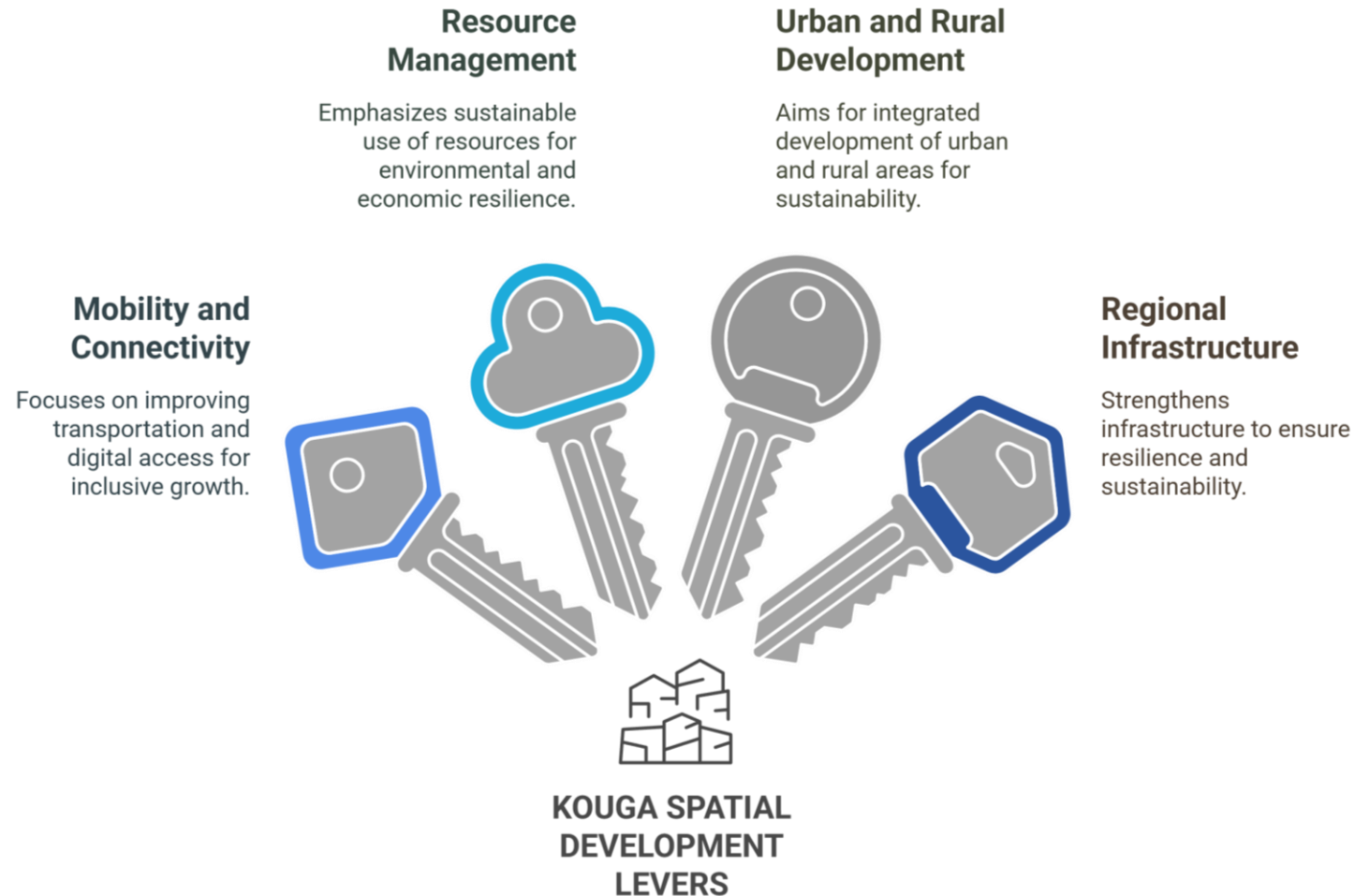
5.2.3 NODES

Within the broader regional context, nodes assume crucial roles in spatial organisation and development. These points serve as pivotal hubs for diverse functions, including agriculture, tourism, coastal activities, fishing, administration, and rural services. Their importance is underscored by

factors like population density, economic viability, transportation networks, and access to resources and amenities. Regional planning endeavours to identify and fortify these nodes, aiming to foster balanced development, optimise resource distribution, and ensure sustainable regional cohesion.

“Integrating corridors, nodes, and zones into spatial planning initiatives enhances the effectiveness of development levers, addresses key drivers, and implements targeted action areas to achieve sustainable and inclusive growth.”

Figure 17: Kouga Development Levers



5.3 DEVELOPMENT LEVERS

The following Levers and subsequent drivers and action areas have been identified:

5.3.1 DEVELOPMENT LEVER 1: ENHANCING MOBILITY, CONNECTIVITY, AND DIGITAL ACCESS FOR INCLUSIVE GROWTH

5.3.1.1 DRIVERS

- ◀ Expanding settlements and increasing travel demand.
- ◀ Trade, tourism, and industrial activities require efficient transport networks.
- ◀ Need for improved linkages between rural and urban areas.
- ◀ Digital connectivity is a key enabler of economic participation.
- ◀ Promoting non-motorised transport (NMT) and public transport solutions.

5.3.1.2 ACTION AREAS

5.3.1.2.1 TRANSPORT AND ROAD INFRASTRUCTURE DEVELOPMENT

- ◀ Upgrade and expand road networks, bridges, and intersections to improve accessibility.
- ◀ Address urgent maintenance needs of gravel roads to enhance rural-urban connectivity.
- ◀ Prioritize the refurbishment of key regional roads (R102, R330, R332) to improve safety and economic linkages.
- ◀ Strengthen intergovernmental cooperation for the maintenance and upgrading of provincial roads.

5.3.1.2.2 PUBLIC TRANSPORT AND NON-MOTORISED TRANSPORT (NMT) INTEGRATION

- ◀ Formalise and upgrade taxi ranks with proper facilities.
- ◀ Investigate bus and alternative public transport opportunities for regional and local accessibility.

- ◀ Develop pedestrian and cycling-friendly infrastructure to enhance mobility in urban areas.
- ◀ Ensure NMT-friendly urban planning for all new development proposals.

5.3.1.2.3 DIGITAL AND ICT CONNECTIVITY EXPANSION

- ◀ Improve broadband infrastructure to enhance digital access for businesses, education, and e-governance.
- ◀ Establish Wi-Fi access points in key towns (Oyster Bay, Hankey, Patensie, Humansdorp, Thornhill).
- ◀ Transform libraries into E-Centres to support digital literacy, youth employment, and entrepreneurship.

Key Action Areas for Inclusive Growth



5.3.1.3 SPATIAL STRUCTURING ELEMENTS

5.3.1.3.1 CORRIDORS

- ◀ Upgrade key transport corridors linking urban centres, industrial hubs, and rural areas.
- ◀ Improve inter-regional linkages for better economic integration.

5.3.1.3.2 NODES

- ◀ Develop strategic transport hubs in Jeffreys Bay, Humansdorp, and Hankey.
- ◀ Create mixed-use zones around transport hubs to promote economic activity.

5.3.1.3.3 ZONES

- ◀ Designate transit-oriented development (TOD) areas to maximise accessibility and economic growth.

5.3.1.4 KEY INITIATIVES AND PROJECTS:

5.3.1.4.1 ROAD AND BRIDGE UPGRADING

- ◀ Upgrade and maintain the R102, R330, R332, and gravel road between Paradise Beach and Lombardini Game Farm.
- ◀ Strengthen the coastal route between Jeffreys Bay and St Francis Bay for tourism and economic flow.
- ◀ Prioritise low-water bridge maintenance to enhance access to rural communities.
- ◀ Upgrade the Seekoei Estuary bridge to improve connectivity between Aston Bay and Paradise Beach.
- ◀ Upgrading and maintaining the gravel roads that serve the brick manufacturing and citrus industries, providing essential support to the local economy.

5.3.1.4.2 PUBLIC TRANSPORT AND MOBILITY ENHANCEMENTS

- ◀ Formalise and refurbish taxi ranks in key urban areas.
- ◀ Improve connectivity for school transport, ensuring safer and more efficient travel.
- ◀ Develop pedestrian and cycling infrastructure to promote alternative transport modes.

5.3.1.4.3 DIGITAL CONNECTIVITY AND SMART INFRASTRUCTURE

- ◀ Deploy municipal Wi-Fi towers in key towns for improved digital access.
- ◀ Establish E-Centres in libraries to support education and skills development.

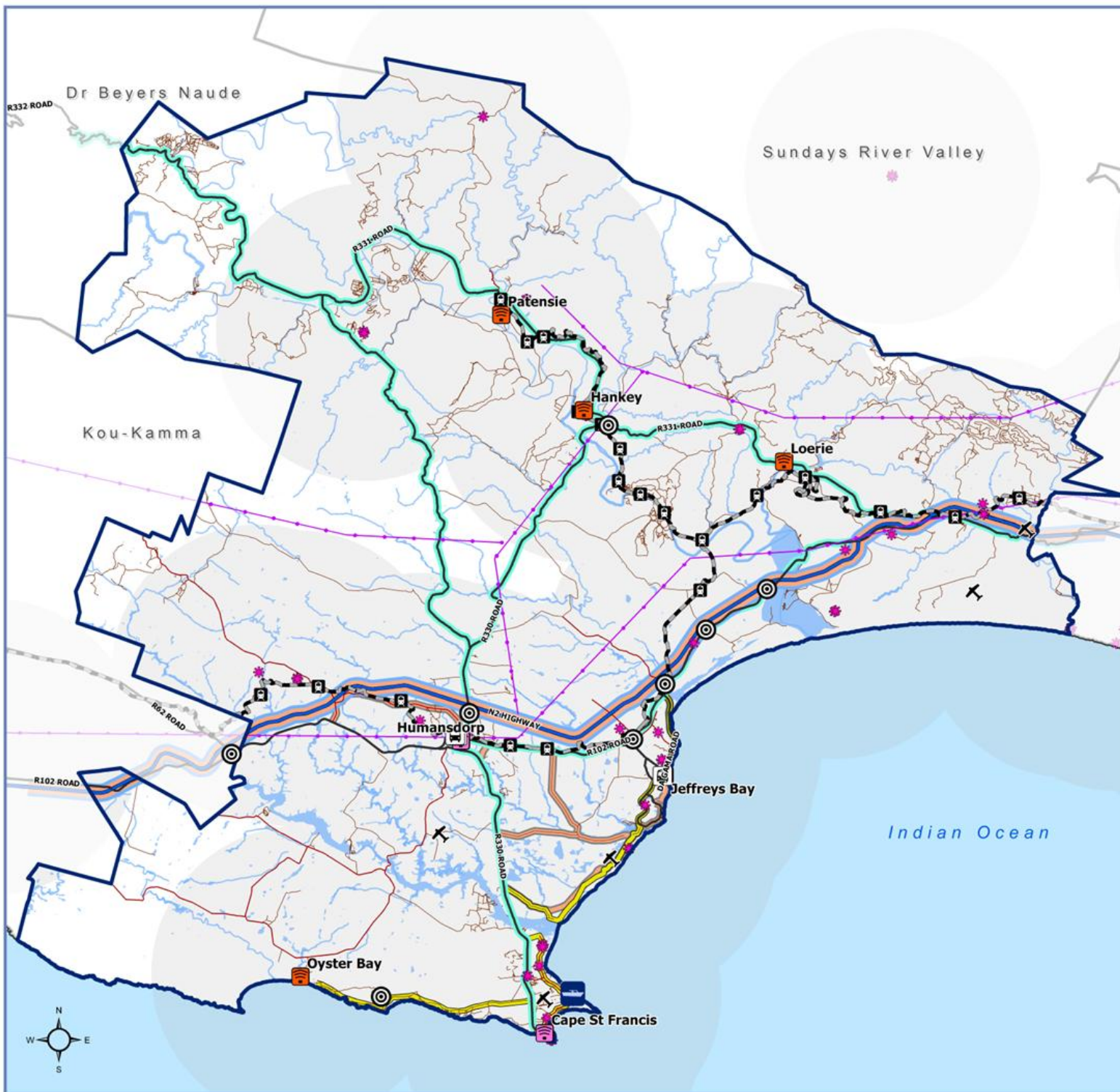
5.3.1.4.4 RURAL-URBAN LINKAGES

- ◀ Upgrade gravel roads around Oyster Bay, Andrieskraal, and Patensie for economic and tourism benefits.
- ◀ Refurbish railway lines between Patensie, Jeffreys Bay, and Humansdorp for potential tourism and commuter travel.

5.3.1.4.5 GATEWAY DEVELOPMENTS

- ◀ Create visually distinctive entrances with landmark structures, signage, and landscaping.
- ◀ Promote mixed-use, tourism-friendly, and small-scale enterprise developments.
- ◀ Enhance traffic flow, pedestrian access, and public transport facilities.
- ◀ Implement green infrastructure, stormwater management, and eco-friendly designs.

This development lever ensures a well-connected Kouga with enhanced transport infrastructure, public transport accessibility, and digital connectivity. By integrating mobility, ICT, and spatial planning, Kouga Municipality can drive economic development, social inclusion, and sustainable growth.



Regional Spatial Strategy: Connectivity & Accessibility

- Bus Stations & Taxi Stops
- No Fibre Access
- Fibre Access
- Airstrips or Helipads
- Cellphone Towers
- Railway Stations
- Gateways
- Harbours
- Railway Lines
- Broadband Line Network
- National Roads
- Main Roads
- Secondary Roads
- Gravel Roads
- National Corridor
- Intercape Bus Routes
- Regional Roads
- Priority Road Upgrading
- Coastal Corridor
- Cellphone Towers 10km Buffer
- Kouga Wetlands
- Kouga Local Municipal Boundary

Map 9: Lever 1 - Connectivity &
Accessibility

Source: Eskom, DOT

0 2.5 5 10 15 20 Kilometers

5.3.2 DEVELOPMENT LEVER 2: SUSTAINABLE RESOURCE MANAGEMENT FOR ENVIRONMENTAL AND ECONOMIC RESILIENCE

5.3.2.1 DRIVERS

- ◀ Enhancing the agricultural, tourism, and renewable energy sectors.
- ◀ Addressing climate change, conserving biodiversity, and ensuring long-term ecological health.
- ◀ Protecting heritage sites and promoting cultural tourism.
- ◀ Safeguarding high-potential agricultural lands.
- ◀ Maintaining ecological corridors and nature reserves.
- ◀ Leveraging local and international markets for agricultural and tourism products.

5.3.2.2 ACTION AREAS

5.3.2.2.1 ENVIRONMENTAL CONSERVATION AND BIODIVERSITY PROTECTION

- ◀ Enhance management of nature reserves, including areas leading up to the Baviaanskloof, Van Staden's Wildflower Reserve, and Kabeljous River Heritage Site.
Increase the removal of alien plant species that pose higher fire risks and threaten water security. The municipality should form partnerships with organisations such as Working for Water to strengthen the initiative.
- ◀ Implement integrated catchment management to improve water quality and quantity.
- ◀ Strengthen climate change mitigation through reforestation and sustainable land use practices.

5.3.2.2.2 SUSTAINABLE AGRICULTURAL PRACTICES AND DIVERSIFICATION

- ◀ Promote climate-smart farming and agri-processing to enhance resilience and productivity.

- ◀ Establishment of additional agricultural schools and training facilities, enhancing agricultural skills and educational opportunities for residents.
- ◀ Protect high-value agricultural lands from urban encroachment.
- ◀ Encourage renewable energy and other resources to be used in agriculture to reduce the carbon footprint.
- ◀ Expand marine and aquaculture industries along the coast, focusing on sustainable practices.

Sustainable Resource Management for Resilience



5.3.2.2.3 TOURISM DEVELOPMENT AND CULTURAL HERITAGE PRESERVATION

- ◀ Develop eco-tourism, agri-tourism, and heritage tourism initiatives.
- ◀ Improve infrastructure in nature reserves to boost eco-tourism while preserving biodiversity.
- ◀ Collaborate with private tourism operators for enhanced visitor experiences and economic growth.
- ◀ Establish heritage preservation zones within historic areas within towns to protect cultural assets, with the prioritisation of preserving heritage structures and buildings.

5.3.2.2.4 RENEWABLE ENERGY AND INFRASTRUCTURE DEVELOPMENT

- ◀ Encourage renewable energy projects with minimal environmental impact.
- ◀ Develop infrastructure for electric vehicle charging powered by renewable sources.
- ◀ Promote the responsible siting of renewable energy infrastructure to protect agricultural and tourism areas.

5.3.2.3 SPATIAL STRUCTURING ELEMENTS

5.3.2.3.1 CORRIDORS

- ◀ Establish scenic routes and heritage trails to connect cultural and natural attractions.
- ◀ Develop agricultural corridors to protect high-potential agricultural land and support local economies.

5.3.2.3.2 NODES

- ◀ Create agri-tourism and eco-tourism nodes at key intersections of natural and cultural landscapes.
- ◀ Develop renewable energy nodes, prioritising areas with minimal ecological disturbance.

5.3.2.3.3 ZONES

- ◀ Designate heritage preservation zones to safeguard historic town centres and structures.
- ◀ Establish conservation zones in ecologically sensitive areas, including coastal and wetland regions.
- ◀ Develop agricultural development zones on protected agricultural land to protect and enhance agricultural activity on the land.

5.3.2.4 KEY INITIATIVES AND PROJECTS

5.3.2.4.1 ECOLOGICAL AND AGRICULTURAL INITIATIVES

- ◀ Restore wetlands and riverbanks to enhance ecosystem services.
- ◀ Form partnerships for alien species removal and ecosystem restoration, promoting economic spin-offs from the processing of alien species.
- ◀ Promote sustainable fishing practices in designated marine zones.
- ◀ Develop agri-processing zones leveraging the Agripark and private sector initiatives.
- ◀ Expand research on livestock and crop genetics for climate adaptation.
- ◀ Limit the development of large-scale agro-industries on protected agricultural land. Rather, support these developments within urban areas and unproductive agricultural land.

5.3.2.4.2 TOURISM AND HERITAGE INITIATIVES

- ◀ Develop tourism gateways along major routes (N2, R102, R330) to provide visitor information.
- ◀ Promote local farm stalls along tourism routes to support agritourism.
- ◀ Collaborate with private operators to enhance tourism experiences and training for local guides.
- ◀ Protect heritage buildings in historic towns and integrate them into tourism circuits.

5.3.2.4.3 RENEWABLE ENERGY AND CLIMATE ADAPTATION

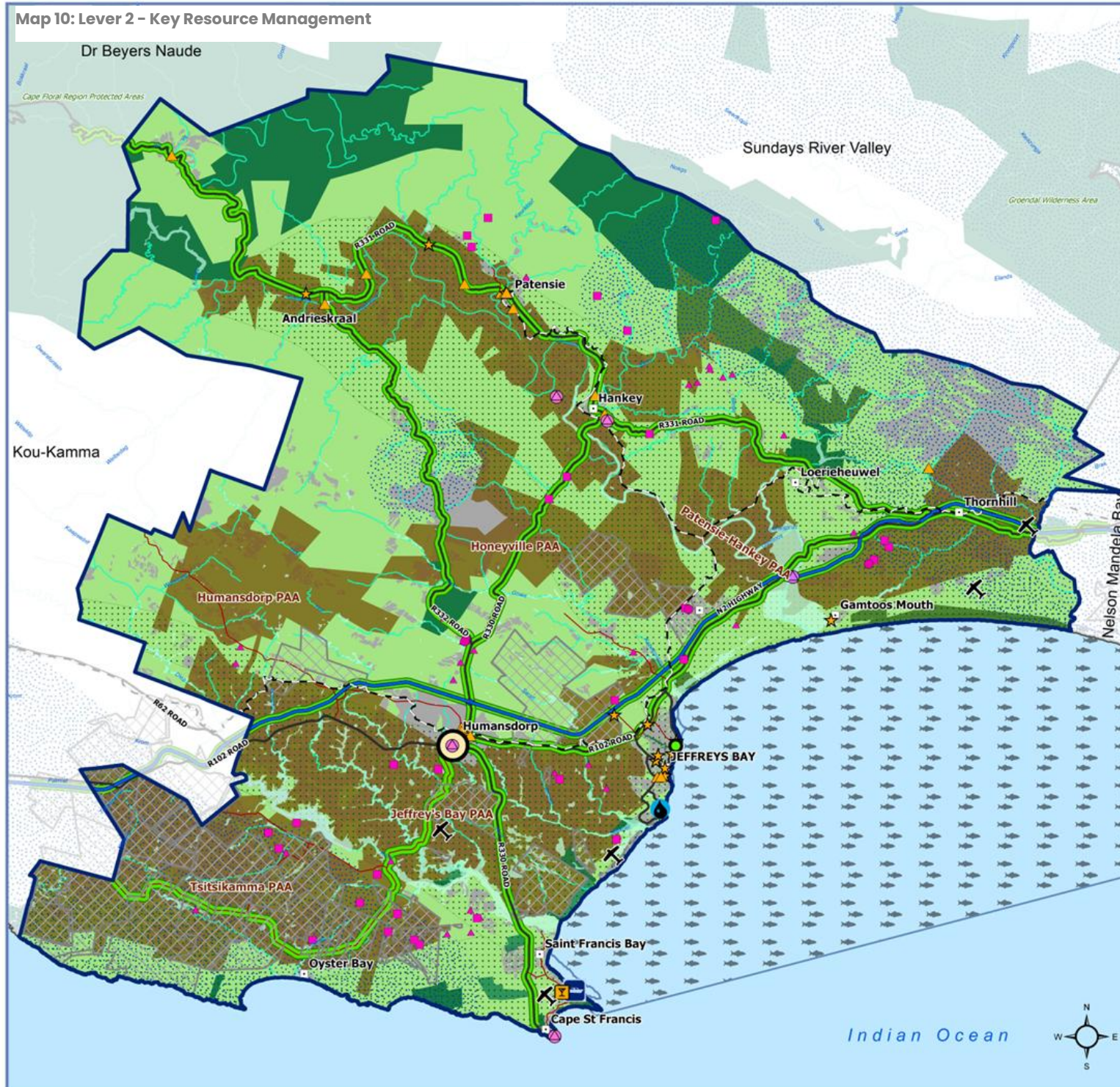
- ◀ Facilitate renewable energy projects like solar and wind farms with environmental safeguards.
- ◀ Develop and support the expansion of infrastructure for electric vehicle charging stations along major routes.
- ◀ Implement water management projects for drought resilience and community employment.
- ◀ Ensure renewable energy projects do not harm protected agricultural land and agricultural activities.
- ◀ Establish firebreaks in wildfire-prone areas to reduce the risk of wildfires spreading and protect property and natural habitats.

5.3.2.4.4 COASTAL AND WATER RESOURCE MANAGEMENT

- ◀ Implement the Seekoei Estuarine Management Plan to address development pressures and climate resilience.
- ◀ Enhance coastal zone management following the Sarah Baartman District Coastal Management Programme.
- ◀ Protect critical water bodies like the Gamtoos and Kromme Rivers from pollution and overuse.
- ◀ Form partnerships for integrated catchment management to improve water security in terms of both quality and quantity.
- ◀ Create job opportunities through water management projects and conservation efforts.
- ◀ Improve the monitoring of aquifer usage to ensure the sustainable usage of groundwater. Research is also required to improve the usage of aquifers by towns and to determine how best to protect these resources.
- ◀ Ensure land use decisions take into account the protection of groundwater resources, such as the Tafelberg Aquifer, especially regarding agriculture, mining and industrial activities.

Lever 2 aims to foster sustainable resource management by integrating environmental conservation, sustainable agriculture, renewable energy, and heritage preservation. Through strategic spatial planning and targeted initiatives, Kouga Municipality can ensure resilient, diverse, and inclusive economic growth while safeguarding its rich environmental and cultural heritage.

Map 10: Lever 2 – Key Resource Management



Regional Sector Analysis: Key Resources Management

1. Agricultural Resources

- ▲ Agricultural
- ★ Convenience Store
- 🏠 Farm Stall
- 🍷 Market / Informal Market
- 🍷 Winery
- 🌾 AgriParks
- 🌾 FPSU
- 🌾 Extensive Agriculture (Low Potential)
- 🌾 Protected Agricultural Areas

7. Other

- ✈️ Airstrips or Helipads
- 🛣️ National Roads
- 🛣️ Main Roads
- 🛣️ Secondary Roads
- 🚂 Railway Lines

2. Conservation Resources

- 🌿 Ecological Conservation Zone
- 🌿 Protected Area

3. Tourism Resources

- 🏛️ Heritage Sites
- 🌳 Tourism Support Facilities
- 🛣️ Tourism Routes

4. Energy Resources

- ☀️ Renewable Energy Development

5. Water Resources

- 🐟 Aquaculture
- 🏞️ Harbours
- 🐟 Fisheries Support Zones
- 🌊 Water Resource Zones
- 🌊 Rivers
- 🌊 Kouga Wetlands

Aquifer Class Classification

- 🌊 Major

6. Mineral Resources

- 🔴 Approved Mining Applications
- 🔴 Active or Abandoned Mines
- 🔴 Quarries

Source: SANBI, DFFE, DALRRD, DMR, SAHRA

0 2.5 5 10 15 20 Kilometers

5.3.3 DEVELOPMENT LEVER 3: INTEGRATED URBAN AND RURAL DEVELOPMENT FOR SUSTAINABLE GROWTH

5.3.3.1 DRIVERS

- Strengthening urban-rural linkages to create a balanced spatial economy.
- Addressing inequalities through inclusive infrastructure and service delivery.
- Planning for population growth, migration, and urban expansion.
- Supporting agricultural economies and service provision in rural areas.
- Enhancing urban liveability and promoting compact, efficient cities.
- Strategic planning to manage sprawl and preserve high-value land.

5.3.3.2 ACTION AREAS

5.3.3.2.1 LAND USE COORDINATION

- Integrate planning frameworks between urban and rural areas to optimise land use.
- Protect high-potential agricultural land from urban encroachment.
- Encourage sustainable rural settlements with service provision aligned to local economic needs.
- Ensure supporting land uses, providing access to community and educational services, are located centrally within township establishments, informal and in-situ settlement formalisation, to promote spatial efficiency and spatial justice.

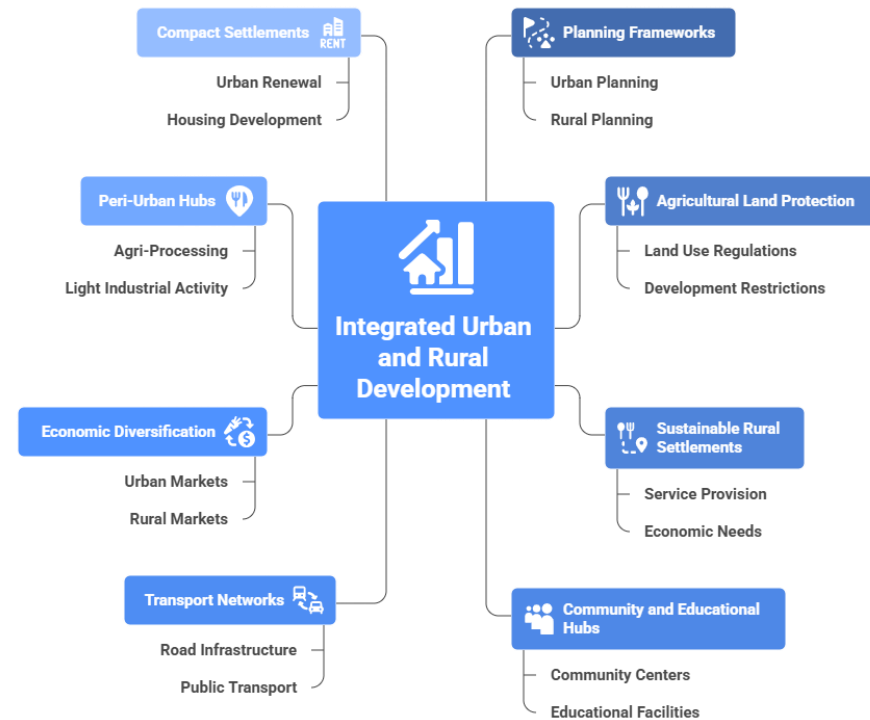
5.3.3.2.2 TRANSPORTATION AND CONNECTIVITY

- Strengthen urban-rural transport networks to facilitate economic and social integration.
- Improve road infrastructure linking primary and secondary nodes with rural settlements.
- Promote non-motorised transport (NMT) and public transit solutions for accessibility.
- Upgrade taxi facilities by providing public restrooms and associated amenities.

5.3.3.2.3 ECONOMIC COLLABORATION AND LOCAL LIVELIHOODS

- Support economic diversification by linking rural agricultural producers with urban, rural and informal markets.
- Develop peri-urban hubs for agri-processing, light industry, and logistics.
- Encourage small-scale, community-driven enterprises and SMME development.

Integrated Urban and Rural Development for Sustainable Growth



5.3.3.2.4 SUSTAINABLE HUMAN SETTLEMENTS AND SOCIAL INFRASTRUCTURE

- ◀ Promote compact and efficient land use planning to minimise urban sprawl.
- ◀ Strengthen the delivery of social amenities, public open spaces, and mixed-income housing.
- ◀ Implement informal settlement upgrading and incremental housing development strategies.

5.3.3.2.5 URBAN RENEWAL AND TOWN IDENTITY

- ◀ Upgrade public spaces, sidewalks, and street furniture to enhance the urban environment.
- ◀ Improve signage, landscaping, and public art to promote town character and a sense of place.
- ◀ Encourage mixed-use developments integrating residential, commercial, and recreational spaces.

5.3.3.3 SPATIAL STRUCTURING ELEMENTS

5.3.3.3.1 CORRIDORS

- ◀ Develop multi-use green corridors linking urban centres with peri-urban agriculture and rural landscapes.
- ◀ Upgrade key transport corridors (N2, R102, R330) to support regional mobility and economic development.

5.3.3.3.2 NODES

- ◀ Establish rural service nodes to provide essential services and stimulate local economies.
- ◀ Develop mixed-use activity nodes in strategic urban locations to promote economic clustering.

5.3.3.3.3 ZONES

- ◀ Create rural innovation zones to support entrepreneurship and skills development.

- ◀ Designate areas for sustainable, off-grid housing developments where infrastructure is limited.
- ◀ Define density guidelines to ensure balanced urban expansion and integration with rural areas.

5.3.3.4 KEY INITIATIVES AND PROJECTS

5.3.3.4.1 SMART, SUSTAINABLE, AND CONCENTRATED SETTLEMENT GROWTH

- ◀ Implement policies promoting compact urban forms and energy-efficient infrastructure.
- ◀ Encourage infill and densification of residential areas above greenfield development to optimise existing service infrastructure.
- ◀ Ensure industrial zones are well-located to prevent land-use conflicts with tourism and agriculture.

5.3.3.4.2 SOCIAL AND ECONOMIC DEVELOPMENT

- ◀ Align human settlement planning with the Social Services Wheel as per the NSDF.
- ◀ Improve accessibility to healthcare, education, and social facilities in both urban and rural areas.
- ◀ Support the development of tertiary education facilities within the Kouga Local Municipality, specifically Jeffreys Bay and Humansdorp (TVET College, Private College, University, etc.)
- ◀ Ensure social, healthcare and educational facilities are not located on the periphery of settlements to ensure ease of access.
- ◀ Support entrepreneurship through business incubation centres and small business support programs.

5.3.3.4.3 URBAN UPGRADING AND PUBLIC SPACE ENHANCEMENT

- ◀ Upgrade the central business areas of Jeffreys Bay and Humansdorp with better pedestrian access, street lighting, and NMT lanes.
- ◀ Encourage public-private partnerships for town revitalisation projects.

5.3.3.4.4 RURAL-URBAN LINKAGES AND ECONOMIC SYNERGIES

- ◀ Develop agro-processing clusters near key agricultural zones.
- ◀ Strengthen local food supply chains linking rural producers with urban markets.
- ◀ Invest in broadband infrastructure to bridge the digital divide between urban and rural communities.

5.3.3.4.5 INFRASTRUCTURE AND HOUSING EXPANSION

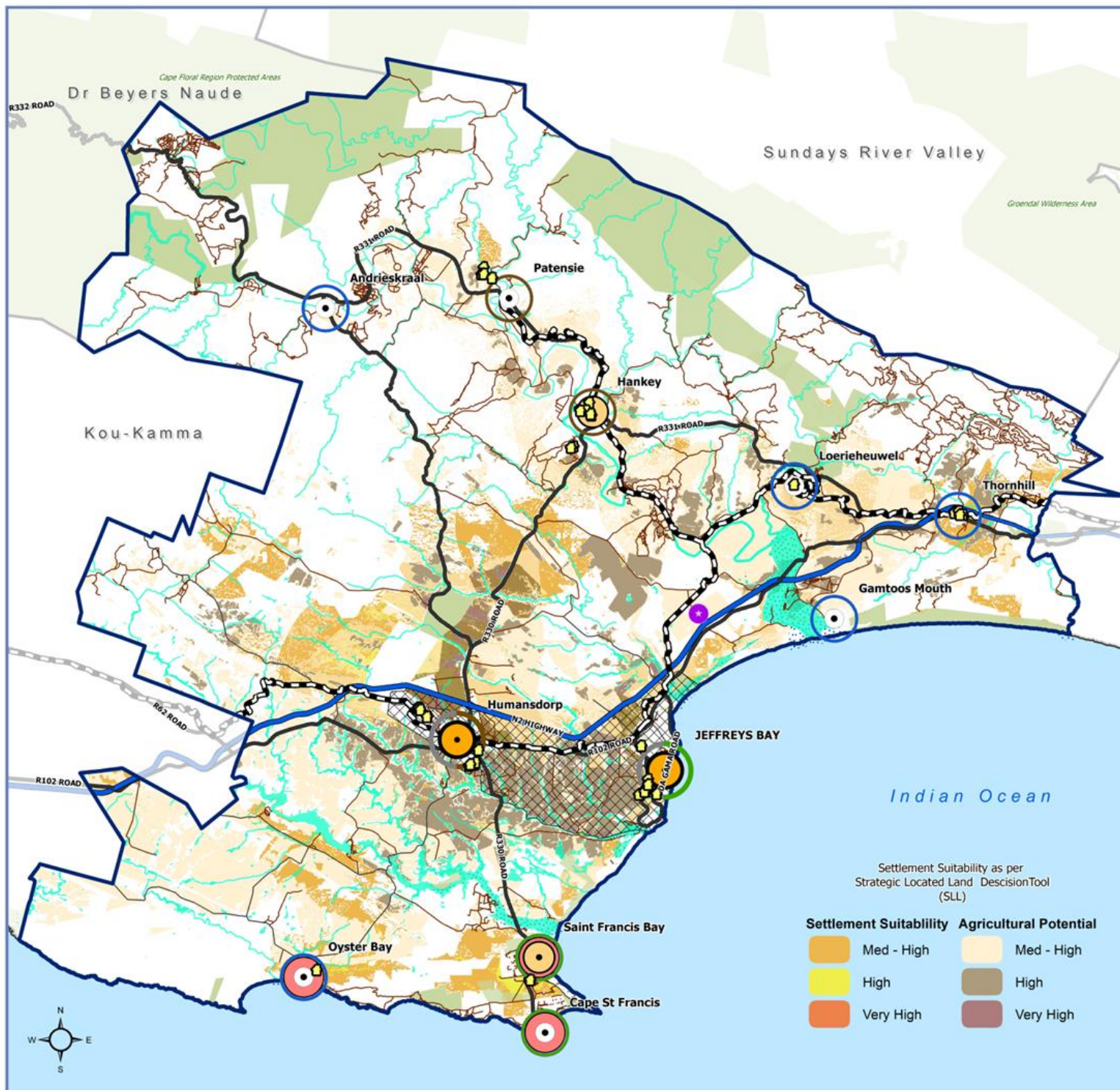
- ◀ Incrementally upgrade informal settlements to provide access to essential services.
- ◀ Support mixed-income housing development near employment hubs.
- ◀ Develop realistic land use plans that consider economic feasibility and community needs.
- ◀ Upgrading of gravel roads and refurbishment of dilapidated houses within existing government-subsidised housing areas.

Lever 3 promotes a balanced, integrated approach to urban and rural development, ensuring sustainable growth through smart land use, improved infrastructure, and economic collaboration. By fostering urban renewal, strengthening rural economies, and enhancing connectivity, Kouga can achieve a more inclusive and resilient spatial framework.

Table 10: Settlement Typology

Town	NSDF Typology	PSDF Typology	DSDF Typology	MSDF Typology	Nodal Function	Land Use Function
Humansdorp	Other Settlements	Sub District Centre	Future Region Metro	1ST ORDER NODE	Administrative, Agricultural, Institutional	- Mixed-Use Development - Social Services - Economic Services - Institutional Services - Agriculture Services - Industry Development - Mixed Housing
Jeffreys bay	Rural Service Centre	District Centre	Future Region Metro	1ST ORDER NODE	Administrative, Institutional Tourism,	- Mixed-Use Development - Social Services - Economic Services - Institutional Services - Tourism Development - Light And Services Industries - Mixed Housing Development
St Francis Bay	Other Settlements	Sub-Local Centre	Future Region Metro	2nd Order Node	Tourism	- Tourism Development - Mixed-Use Development - Mixed Housing Development - Small Harbour Development - Recreational Services
Hankey	Rural Service Centre	Local Centre	Sub-District Centres	2nd Order Node	Agricultural	- Arts & Culture Development - Agriculture Development - Mixed Residential, Social & Institutional Services - Economic Services
Patensie	Other Settlements	Sub-Local Centre	Local Centre	Rural Nodes	Agriculture	- Agriculture Development - Tourism Development - Low-Density Mixed-Use, Residential Development

Town	NSDF Typology	PSDF Typology	DSDF Typology		MSDF Typology	Nodal Function	Land Use Function
Cape Francis	Other Settlements	Rural Village	Future Region	Metro	Rural Nodes	Tourism, Coastal Hamlet	Low-Density Residential Conservation & Tourism Development
Thornhill	Other Settlements	Rural Village	-		Rural Nodes	Hamlet	Rural Village Mixed Housing Economic Services
Loerieheuvel	-	Sub-Local Centre	-		Rural Nodes	Hamlet	Rural Village
Oyster bay	-	Rural Village	Future Region	Metro	Rural Nodes	Coastal Hamlet	Tourism-Related, Low-Intensity Mixed-Use Development Low-Density Residential Development
Andrieskraal	-	-	Hamlets		Rural Nodes	Hamlet	Low-Density Agricultural Village Conservation Area
Gamtoos mouth	-	-	Historic Villages	Inland	Rural Nodes	Coastal Hamlet	Low-Density Residential Village Conservation Area



5.3.4 DEVELOPMENT LEVER 4: STRENGTHENING REGIONAL INFRASTRUCTURE FOR RESILIENCE AND SUSTAINABILITY

5.3.4.1 DRIVERS

- Addressing climate change, resource efficiency, and ecological sustainability.
- Expanding renewable energy and ensuring a reliable power supply.
- Advancing green infrastructure and smart city solutions.
- Ensuring sustainable water management and infrastructure resilience.
- Supporting industries and consumers in transitioning to eco-friendly solutions.

5.3.4.2 ACTION AREAS

5.3.4.2.1 RENEWABLE ENERGY DEPLOYMENT

- Invest in solar, wind, and alternative energy projects to enhance energy security and reduce carbon emissions.
- Support decentralised, off-grid energy solutions for rural and underserved areas.
- Upgrade electrical grid infrastructure to improve energy efficiency and accommodate renewable inputs.

5.3.4.2.2 SUSTAINABLE INDUSTRY SUPPORT

- Encourage industries to adopt eco-friendly practices and low-carbon technologies.
- Develop incentives for businesses transitioning to green manufacturing and circular economy models.
- Establish industrial zones powered by renewable energy and sustainable waste management.

5.3.4.2.3 WATER RESOURCE MANAGEMENT

- Upgrade water and wastewater treatment plants (WTW & WWTWs) to improve compliance with environmental standards, and accommodate the high level of growth in Humansdorp, Jeffreys Bay and St Frances Bay.
- Implement integrated catchment management to protect aquifers and ensure long-term water security.
- Promote water recycling, rainwater harvesting, and greywater systems in urban and industrial areas.

Strengthening Regional Infrastructure for Resilience and Sustainability



5.3.4.2.4 GREEN INFRASTRUCTURE DEVELOPMENT

- Create urban green spaces, bioswales, and permeable surfaces to enhance water retention and flood resilience.
- Invest in smart infrastructure to optimise energy and water use in public facilities.
- Support research and innovation hubs for green technology development.

5.3.4.3 SPATIAL STRUCTURING ELEMENTS

5.3.4.3.1 CORRIDORS

- Designate renewable energy corridors to facilitate large-scale wind and solar projects.

- ◀ Upgrade transport corridors to integrate smart infrastructure and sustainable logistics.

5.3.4.3.2 NODES

- ◀ Develop green innovation hubs to support research and commercialisation of sustainable technologies.
- ◀ Strengthen service nodes for water and energy distribution to enhance regional resilience.

5.3.4.3.3 ZONES

- ◀ Establish eco-industrial zones with dedicated sustainability criteria.
- ◀ Promote sustainable mixed-use zones integrating housing, business, and green infrastructure.

5.3.4.4 KEY INITIATIVES AND PROJECTS

5.3.4.4.1 GREEN ENERGY AND ECONOMY INITIATIVES

- ◀ Expand municipal recycling programmes and promote community participation in waste reduction.
- ◀ Upgrade WWTWs in critical areas to improve Green Drop Scores and water quality.
- ◀ Utilise treated effluent for irrigation and industrial applications to reduce freshwater consumption.

5.3.4.4.2 SUSTAINABLE WATER RESOURCE MANAGEMENT

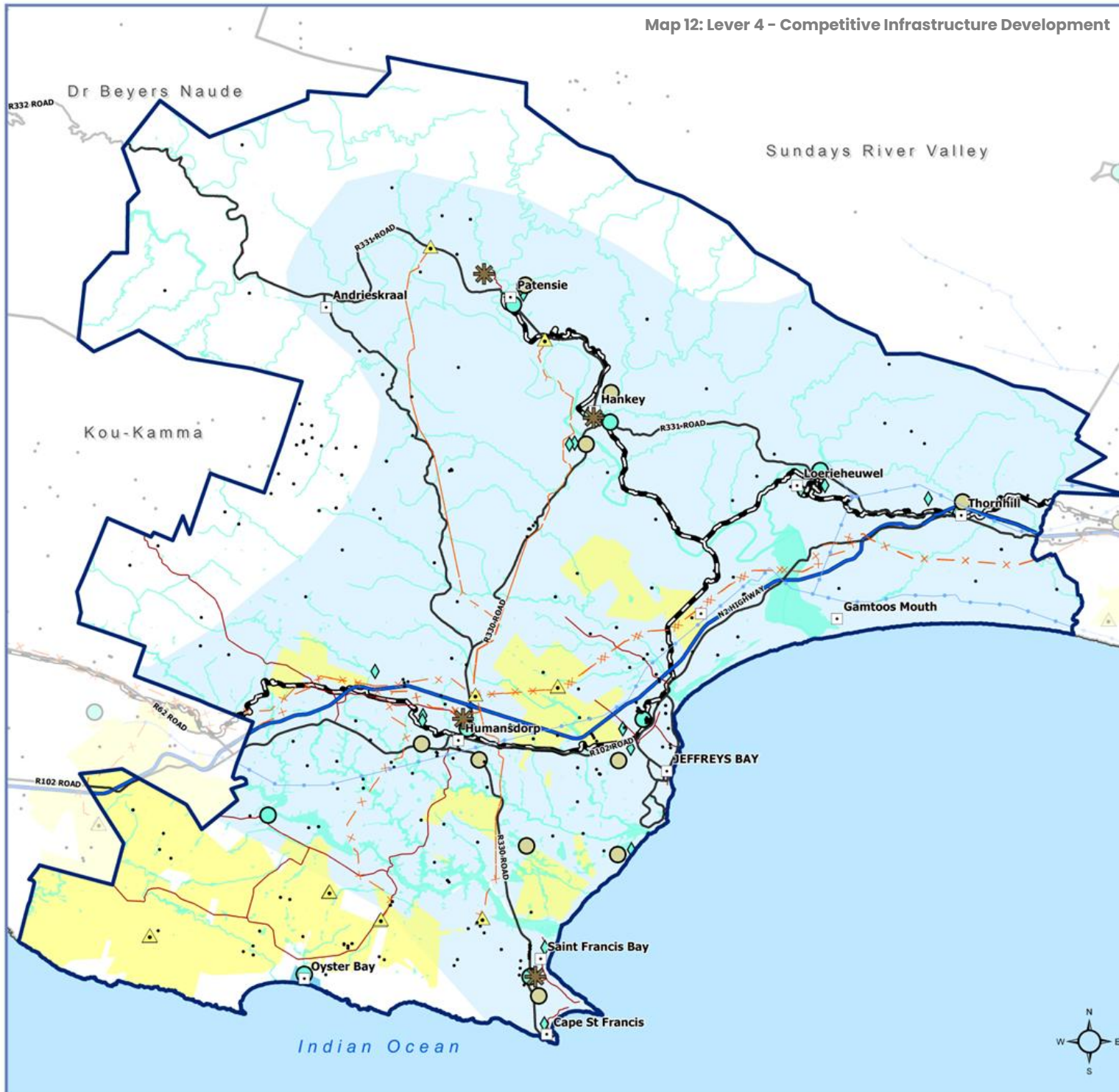
- ◀ Enhance the Blue Drop Score by improving water treatment and distribution systems.
- ◀ Encourage water harvesting and reuse to mitigate drought risks.
- ◀ Implement green infrastructure to manage stormwater and reduce environmental impact.

5.3.4.4.3 INFRASTRUCTURE MODERNISATION

- ◀ Develop a comprehensive regional infrastructure plan to address long-term growth needs.
- ◀ Prioritise investments in sustainable transportation, smart grids, and resilient utilities.
- ◀ Expand broadband and ICT infrastructure to support digital transformation and smart city initiatives.

Lever 4 emphasises sustainable, resilient, and future-ready infrastructure that supports economic growth while mitigating environmental impact. By integrating renewable energy, sustainable industry practices, and smart infrastructure, Kouga can build a more resource-efficient and climate-resilient municipality.

Map 12: Lever 4 – Competitive Infrastructure Development



Regional Spatial Strategy: Infrastructure Development

1. Water

- Boreholes
- ◊ Reservoirs
- Water Treatment Works (WTW)
- Bulk Water Pipelines

Wastewater Scheme Name

- Algoa System Regional WSS
- Oesterbaai Local WSS

2. Electricity

- ⚡ Substations
- ✕ Eskom HV Lines

Application Technology:

- Wind Renewable Energy Project

3. Sanitation

- Waste Water Treatment Works (WWTW)
- ✱ Kouga Landfill Sites

4. Connectivity

- National Roads
- Main Roads
- Secondary Roads
- Railway Lines
- Kouga Wetlands

Water Treatment Work (WTW) Blue Drop Score 2023

Hankey	53,59%
Humansdorp	73,12%
Jeffreys Bay	70,96%
Loerieheuvel	65,31%
Oyster Bay	50,74%
Patensie	44,6%
St Francis Bay	62,11%
Thornhill	53,21%

Wastewater Treatment Work (WWTW) Green Drop Score 2023

Hankey	20,4%
Kruisfontein	16,8%
Loerieheuvel	13,0%
Humansdorp	9,4%
St Francis Bay	23,7%
Jeffreys Bay	19,6%
Thornhill	16,6%

*Subject to change due to new scores coming soon

Source: NSDF, SANRAL, DFFE, DWS

0 2,5 5 10 15 20 Kilometers



5.4 COMPOSITE FRAMEWORK

The Kouga Spatial Development Framework (SDF) illustrates a comprehensive approach to regional planning through an integrated system of development components. The diagram shows how the four key development levers – Regional Infrastructure, Urban and Rural Development, Management, and Mobility and Connectivity – serve as foundational elements that inform the broader planning framework.

These development levers directly feed into the spatial elements and action areas, which represent the physical manifestations and strategic focus zones where development interventions will take place. The spatial elements function as the bridge between conceptual development principles and tangible initiatives. Together with key initiatives (shown as the second component in the equation), they combine to form the Composite Spatial Development Framework (SDF).

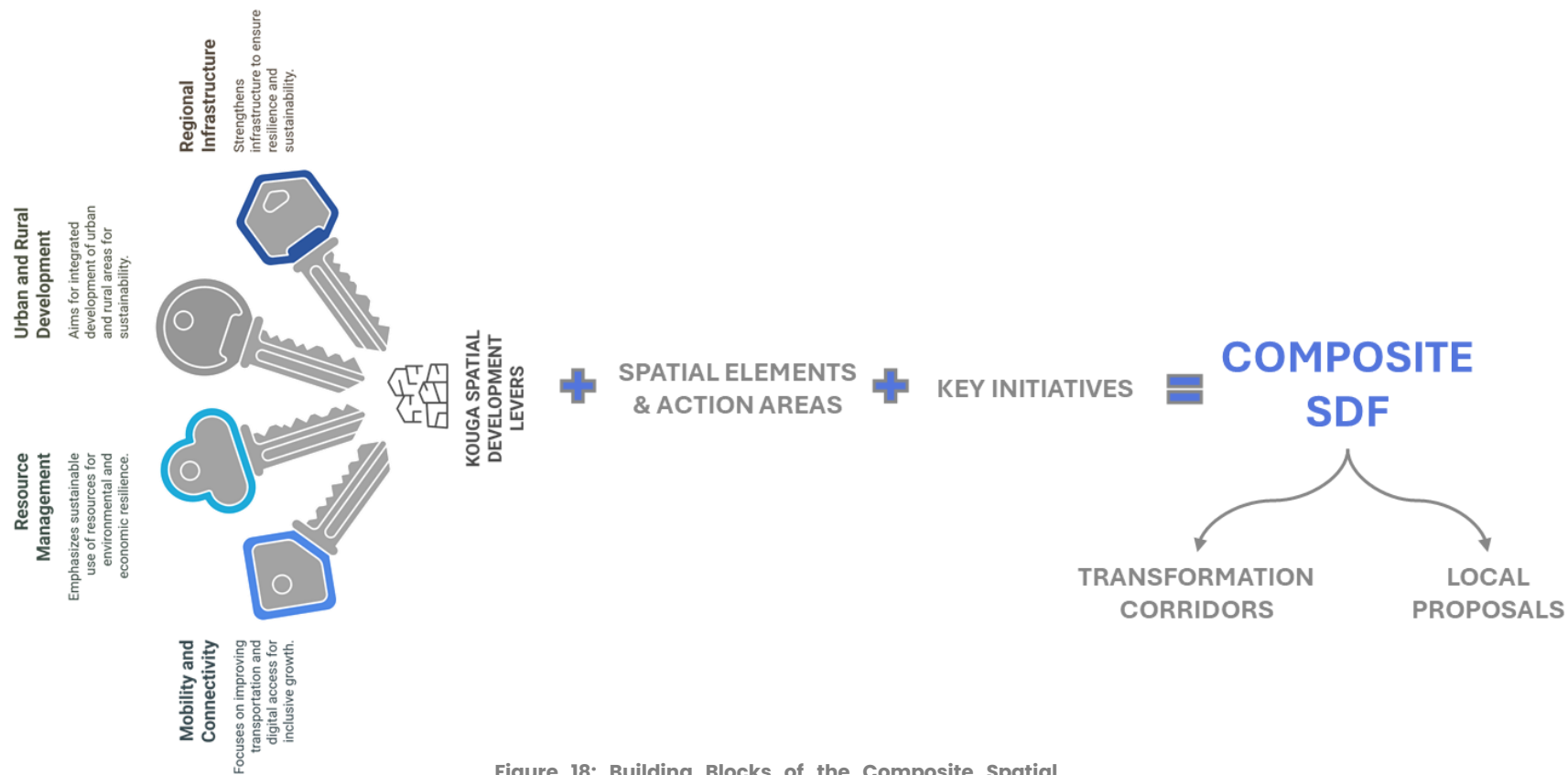
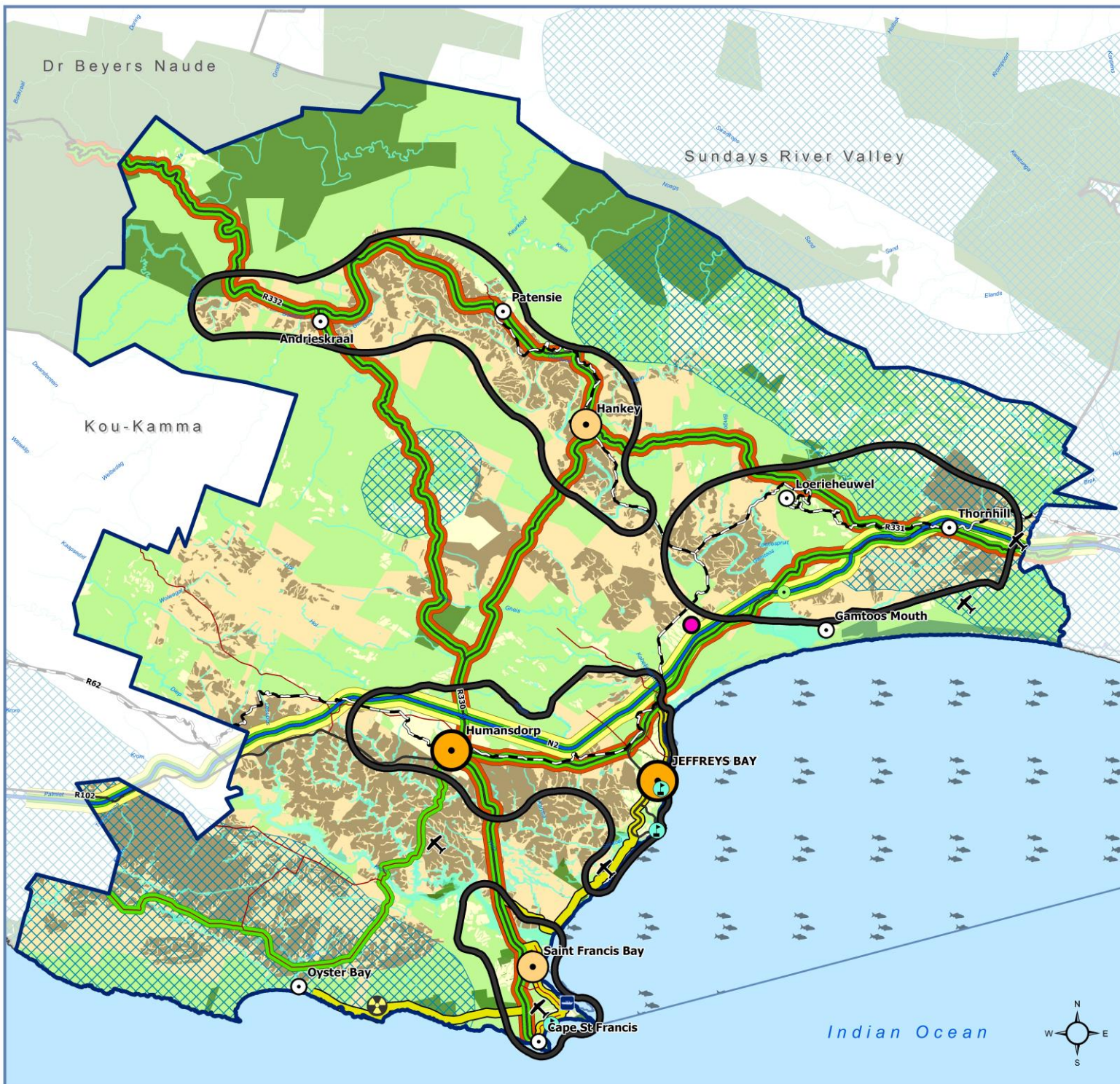


Figure 18: Building Blocks of the Composite Spatial Development Framework

The Composite SDF represents the holistic integration of all these elements into a cohesive planning document. As noted, this comprehensive framework is then operationalised through two distinct but complementary approaches: transformation corridors and local proposals. The transformation corridors provide broader guidance on development types and intentions across larger regional contexts, establishing the overarching development vision and direction for extended geographical areas. Meanwhile, the local proposals deliver more granular, settlement-specific land use guidance, addressing the needs and opportunities of individual communities within the framework. This multi-layered approach ensures that development is both strategically aligned at the regional level while remaining responsive to local conditions and requirements. The key strength of this framework lies in its ability to connect high-level development principles with practical, implementable actions across different spatial scales.



Regional Spatial Strategy: Composite Framework

Key Nodes

- Primary Nodes
- Secondary Nodes
- Rural Nodes
- Industrial Development Zone (IDZ)

Key Resource Zones

- Ecological Conservation Zone
- Extensive Agriculture (Low Potential)
- Fisheries Support Zones
- Protected Areas (PA)
- Protected Agricultural Areas (PAA)
- Trade-off Zones (Agri, Eco)
- Water Resource Zone (WRZ)

Key Development Corridors

- National Corridor
- Regional Access
- Proposed Spatial Transformation Corridors

Key Routes & Linkages

- Coastal Corridor
- Tourism Routes
- Harbours

Other

- Airstrips or Helipads
- Blue Flag Beach
- Heritage Sites
- Thyspunt Nuclear Power Station
- Kouga Wetlands
- Rivers
- Railway Lines

Map 13: Composite Spatial Development Framework

Source: NSDF, SANRAL, DFFE, DWS, SBDM

0 2,5 5 10 15 20 Kilometers

5.5 TRANSFORMATION CORRIDORS SPATIAL GUIDELINES

Transformation corridors are key areas sharing similar development pressures and characteristics requiring a coordinated approach to ensure coherent land use management is applied within the corridors to create cohesive and efficient spaces.

5.5.1 JEFFREYS BAY – HUMANSDORP TRANSFORMATION CORRIDOR

The Jeffreys Bay–Humansdorp corridor serves as a strategic axis within the Kouga Municipality, linking the vibrant coastal hub of Jeffreys Bay with the inland service centre of Humansdorp. In line with the Kouga Spatial Development Framework, the following proposals and guidelines aim to strengthen coordination between the two towns and promote development along the R102. Focus areas include renewable energy, mixed agricultural initiatives, and light industrial expansion, all of which should be underpinned by sustainable and inclusive growth principles.

5.5.1.1 PROMOTING DEVELOPMENT ALONG THE R102

The R102 corridor presents significant opportunities for targeted investments that can drive economic growth while preserving the unique character of the region.

- ◀ Support the development of strategic nodes along the R102 to accommodate mixed-use, light industrial, and agricultural processing activities, ensuring that these nodes are well-served by roads and utilities.
- ◀ Support the establishment of commercial and service centres at key intersections, with guidelines to maintain consistent urban design, landscaping, and signage.
- ◀ Implement access and traffic management measures, including safe ingress/egress points and clear road signage, to reduce congestion and improve road safety for all users.
- ◀ Support the establishment of vertical connections from the R102 to the coastal towns to enhance accessibility.

5.5.1.2 HARNESSING RENEWABLE ENERGY POTENTIAL

The Kouga region's favourable climate and geography present multiple prospects for renewable energy projects, which have shown potential regarding the diversification of the local economy and promote sustainability.

- ◀ Encourage the development of wind energy farms along the corridor, subject to environmental impact assessments that ensure minimal disruption to sensitive ecosystems, high-potential agricultural land and communities.
- ◀ Support the establishment of manufacturing facilities within the corridor which are related to renewable energy infrastructure.
- ◀ Promote partnerships with private investors and government agencies to secure funding and technical support for renewable energy infrastructure.
- ◀ Facilitate the integration of renewable energy into local grids, with a focus on energy security and reducing the carbon footprint of surrounding industries and residential areas.
- ◀ Support the establishment of small-scale solar generation plants serving as the main power supply for EV charging stations.

5.5.1.3 SUPPORTING AGRICULTURE AND LIGHT INDUSTRIAL USES

Agricultural activity remains a cornerstone of the local economy, while light industrial development can further stimulate job creation and diversify income streams.

- ◀ Promote agricultural intensification and diversification by supporting emerging farmers, encouraging value-added processing, and strengthening market linkages to both local and export destinations.
- ◀ Reserve designated areas for light industrial development near key transport nodes to accommodate warehousing, logistics, and agro-processing facilities, ensuring compatibility with surrounding land uses.
- ◀ Encourage sustainable farming practices, water-wise irrigation, and responsible chemical use to preserve soil health and protect the quality of nearby water sources.

5.5.1.4 ENHANCING INFRASTRUCTURE AND SERVICES

Robust infrastructure networks and reliable service delivery are critical to supporting growth and ensuring the long-term viability of developments along the R102 corridor.

- ◀ Upgrade water supply, sanitation, and waste management systems to accommodate projected population and economic growth.
- ◀ Promote the expansion of broadband connectivity and telecommunications infrastructure to attract new industries and enhance the competitiveness of existing businesses.

- ◀ Coordinate with Eskom and other providers to strengthen electrical networks, integrating renewable energy feed-ins and ensuring consistent supply to industrial and agricultural users.

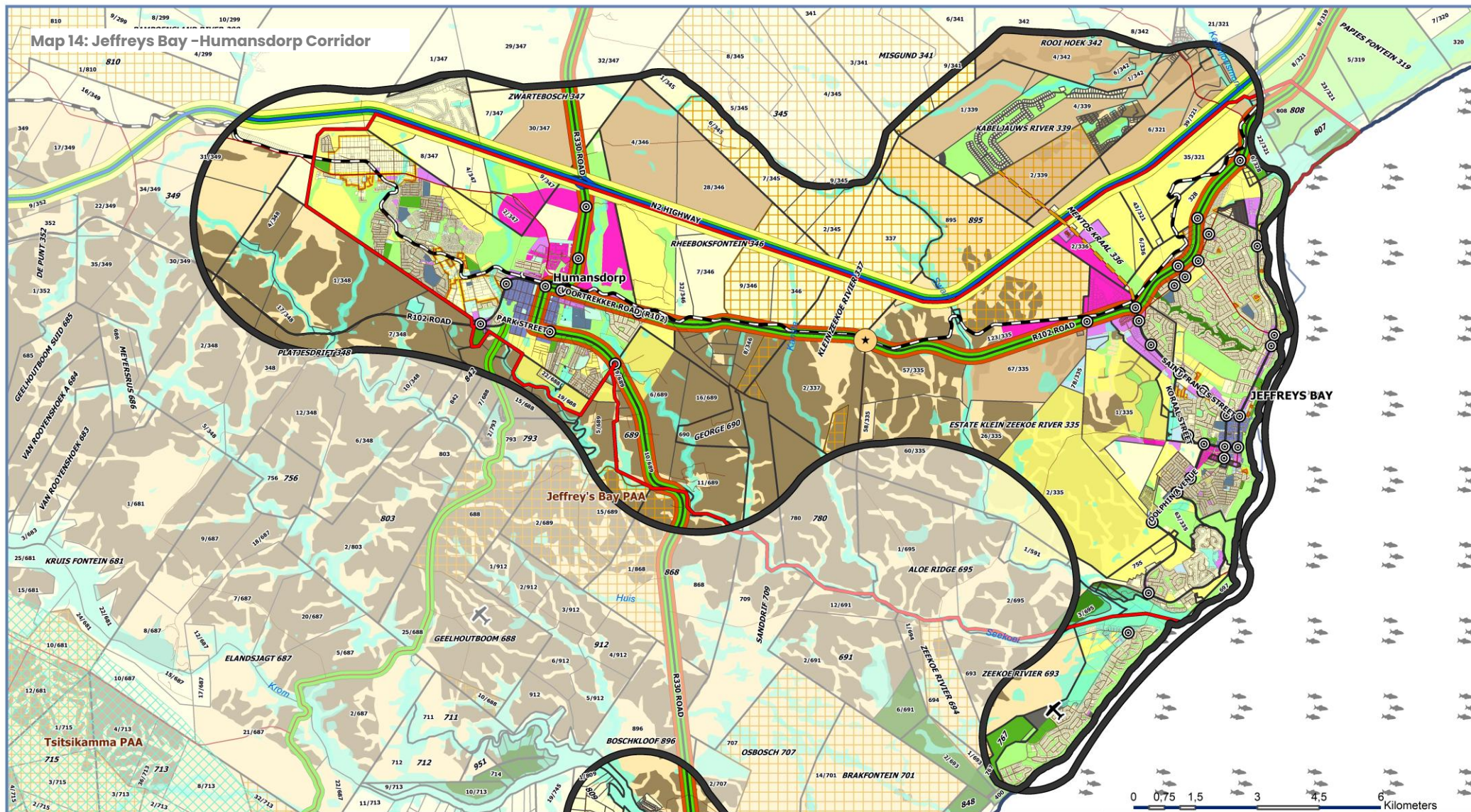
5.5.1.5 ENSURING ENVIRONMENTAL STEWARDSHIP

Balancing development with the preservation of environmental assets is key to sustaining the quality of life in the corridor.

- ◀ Identify and protect sensitive habitats, wetlands, and groundwater recharge areas through environmental overlay zones and clear development guidelines.
- ◀ Encourage green building standards and low-impact development practices that reduce carbon emissions, preserve natural vegetation, and promote water conservation.
- ◀ Establish buffers around environmentally sensitive areas and ensure that new developments include landscaping and green spaces to enhance ecological resilience.
- ◀ Implement guidelines associated with coastal management lines (CMLs) and coastal protection zones (CPZ)

By emphasising strategic collaboration, harnessing renewable energy, supporting agriculture and light industrial activities, and safeguarding environmental integrity, the Jeffreys Bay–Humansdorp Transformation Corridor can become a model of sustainable regional development within the Kouga Municipality.

Map 14: Jeffreys Bay - Humansdorp Corridor



Resource Zones

- Ecological Conservation Zone
- Extensive Agriculture (Low Potential)
- Fisheries Support Zones
- Protected Areas
- Protected Agricultural Areas (PAA)
- Trade-off Zones (Agri, Eco)
- Water Resource Zones (WRZ)
- Key Intersections

Spatial Proposals

- Agriculture
- Cemetery
- Central Business Area (CBD)
- Densification Area
- Education Area
- Heritage and Tourism Area
- National Corridor
- Regional Access

Other

- Industrial Area
- Institutional Area
- Mixed Use
- Open Space System
- Transportation Use
- Agri Industry Node
- Airstrips or Helipads
- Parent Farm
- Farm Portions
- Renewable Energy
- National Roads
- Main Roads
- Secondary Roads

Key Routes & Linkages

- Tourism Routes
- Coastal Corridor

- Estuarine Areas
- Wetlands
- Rivers 32m Buffer
- Railway Lines
- Upgrade Road Linkage
- Future Metropolitan

Spatial Transformation Corridor Jeffreys Bay - Humansdorp

Source: NSDF, SANRAL, DFFE, DWS



5.5.2 GAMTOOS VALLEY TRANSFORMATION CORRIDOR

The Gamtoos Valley is a pivotal agricultural corridor in the Kouga Municipality, renowned for its high-quality citrus production and scenic landscapes. In alignment with the Kouga Spatial Development Framework, the following proposals and guidelines seek to strengthen the citrus sector, enhance agro-processing capabilities, promote agri-tourism, improve access to the Baviaans Nature Reserve, and safeguard critical environmental resources.

5.5.2.1 STRENGTHENING CITRUS AGRICULTURE AND AGRO-PROCESSING

Citrus agriculture remains the cornerstone of the Gamtoos Valley economy and requires strategic interventions to ensure sustainability, value addition, and market expansion. Existing infrastructure must be optimised and new investments encouraged to bolster the entire value chain.

- ◀ Promote modern irrigation systems and precision farming techniques to optimise water usage and increase yield.
- ◀ Encourage partnerships between commercial growers and emerging farmers to foster skills transfer and inclusive economic growth.
- ◀ Support the establishment of agro-processing facilities that specialise in juice extraction, citrus oil production, and other value-added products within the identified industrial development areas to diversify income streams and create employment opportunities.
- ◀ Facilitate access to local and international markets through targeted marketing initiatives and participation in trade expos.
- ◀ Improve linkages with Gqeberha and Ngqura Ports through upgrading and maintenance of important routes, specifically the R331 and R330, to lower accident rates and travel times.
- ◀ Ensure effective and well-maintained sewerage systems to minimise spillage into citrus orchards, agro-processing facilities and irrigation channels.

5.5.2.2 EXPANDING AGRI-TOURISM OFFERINGS

The Valley's agricultural heritage, coupled with its scenic surroundings, positions it as a prime destination for agri-tourism. Development initiatives should build on the region's farming traditions to attract visitors and generate additional revenue streams for local communities.

- ◀ Develop farm-based accommodation, guided orchard tours, and experiential citrus-picking activities that showcase the region's agricultural legacy.
- ◀ Establish a local produce market and promote on-farm retail outlets to highlight fresh and processed citrus products.
- ◀ Collaborate with tour operators and existing tourism routes to incorporate the Gamtoos Valley into broader regional itineraries.
- ◀ Encourage investment in small-scale hospitality ventures and culinary experiences focused on locally sourced citrus and produce.

5.5.2.3 ENHANCING ACCESS TO THE BAVIAANS NATURE RESERVE

Improved connectivity to the Baviaans Nature Reserve can stimulate eco-tourism and conservation awareness. The Gamtoos Valley's proximity to this protected area presents a unique opportunity to create integrated tourism products.

- ◀ Upgrade road infrastructure, signage, and visitor facilities along key routes linking the Valley to the Reserve, with a focus on environmental sensitivity.
- ◀ Partner with nature conservation authorities to develop guided hiking, birdwatching, and adventure tourism offerings that complement the Valley's agri-tourism activities.
- ◀ Encourage the development of visitor information centres or hubs that highlight the ecological importance of the Baviaans and wider region, local cultural heritage, and sustainable farming practices.

5.5.2.4 PROTECTING AND MANAGING KEY RESOURCES

The long-term viability of agriculture and tourism in the Gamtoos Valley depends on the sustainable management of its natural resources. Preservation of water resources, soil health, and biodiversity is crucial for balanced development.

- ◀ Implement strict measures to monitor water quality and manage water abstraction to ensure the Gamtoos River remains a sustainable resource for agriculture and the surrounding ecosystems.
- ◀ Promote soil conservation techniques such as contour ploughing, cover cropping, and organic soil enrichment to maintain long-term fertility.
- ◀ Encourage the use of renewable energy sources, such as solar or biogas, to reduce the carbon footprint of agricultural and processing activities.
- ◀ Establish buffer zones and green corridors around sensitive ecological areas to maintain habitat connectivity and support biodiversity.

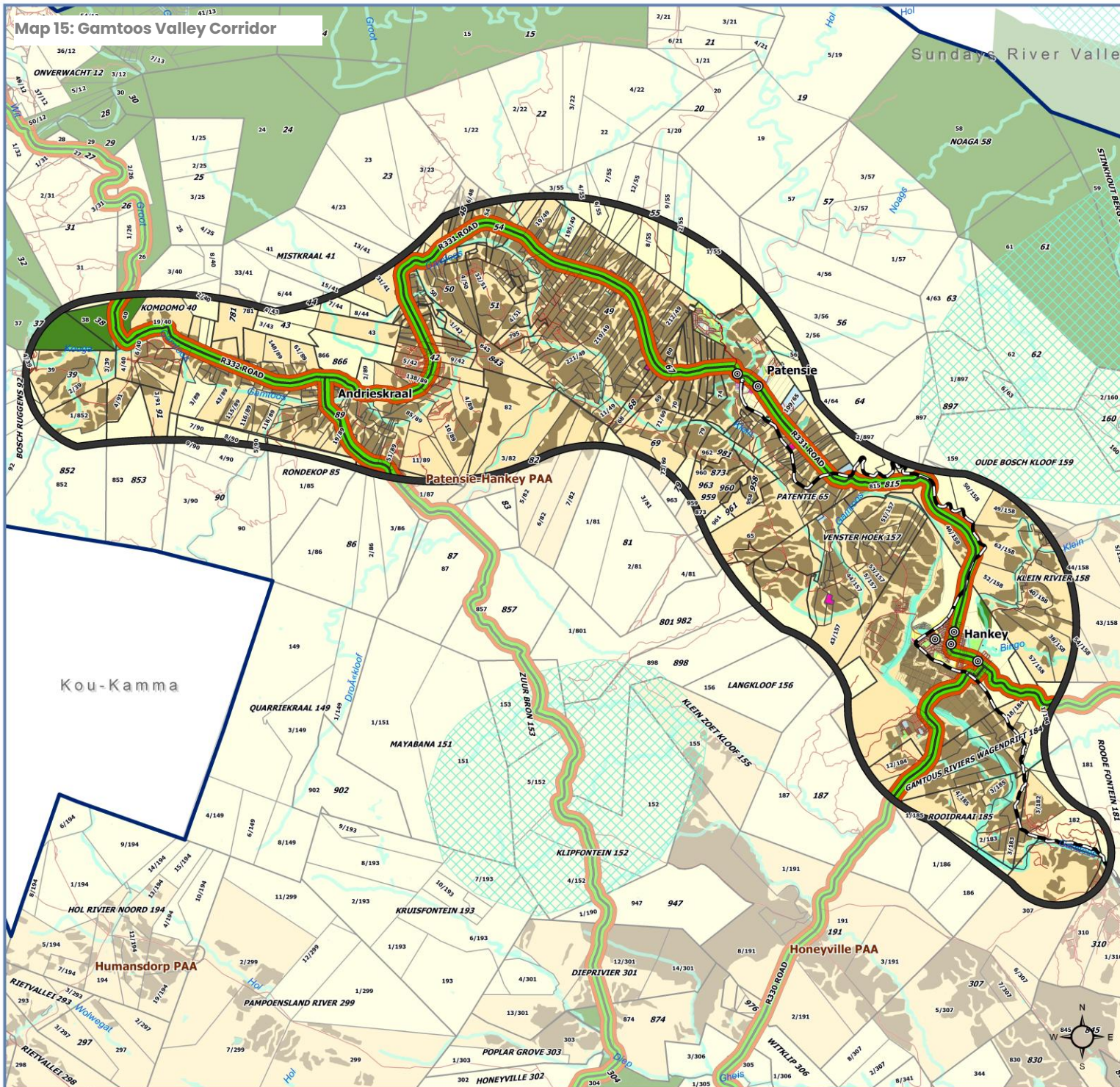
5.5.2.5 SPATIAL INTEGRATION AND IMPLEMENTATION

These proposals require coordinated planning, investment, and governance mechanisms to ensure that development initiatives align with the overarching vision for the Gamtoos Valley.

- ◀ Coordinate with provincial and national government entities, as well as private stakeholders, to mobilise funding and technical support for priority projects.
- ◀ Develop monitoring and evaluation frameworks to track progress, ensure compliance with environmental standards, and facilitate adaptive management of all initiatives.
- ◀ Strengthen local institutions and farmer associations to champion inclusive growth, skills development, and the equitable distribution of benefits derived from agriculture and tourism.

By prioritising sustainable citrus agriculture, embracing opportunities in agro-processing, expanding agri-tourism offerings, improving access to the Baviaans Nature Reserve, and safeguarding the Valley's key resources, the Gamtoos Valley can achieve resilient economic growth and uphold its role as a vital agricultural and tourism node within the Kouga Municipality.

Map 15: Gamtoos Valley Corridor



Spatial Transformation Corridor Gamtoos Valley

Resource Zones

- Ecological Conservation Zone
- Extensive Agriculture (Low Potential)
- Protected Areas (PA)
- Protected Agricultural Areas (PAA)
- Trade-off Zones (Agri, Eco)
- Water Resource Zones (WRZ)

Key Corridors

- National Corridor
- Regional Access
- Proposed Transformation Corridors

Key Routes & Linkages

- Tourism Routes
- Harbours

Spatial Proposals

- Cemetery
- Densification Area
- Heritage Area
- Housing Development Area
- Industrial Area
- Institutional Area
- Mixed Use
- Open Space System
- Key Intersections

Other

- Wetlands
- Rivers 32m Buffer
- Railway Lines
- National Roads
- Main Roads
- Secondary Roads
- Roads

Source: NSDF, SANRAL, DFFE, DWS

0 1 2 4 6 8 Kilometers

5.5.3 ST FRANCIS BAY TRANSFORMATION CORRIDOR

The St Francis Transformation Corridor is a vital area within the Kouga Municipality, renowned for its pristine coastline, maritime heritage, and tourism potential. This development proposal aligns with the Kouga Spatial Development Framework and focuses on enhancing port operations, expanding tourism offerings, fostering spatial integration between Cape St Francis and St Francis Bay, promoting upmarket boutiques and health services, and ensuring environmental conservation.

5.5.3.1 PORT DEVELOPMENT AND OPERATIONAL ENHANCEMENTS

Port infrastructure is central to driving maritime commerce and related industries in the St Francis area. Improvements must balance economic gains with the region's sensitive coastal environment.

- ◀ Upgrade and modernise existing port facilities to handle increased commercial and leisure activities, ensuring compliance with environmental regulations.
- ◀ Encourage partnerships between public agencies, private investors, and local communities to fund port expansion and introduce new maritime services.
- ◀ Promote the establishment of ancillary industries, such as boat repair, fisheries processing, and marine research, that can generate employment and diversify the local economy.
- ◀ Implement efficient waste management systems to prevent marine pollution and preserve coastal water quality.

5.5.3.2 TOURISM AND RECREATIONAL ACTIVITIES

The St Francis region boasts pristine beaches, surf breaks, and a rich cultural heritage. Tourism-related development should leverage these assets while maintaining environmental and community integrity.

- ◀ Expand existing tourist offerings, including guided tours, water sports, and eco-adventures, to attract a diverse range of visitors.
- ◀ Develop high-quality hospitality facilities, with an emphasis on sustainability and coastal design principles that respect the region's unique character.
- ◀ Encourage event-based tourism, such as surf competitions, sailing regattas, and cultural festivals, to raise the area's profile and create off-peak season demand.

- ◀ Promote local arts and crafts by creating dedicated marketplaces and collaborating with community artisans.

5.5.3.3 GREATER SPATIAL INTEGRATION BETWEEN CAPE ST FRANCIS AND ST FRANCIS BAY

Connecting Cape St Francis and St Francis Bay more effectively will enhance access to amenities and foster a sense of shared identity across the corridor.

- ◀ Improve road networks and non-motorised transport options to reduce travel times and encourage pedestrian and cycling routes.
- ◀ Encourage mixed-use nodes along key routes, providing commercial, residential, and recreational amenities that serve both residents and visitors.
- ◀ Develop unified signage and branding initiatives that reflect the area's coastal heritage and create a cohesive visual identity.
- ◀ Coordinate infrastructure planning (water, electricity, broadband) to ensure equitable service delivery and shared resource management.

5.5.3.4 UPMARKET BOUTIQUES, HEALTH, AND WELLNESS SERVICES

A growing market segment seeks boutique retail experiences, health-oriented activities, and wellness services, which can diversify the local economy and cater to both residents and tourists.

- ◀ Encourage the development of boutique retail clusters featuring artisanal products, luxury goods, and locally sourced items.
- ◀ Facilitate the establishment of spas, wellness retreats, and holistic health centres that highlight the region's natural assets and tranquil setting.
- ◀ Support culinary tourism by promoting farm-to-table restaurants, organic markets, and food festivals showcasing local produce and coastal cuisine.
- ◀ Foster collaboration between boutique operators, health practitioners, and tourism providers to create integrated health and wellness packages.

5.5.3.5 ENVIRONMENTAL CONSERVATION

Preserving the fragile coastal ecosystems is paramount for ensuring the long-term viability of port operations, tourism, and recreational activities in St Francis.

- ◀ Identify and protect sensitive dune systems, wetlands, and marine habitats through strict land-use controls and buffer zones, along with the implementation of guidelines linked to the coastal management lines and coastal protection zone (refer to the Coastal Management Programme).

- ◀ Promote responsible coastal management practices, including dune rehabilitation, beach clean-ups, and community-driven conservation programmes inline with the coastal management programme.
- ◀ Integrate green building and low-impact development principles in all new projects to minimise ecological footprints and maintain scenic quality.
- ◀ Establish monitoring frameworks to assess environmental health, ensuring adaptive management of natural resources and alignment with regional climate resilience strategies.

By focusing on port development, active tourism engagement, integrated spatial planning, and environmental preservation, the St Francis Transformation Corridor promises to evolve into a dynamic and sustainable destination that benefits both locals and tourists, in alignment with the Kouga Municipality's broader development goals.

Map 16: St Francis Bay Corridor

Spatial Transformation Corridor St Francis Bay

Resource Zones

-  Ecological Conservation Zone
-  Extensive Agriculture (Low Potential)
-  Fisheries Support Zones
-  Protected Areas (PA)
-  Protected Agricultural Areas (PPA)
-  Trade-off Zones (Agri, Eco)
-  Water Resource Zones (WRZ)

Key Corridors

-  National Corridor
-  Regional Access
-  Spatial Transformation Corridors

Key Routes & Linkages

-  Tourism Routes
-  Coastal Corridor

Spatial Proposals

-  Central Business Area (CBD)
-  Densification Area
-  Heritage and Tourism Area
-  Housing Development Area
-  Industrial Area
-  Institutional Area
-  Mixed Use

Other Routes

-  Port Development Area
-  Municipal Service Area
-  Open Space System
-  Small Holdings
-  Transportation Use
-  Railway Lines
-  National Roads
-  Main Roads
-  Secondary Roads
-  Kouga Roads

Other

-  Airstrips or Helipads
-  Estuarine Areas
-  Wetlands
-  Erf
-  Farm Portions
-  Parent Farm

Source: NSDF, SANRAL, DFFE, DWS

0 0,4 0,8 1,6 2,4 3,2 Kilometers

5.5.4 VAN STADEN'S– GAMTOOS TRANSFORMATION CORRIDOR

The Van Staden's–Gamtoos Transformation Corridor presents a vital opportunity to enhance agricultural productivity while ensuring the long-term sustainability of natural resources. In accordance with the Kouga Spatial Development Framework, the following proposals focus on promoting efficient agricultural practices, achieving a balance between agriculture and environmental protection, and safeguarding water production areas.

5.5.4.1 PROMOTING EFFICIENT AGRICULTURAL PRACTICES

Agricultural efficiency is essential for boosting productivity and enhancing competitiveness in the region. Modern techniques and technologies should be integrated into farming operations while building capacity among local producers.

- ◀ Introduce, promote and enhance precision farming techniques, soil health management, and integrated pest management practices to optimise resource use and improve crop yields.
- ◀ Facilitate access to modern equipment and digital tools through training programs and cooperative initiatives among smallholder and commercial farmers.
- ◀ Encourage the adoption of climate-smart agriculture practices that reduce greenhouse gas emissions and enhance resilience to climate variability.

5.5.4.2 BALANCING AGRICULTURE AND ENVIRONMENTAL PROTECTION

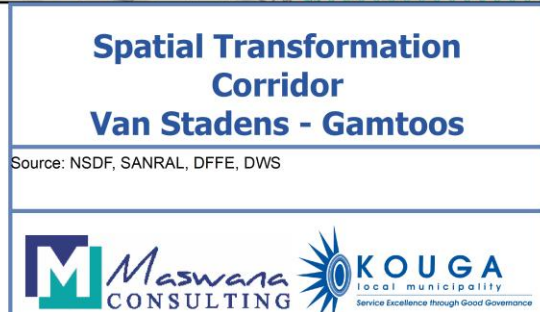
Ensuring that agricultural development coexists harmoniously with environmental conservation is crucial for the corridor's long-term viability. Sustainable practices must be embedded within the agricultural sector to protect local ecosystems and biodiversity.

- ◀ Implement land-use planning measures that designate conservation areas alongside productive agricultural lands, thus safeguarding critical habitats and biodiversity.
- ◀ Promote organic farming and agroecological methods that minimise chemical inputs and preserve soil and water quality.
- ◀ Establish best management practices, including contour ploughing and cover cropping, to reduce erosion and maintain the ecological balance within farming landscapes.

5.5.4.3 PROTECTING WATER PRODUCTION AREAS

Water is a critical resource for both agriculture and human consumption, and its protection is a top priority within the corridor. Ensuring sustainable water production requires a coordinated approach to water resource management.

- ◀ Enforce strict regulatory measures to monitor water quality and control water abstraction in designated production areas, ensuring the sustainability of water supplies for all users.
- ◀ Invest in the rehabilitation of degraded catchment areas and implement water conservation technologies such as drip irrigation to reduce water loss and enhance efficiency.
- ◀ Develop partnerships between government agencies, local communities, and farmers to establish water stewardship programs that balance agricultural needs with environmental preservation.



5.6 PERI-URBAN DEVELOPMENT GUIDELINES

The following guidelines are to be considered:

5.6.1 DEFINITION OF PERI-URBAN DEVELOPMENT:

- ◀ Peri-urban development refers to areas identified for future expansion just outside the 5-year and 10-year urban edges as outlined in various Local Spatial Development Frameworks (LSDFs). These areas serve as transitional zones between fully urbanised centres and rural landscapes, allowing for managed and phased development.
- ◀ These zones are designated for low-impact development, ensuring economic viability, environmental sustainability, and strategic infrastructure expansion without promoting leapfrog urbanisation.
- ◀ Peri-urban areas accommodate low-density residential estates, agricultural activities, tourism enterprises, and service industries while maintaining rural character and ecological sensitivity.
- ◀ Development in peri-urban zones should be carefully guided by spatial planning policies and environmental regulations, ensuring that growth aligns with municipal infrastructure planning, conservation goals and broader metropolitan development strategies.
- ◀ Properties designated as Protected Agricultural Areas (PAAs) must comply with regulations outlined in the Protected Agriculture Areas Act (recently gazetted) to safeguard agricultural potential and restrict inappropriate development.

5.6.2 LAND USE AND ECONOMIC DEVELOPMENT:

- ◀ Support farm stalls, nurseries, and agricultural industries with a footprint of less than 1000m², ensuring minimal impact on rural character.
- ◀ Encourage agri-tourism initiatives, such as guest farms, guest lodges, and farm stays, to promote rural economic diversification.
- ◀ Facilitate sports and recreational developments that align with the rural environment and contribute to local tourism and community engagement.
- ◀ Allow for eco-friendly tourism development, including low-impact accommodations and activities that preserve the natural landscape.
- ◀ Promote agriculture, tourism, low-density residential estate development, guest farms, golf estates, sports fields, and service trades as compatible land uses in peri-urban development zones.
- ◀ Support land reform projects to enhance equitable land distribution and sustainable rural development.

5.6.3 INFRASTRUCTURE AND SERVICES:

- ◀ Ensure adequate infrastructure planning, including water, sanitation, and road access, that supports development while preserving the rural landscape.
- ◀ Promote the use of renewable energy sources and sustainable building practices to reduce the environmental footprint of new developments.
- ◀ Maintain buffer zones between agricultural land and urban development to prevent land-use conflicts and safeguard food production.

5.6.4 ENVIRONMENTAL AND HERITAGE CONSIDERATIONS:

- ◀ New developments must incorporate environmental impact assessments (EIAs) where required, ensuring the protection of sensitive ecosystems.
- ◀ Development must be in line with the guidelines stipulated by the Coastal Management Programme regarding the coastal management lines and coastal protection zone.
- ◀ Encourage the preservation of heritage sites, indigenous vegetation, and natural features, integrating them into development plans.
- ◀ Enforce erosion control and soil conservation measures in agricultural and tourism-related developments.

5.6.5 DENSITY & SUBDIVISION:

- ◀ Subdivision and density in peri-urban areas must comply with the underlying provisions of the Agriculture Zone in the Kouga Land Use Scheme, unless otherwise permitted through an approved Overlay Zone or rezoning that gives effect to the spatial intentions of the SDF and LSDFs.
- ◀ Where an approved Overlay Zone applies, a minimum subdivision size of 2 hectares may be supported for peri-urban development, provided that agricultural potential, ecological integrity, and rural character are not compromised.
- ◀ The “Cluster and Space” development principle must be applied to ensure efficient land utilisation, protect sensitive environmental features, and maintain the rural visual character.
- ◀ A maximum residential density of 1 dwelling unit per hectare may be considered only where an Overlay Zone or rezoning permits it, and where such density is compatible with infrastructure availability, environmental constraints, and the broader peri-urban development policy.

- ◀ Gross density should be calculated across the entire cadastral unit, including non-developable areas, in order to accurately represent the overall development intensity.
- ◀ Motivated deviations may be considered on special merit, such as where land is physically severed by roads, rivers, servitudes, or environmental corridors, provided that rural character is preserved, and the deviation is permissible within an applicable Overlay Zone or approved land-use scheme amendment.

5.6.6 ASSESSMENT CRITERIA FOR DEVELOPMENT CONSISTENCY:

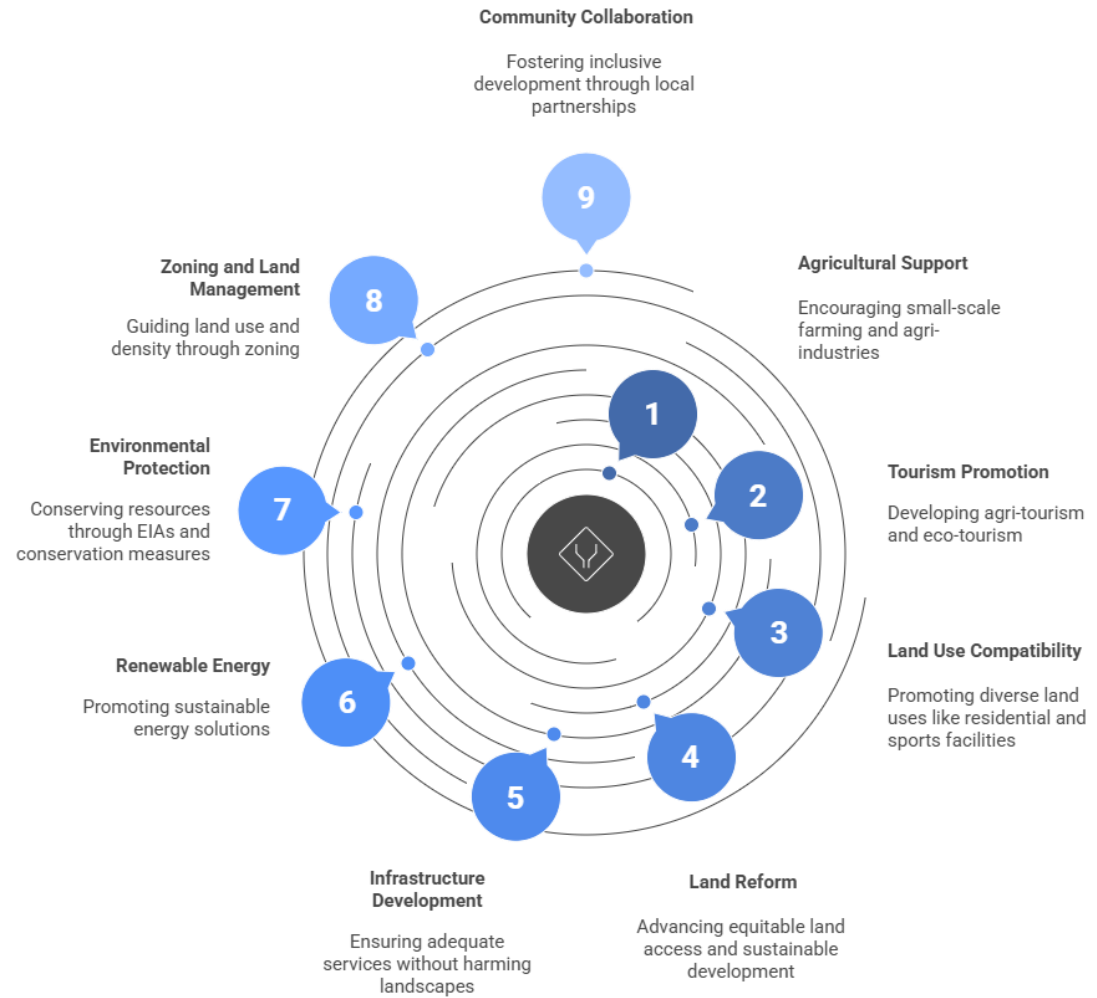
- ◀ Obtain environmental authorisation to ensure compliance with sustainability regulations.
- ◀ Ensure compatibility with land use activities suitable within the CBA (Critical Biodiversity Area) it is situated in, subject to an Environmental Impact Assessment (EIA).
- ◀ Ensure compliance with CML and CPZ requirements.
- ◀ Avoid alienating unique or high-value agricultural land and ensure that farming activities are not compromised.
- ◀ Do not compromise the current or future possible use of mineral resources.
- ◀ Maintain cultural and scenic landscapes, ensuring new developments are harmonious with their surroundings.
- ◀ Ensure development does not require extensions to municipal reticulation networks, encouraging the use of off-grid technologies.
- ◀ Prevent developments from imposing real costs or risks on municipalities, ensuring that they do not hinder service delivery mandates.
- ◀ Avoid any infringement on the authenticity of rural landscapes, preserving their unique character and identity.

5.6.7 COMMUNITY AND ECONOMIC INTEGRATION:

- ◀ Foster collaborations with local farmers, entrepreneurs, and community organisations to ensure inclusive rural development.

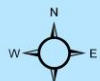
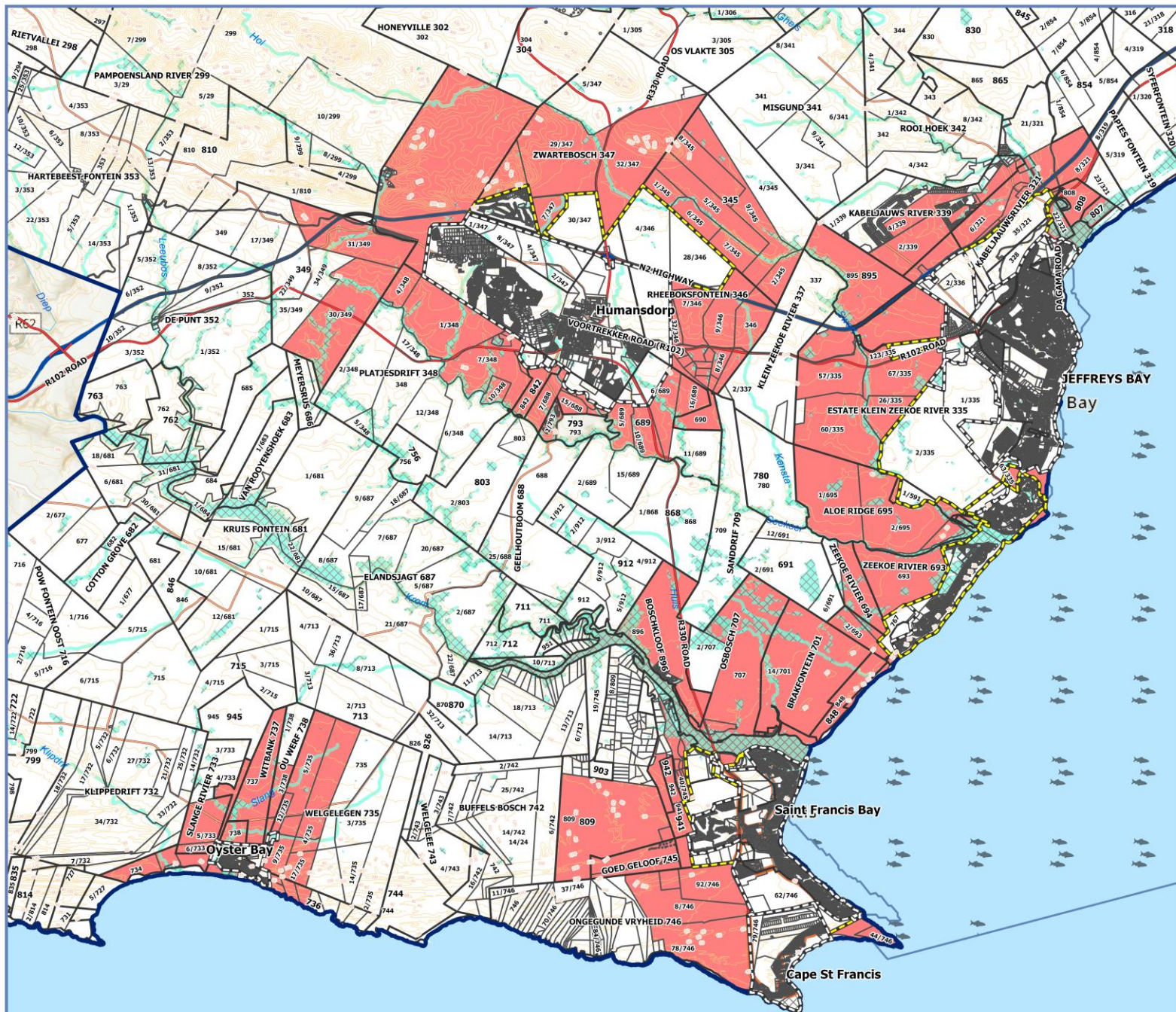
- ◀ Support rural employment opportunities by integrating small-scale agri-processing, markets, and tourism initiatives.
- ◀ Promote the establishment of agriculture hubs and cooperative ventures that enhance local productivity and sustainability.

Comprehensive Peri-Urban Development Strategy



Coastal Region Peri-Urban Kouga Spatial Proposals

- Kouga Local Municipal Boundary
- Parent Farm
- Farm Portions
- Erf
- Contours
- National Roads
- Main Roads
- Tertiary Roads
- Wetlands
- Rivers 50m Buffer
- Activity Road
- Activity Road and NMT Route
- Cape St Francis Light tower
- Heritage buildings
- Settlements Peri-Urban Buffer
- 10 Year Urban Edge
- 5 Year Urban Edge



0 1 2 4 6 8 Kilometers

Esri, NASA, NGA, USGS, Esri South Africa, Esri, TomTom, Garmin, METI/NASA, USGS

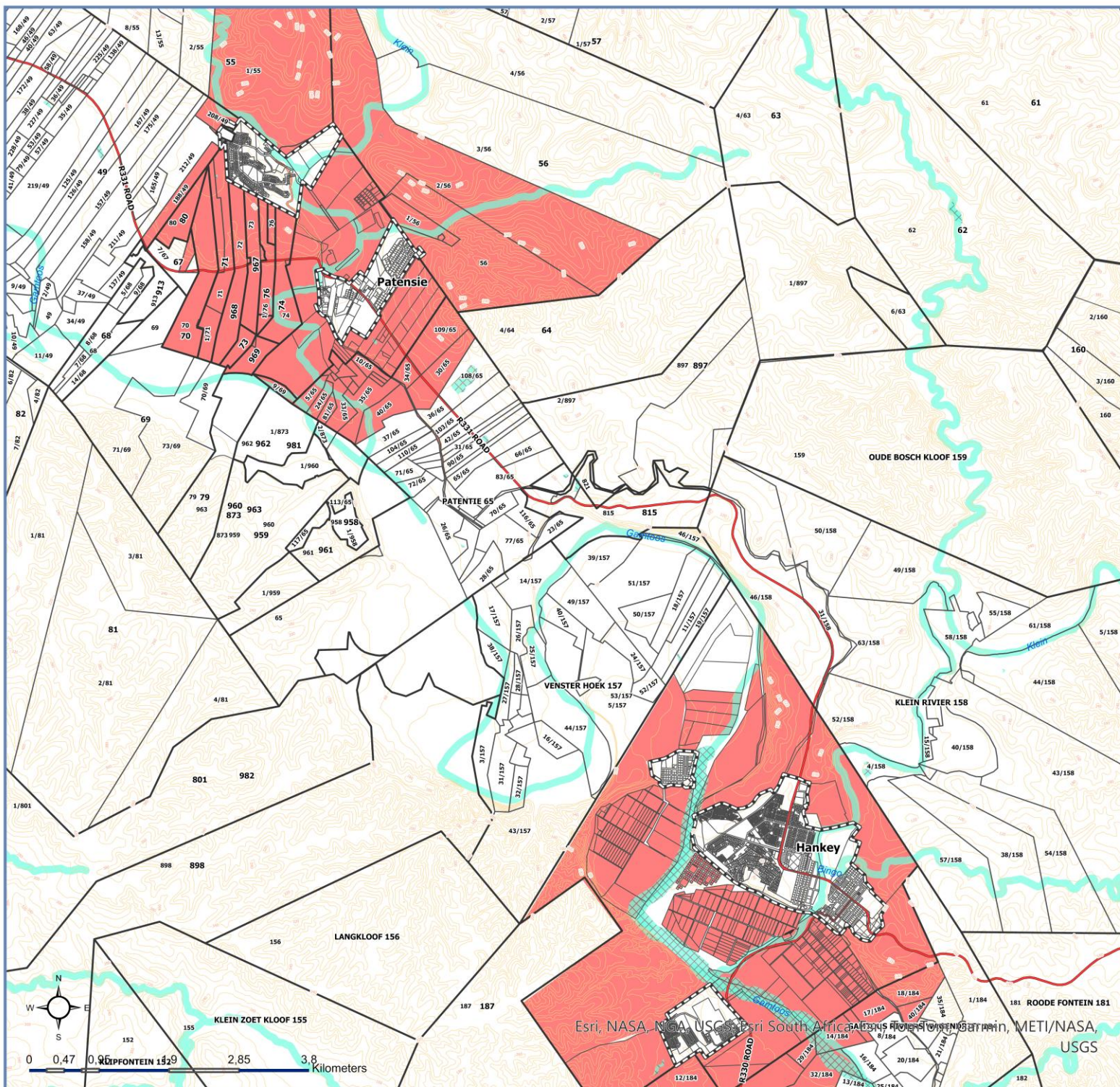
Map 18: Peri-Urban Area Coastal Region

Source: Kouga MSDF



Hankey - Patensie Peri-Urban Kouga Spatial Proposals

-  Kouga Local Municipal Boundary
-  Parent Farm
-  Farm Portions
-  Erf
-  Contours
-  National Roads
-  Main Roads
-  Tertiary Roads
-  Wetlands
-  Rivers 50m Buffer
-  Activity Road
-  Activity Road and NMT Route
-  Cape St Francis Light tower
-  Heritage buildings
-  10 Year Urban Edge
-  5 Year Urban Edge
-  Settlements Peri-Urban Buffer



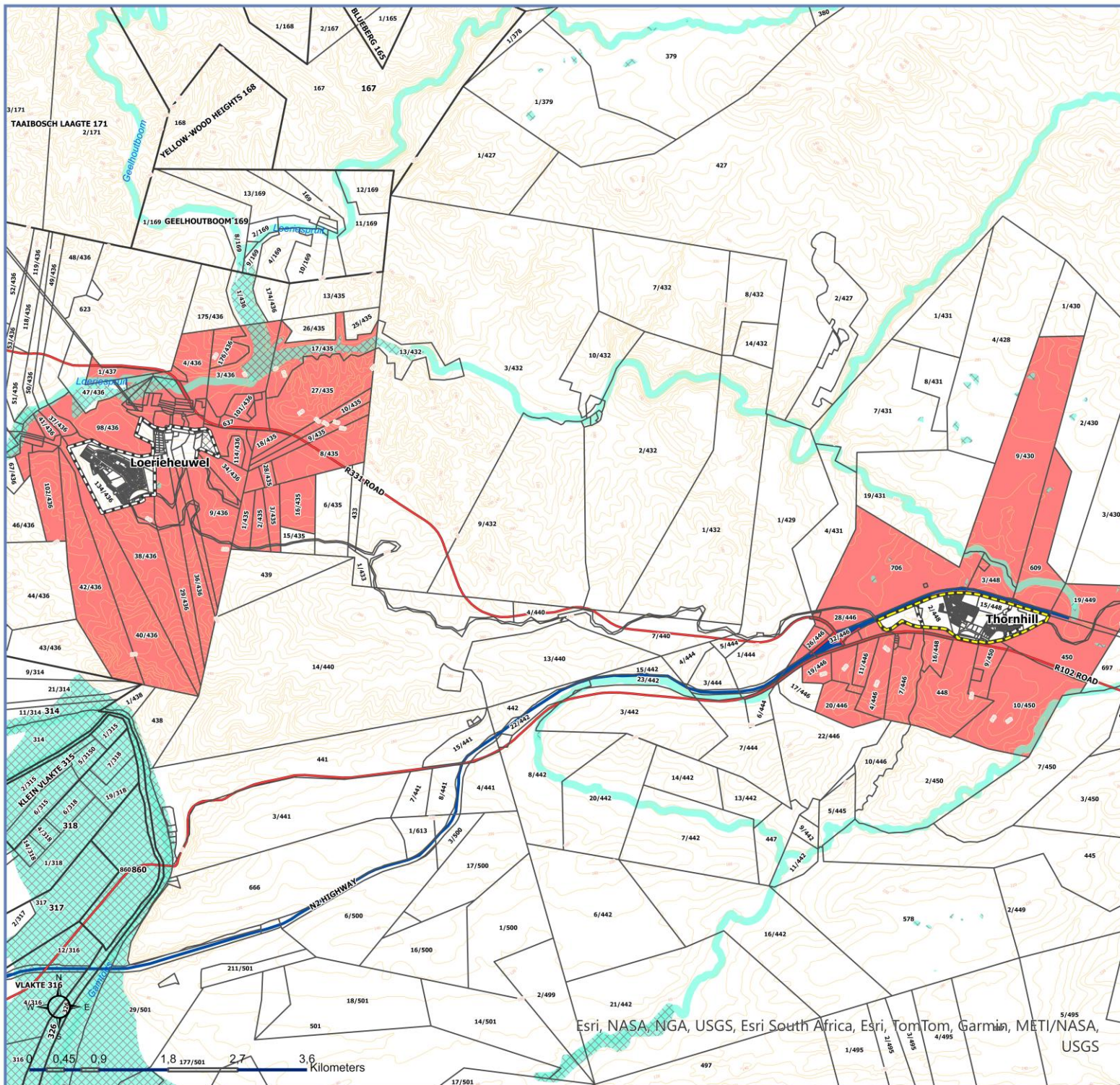
Map 19: Peri-Urban Area Hankey-Patensie

Source: Kouga MSDf

Esri, NASA, NOAA, USGS, Esri South Africa, Mapbox, OpenStreetMap contributors, METI/NASA, USGS

Loerieheuwel-Thornhill Peri-Urban Kouga Spatial Proposals

-  Kouga Local Municipal Boundary
-  Parent Farm
-  Farm Portions
-  Erf
-  Contours
-  National Roads
-  Main Roads
-  Tertiary Roads
-  Wetlands
-  Rivers 50m Buffer
-  Activity Road
-  Activity Road and NMT Route
-  Cape St Francis Light tower
-  Heritage buildings
-  Settlements Peri-Urban Buffer
-  10 Year Urban Edge
-  5 Year Urban Edge



Map 20: Peri-Urban Area Loerieheuwel-Thornhill

5.7 RURAL DEVELOPMENT GUIDELINES

Rural development seeks to improve the quality of life and economic well-being of people living in sparsely populated areas, with particular attention to the sustainable use of land, the protection of environmental resources, and the creation of resilient settlements. In many rural contexts, development pressures, fragmented land use patterns, and varying levels of service provision create challenges that require clear direction. These guidelines are intended to provide a coherent framework that supports orderly development, promotes responsible land management, and ensures that planning decisions contribute to long-term social and economic stability within rural communities.

5.7.1 NON-AGRICULTURAL LAND USE

Rural areas often accommodate non-agricultural and service-related industries, and increased tourism and eco-based activities create further demand. These uses may provide alternative income streams for farmers, although care must be taken to protect long-term agricultural sustainability.

- ◀ Rural development should not significantly affect biodiversity, agricultural land, existing or future farming activities or mineral resource utilisation.
- ◀ Rural developments should not require extensions of municipal reticulation networks or result in financial burdens for the municipality.
- ◀ Developments must be entirely self-sufficient in servicing requirements, including electricity, stormwater, water, wastewater and solid waste management, with no municipal responsibility for waste collection.
- ◀ Only non-agricultural uses that complement rural and agricultural communities may be supported.
- ◀ Such uses should primarily provide services to the surrounding agricultural area.
- ◀ Subdivision policies applicable to agricultural land remain in force, requiring consultation with the Department of Agriculture and other relevant authorities.
- ◀ A site development plan is required for all rural non-agricultural uses and must be approved by Council.

5.7.2 RURAL BUSINESS

Rural businesses that respond to local opportunities and demands should be accommodated without undermining agricultural operations.

- ◀ Location-specific businesses ancillary to agriculture, such as farm stalls, farm shops, restaurants and venue facilities, should be situated within the farmstead precinct and complement farm operations.
- ◀ Farm shops must be limited to selling daily necessities to farm workers and employees. Farm stalls should sell products produced or processed on the farm, and both are limited to 100 m², including storage.
- ◀ Restaurants and venue facilities are limited to a 500 m² footprint for each separate establishment and must remain compatible with the farmstead precinct and rural context.

5.7.3 INDUSTRY AND MINING

Agricultural and rural industries should strengthen the rural economy, while not undermining core agricultural activities, environmental sustainability, or the development of resilient and sustainable settlements.

- ◀ Non-place-bound industries, such as transport contractors, depots, pallet fabricators, bottling plants, abattoirs and builder's yards, must be located within urban areas.
- ◀ Extractive industries must be located at the mineral source, and where biodiversity impacts occur, a biodiversity offset is required.
- ◀ Agricultural processing industries reliant on locally sourced products should be located within the farmstead precinct.
- ◀ Industry must not undermine the agricultural potential of the property.
- ◀ The agricultural industry must remain subordinate to the predominant agricultural use of the farm and surrounding properties.
- ◀ Permanent on-site accommodation for workers is not permitted.
- ◀ Subdivision of agricultural land for industrial purposes should be discouraged and used only as a last resort to avoid fragmentation of the agricultural landscape.

5.7.4 TOURISM AND RESORT DEVELOPMENT

Tourism contributes significantly to the district economy, although tourism developments may threaten natural areas, scenic routes and productive agricultural landscapes. Sustainable tourism requires careful land use planning to prevent negative impacts on rural character and agricultural resources.

Additional Dwelling Units

- ◀ One additional unit per 10 ha is permitted, up to a maximum of five units.
- ◀ Units must be non-alienable.

Camping

- Temporary camp sites with caravans and tents may be permitted, subject to context and scale.
- Camping establishments must remain low-impact.

Resource-Based Resorts

- Resorts must be linked to a natural or recreational resource offering a unique amenity advantage.
- Resorts may not be established in productive agricultural landscapes and must be located adjacent to suitable rural features such as rivers or dams.

Rezoning and Subdivision

- Resort zoning should not be considered for properties smaller than 30 ha, and a density of 1 unit per ha should be implemented.
- Subdivision and alienation of resort units or the resort property itself are not permitted.

Scale and Form

- Resorts should be compact and clustered, offering varied accommodation types.
- Building height is limited to two storeys (8.5 m), and units may not exceed a footprint of 120 m², including garaging.
- Large-scale tourist accommodation should preferably be located within or adjacent to towns.
- Tourist accommodation outside the urban edge must be clustered in visually discreet nodes.
- Dispersed units must be located on existing farm roads in unobtrusive locations and be fully self-sufficient.

Bed and Breakfasts, Guest Farms and Guest Houses

- Such facilities must be compatible with the rural character and may not exceed ten rooms. Larger facilities are regarded as resorts and require rezoning.

5.7.5 SMALL-SCALE FARMING

Small-scale farming offers significant economic potential for rural communities and emerging farmers, particularly where aligned with land reform initiatives.

- Small-scale farming may be located near settlements and logistics routes.

- A minimum holding size of 8 000 m² is recommended, with access to an independent water source, and preferably linked to land reform programmes.
- Only land capable of supporting sustainable agricultural use should be considered.
- Projects should support emerging farmers and contribute to local agricultural growth and job creation.
- Use of municipal commonage must be balanced against competing needs for higher-impact developments.
- Small-scale farming with a residential component should not result in new rural nodes or towns.
- Projects must support sustainable utilisation of agricultural resources.

5.7.6 RURAL RESIDENTIAL

Although housing should primarily be accommodated within existing towns and settlements, there is a recognised demand for low-density residential opportunities in rural areas, provided that these developments do not undermine agricultural potential, biodiversity resources, or the visual quality of the rural landscape. Rural residential development must therefore be carefully managed and may only be supported where compliant with the underlying zoning or through an approved Overlay Zone or rezoning.

Low-Density Rural Housing and Eco-Estates

- Low-density residential and eco-estate development may be supported only through rezoning or an approved Overlay Zone, and should not be implemented as-of-right under the Agriculture Zone.
- Development footprints should generally be limited to 1% of the property area, ensuring the preservation of rural open space, scenic character, and agricultural function.
- Applicable typologies include lifestyle estates, multi-ownership reserves, and eco-estates, excluding golf estates, which are not compatible with ecological or agricultural objectives.

Traditional, Communal, and Low-Medium Density Housing

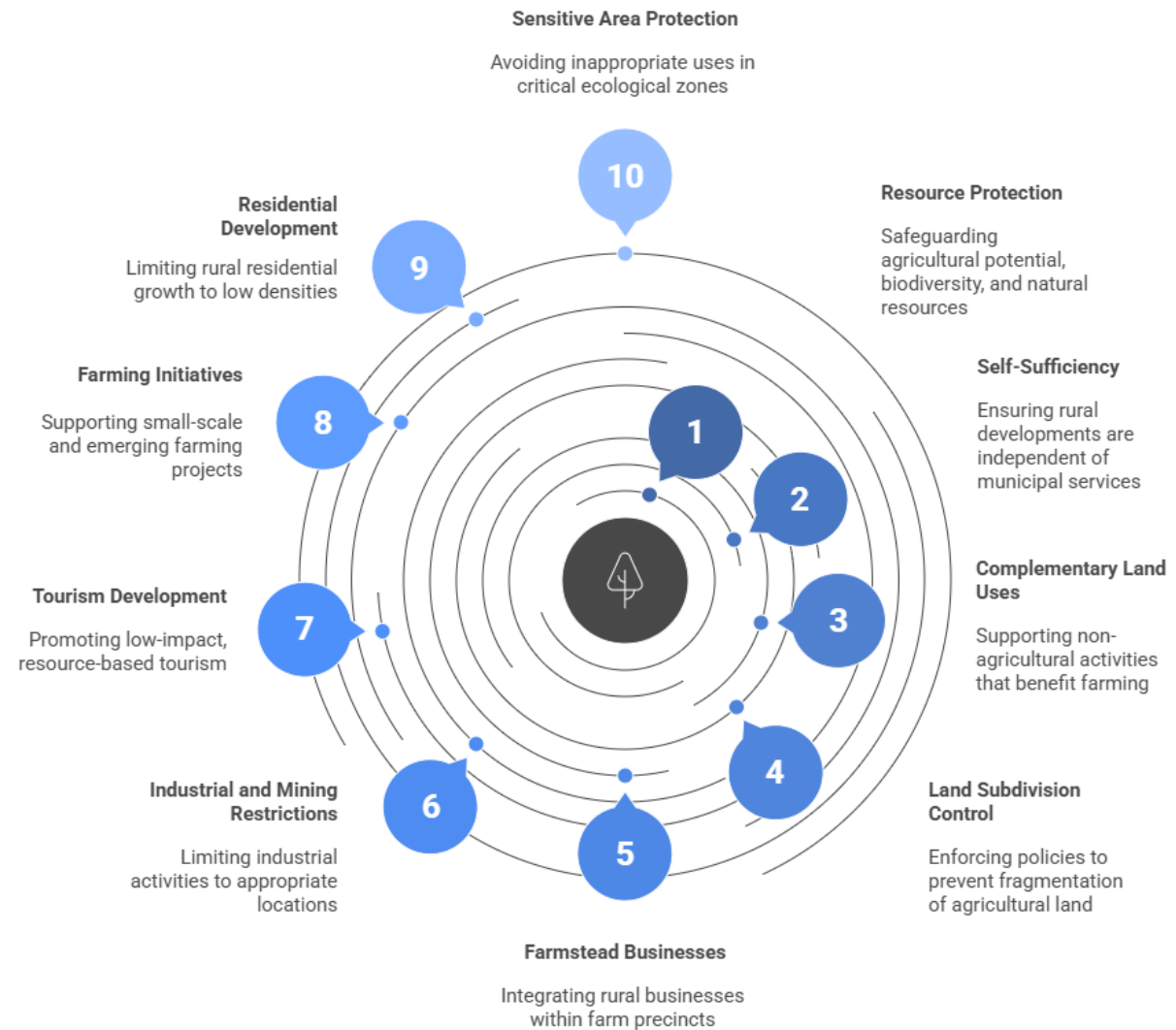
- Density ranges between 1% and 10% of the property area may be considered only where supported by environmental assessments and land capability analysis, and where rezoning or an Overlay Zone permits such development.

- These forms of development may not align with the objectives for Critical Biodiversity Areas (CBAs) and must be evaluated on a case-by-case basis within Ecological Support Areas (ESAs).
- Development layouts must incorporate clustering to avoid unnecessary habitat fragmentation.

General Conditions

- Intensive recreational uses such as golf estates and polo estates are incompatible with CBA and ESA objectives and should not be supported in rural areas.
- Infrastructure development within CBAs should be avoided.
- Ensure compliance with CML and CPZ requirements.
- Rural residential development within CBAs and ESAs must be clustered, retaining ecological corridors and natural hydrological systems.
- Development proposals within ESAs must demonstrate that they will not disrupt biodiversity corridors, ecological connectivity, or the movement of fauna.
- Smallholdings should be supported only within the urban edge or designated peri-urban areas, and must comply with the LUS or an applicable Overlay Zone that provides specific parameters for subdivision and density.

Comprehensive Rural Development Guidelines



5.8 LOCAL DEVELOPMENT FRAMEWORKS

5.8.1 KEY CONCEPTS

5.8.1.1 CORRIDORS

5.8.1.1.1 MIXED USE CORRIDOR

A mixed-use corridor in this context is a street or area planned to accommodate various activities like residential, commercial, retail, and office spaces, all in close proximity. It's designed to create a vibrant environment where people can live, work, and socialise conveniently, fostering economic growth and community interaction.

5.8.1.1.2 OPEN SPACE SYSTEM

An open space system is a planned network of green areas, parks, sports facilities, and trails designed to enhance residents' quality of life. It includes both active spaces, like parks with facilities for sports and events, and passive spaces, such as natural areas, watercourses, forests, coastal public property, dunes, etc. and scenic spots for relaxation and wildlife preservation.

The foundation of an improved open space system lies in its integration and interconnectedness. Rather than isolated pockets of greenery, the system should be designed as a cohesive network, seamlessly linking parks, recreational areas, and natural reserves. This integration fosters accessibility and encourages diverse uses, promoting community interaction and well-being.

5.8.1.2 ZONES

5.8.1.2.1 URBAN EDGE

An urban edge refers to a defined boundary or limits delineating the extent of planned urban development. It serves as a framework for managing growth and ensuring the efficient use of land resources. Within this framework:

- ◀ A 5-year development vision sets short-term goals for immediate planning and investments to meet community needs. The primary urban edge prioritises infrastructure and services for development within this timeframe.
- ◀ A 15-year development window offers flexibility for future growth and infrastructure planning, anticipating future development needs. The secondary urban edge allows controlled expansion beyond the 5-year horizon, contingent on evidence of infrastructure availability or developer

commitments to provide necessary services, ensuring responsible development practices.

5.8.1.2.2 CENTRAL BUSINESS DISTRICT

A central business district (CBD) is a concentrated commercial district within a town that serves as the primary hub for economic activity, business operations, and retail commerce. It typically features a mix of office buildings, retail stores, restaurants, banks, and other commercial establishments. It serves as the focal point for commerce, employment, and social interaction within the community.

5.8.1.2.3 DENSIFICATION AREA

A densification zone is a designated area within a town where urban development is encouraged to increase population density and optimise land use efficiency. This zone operates under a density policy (as included in the SDF), which consists of guidelines or regulations to manage population density. Densification zones prioritise intensified development, either through the redevelopment of existing properties or new development (greenfield), while ensuring that infrastructure supports increased density and enhances the overall liveability of the area.

5.8.1.2.4 MIXED USE AREA

A mixed-use zone is an area within a town or city where a variety of land uses, such as residential, commercial, and industrial, are allowed to coexist within the same zoning district. This zoning designation permits a diverse range of activities and functions to occur within a single area, promoting efficient land use and encouraging interaction between different uses.

5.8.1.2.5 INSTITUTIONAL AREA

An institutional zone is a designated area within a town or city where institutions such as schools, hospitals, government offices, and religious facilities are permitted to operate. This zoning designation typically restricts other types of development to ensure that institutional uses can function effectively and without disruption. Institutional zones often include facilities that serve essential community needs and provide important services to residents, such as education, healthcare, governance, and spiritual support.

5.8.1.2.6 INDUSTRIAL AREA

An industrial zone is a designated area within a town or city where industrial activities are permitted and often encouraged. This zoning designation typically

restricts other types of development to ensure that industrial operations can function effectively and without disruption. Industrial zones may include manufacturing facilities, warehouses, distribution centres, and other industrial uses. They are planned and regulated to accommodate the unique characteristics and requirements of industrial activities while maintaining compatibility with surrounding land uses.

5.8.1.2.7 HOUSING DEVELOPMENT AREA

A housing development zone is an area designated for residential development, accommodating various types of housing typologies. Different density levels may be proposed for each zone:

- ◀ **Low-density** - feature single-family homes on larger erven, offering space and privacy.
- ◀ **Medium-density** - a mix of single-family homes, townhouses, and low-rise apartments. The maximum gross density is 35 dwelling units per hectare.
- ◀ **High-density** - contains multi-story apartment buildings or mixed-use developments, maximising land use efficiency. The maximum gross density is 60 dwelling units per hectare.

Each zone has specific regulations tailored to achieve its desired density and neighbourhood character.

5.8.1.2.8 HERITAGE AREA

A heritage zone is a designated area within a town that contains significant cultural, historical, or architectural landmarks and assets. These zones are established to preserve and protect the heritage value of the area, including historic buildings, sites, and districts, as well as cultural landscapes and archaeological resources. Heritage zones play a crucial role in maintaining the cultural identity and sense of place of a community, while also promoting tourism, economic development, and community pride.

5.8.1.3 NODES

5.8.1.3.1 NEIGHBOURHOOD NODE

A neighbourhood node is a central hub within a residential area, offering essential services and amenities to local residents. It includes businesses like

grocery stores, cafes, and shops, along with public spaces for socialising and community events. These nodes promote walkability and community cohesion.

5.8.1.3.2 SPECIALITY NODE

Speciality nodes are specific hubs within a region specialising in industries like agriculture, tourism, transit, gateways, rural development, logistics, automotive, and others. They strategically leverage local resources and expertise to drive economic growth, innovation, and sustainability.

5.8.1.4 LINKAGES

5.8.1.4.1 TRANSPORTATION LINK

A transportation link is a physical connection or route that facilitates the movement of people, goods, or vehicles between two or more locations. These links can include roads, highways, railways, waterways, air routes, and pedestrian pathways, as well as associated infrastructure such as bridges, tunnels, ports, airports, and transit stations. Transportation links play a critical role in enabling mobility, trade, and access to resources, services, and opportunities within and between communities.

5.8.1.5 NO-GO AREAS

5.8.1.5.1 COASTAL MANAGEMENT LINES¹

In accordance with the National Environmental Management: Integrated Coastal Management Act (ICM Act) (Act No. 24 of 2008), the Eastern Cape Coastal Management Programme, and the Kouga Municipality Spatial Development Framework (SDF), coastal developments within Kouga Local Municipality must adhere to established Coastal Management Lines and Zones. These lines are critical for protecting coastal public and private property, ensuring public safety, and preserving the environmental integrity of the coastal zone.

¹ Visit: <https://mapservice.environment.gov.za/Coastal%20Viewer/>

5.8.2 KEY POLICY GUIDELINES

5.8.2.1 DENSIFICATION AND MINIMUM ERF SIZES

To promote efficient land use and accommodate population growth, specific guidelines have been established for minimum erf sizes and densification policies. Densification is encouraged along key corridors and collector routes, subject to the availability of services, consent from neighbouring owners, and impact assessments regarding traffic and on-site parking requirements.

Table 11: Minimum erf sizes for different types of developments:

Development Type	Minimum Erf Size	Notes
Duet Developments	800m ²	Suitable for smaller family units or shared residential spaces.
Single Residential Developments	According to the council resolution taken on 29/01/2004	Minimum erf size for areas not included in the council resolution will be 500m ² .
Multiple Residential Developments	2000m ²	Minimum "erf" size per unit/density is 150m ² .

Densification within Kouga is designed to maximise the use of available land while maintaining a high quality of life for residents.

The key principles of the densification policy include:

- ◀ Encouraging the development of vacant or underutilised land within existing urban areas to maximise the use of existing infrastructure and services.
- ◀ Facilitating mixed-use developments that combine residential, commercial, and recreational spaces to create more dynamic and accessible neighbourhoods.
- ◀ Coordinating densification efforts with public transportation plans to reduce reliance on private vehicles and improve connectivity within the municipality.
- ◀ Ensuring that densification efforts do not compromise the quality of life for residents by maintaining adequate green spaces, recreational areas, and community facilities.
- ◀ Balancing densification with the preservation of the unique character and heritage of different neighbourhoods within Kouga.

- ◀ Densification is supported along key corridors and collector routes to optimise land use and improve accessibility.
- ◀ Densification is contingent on the availability of necessary services such as water, electricity, and sanitation.
- ◀ Neighbouring property owners' consent is required to ensure community support and minimise conflicts.
- ◀ Evaluating the impact of densification on local traffic to ensure that it does not lead to congestion or safety issues.
- ◀ Ensuring that adequate on-site parking is provided to accommodate increased residential density without straining existing parking resources.

5.8.2.2 BUILDING LINES OUTSIDE THE SCHEME AREA

5.8.2.2.1 BUILDING LINES OTHER THAN THOSE INCLUDED IN THE LAND USE SCHEME:

The building lines included in the SDF are supportive guidelines and do not take preference over the Land Use Scheme. These guidelines are proposed to ensure safe and efficient transportation networks and to accommodate future infrastructure upgrades.

- ◀ **Provincial Roads:** A minimum building line of 32 meters from the centre of a provincial road is proposed. This buffer is intended to enhance road safety and allow for potential road widening or improvements.
- ◀ **National Roads:** A minimum building line of 64 meters from the centreline of a national road is proposed. This larger buffer accommodates higher traffic volumes and the potential for significant road upgrades.
- ◀ **Major and Key Intersections:** A 500-meter buffer or radius is proposed around major and key intersections to support future intersection upgrades along and crossing national and provincial or main routes. This buffer ensures that land use and development do not impede necessary infrastructure enhancements.

5.8.2.3 GUIDELINES FOR COMMONAGE AREAS AND MUNICIPAL LAND

Commonage areas and municipal land that are currently not in use but may be developed in the future require specific guidelines to ensure their sustainable and responsible utilisation. These areas are crucial for supporting extensive agriculture and grazing while protecting the environment and preventing misuse.

5.8.2.3.1 GUIDELINES

- ◀ Permitted Uses: Extensive agriculture, grazing camps, and related agricultural activities.
- ◀ Implement sustainable practices, conserve biodiversity, and prevent environmental harm.
- ◀ Prohibit illegal dumping and enforce proper waste disposal.
- ◀ Enforce strict access control, regular monitoring, and security measures.
- ◀ Maintain flexibility for future development with EIAs and community engagement.
- ◀ Implement land rehabilitation, water resource management, and soil conservation.
- ◀ Establish a permit system, formalise usage agreements, and conduct periodic reviews.

5.8.2.4 COASTAL MANAGEMENT LINES

In accordance with the National Environmental Management: Integrated Coastal Management Act (ICM Act) (Act No. 24 of 2008), the Eastern Cape Coastal Management Programme, and the Kouga Municipality Spatial Development Framework (SDF), coastal developments within Kouga Local Municipality must adhere to established Coastal Management Lines (see Kouga Coastal Management Programme, 2026). These lines are critical for protecting coastal public and private property, ensuring public safety, and preserving the environmental integrity of the coastal zone. The Coastal Management Lines for Kouga’s coastal towns, including Jeffreys Bay, St Francis Bay, Cape St Francis, and Oyster Bay, have been determined based on:

- ◀ Natural coastal regression and accretion, accounting for local shoreline dynamics.
- ◀ Littoral active zones, including shifting dune systems and mobile sand movement.
- ◀ Projected sea level rise, as modelled under national climate change projections.
- ◀ Storm-driven coastal inundation, particularly affecting estuarine and low-lying areas.
- ◀ Erosion risks are associated with high-energy wave environments, especially in St Francis Bay.
- ◀ Inundation levels in estuaries, notably in the Kromme River, Seekoei River, and Kabeljous Estuary, were flood risk impact planning and land use decisions.

5.8.2.4.1 REGULATORY AND PLANNING FRAMEWORK

Developers in the **Kouga Local Municipality** must align their proposals with the following policies:

Regulatory Framework	Description	Key Considerations
National Legislation – ICM Act (Act No. 24 of 2008)	The ICM Act establishes Coastal Management Lines to mitigate risks from coastal processes.	◀ Setback requirements to reduce exposure to erosion, flooding, and storm surges. ◀ Preservation of coastal public access and scenic value. ◀ Infrastructure must be designed to withstand coastal hazards and minimise environmental degradation.
Eastern Cape Coastal Management Programme	This provincial programme provides guidelines for managing coastal developments across Eastern Cape municipalities, including Kouga.	◀ Implementation of general setback lines for development. ◀ Strategies for erosion control, dune rehabilitation, and climate adaptation. ◀ Restrictions on activities that may accelerate coastal degradation.
Kouga Municipality Spatial Development Framework (SDF)	The Kouga SDF promotes environmentally sensitive and context-appropriate coastal development.	◀ Setback lines along Kromme River and coastal estuaries to mitigate flood risks. ◀ Architectural and aesthetic controls, particularly in St Francis Bay and Cape St Francis. ◀ Promotion of low-impact development, incorporating green infrastructure and sustainable stormwater management.
St Francis Bay Coastal Protection Scheme	A local initiative led by the Kouga Local Municipality and the St Francis Property Owners Non-Profit Company to protect the St Francis Bay coastline.	◀ Erosion management and dune stabilisation measures. ◀ Environmental Authorisation requirements for developments near the shoreline. ◀ Guidelines for coastal rehabilitation projects to preserve natural buffers.

5.8.2.5 THYSPUNT NUCLEAR POWER STATION

Development within the 16km monitoring and emergency zone of the Thyspunt site must be carefully managed to ensure the long-term viability of the site for possible future nuclear power generation. The following guidelines should be adhered to when considering new developments in this area:

5.8.2.5.1 COMPLIANCE WITH REGULATORY AND ENVIRONMENTAL REQUIREMENTS

- ◀ All development proposals within the 16km zone must comply with National, Provincial, and Local legislative frameworks, including environmental impact assessments (EIAs), land-use approvals, and nuclear safety regulations.
- ◀ Any rezoning applications or changes in land use must be submitted to the Eskom Nuclear Sites Department (Koeberg Nuclear Power Station) for review and comment before approval.

5.8.2.5.2 RESTRICTIONS ON URBAN EXPANSION AND RESIDENTIAL DEVELOPMENT

- ◀ Oyster Bay and Umzamowethu (0-5km zone): Urban expansion is to be restricted to prevent increasing population density near the nuclear site.
- ◀ No institutional land uses (e.g., prisons, hospitals, old age homes) should be developed within 550m of the Thyspunt site due to potential evacuation difficulties.
- ◀ Limited educational facilities: A small school (without a hostel) may be allowed in Oyster Bay to serve local children, but large institutions should be avoided.
- ◀ The development of new residential estates or settlements within the high-risk zone should be strongly discouraged outside the urban edge and peri-urban areas to minimise evacuation challenges in the event of an emergency. Density of new residential areas should remain below 10du/ha where possible, excluding government subsidised housing projects.

5.8.2.5.3 INDUSTRIAL AND AGRICULTURAL LAND USE MANAGEMENT

- ◀ No new food processing plants should be developed within 550m of the site to ensure food safety and contamination control.
- ◀ Agricultural activities within 550m of the site should be monitored to assess potential risks related to radiation exposure or contamination.

- ◀ Industrial and commercial developments within the 16km zone should prioritise non-sensitive land uses that do not attract large, permanent populations or require high-risk infrastructure.

5.8.2.5.4 INFRASTRUCTURE AND SUPPORTING LAND USES

- ◀ Future bulk infrastructure planning should consider the potential development of the Thyspunt nuclear site, ensuring that water, electricity, and transport networks are sufficiently robust to accommodate both the power facility and surrounding communities.
- ◀ Supporting land uses such as worker housing, social facilities, and service industries should be planned carefully, ensuring they are located at safe distances from the nuclear site while still supporting the regional economy.

5.8.2.5.5 ENVIRONMENTAL AND DISASTER RISK CONSIDERATIONS

- ◀ Development should align with international safety protocols for nuclear sites, including buffer zones, emergency evacuation routes, and environmental conservation measures.
- ◀ Sensitive ecosystems in the coastal and wetland areas surrounding Thyspunt must be protected to avoid long-term environmental degradation.

5.8.3 KEY LAND USE PROPOSAL GUIDELINES

The land use guidelines provided in the table below form a key component of the Kouga Spatial Development Framework (SDF). These guidelines are designed to facilitate the successful implementation of local town proposals by ensuring that development aligns with the unique spatial characteristics and holistic development vision of each town.

The table should be cross-referenced with the land use proposals map provided for each town, as well as the detailed land use tables for specific locations. Each town's spatial considerations may influence the specific land use support and permitted activities, meaning that land use guidance can vary from one town to another. The guidelines are intended to ensure sustainable growth while balancing economic development, environmental preservation, and community well-being.

The framework recognises that:

- ◀ Towns within Kouga have diverse economic drivers, requiring tailored spatial planning approaches.

- ◀ The implementation of these guidelines should consider environmental sustainability, infrastructure capacity, and social needs.
- ◀ The spatial proposals outlined in precinct plans will take precedence where discrepancies exist between the SDF and detailed local plans.

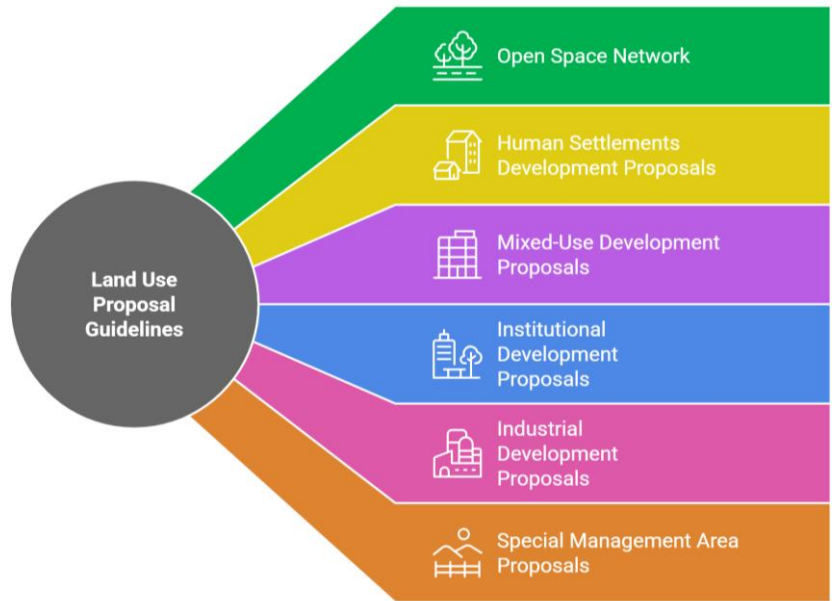


Figure 19: Land Use Proposal Guideline Categories

5.8.3.1.1 OPEN SPACE NETWORK

Table 12: Broad Guidelines for Open Spaces

Open Space Type	Guidelines
Active Open Spaces (OP1)	◀ Ensure flexibility in layout and amenities to accommodate various recreational pursuits and community events. ◀ Include playgrounds tailored to different age groups with swings, slides, and climbing structures. ◀ Establish consistent design standards for active open spaces to create a cohesive and visually appealing environment.
Passive Open Spaces (OP2)	◀ Incorporate local vegetation to enhance scenic routes and gardens. ◀ Employ native flora for sustainable landscaping, requiring minimal water and maintenance. ◀ Develop well-marked trails linking open spaces for exploration.

Open Space Type	Guidelines
	◀ Identify picturesque spots with amenities like tables and benches for picnics. ◀ Provide waste management and collection facilities at regular intervals. ◀ Place restroom facilities strategically for convenience. ◀ Ensure proper lighting and maintenance for safety and visibility. ◀ Establish pathways linking passive spaces to active recreation zones. ◀ Only allow development where suitable, with strict adherence to environmental, risk and safety considerations
Conservation Management (OP3)	◀ Conduct ecological assessments to understand biodiversity, habitats, and ecological processes. ◀ Use assessments to inform management strategies and prioritise conservation. ◀ Designate low-impact recreational areas and restrict access to sensitive areas. ◀ Enhance ecosystem resilience through habitat connectivity, water management, and invasive species control.
Sport & Recreation Facilities (OP4)	◀ Upgrade existing sports facilities by choosing centrally located sites with ample space. ◀ Ensure zoning regulations permit mixed indoor and outdoor sports activities. ◀ Design multipurpose facilities for padel tennis, field sports, and other clubs. ◀ Include amenities such as changing rooms, seating, and equipment rental. ◀ Ensure sufficient parking spaces and accessible pathways. ◀ Enhance facilities with greenery, seating, and drinking fountains. ◀ Develop diverse sports programs and engage local community members in planning. ◀ Support redevelopment and upgrading of existing and new tourism facilities. ◀ Promote low-risk infrastructure due to flood risk. ◀ Encourage only recreation and tourism-related land uses.
Resort Development (OP5)	◀ Enhance and facilitate the privatisation of the sports and resort development zone to increase visitors and revenue. ◀ Implement safe pedestrian crossings between key streets. ◀ Promote extension of the open space area towards the CBD via pedestrian-friendly routes.

Open Space Type	Guidelines
	- Enhance signage to and from the resort development area. - Establish picnic spots, shaded seating, public art, and urban design elements. - Cultivate indigenous plants and trees in alignment with the Cape Fynbos region. - Use local materials for paving and urban design elements.

5.8.3.1.2 HUMAN SETTLEMENTS DEVELOPMENT AREAS

Table 13: Broad Guidelines for Human Settlement Developments

Housing Type	Guidelines
Low-Density Residential Development (HDA1)	- Development should not exceed 20 units per hectare. - Preserve open space and nature reserves where possible. - Ensure developments align with the urban edge policy to prevent urban sprawl. - Promote sustainable building materials and practices.
Medium Density Residential Development (HDA2)	- Development should not exceed 50 units per hectare. - Support single-stand residential expansion within designated growth areas. - Allow non-residential uses such as social facilities and open spaces to complement residential areas. - Ensure connectivity to existing infrastructure and public transport.
High-Density Residential Development (HDA3)	- Development should not exceed 80 units per hectare. - Prioritise middle to low-income housing and subsidised housing developments. - Design standards to follow the "Red Book" guidelines for sustainable and efficient urban planning. - Provide necessary social infrastructure such as schools, healthcare, and public transport access.
Integrated Housing Development (HDA4)	- Promote mixed-use developments combining residential, business, and community facilities. - Ensure a variety of housing types to accommodate different income levels. - Develop near employment hubs to reduce commuting distances and enhance accessibility. - Incorporate green spaces, pedestrian-friendly streets, and sustainable urban design elements. - Encourage public-private partnerships for the efficient delivery of housing projects.

5.8.3.1.3 MIXED USE DEVELOPMENT AREAS

Table 14: Broad Guidelines for Mixed-Use Developments

Mixed Use Type	Guidelines
Low Intensity Business Development (MU1)	- Business uses, including shops and offices, to be accommodated at a neighbourhood level in areas identified by the SDF. - Provide a variety of land uses for convenient shopping and services while restricting high impact uses. - Limit development height and scale to reduce impact on surrounding residential and community facilities. - Ensure compliance with zoning regulations and business mix requirements. - Include pedestrian-friendly design and parking provisions for accessibility.
High Intensity Business Development (MU2)	- Support a variety of commercial and business activities that cater to sub-regional and regional economic needs. - Encourage mixed-use developments that integrate retail, commercial, and professional operations. - Prioritise locations within existing commercial nodes and central business districts. - Restrict industrial and manufacturing activities while allowing commercial storage and goods handling. - Ensure sufficient public transport access, pedestrian connectivity, and parking infrastructure.
Informal Business Activity (MU3)	- Encourage designated trading areas for informal businesses within mixed-use and commercial zones. - Provide necessary infrastructure such as water, sanitation, and waste management to support informal businesses. - Ensure adequate pedestrian access and visibility to support customer engagement. - Develop policies to integrate informal businesses into the broader economy through training and financial support. - Balance informal trading with urban aesthetics and formal businesses through spatial planning and design controls.

5.8.3.1.4 INSTITUTIONAL DEVELOPMENT AREAS

Table 15: Broad Guidelines for Institutional Land Uses

Institution Type	Guidelines
Education (I21)	- Ensure the provision of adequate land for educational institutions based on population growth and urban expansion. - Promote accessibility to educational facilities via public transport and pedestrian-friendly routes. - Encourage multi-use educational spaces that serve as community centres outside school hours.
Health (I22)	- Plan for sufficient healthcare infrastructure, including clinics, hospitals, and wellness centres. - Ensure healthcare facilities are evenly distributed to serve both urban and rural populations. - Incorporate green spaces and wellness programs within healthcare precincts.
Government and Municipal (I23)	- Allocate land for government offices, service delivery centres, and community support facilities. - Ensure easy access to municipal facilities with adequate public transport and pedestrian access. - Develop energy-efficient and sustainable government buildings. - Allocate land for essential infrastructure such as police services, correctional facilities, and fire stations. - Designate land for utilities and infrastructure like substations, waste treatment, and landfill sites.
Cemetery Development (I24)	- Identify and preserve suitable land for cemeteries to meet long-term demand. - Ensure cemeteries are accessible and have proper infrastructure, including parking and water supply. - Promote sustainable burial practices such as eco-friendly burial sites.

5.8.3.1.5 INDUSTRIAL DEVELOPMENT AREAS

Table 16: Broad Guidelines for Industrial Land Uses

Industrial Type	Guidelines
Light and Service Industries (ID1)	- Designated for small-scale industrial uses, workshops, and service-oriented businesses. - Minimise environmental impact through controlled emissions and waste management. - Ensure integration with surrounding commercial and residential areas while maintaining buffer zones. - Encourage job creation and entrepreneurship opportunities within the local economy.
General Industries (ID2)	- Land designated for manufacturing, general industrial, and logistical operations. - Allowance for non-industrial activities, provided they do not compromise industrial functions. - Strict restrictions on high-risk and noxious industrial activities. - Infrastructure upgrades and signage to improve visibility and market awareness.
General and Agri-related Industries (ID3)	- To support and prioritise agricultural-related value chains. - Hazardous industries are prohibited to ensure environmentally friendly operations. - Access via existing roads with provisions for truck parking, overnight facilities, and ablution amenities. - Renewable energy sources (solar/wind) should be incorporated to enhance sustainability. - Encourage rainwater harvesting and waste recycling to reduce environmental impact.
Noxious Industries (ID4)	- Reserved for high-impact industries such as chemical plants, waste processing, and heavy manufacturing. - Located in carefully selected areas away from residential zones to prevent health hazards and nuisances. - Strict environmental controls on emissions, waste disposal, and hazardous material handling. - Compliance with national and local noxious industry regulations is required before establishment.

Industrial Type	Guidelines
Extractive Industries (ID5)	- Includes mining, quarrying, and resource extraction operations. - Ensure rehabilitation of land post-extraction to restore environmental integrity. - Implementation of sustainable practices to minimise ecological and community impact. - Strict regulatory compliance with environmental impact assessments and rehabilitation plans.

5.8.3.1.6 SPECIAL MANAGEMENT AND DEVELOPMENT AREAS

Table 17: Broad Guidelines for Special Management Areas

Special Development Area	Guidelines
Restructuring Zone	- Aim to bring lower-income individuals into areas with economic opportunities, where they would otherwise be excluded due to land market dynamics and land use planning. - Promote social and economic diversification within the community, fostering social integration. - Enhance spatial access to economic opportunities and promote job creation. - Ensure human settlement development integrates social facilities that are easily accessible.
Industrial Development Zone	- Proposed to support off-grid, independent commercial and industrial activities. - Aims to create high employment opportunities while preserving tourism and agricultural character. - Located outside urban edges but accessible via main transport routes. - Ensures a secure power and water supply for investment attraction. - Development must incorporate renewable energy, water reuse, and sustainable waste management. - Subject to Environmental Authorisation and Water Use License compliance. - A precinct plan should guide land use, environmental offsets, transport, and infrastructure planning. - Noise, air, and visual pollution considerations must be addressed.

Special Development Area	Guidelines
Heritage Resources Management Zone	- Use plastic or aluminium windows/doors only where necessary, ensuring heritage authenticity. - Materials must match the historic architectural style. - Approval from local and provincial heritage authorities is required. - Submit sketch plans and photographs for pre-approval before finalising designs. - Maintain street-facing building edges with a two-story height limit. - Rear additions to original buildings are allowed within courtyard areas.
Coastal Management Zone	- Protect coastal and marine ecosystems, including estuaries, wetlands, and dunes. - Prevent unauthorised development in sensitive coastal buffer zones. - Support well-located marine protected areas to ensure sustainable resource use. - Encourage infrastructure that mitigates coastal erosion and flooding risks. - Restrict development expansion at the Gamtoos River Mouth beyond the approved Phase 3 Development and enforce strict environmental assessment procedures. - Maintain the ecological integrity of the Oyster Bay Thicket-Grassy Fynbos and Tsitsikamma Riverine Forest. - Promote eco-tourism in Jeffreys Bay and St Francis Bay, while maintaining their unique environmental character. - Preserve coastal corridors and landscape linkages critical to biodiversity conservation. - Ensure development aligns with formal Protected Areas managed by SANParks and Eastern Cape Parks Board.
Central Business District (CBD)	- Prioritise renovation and revitalisation of existing structures for urban renewal. - Enhance streetscape with street furniture and greenery for pedestrian-friendly spaces. - Promote diverse economic activities by supporting mixed-use developments. - Prioritise retail on ground floors and offices or residences above. - Ensure adequate parking without obstructing pedestrian movement.

Special Development Area	Guidelines
	- Limit building height to three stories unless specified otherwise in spatial plans. - Incorporate cultural and heritage elements into urban design. - Upgrade open spaces, such as Van Den Berg and Barry Streets, to reflect local history. - Support precinct plans adopted by the Council, ensuring alignment with the SDF.

5.8.4 POLICY PARAMETERS FOR EVALUATING LAND DEVELOPMENT APPLICATIONS BEYOND THE SCOPE OF ADOPTED LOCAL SPATIAL DEVELOPMENT PROPOSALS

This section provides structured policy guidance for assessing land use and development applications that do not fall directly within the spatial proposals earmarked for specific towns and settlement areas in the Kouga Spatial Development Framework (SDF).

While the SDF sets out spatial priorities and land use visions for each town through local spatial proposals, precincts, and nodes, land development pressures often arise along activity streets, corridors, transitional neighbourhoods, or emerging mixed-use environments that fall outside these explicitly demarcated areas. This guideline, therefore, enables planners, officials, and decision-makers to assess such applications on their individual merit, using consistent criteria grounded in SPLUMA principles, the Kouga Spatial Planning and Land Use Management By-law, and the Kouga Land Use Scheme (LUS).

These guidelines are not intended to override adopted local plans but rather to supplement decision-making where proposals may align with the broader strategic intent of the SDF but fall outside the spatial boundaries of specific proposals.

5.8.4.1.1 PLANNING AND LEGAL CONTEXT

In terms of Section 7 of the Spatial Planning and Land Use Management Act (SPLUMA), Act 16 of 2013, all land development decisions must align with the national principles of:

- Spatial Justice
- Spatial Sustainability

- Spatial Efficiency
- Spatial Resilience
- Good Administration

Additionally, the Kouga Spatial Planning and Land Use Management By-law (2022) mandates the consideration of:

- Consistency with the adopted SDF
- Desirability and compatibility of land uses
- Availability of bulk services and infrastructure
- Environmental considerations and statutory compliance
- Socio-economic benefits, including job creation and transformation

Together with the Kouga Integrated Land Use Scheme (ILUS), these instruments provide a statutory framework for development control, but the guidelines herein aim to support discretionary decision-making where applications do not align strictly with predefined spatial proposals.

5.8.4.1.2 APPLICATION OF MIND BY MUNICIPAL DECISION-MAKERS

Where a land use application does not fall within a designated LSDA, planners must apply their minds holistically by:

- Assessing the intent of the application and its alignment with the broader vision and principles of the SDF
- Considering site-specific characteristics, existing land use rights, infrastructure capacity, and environmental sensitivity
- Evaluating whether the proposal enhances economic resilience, community accessibility, or tourism development
- Ensuring that the proposal does not compromise the integrity of the SDF, environmental resources, or public interest
- Promoting development that is integrated, inclusive, efficient, and contributes to sustainable human settlement patterns

This framework provides merit-based evaluation criteria for the main land use types—residential, mixed-use, industrial, institutional, recreational, and special management areas—as detailed in the following sections.

5.8.4.1.3 GUIDELINES FOR LAND USE APPLICATIONS OUTSIDE LOCAL SPATIAL DEVELOPMENT FRAMEWORK PROPOSALS

These guidelines support the assessment of development applications that may not align fully with the mapped proposals of local spatial development frameworks (LSDFs) but demonstrate merit based on factors such as

infrastructure availability, social need, economic potential, or alignment with broader spatial planning principles.

5.8.4.1.3.1 Agricultural Land Use Guidelines for Contextual Consideration

This section applies to land use proposals on properties zoned "Agriculture" in terms of the Kouga Land Use Scheme (2021). Applications outside LSDF-designated areas may be considered favourably where they:

- ◀ Maintain the agricultural character of the area.
- ◀ Promote sustainable and compatible land uses.
- ◀ Uphold SPLUMA principles (e.g. spatial justice, efficiency, sustainability).
- ◀ Demonstrate responsible infrastructure and environmental management.

Examples of Land Uses to be Considered:

- ◀ **Additional Dwelling Units:** May be supported (e.g. 1 per 10 ha, up to 5 units) where agricultural potential is not compromised.
- ◀ **Tourist Facilities:** Considered via consent where they promote agri-tourism, are sensitively designed, and align with rural character.
- ◀ **Agricultural Industry:** Consent uses that process on-site produce and manage environmental impacts may be supported.
- ◀ **Guest Lodging:** May be permitted if small-scale, rural in design, and the infrastructure is sufficient.
- ◀ **Social or Childcare Facilities:** Considered where they serve farm workers or rural communities, subject to access and safety provisions.
- ◀ **Home Occupations:** May be allowed if clearly subordinate to the primary agricultural activity and generate minimal nuisance.

5.8.4.1.3.2 Residential Development Areas

Applies to proposals for low-, medium-, and high-density residential and integrated communities outside LSDF boundaries. Applications may be supported where:

- ◀ Development is within or adjacent to urban edges or nodes.
- ◀ Sites promote spatial integration, housing diversity, and proximity to infrastructure and social services.
- ◀ Urban form is compact and walkable.

Land Use Categories and Considerations:

Table 18: Residential Land Use Considerations in areas outside of proposals

Category	Considerations
Low Density (≤20 units/ha)	Preserves character; suitable for home occupations and house shops.

Medium Density (≤50 units/ha)	Promotes compact growth near services; supports guest lodging or childcare.
High Density (≥50 units/ha)	Enables affordable housing; may integrate with social and medical uses.
Integrated Housing	Encourages diversity, mixed-use components, and inclusion.

5.8.4.1.3.3 Mixed Use and Economic Development Areas

Supports proposals for mixed-use developments combining residential, commercial, and service uses, especially:

- ◀ Along key movement corridors and urban transition zones.
- ◀ In neighbourhood hubs, where walkable, compact development is promoted.
- ◀ Business zonings may be supported for properties which directly abut existing commercial properties.

Land Use Categories and Considerations:

Table 19: Mixed-Use and Economic Land Use Considerations in areas outside of proposals

Category	Considerations
Low Intensity	Neighbourhood-serving retail, offices, and service uses.
High Intensity	Commercial hubs and regional economic activity are subject to access and servicing.
Informal Economy	Designated spaces for informal trade that complement the formal economy.

5.8.4.1.3.4 Industrial and Logistics Areas

Applications may be supported outside mapped zones where they:

- ◀ Align with strategic economic development priorities.
- ◀ Are suitably located to mitigate impacts on sensitive or incompatible land uses.
- ◀ Provide job creation and infrastructure improvement.

Land Use Categories and Considerations:

Table 20: Industrial and Logistic Land Use Considerations in areas outside of proposals

Category	Considerations
Light Industry	Clean, low-impact industries are compatible with local enterprise.
General Industry	Manufacturing and distribution require appropriate buffering.

Agri-Industry	Value-adding agricultural processing; consent may be needed.
Noxious Industry	Only where environmental controls, location, and risk management are acceptable.
Extractive Industry	Mining and quarrying may be supported under strict environmental regulation.

5.8.4.1.3.5 Institutional and Social Infrastructure Areas

Development proposals for community services (e.g. education, health, civic facilities) may be considered based on:

- ◀ Demonstrated public need.
- ◀ Land suitability and location.
- ◀ Accessibility for intended beneficiaries.

Key Considerations:

- ◀ **Education:** Proposals should consider safety, proximity to learners, and availability of land for support facilities.
- ◀ **Health:** Applications that improve local access to health services may be supported.
- ◀ **Government/Municipal:** Development may be prioritised for efficient service delivery.
- ◀ **Cemeteries:** Long-term land use certainty and regulatory compliance required.

5.8.4.1.3.6 Open Space, Recreation and Resort Areas

Proposals may be supported if they:

- ◀ Enhance access to open space and recreational assets.
- ◀ Promote tourism, environmental education, or public well-being.
- ◀ Respect ecological and landscape features.

Key Land Uses and Considerations:

- ◀ **Active Recreation:** Sport facilities and open parks that serve communities.
- ◀ **Passive Recreation:** Nature trails, picnic sites, or eco-tourism attractions.
- ◀ **Conservation:** Ecologically sensitive areas for protection and education.
- ◀ **Resorts:** Low-impact, seasonal tourism development (e.g. eco- or golf estates).

5.8.4.1.3.7 Special and Strategic Areas

Applications for strategic or context-specific uses may be supported where:

- ◀ They address a regional or national development imperative.
- ◀ Environmental and heritage safeguards are applied.

- ◀ They align with overlays, precinct plans, or sectoral strategies.

Strategic Areas and Key Considerations:

- ◀ **Industrial Development Zone (IDZ):** May attract strategic investment and enable clustering of industrial uses.
- ◀ **Heritage Zones:** Development should preserve cultural or historical assets and integrate sensitively.
- ◀ **Coastal Management:** Development may support eco-tourism and conservation; permanent structures discouraged.
- ◀ **CBD Revitalisation:** Mixed-use intensification supported where it renews underutilised urban land.

5.8.5 HUMANSDORP



5.8.5.1 HISTORY

Humansdorp's history dates to 1849, when Matthys Gerhardus Human, a prominent local farmer, donated 1.5 square kilometres of his land, known as "Rheboksfontein," to establish a Dutch Reformed Church. This land donation marked the formal foundation of Humansdorp, with the town named in recognition of Human and his family's contributions to the area. Originally, Humansdorp served primarily as a support centre for the agricultural community that had settled in the fertile lands surrounding the Kouga Mountains.

Over the years, Humansdorp retained its rural charm and close-knit community atmosphere. By the late 19th and early 20th centuries, the town had developed basic amenities and services to support the growing farming population, which included sheep and cattle farmers, as well as a burgeoning dairy industry. The introduction of railway lines through the region provided a boost, allowing for the transport of agricultural goods to larger markets.

As the 20th century progressed, Humansdorp slowly expanded its role as a regional service hub. The establishment of the Woodlands Dairy factory brought industrial growth to the town, creating jobs and attracting more residents. This

industrial expansion diversified Humansdorp's economy, which until then had been predominantly agricultural.

Today, Humansdorp remains a symbol of historical resilience and growth, balancing its role as an agricultural hub with a blossoming community spirit. The town continues to serve as an entry point to popular coastal destinations like St Francis Bay and Cape St Francis, maintaining its importance as a key location within the Eastern Cape. With its deep historical roots and steady development, Humansdorp represents the spirit of early settlement towns that have grown over time yet still retain a connection to their origins.

5.8.5.2 DEVELOPMENT VISION FOR HUMANSDORP

Humansdorp aims to evolve into a dynamic regional hub that strengthens its agricultural heritage while embracing sustainable economic growth, inclusive urban development, and improved connectivity with surrounding coastal and rural areas. The town will capitalise on its role as a service centre for the Kouga farming community, enhance its industrial and commercial potential, and address socio-economic disparities by promoting integrated and affordable housing solutions.

Strategic investments in infrastructure, small business development, and environmental sustainability will position Humansdorp as a resilient, well-connected, and economically diverse town that serves both its residents and the greater region.

5.8.5.3 KEY SPATIAL CONSIDERATIONS

- ◀ Revitalisation of Main Street and Voortrekker Road as economic and retail anchors.
- ◀ Support for small-scale enterprises and informal trading in KwaNomzamo and Kruisfontein.
- ◀ Expansion of light industrial and agro-processing zones to attract investment.
- ◀ Promotion of mixed-use residential developments to increase urban density.
- ◀ Formalisation and servicing of informal settlements in KwaNomzamo and Gill Marcus.
- ◀ Unlocking vacant residential land in Kruisfontein for affordable housing.
- ◀ Enhancement of road networks, especially linkages between Humansdorp, Jeffreys Bay, and Kruisfontein.
- ◀ Improved public transport and pedestrian-friendly urban design.

- Expansion of bulk infrastructure to support future growth.
- Protection of the wetland area on Erf 499 while addressing land-use conflicts.
- Restoration and preservation of historical sites, including heritage buildings in the CBD.
- Sustainable land-use planning to balance development with ecological integrity.
- Revitalisation of vandalised municipal sports grounds for community use.
- Investment in educational and healthcare facilities to support population growth.
- Strengthening public spaces to enhance the quality of life for all residents.

5.8.5.4 LAND USE PROPOSALS

The following table and associated map provide guidelines regarding the application and interpretation of land use proposals regarding development within Humansdorp.

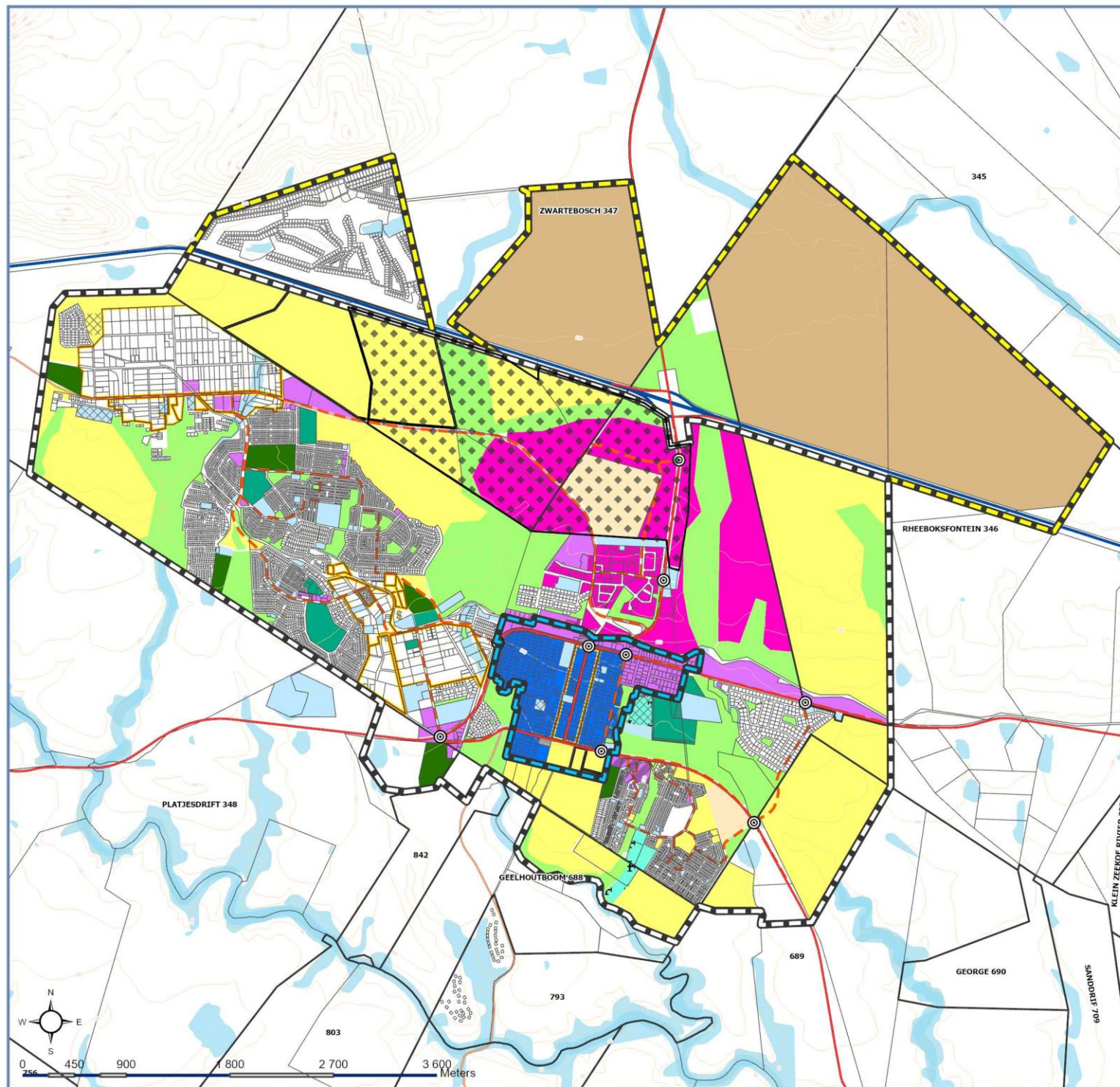
Table 21: Humansdorp Spatial Proposal Descriptions

Development Proposal	Policy Statement
Open Spaces	
Active Open Spaces (OP1)	Public open spaces that play a crucial role in the area's aesthetic quality. These areas are supported by recreational infrastructure and amenities such as public restrooms, parks, playgrounds, and gardens.
Passive Open Spaces (OP2)	Areas considered unsuitable for development due to environmental sensitivity, slope and flood-prone conditions. Low density development may be supported where informed considerations on environmental constraints, infrastructure needs, disaster risks and safety are assessed and found to be acceptable.
Conservation Management (OP3)	Environmentally sensitive zones with strict development controls and minimal human interference. These areas may include conservation offsets, low-impact recreational infrastructure like picnic benches, information centres and signage, and zones with prohibited access.
Sport & Recreation Facilities (OP4)	Existing and future sports and recreation facilities that require maintenance, restoration, and possible expansion. These include multipurpose sports fields, walkways, parking, and related infrastructure.

Resort Development (OP5)	Areas supporting low-density or mixed-use resort-style developments centred around environmental or recreational features, such as eco or golf estates. These include supporting infrastructure like walkways, restaurants, and convenience stores.
Human Settlements Proposals	
Low-Density Residential Development (HDA1)	Areas designated for low-density residential development, limited to a maximum of 30 units per hectare. Development is focused on residential units.
Medium-Density Residential Development (HDA2)	Areas for medium-density residential development (up to 50 units/ha, with a minimum erf size of 2000m ²). Provision must be made for public open space, recreation, and educational facilities. Other uses may be supported in the area, excluding business or industrial development.
High-Density Residential Development (HDA3)	Areas designated for high-density residential development on a medium to large scale. These include subsidised housing schemes and group housing, including walk-up units up to two storeys in height where required.
Integrated Housing Development (HDA4)	Promotes integrated housing that combines commercial, business, and residential uses in multi-storey developments. Includes diverse housing densities and types that serve various income brackets.
Mixed-Use Proposals	
Low Intensity Business Development (MU1)	Areas suitable for low-impact business or mixed-use development along corridors and intersections. Includes offices, neighbourhood centres, restaurants and medical uses.
High Intensity Business Development (MU2)	Promotes high-intensity business and service industry developments along the N2 and R102. Suitable for commercial activities and light service industries.
Institutional Proposals	
Education (IZ1)	Existing and proposed educational sites require municipal support, particularly traffic calming and proper site placement. Development must include space for sports and parking, and avoid proximity to harmful land uses.
Health & Social (IZ2)	Promotes upkeep of public infrastructure and greenery, supports the provision of health services in

	line with national guidelines, and encourages the presence of NGOs and community service points.
Government and Municipal (I23)	Includes municipal and government service sites. Priority should be given to maintaining and upgrading infrastructure for water, electricity, transport, and sanitation. Supports service delivery offices and transport infrastructure.
Places of worship (I24)	Existing religious sites requiring municipal support, especially with respect to traffic calming and accessibility.
Cemetery Development (I25)	Land designated for cemeteries and mortuaries, with a requirement for compliance with environmental and health regulations.
Industrial Proposals	
Industrial (ID1)	Promotes non-noxious light industrial uses, such as small-scale manufacturing and service industries, ensuring compliance with environmental and waste regulations.
General and agri-related Industries (ID2)	Supports clustering of agro-processing and agricultural industries with necessary transport infrastructure, ensuring adherence to environmental guidelines.
Noxious Industries (ID3)	Requires strict enforcement of environmental and health regulations. Prohibits location near rivers or sensitive open/public spaces. Suitable for high-risk chemical or heavy manufacturing industries.
Special Management Area Proposals	
Precinct Plan (PP)	Areas governed by precinct plans (e.g., Humansdorp CBD), with development subject to specific proposals and additional requirements set out in these plans.
Central Business District (CBD)	Promotes densification and mixed-use commercial development in the CBD. Encourages business intensification, improved infrastructure, and parking.
Densification of Area (DA)	Areas targeted for residential densification to optimise land use through subdivisions at 25–50 units/ha. Supports both low and medium-density housing.
Kwanomzamo Special Development Area (SDA)	The area is intended to be established as a neighbourhood node, with clear emphasis on community-related uses and supporting business activities, with limited residential. It should further be developed as a gateway into Kwanomzamo from the

	Humansdorp CBD. A maximum density of 50u/ha should be applied.
Humansdorp Industrial Hub (IH)	Development should be undertaken in alignment with the recommendations and outcomes of the Erf 499 and Surrounds Feasibility Study, together with the associated Business Plan and Conceptual Designs.

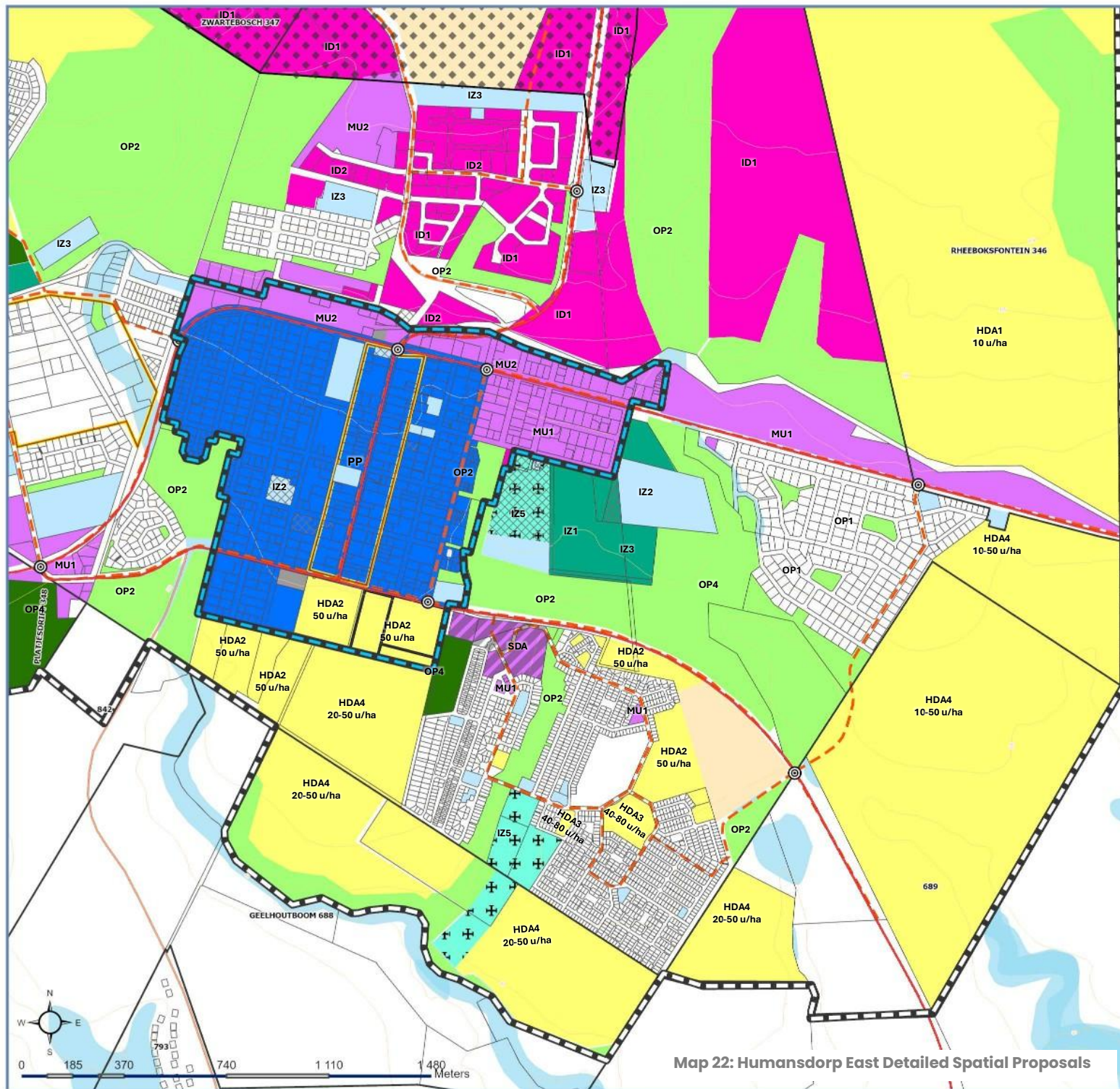


Humansdorp Spatial Proposals

- Humansdorp Precinct Plan
- Parent Farm
- National Roads
- Main Roads
- Tertiary Roads
- Heritage Resources
- Rivers 50m Buffer
- Wetlands
- MSDF Spatial Proposals**
 - Agriculture
 - Cemetery
 - Central Business Area (CBD)
 - Densification Area
 - Education Area
 - Heritage and Tourism Area
 - Housing Development Area
 - Industrial Area
 - Institutional Area
 - Mixed Use
 - Municipal Service Area
 - Open Space System
 - Restructuring Area
 - Transportation Use
 - 10 Year Urban Edge
 - 5 Year Urban Edge
 - Key Intersections
 - Activity Road
 - Special Development Area (SDA)
 - Humansdorp Industrial Hub

Map 21: Humansdorp Spatial Proposals Overview

Source: Kouga MSDF



Humansdorp East Spatial Proposals

- Humansdorp Precinct Plan
- Parent Farm
- Main Roads
- Tertiary Roads
- Heritage Resources
- Rivers 50m Buffer
- Wetlands
- MSDF Spatial Proposals**
 - Cemetery
 - Central Business Area (CBD)
 - Densification Area
 - Education Area
 - Heritage and Tourism Area
 - Housing Development Area
 - Industrial Area
 - Institutional Area
 - Mixed Use
 - Municipal Service Area
 - Open Space System
 - Restructuring Area
 - Transportation Use
 - 10 Year Urban Edge
 - 5 Year Urban Edge
 - Key Intersections
 - Activity Road
 - Special Development Area (SDA)
 - Humansdorp Industrial Hub

Source: Kouga MSDF

Map 22: Humansdorp East Detailed Spatial Proposals

KOUGA MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK



5.8.6 JEFFREYS BAY



5.8.6.1 HISTORY

Jeffreys Bay, a popular town on South Africa's Eastern Cape coast, began as a humble port established in the 1840s by Captain Joseph Avent Jeffreys. Sailing the East Coast of South Africa for trade, Captain Jeffreys had to dock here in 1849 due to an outbreak of scurvy aboard his ship. He was struck by the area's potential and built the "White House," the town's first permanent residence, which later also served as a store for local farmers. The early economy centred around fishing, with crews rowing out in large boats to catch fish like Geelbek and Steenbras, using chokka (squid) as bait.

In the early 20th century, Jeffreys Bay gained popularity as a holiday destination, attracting visitors to its natural beauty and fishing opportunities. By 1938, the Savoy Hotel was established, and by the 1940s, the town housed only a few hundred people. Surfing culture arrived in the 1960s, catalysed by the release of *The Endless Summer*, a film that spotlighted nearby St Francis Bay's waves, drawing international surfers to the region. They soon discovered Jeffreys Bay's iconic point break, solidifying the town's place on the global surfing map.

Through the years, Jeffreys Bay developed with landmarks such as the Savoy Hotel and Reilly's General Dealers, run by the Reilly family, who helped shape its history. The town was officially declared a village in 1930 and a municipality in 1968. Today, it is part of the Kouga Municipality, established in 2002. Jeffreys Bay remains a hub for surfing, tourism, and local fishing, maintaining its reputation as a scenic retreat and surf destination.

5.8.6.2 DEVELOPMENT VISION FOR JEFFREYS BAY

Jeffreys Bay, a world-renowned surf and coastal tourism destination, is set to evolve into a vibrant, inclusive metropolitan node. As outlined in the Kouga Municipal SDF, the town's growth will focus on strengthening the coastal economy, diversifying land use, and promoting sustainable urban development. Key priorities include revitalising the town centre into a pedestrian-friendly, mixed-use precinct, densifying housing within the urban edge, and integrating human settlements near employment hubs. Environmental resilience will be ensured through coastal protection measures, ecological buffers, and the enhancement of conservation areas like the Kabeljous and Seekoei estuaries. Public spaces will be upgraded with eco-tourism amenities and indigenous landscaping, while ICT, informal trade infrastructure, and non-motorised transport routes will improve connectivity and support local economic growth. Jeffreys Bay will become a resilient and dynamic coastal town that balances environmental stewardship with metropolitan aspirations.

5.8.6.3 KEY LAND USE PROPOSAL GUIDELINES

The following table and associated map provide guidelines regarding the application and interpretation of land use proposals regarding development within Jeffreys Bay.

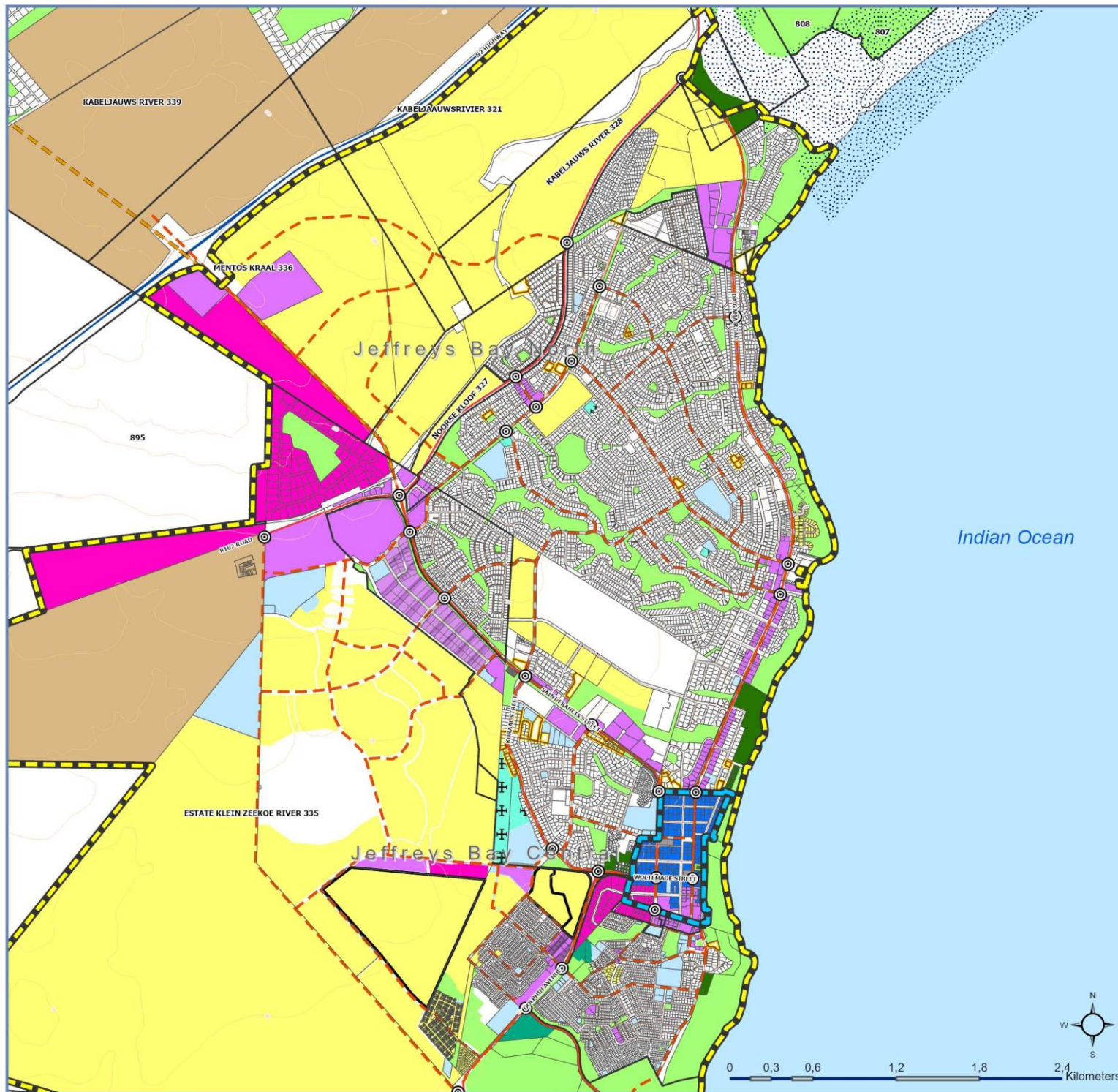
Table 22: Jeffreys Bay Spatial Proposal Descriptions

Development Proposal	Policy Statement
Open Space Proposals	
Active Open Spaces (OP1)	Public open spaces playing a crucial role in the aesthetic character of the area, supported by recreational infrastructure and facilities like restrooms and playgrounds. Includes recreational infrastructure, public amenities, and public parks, playgrounds, and gardens.
Passive Open Spaces (OP2)	Areas considered unsuitable for development due to environmental sensitivity, slope and flood-prone conditions. Low density development may be supported where informed considerations on environmental constraints, infrastructure needs, disaster risks and safety are assessed and found to be acceptable.
Conservation Management	Environmentally sensitive zones with strict development controls and minimal human interference, reserved for conservation offsets and low-impact recreational amenities. Includes low-

(OP3)	impact recreational amenities & infrastructure (e.g., picnic benches), information centres & signage, and no-go or restricted access areas.
Sport & Recreation Facilities (OP4)	Existing and future sports and recreation facilities require regular maintenance and restoration, including multi-purpose sports fields, walkways, and parking. Includes recreational and sports infrastructure like multi-purpose sports facilities with public amenities, walkways, and parking.
Resort Development (OP5)	Areas supporting low-density housing or mixed-use developments centred around recreational features like golf or wildlife estates, including supporting infrastructure. Includes eco estates, golf estates, walkways, and related infrastructure (e.g., restaurants, convenience stores).
Human Settlements Proposals	
Low-Density Residential Development (HDA1)	Areas designated for low-density residential development, limited to a maximum of 30 units per hectare. Development is focused on residential units.
Medium-Density Residential Development (HDA2)	Areas for medium-density residential development, with a maximum of 50 units per hectare and a minimum erf size of 2000m². Other uses may be supported in the area, excluding business or industrial development. Provision for public open space, recreational, and educational facilities is required.
High-Density Residential Development (HDA3)	High-density residential developments, including subsidised housing projects, walk-up units up to 2 storeys. Includes group housing and subsidised housing schemes.
Integrated Housing Development (HDA4)	Promotes multi-story developments that combine commercial, business, and residential uses. Housing developments with various densities and typologies serving different income brackets. Includes mixed-use developments with residential components.
Mixed-Use Proposals	
Low Intensity Business Development (MU1)	Areas suitable for low-impact business or mixed-use development along corridors and intersections. Includes offices, neighbourhood centres, restaurants and medical uses.

High Intensity Business Development (MU2)	High-intensity business and service industry developments, primarily along the N2 and R102 corridors. Includes light service industries, high-intensity business & commercial activities.
Institutional Proposals	
Education (IZ1)	Existing and proposed educational sites require municipal support, particularly traffic calming and safety measures. Sites must not be located near noxious or harmful land uses and must include provisions for sports facilities and parking.
Health & Social (IZ2)	Promotes the maintenance of infrastructure and greenery, and supports health services per national guidelines, including NGOs and community service points. Includes clinics, hospitals, NGOs, and public & private community service points.
Government and Municipal (IZ3)	Municipal and government service sites require the maintenance and upgrade of essential infrastructure, including water, sanitation, and transport. Includes WTW & WWTW, municipal offices, and government offices & facilities.
Places of worship (IZ4)	Existing religious sites require municipal support, particularly regarding traffic calming measures and accessibility. Includes churches.
Cemetery Development (IZ5)	Land designated for cemeteries and mortuaries, ensuring compliance with environmental and health regulations. Includes cemeteries.
Industrial Proposals	
Industrial (ID1)	Areas for non-noxious industrial uses, such as light service industries and small-scale manufacturing, ensuring compliance with environmental and waste regulations. Includes light industrial and manufacturing uses.
General and agri-related Industries (ID2)	Supports clustering of agro-processing and agricultural industries, with necessary transport infrastructure and adherence to environmental guidelines. Includes agricultural industries and processing facilities, and non-noxious industrial and related uses.
Noxious Industries (ID3)	Strict enforcement of environmental and health regulations, prohibiting noxious industries near sensitive environmental areas. Includes heavy industries and industries using harmful or high-risk chemicals.

Extractive Industries (ID4)	Areas designated for extractive activities like mining and quarrying with strict environmental and health regulations. Includes quarries, mines, and associated infrastructure.
Special Management Area Proposals	
Precinct Plan (PP)	Areas governed by specific precinct plans (e.g., Jeffreys Bay CBD), with development subject to additional requirements and proposals. Land uses must align with precinct proposals.
Densification of Area (DA)	Areas earmarked for residential densification, promoting subdivisions with a proposed density of 10-30 units per hectare. Includes low & medium-density housing. Low-intensity mixed-use may be supported in densification areas adjacent to existing mixed-use areas.
Da Gama Activity Corridor (DAC)	Low-intensity business uses along Da Gama Street are designed to minimise traffic impacts, with preference given to office-related land uses. Other related uses may include guest lodging, medical uses, and medium-density residential. Vertical mixed-use development is supported, with commercial activities at the ground floor level and residential units above, at a density of up to 30 units per hectare.
Golf Course Redevelopment Area (GC)	Redevelopment of the golf course precinct, requiring a master plan encompassing various land uses. Feasibility Study outcomes to determine ideal land use distribution.
Fountains Office Park (FO)	A dedicated office precinct with aesthetic guidelines for large office developments. Includes offices, medical uses, and restaurants. Development to be guided by the approved overlay zone for the Fountains Office Park.
Oceanview Special Development Area (SDA)	A coordinated development approach should be implemented within the area to establish a business and community node that will function as a gateway to Oceanview, while also supporting the development of sustainable neighbourhoods. Limited residential should be allowed at densities up to 50 u/ha and should form part of mixed-use developments

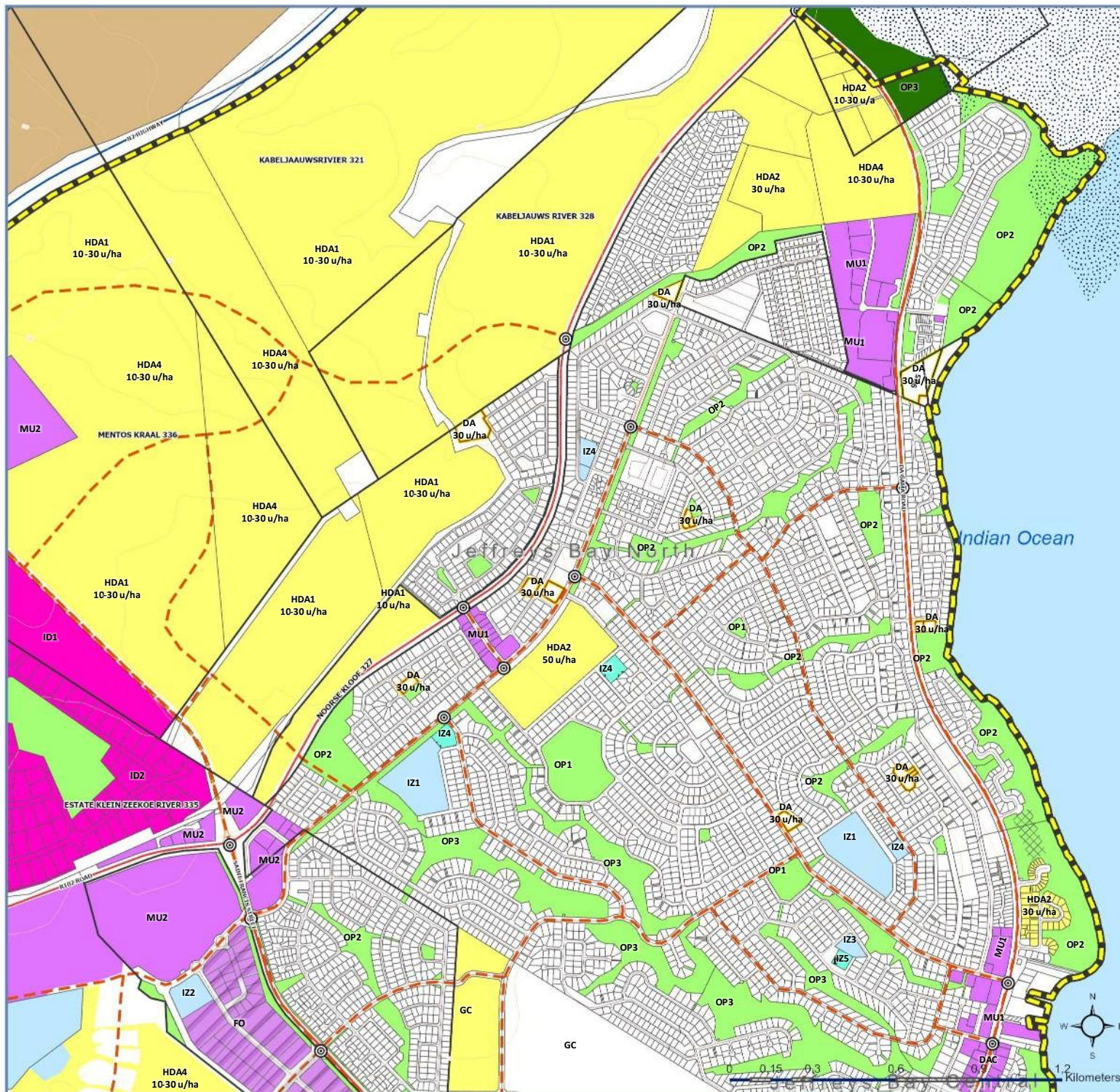


Jeffreys Bay Spatial Proposals

- Estuarine Area
- Parent Farm
- Erf
- National Roads
- Main Roads
- Tertiary Roads
- Contours
- Heritage Register
- Kouga Roads
- MSDF Spatial Proposals**
 - Agriculture
 - Cemetery
 - Central Business Area (CBD)
 - Densification Area
 - Education Area
 - Heritage and Tourism Area
 - Housing Development Area
 - Industrial Area
 - Infrastructure Development
 - Institutional Area
 - Mixed Use
 - Open Space System
 - Restructuring Area
 - Transportation Use
 - Jeffreys Bay Precinct Plan
 - 5 Year Urban Edge
 - Key Intersections
 - Activity Road
 - Upgrade Road Linkage
 - Fountains Park Overlay Zone
 - Special Development Area

Map 24: Jeffreys Bay Spatial Proposals Overview

Source: Kouga MSDF

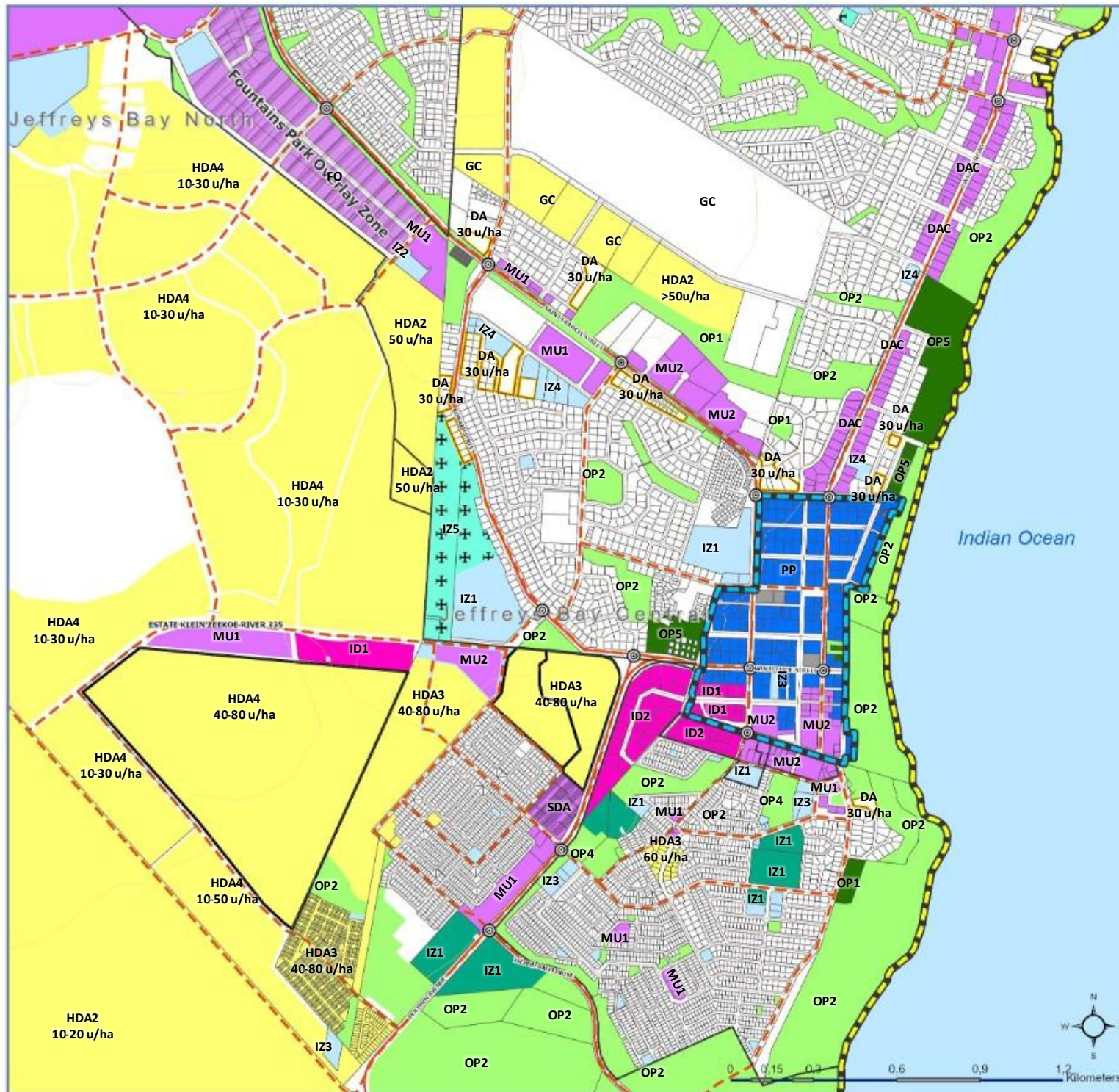


Jeffreys Bay North Spatial Proposals

- Estuarine Area
- Parent Farm
- Erf
- National Roads
- Main Roads
- Tertiary Roads
- Contours
- Heritage Register
- Kouga Roads
- MSDF Spatial Proposals**
 - Agriculture
 - Cemetery
 - Density Area
 - Heritage and Tourism Area
 - Housing Development Area
 - Industrial Area
 - Institutional Area
 - Mixed Use
 - Open Space System
 - Transportation Use
 - 5 Year Urban Edge
 - Key Intersections
 - Activity Road
 - Upgrade Road Linkage
 - Fountains Park Overlay Zone
 - Special Development Area

Map 25: Jeffreys Bay North Detailed Proposals

Source: Kouga MSDF



Jeffreys Bay South Spatial Proposals

- Parent Farm
- Erf
- Main Roads
- Tertiary Roads
- Contours
- Heritage Register
- Kouga Roads
- MSDF Spatial Proposals**
 - Cemetery
 - Central Business Area (CBD)
 - Densification Area
 - Education Area
 - Heritage and Tourism Area
 - Housing Development Area
 - Industrial Area
 - Infrastructure Development
 - Institutional Area
 - Mixed Use
 - Open Space System
 - Restructuring Area
 - Transportation Use
 - Jeffreys Bay Precinct Plan
 - 5 Year Urban Edge
 - Key Intersections
 - Activity Road
 - Fountains Park Overlay Zone
 - Special Development Area

Map 26: Jeffreys Bay South Detailed Proposals

Source: Kouga MSDF



5.8.7 ASTON BAY AND MARINA MARTINIQUE



5.8.7.1 HISTORY

Aston Bay was established as a fishing village in the 1850s and later became a tranquil coastal suburb of Jeffreys Bay in the Eastern Cape, South Africa. The area’s origins are closely tied to Jeffreys Bay, which was named after Captain Jeffreys, a 19th-century cargo ship captain who frequently sailed along the East Coast of South Africa. During one of his voyages in the 1840s, an outbreak of scurvy among his crew led him to dock in the area, where he recognised its potential as a trading post. Over time, Jeffreys Bay developed into a well-known holiday destination, and Aston Bay retained its charm as a peaceful seaside retreat.

Marina Martinique, situated between Jeffreys Bay and Aston Bay, is a residential waterfront estate that was developed in the early 1990s. Covering 85 hectares, the marina features 5 km of meandering canals, Cape Caribbean-style homes, and a secure, family-friendly environment. The estate is designed to offer a blend of leisure and nature, with activities such as boating, fishing, and swimming in its pristine waterways. It is home to a diverse range of wildlife, including Bushbuck, Blue Duiker, and an abundance of bird species.

With carefully managed water quality and an environmentally conscious approach, Marina Martinique has earned a reputation as a premier destination

for open-water swimming and is in the process of obtaining Blue Flag status. Today, both Aston Bay and Marina Martinique continue to attract residents and visitors seeking a relaxed coastal lifestyle in one of the Eastern Cape’s most scenic locations.

5.8.7.2 DEVELOPMENT VISION FOR ASTON BAY AND MARINA MARTINIQUE

Aston Bay and Marina Martinique are envisioned as tranquil, environmentally sensitive coastal enclaves supporting sustainable living and low-impact tourism. Future development will prioritise ecotourism, environmental stewardship, and low- to medium-density residential growth within the urban edge. Strict land use and coastal management guidelines will protect sensitive dune and estuarine ecosystems, reinforce ecological corridors, and enhance passive open spaces with trails and bird hides. Marina Martinique’s canal system offers potential for exclusive resort-based tourism, provided environmental standards are met. Improved pedestrian links and safe crossings will enhance connectivity to Jeffreys Bay, while limited commercial activity may be supported in defined mixed-use nodes. All development must be climate-resilient, landscaped with indigenous vegetation, and aligned with the area’s unique coastal character, contributing to the broader sustainable vision for Jeffreys Bay.

5.8.7.3 KEY LAND USE PROPOSAL GUIDELINES

The following table and associated map provide guidelines regarding the application and interpretation of land use proposals regarding development within Aston Bay and Marina Martinique.

Table 23: Aston Bay & Marina Martinique Spatial Proposal Descriptions

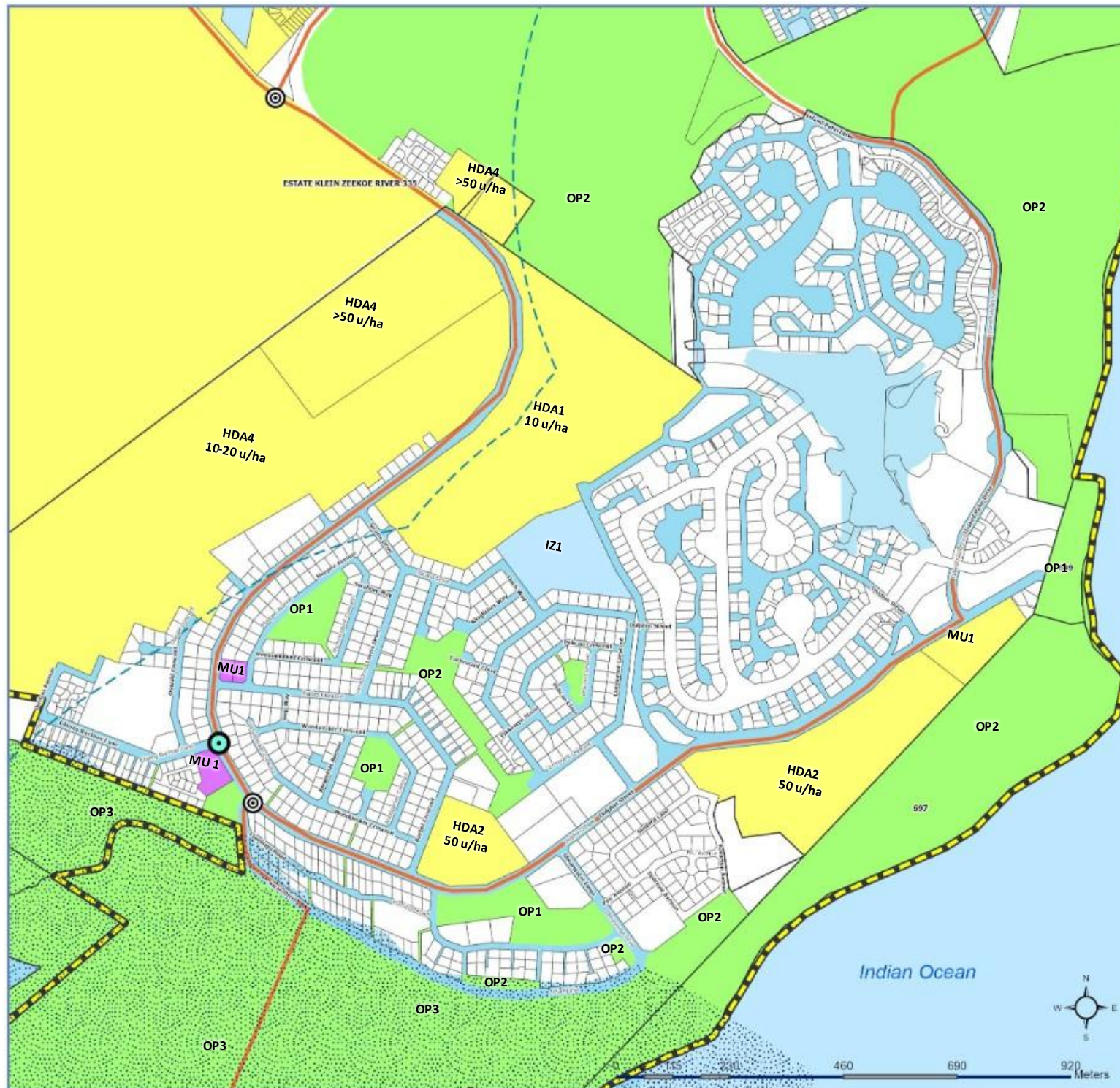
Development Proposal	Policy Statement
Open Space Proposals	
Active Open Spaces (OP1)	Public open spaces play a crucial role in the aesthetic character of the area and should be supported by recreational infrastructure such as restrooms, playgrounds, public amenities, parks, and gardens.
Passive Open Spaces (OP2)	Areas considered unsuitable for development due to environmental sensitivity, slope and flood-prone conditions. Low density development may be supported where informed considerations on environmental constraints, infrastructure

	needs, disaster risks and safety are assessed and found to be acceptable.
Conservation Management (OP3)	These areas are designated sensitive environments or no-go zones where strict development controls must be enforced to allow minimal or no human interference. They include areas reserved for conservation offsets, picnic spots, information centres, and zones with restricted access.
Sport & Recreation Facilities (OP4)	This category includes current sports and recreation facilities that require regular maintenance, vandalised municipal sports grounds needing restoration, and future sports infrastructure. Facilities should include multi-purpose sports amenities, walkways, and parking.
Resort Development (OP5)	Supports low-density housing or mixed-use developments around recreational or environmental features such as eco estates and golf estates. Development should include walkways and infrastructure such as restaurants and convenience stores.
Human Settlements Proposals	
Low-Density Residential Development (HDA1)	Areas earmarked for residential development at a density of 10 units per hectare or one unit per erf, focused on single residential developments.
Medium Density Residential Development (HDA2)	Areas planned for up to 50 units per hectare, with minimum erf sizes of 2000m². Proposals must ensure provision for open space, recreational, and educational facilities. Developments typically include parking and communal areas.
High-Density Residential Development (HDA3)	Designed for large-scale, high-density residential developments, including subsidised housing and walk-up units up to two storeys.
Integrated Housing Development (HDA4)	Promotes integrated housing with commercial, business, and residential uses in multi-story buildings. A range of densities and housing typologies should cater to various income levels.
Mixed-Use Proposals	
Low Intensity Business Development (MUT)	Encourages low-impact business or mixed-use developments along corridors and intersections, including offices, neighbourhood centres, light service industries, and integrated housing.
Institutional Proposals	

Education (IZ1)	Applies to current and planned educational facilities. Municipal support must ensure safe access through traffic calming, and avoid placement near noxious land uses. Developments should allow for sports fields and adequate parking.
Health (IZ2)	Focuses on maintaining curb infrastructure and greenery to support cleanliness, and the establishment of clinics and hospitals.
Government and Municipal (IZ3)	Involves existing and proposed municipal and governmental sites. Emphasises maintaining and upgrading infrastructure such as water and sanitation services, and delivering social and government services through WTW, WWTW, and municipal offices.
Places of worship (IZ4)	Covers existing places of worship. Municipal support is needed for traffic calming and infrastructure maintenance around churches.

Marina Martinique & Aston Bay Spatial Proposals

- High Water Mark 1km Buffer
 - Parent Farm
 - Erf
 - Main Roads
 - Roads
 - Rivers 50m Buffer
 - Wetlands
- Spatial Proposals**
- Settlement Development Area
 - Institutional Area
 - Mixed Use
 - Open Space System / Area's
 - 5 Year Urban Edge
 - 15 Year Urban Edge
 - 5 Year Urban Edge
 - Activity Corridor
 - Key Intersections
 - Business Node



Map 27: Marina Martinique & Aston Bay Detailed Proposals

Source: Kouga MSDF

5.8.8 PARADISE BEACH



5.8.8.1 HISTORY

Paradise Beach is a picturesque coastal enclave located along the pristine shoreline of Jeffreys Bay in the Eastern Cape, South Africa. Known for its unspoiled golden sands and serene atmosphere, Paradise Beach has long been a sought-after destination for those looking to escape the bustle of city life.

The area was originally a secluded stretch of coastline, largely untouched except for a few holiday cottages and fishing spots. Over time, as Jeffreys Bay grew in popularity, particularly among surfers and nature lovers, Paradise Beach emerged as an exclusive residential and holiday destination. Today, it is renowned for its luxurious beachfront properties, offering residents a tranquil seaside lifestyle with breathtaking ocean views.

Paradise Beach forms part of the Jeffreys Bay area, which is famous for its world-class surf and annual international surfing competitions. In addition to its Blue Flag beach status, the area is also known for a variety of outdoor activities, including kite surfing, sandboarding, and birdwatching in the nearby nature reserves.

Despite its peaceful ambience, Paradise Beach is conveniently close to Jeffreys Bay's central amenities, making it a perfect blend of seclusion and accessibility. Whether as a permanent residence, a holiday retreat, or a prime investment

opportunity, Paradise Beach continues to attract those seeking an idyllic coastal escape.

5.8.8.2 DEVELOPMENT VISION FOR PARADISE BEACH

Paradise Beach is envisioned as a low-density, nature-oriented coastal settlement that prioritises ecological conservation and serene residential living. Future development will be carefully managed to protect sensitive dune systems, coastal vegetation, and the Seekoei Estuary, with all housing confined within the urban edge. Guided by Coastal Management Zone principles, strict buffers and ecological corridors will be maintained, while nature-based amenities such as trails and boardwalks will promote ecotourism without harming the environment. Infrastructure upgrades, including improved connectivity to Jeffreys Bay and Aston Bay via the Seekoei Estuary bridge, will support sustainable growth. Commercial activity will be minimal and limited to small-scale local services. All development must adopt climate-resilient design and indigenous landscaping, ensuring that Paradise Beach remains a peaceful, eco-sensitive coastal community.

5.8.8.3 KEY LAND USE PROPOSAL GUIDELINES

The following table and associated map provide guidelines regarding the application and interpretation of land use proposals regarding development within Paradise Beach.

Table 24: Paradise Beach Spatial Proposal Descriptions

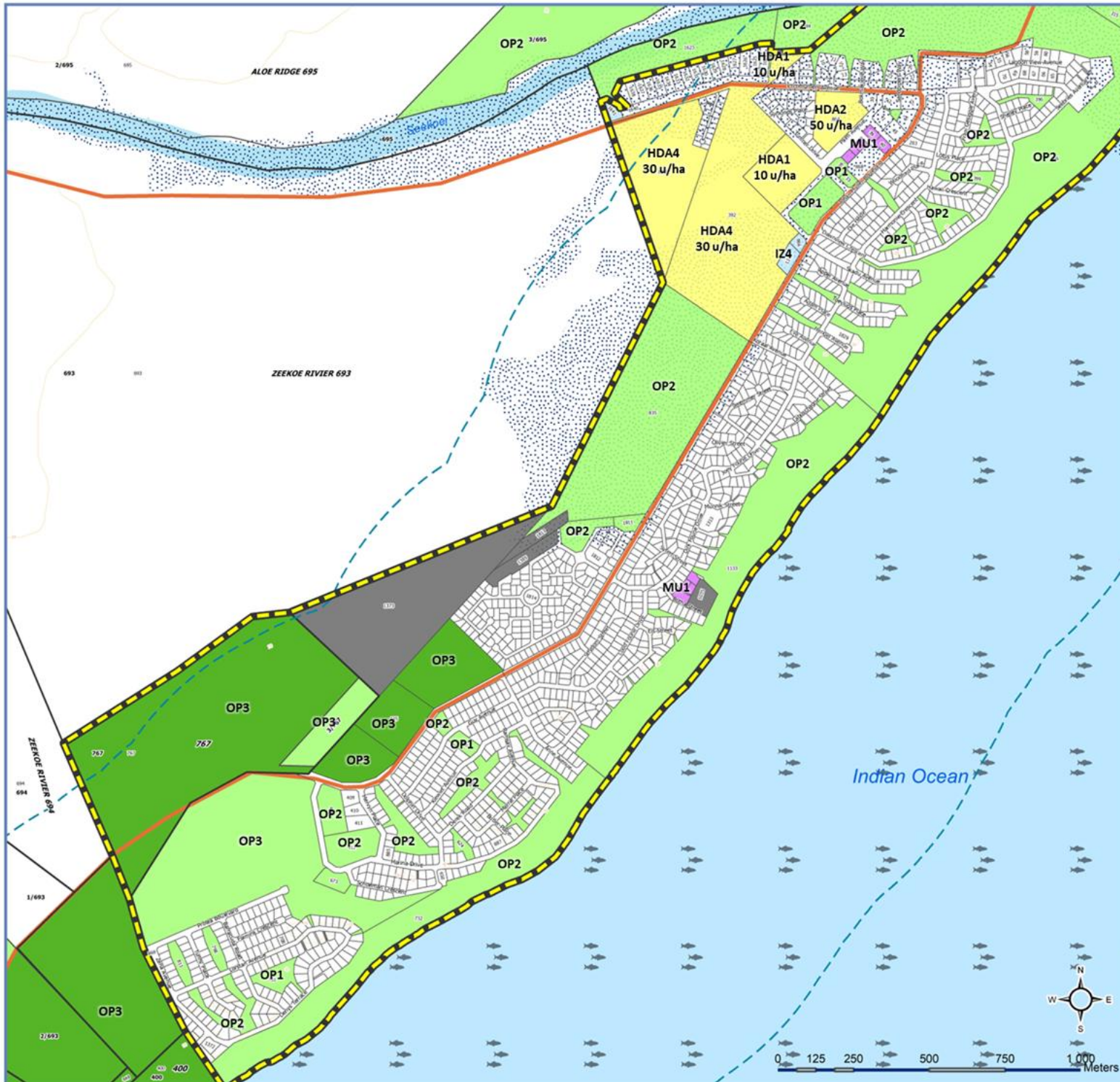
Development Proposal	Policy Statement
Open Space Proposals	
Active Open Spaces (OP1)	Public open spaces that play a crucial role in enhancing the aesthetic character of the area. These areas must be supported by appropriate recreational infrastructure such as restrooms and playgrounds, as well as public amenities including parks, gardens, and playgrounds.
Passive Open Spaces (OP2)	Areas considered unsuitable for development due to environmental sensitivity, slope and flood-prone conditions. Low density development may be supported where informed considerations on environmental constraints, infrastructure needs, disaster risks and safety are assessed and found to be acceptable.

Conservation Management (OP3)	Designated sensitive environments and no-go zones with strict development controls allowing minimal to no human interference. Key features include areas reserved as conservation offsets for development impacts, low-impact recreational amenities (e.g., picnic benches), information centres and signage, and strictly prohibited or restricted access zones.
Sport & Recreation Facilities (OP4)	Includes current and future sport and recreational infrastructure. Many existing facilities require regular maintenance and restoration (e.g., vandalised municipal sports grounds). Infrastructure may include multi-purpose sport facilities, public amenities, walkways, parking, and general sport and recreational infrastructure.
Human Settlements Proposals	
Low-Density Residential Development (HDA1)	Areas earmarked for low-density residential development, limited to 10 units per hectare or one unit per erf. Appropriate for single residential developments.
Medium Density Residential Development (HDA2)	Areas designated for medium-density residential development, limited to 50 units per hectare with a minimum erf size of 2000m². Development applications must ensure adequate provision for public open spaces, recreational and educational facilities, and must include parking and communal open spaces.
High-Density Residential Development (HDA3)	Areas designated for high-density residential development on a medium to large scale. These include subsidised housing schemes and group housing, including walk-up units up to two storeys in height where required.
Integrated Housing Development (HDA4)	Promote integrated developments that cluster multiple uses across multi-storey buildings, combining commercial, business, and residential uses. Encourages a variety of housing typologies and densities to serve multiple income brackets. Developments should include mixed-use components with residential integration.
Mixed-Use Proposals	
Low Intensity Business Development (MU1)	Areas along mixed-use corridors and key intersections, supporting low-impact business or mixed-use development. Typical uses include offices, neighbourhood centres, light service industries, and integrated housing developments.
Institutional Proposals	
Education	Includes current and proposed educational facilities. Municipal support should focus on traffic calming and safety management.

(I21)	Development applications must avoid proximity to noxious or hazardous land uses and ensure provision for sport facilities and parking.
Health (I22)	Support health precincts through the regular maintenance of curb infrastructure and greenery to ensure cleanliness and functionality. Includes development and upkeep of clinics and hospitals.
Government and Municipal (I23)	Encompasses current and future municipal and governmental sites that facilitate service delivery. Emphasis should be placed on maintaining and upgrading critical infrastructure, including water and sanitation treatment works (WTW & WWTW), as well as municipal and government office facilities.
Places of worship (I24)	Existing religious sites that require municipal support, especially in relation to traffic calming and pedestrian safety.
Cemetery Development (I25)	Land identified for mortuaries and cemeteries. These areas must comply with environmental legislation and Health and Safety regulations.

Paradise Beach Spatial Proposals

- High Water Mark 1km Buffer
- Estuarine Area
- Parent Farm
- Farm Portions
- Erf
- Contours
- Rivers 50m Buffer
- Spatial Proposals**
 - Heritage and Tourism Area
 - Settlement Development Area
 - Institutional Area
 - Mixed Use
 - Open Space System / Area's
 - Transportation Use
 - Activity Road
 - 5 Year Urban Edge
 - Fisheries Support Zones



Map 28: Paradise Beach Detailed Proposals

Source: Kouga MSDF

5.8.9 SAINT FRANCIS BAY



5.8.9.1 HISTORY

St Francis Bay, a picturesque coastal town in South Africa, owes much of its charm and development to a blend of natural beauty, adventurous pioneers, and visionary planning. Its story begins in 1575 when Portuguese explorer Manuel de Perestrelo anchored in a sheltered bay along this coastline. Struck by its stunning landscapes, he named it Bahia de Sao Francisca after St Francis of Assisi, the patron saint of sailors. Over 400 years later, this very spot would evolve into a unique, scenic village and marina destination.

In 1954, Leighton Hulett, an adventurer from KwaZulu-Natal, purchased a large tract of land called the farm Goedgeloof for £1,750. Initially, the land proved too harsh for farming, so in 1958, Hulett established a modest fishing camp to supplement his income. This eventually attracted visitors, many of whom bought land and built holiday homes, especially those from nearby Port Elizabeth and Uitenhage. Hulett had a vision to transform St Francis Bay into a village with a man-made canal system opening into the Kromme River, which ultimately connects to the Indian Ocean. After acquiring additional land along the river, he dredged the area, creating what became Southern Africa's first marina. Hulett insisted on strict building guidelines, allowing only homes with white walls and high-pitched black thatch roofs, a distinctive style that continues to define the town. In 1976, these guidelines were officially incorporated into the bylaws, further solidifying the aesthetic character of the village. Around the same time,

Santareme, an area within St Francis Bay, developed its own style with red-tiled roofs, introducing a Mediterranean architectural theme.

A few kilometres down the coast lies Port St Francis, a privately owned harbour completed in 1997 that has become an essential part of the local economy. Initially, the chokka (squid) fishing industry began operating from the Kromme River in the 1980s, but as the industry grew and vessels became larger, it became evident that a local harbour was necessary. Today, Port St Francis supports a fleet of squid, hake, and pilchard vessels and serves as a base for both commercial and recreational boats, including yachts and deep-sea fishing boats.

St Francis Bay's reputation has expanded far beyond surfing and fishing. The town, with its canals, marina, and Mediterranean-style neighbourhoods, has become a highly sought-after destination for holidaymakers and property buyers. With limited room for expansion, especially along the canal system, properties here have become coveted, offering views of the sea, canals, and the Baviaanskloof Mountains. St Francis Bay, encompassing The Bay, The Port, and The Cape, is now celebrated as a uniquely beautiful and elite coastal haven, a testament to its rich history and carefully curated development.

5.8.9.2 DEVELOPMENT VISION FOR SAINT FRANCIS BAY

St Francis Bay is envisioned as a sustainable, high-quality coastal village that preserves its iconic canal architecture and natural beauty while supporting exclusive tourism and marine-based economic growth. Development will prioritise environmentally sensitive, low- to medium-density residential expansion within the urban edge, guided by strict architectural and coastal management guidelines. Tourism growth will focus on high-value, experience-based offerings such as eco-tourism, water sports, wellness retreats, cultural festivals, and boutique retail—anchored by the town's unique coastal charm and walkable public spaces. Port St Francis will be revitalised as a key mixed-use node, supporting fishing, recreational boating, marine industries, and tourism infrastructure, including restaurants, markets, and accommodation. Its development will align with environmental regulations and spatial planning principles to enhance economic opportunity while protecting the coastal environment. Improved infrastructure, non-motorised transport routes, and digital connectivity will enhance accessibility and visitor experience. Through integrated planning, heritage protection, and climate resilience, St Francis Bay will continue to thrive as a distinctive, inclusive, and environmentally conscious coastal destination.

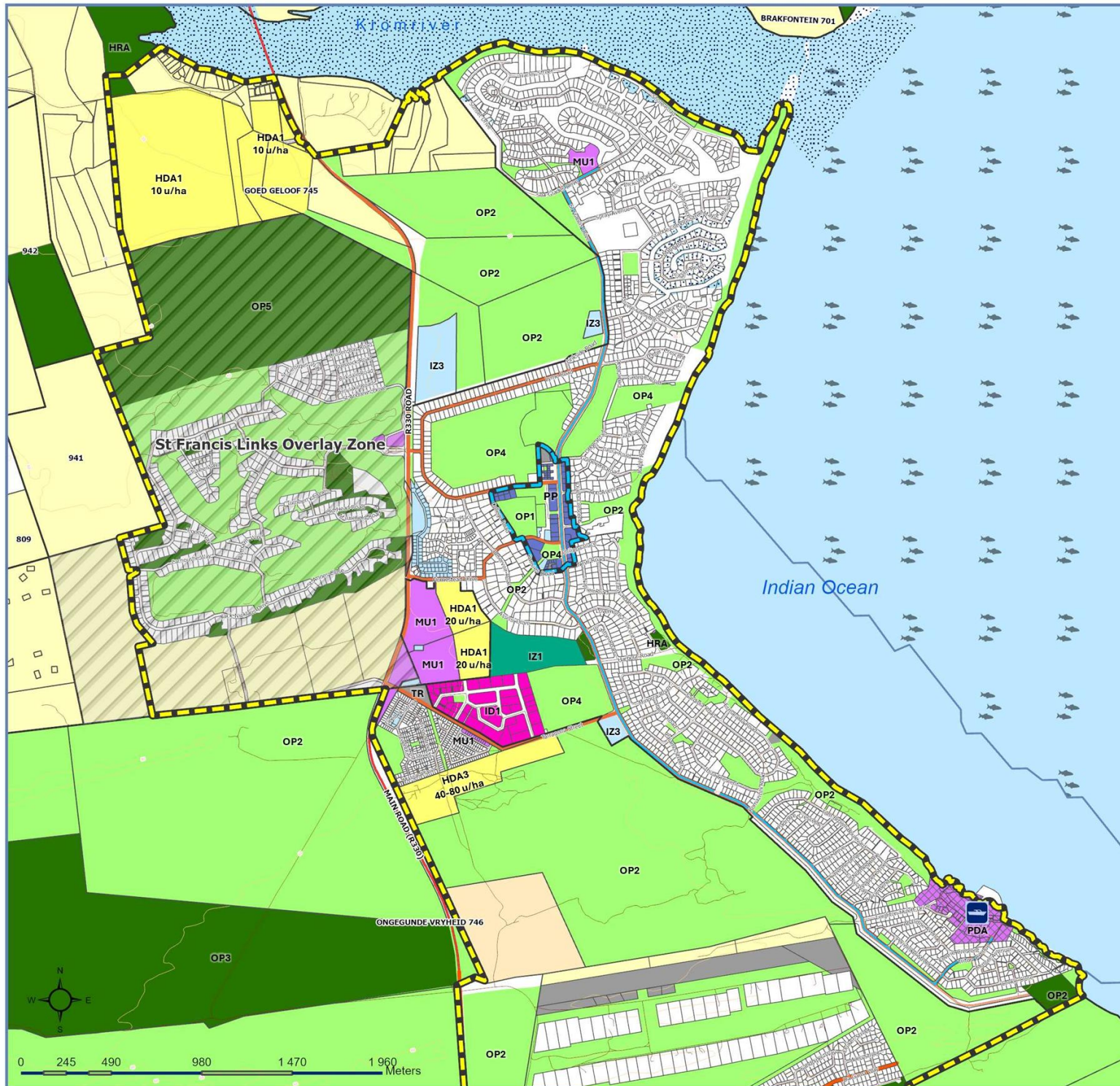
5.8.9.3 KEY LAND USE PROPOSAL GUIDELINES

The following table and associated map provide guidelines regarding development within St Francis Bay.

Table 25: St Francis Bay Spatial Proposal Descriptions

Development Proposals	Policy Statement
Open Space Proposals	
Active Open Spaces (OP1)	Public open spaces that contribute significantly to the visual character of the area. Supported by recreational infrastructure and public amenities such as restrooms, playgrounds, parks, and gardens.
Passive Open Spaces (OP2)	Areas considered unsuitable for development due to environmental sensitivity, slope and flood-prone conditions. Low density development may be supported where informed considerations on environmental constraints, infrastructure needs, disaster risks and safety are assessed and found to be acceptable.
Conservation Management (OP3)	Sensitive and restricted environments with strict development controls. Intended for conservation purposes with low-impact recreational amenities, information centres, signage, and no-go/restricted zones.
Sport & Recreation Facilities (OP4)	Existing and future sports and recreation facilities requiring maintenance and possible restoration. Includes multi-purpose sport facilities, walkways, and parking.
Resort Development (OP5)	Supports low-density developments centred around recreation or environmental features, such as eco estates, golf estates, walkways, and supporting amenities.
Human Settlements Proposals	
Low-Density Residential Development (HDA1)	Areas designated for residential use at densities of up to 20 units per hectare or one unit per erf, intended for single residential housing.
Medium Density Residential Development (HDA2)	Areas planned for medium-density housing at up to 50 units per hectare with a minimum erf size of 2000 m ² . Must include public open space, recreational, and educational facilities, and adequate parking.
High-Density Residential Development (HDA3)	Areas designated for high-density residential development on a medium to large scale. These include subsidised housing schemes and group housing, including walk-up units up to two storeys in height where required.

Mixed-Use Proposals	
Low Intensity Business Development (MU1)	Areas along mixed-use corridors and key intersections, supporting low-impact business or mixed-use development. Typical uses include offices, neighbourhood centres and integrated housing developments.
Institutional Proposals	
Education (IZ1)	Educational sites requiring traffic safety measures and proper location away from harmful land uses. Must include space for sports facilities and parking.
Health (IZ2)	Emphasises the maintenance of curb infrastructure and greenery to support health services such as clinics and hospitals.
Government and Municipal (IZ3)	Government and municipal sites for public service delivery. Prioritises infrastructure upgrades, particularly for water and sanitation systems.
Places of worship (IZ4)	Areas for religious use that require municipal traffic calming and management support.
Cemetery Development (IZ5)	Land for mortuaries and cemeteries requiring compliance with environmental and health regulations.
Industrial Proposals	
Industrial (ID1)	Promotes non-noxious industrial uses like light services and small-scale manufacturing, with strict adherence to environmental and waste management standards.
Special Management Area Proposals	
Precinct Plan (PP)	Areas within approved precinct plans (e.g., St Francis CBD) with specific development requirements and land use proposals.
Heritage Resources Management Area (HRA)	Promotes tourism and visitor experiences through appropriate development that doesn't compromise the area's environmental value.
Port Development Area (PDA)	Advocates for port redevelopment through modernisation and greening, featuring public amenities, low-intensity business, high-end tourism and compatible maritime industries.
Tarragona Taxi Rank (TR)	The area is to be developed as a formal transport hub, with a strong emphasis on commuter safety and universal accessibility. A mix of uses, including retail shops, facilities for informal traders, food stalls and the necessary supporting infrastructure, should be accommodated.



St Francis Bay Spatial Proposals

- Harbours
- Wetlands
- Rivers 50m Buffer
- National Roads
- Main Roads
- Contours
- Tertiary Roads
- Estuarine Area
- Parent Farm
- Farm Portions
- Erf
- MSDF Spatial Proposals**
 - Central Business Area (CBD)
 - Education Area
 - Heritage and Tourism Area
 - Housing Development Area
 - Industrial Area
 - Institutional Area
 - Mixed Use
 - Mixed Use Area/Port Development Zone
 - Municipal Service Area
 - Open Space System
 - Small Holdings
 - Transportation Use
 - 5 Year Urban Edge
 - Fisheries Support Zones
 - St Francis Links Overlay Zone
 - Activity Road
 - Activity Road and NMT Route
 - Protected Area

Map 29: St Francis Bay Detailed Proposals

Source: Kouga MSDF

5.8.10 CAPE SAINT FRANCIS



5.8.10.1 HISTORY

Cape St Francis, located in the Eastern Cape Province of South Africa, is a picturesque village situated on a headland with clean beaches and renowned surfing waves. The area is historically significant, with the Cape St Francis Lighthouse (also known as Seal Point Lighthouse) standing as a focal point of the region. The lighthouse, which was completed in 1878, was built to safeguard ships from the dangerous reefs along the coast, a stretch known for numerous shipwrecks. The lighthouse has been an essential guide for mariners since it first illuminated the coastline on July 4, 1878.

The village's natural beauty is showcased in the nearby Irma Booysen Floral Reserve, home to diverse plant species, and its beaches are a haven for surfers. The adjacent St Francis Bay gained global attention when it featured "ten-million-to-one" surfing waves in the 1966 documentary *The Endless Summer*. The waves, along with the consistent swell from low-pressure systems between Antarctica and South Africa, have established Cape St Francis as one of the premier surfing destinations worldwide.

Cape St Francis' blend of natural attractions, history, and modern amenities, including Mediterranean and Tuscan-style homes, makes it a popular destination for tourists and a peaceful retreat. The Seal Point Lighthouse, a national monument, remains a symbol of the village's maritime heritage. It stands as the tallest masonry lighthouse on the South African coast, offering a stunning 28-nautical mile range.

5.8.10.2 DEVELOPMENT VISION FOR CAPE SAINT FRANCIS

Cape St Francis is envisioned as a tranquil, eco-sensitive coastal village focused on low-impact living and the protection of its natural and cultural heritage. Future development will remain low-density, guided by strict environmental and architectural controls to safeguard dune systems, wetlands, and biodiversity areas like the Irma Booysen Reserve. Tourism will centre on eco-adventures, heritage experiences, and wellness retreats, with limited, sustainable hospitality facilities integrated into the natural landscape. Infrastructure upgrades will improve connectivity with St Francis Bay while maintaining the village's peaceful character. Cape St Francis will grow as a resilient, nature-based destination rooted in conservation and coastal charm.

5.8.10.3 KEY LAND USE PROPOSAL GUIDELINES

The following table and associated map provide guidelines regarding the application and interpretation of land use proposals regarding development within Cape St Francis.

Table 26: Cape St Francis Spatial Proposals

Development Proposal	Policy Statement
Open Space Proposals	
Active Open Spaces (OP1)	Public open spaces playing a crucial role in the area's aesthetic character. These areas are supported by recreational infrastructure and facilities such as restrooms, playgrounds, public amenities, parks, gardens, and playgrounds.
Passive Open Spaces (OP2)	Areas considered unsuitable for development due to environmental sensitivity, slope and flood-prone conditions. Low density development may be supported where informed considerations on environmental constraints, infrastructure needs, disaster risks and safety are assessed and found to be acceptable.
Conservation Management (OP3)	Designate sensitive environments with strict development controls to allow minimal to no human interference. Key features include areas reserved as offsets for development impacts, low-impact amenities like picnic benches, information centres and signage, and restricted access zones.
Sport & Recreation Facilities	Includes existing and future sports and recreation facilities that require maintenance and restoration. Infrastructure includes

(OP4)	multipurpose sport facilities, public amenities, walkways, parking areas, and recreational infrastructure.
Resort Development (OP5)	Supports low-density or mixed-use housing developments centred around recreational and environmental features like golf or wildlife estates. Infrastructure includes walkways, eco-estates, restaurants, and convenience stores.
Human Settlements Proposals	
Low-Density Residential Development (HDA1)	Areas earmarked for low-density residential development, limited to 10 units per hectare or 1 unit per erf. Supports single residential dwellings.
Medium Density Residential Development (HDA2)	Areas for medium-density residential development limited to 50 units per hectare, with a minimum erf size of 2,000 m². Development must include adequate public open space, recreational and educational facilities, parking, and open space provision.
High-Density Residential Development (HDA3)	Areas designated for high-density residential development including walk-up units up to two storeys, subsidised housing, and group housing.
Integrated Housing Development (HDA4)	Promotes integrated housing developments with mixed-use elements. Encourages diverse housing typologies and densities that serve different income groups, combining residential, commercial, and business uses.
Institutional Proposals	
Education (IZ1)	Educational sites that require municipal support for traffic calming and safety. Developments must avoid noxious environments and provide adequate space for sports and parking.
Health (IZ2)	Clinics and hospitals supported by regular maintenance of curb side infrastructure and greenery to ensure cleanliness.
Government and Municipal (IZ3)	Sites for government and municipal services requiring prioritised maintenance and upgrades of infrastructure such as WTW, WWTW, and office facilities.
Places of worship (IZ4)	Areas currently used as places of worship requiring municipal support for traffic calming and associated infrastructure.

Cemetery Development (IZ5)	Areas earmarked for cemeteries and mortuaries. Development must comply with environmental regulations and health and safety standards.
Special Management Area Proposals	
Heritage Resources Management Area (HRA)	Promote the protection of the Cape St Francis Lighthouse and its surrounding areas, while encouraging tourism and environmental conservation through the development of recreational facilities and appropriate tourism-related uses, permitting only activities that do not compromise the historical, cultural, and/or heritage value of the area.



Cape St Francis Spatial Proposals

- Erf
- Farm Portions
- Parent Farm
- Contours
- National Roads
- Main Roads
- Tertiary Roads
- Wetlands
- Rivers 50m Buffer
- Fisheries Support Zones
- Activity Road
- Activity Road and NMT Route
- Proposed Settlements Linkage
- Protected Area
- Heritage buildings
- 5 Year Urban Edge
- Estuarine Area
- MSDF Spatial Proposals**
 - Heritage and Tourism Area
 - Housing Development Area
 - Institutional Area
 - Mixed Use Area/Port Development Zone
 - Municipal Service Area
 - Open Space System
 - Small Holdings
 - Transportation Use

Map 30: Cape St Francis Detailed Proposals

Source: Kouga MSDF

5.8.11 HANKEY



5.8.11.1 HISTORY

Hankey is a historic town located beside the Gamtoos River in the Eastern Cape of South Africa. It is significant not only for its agricultural importance but also for its deep historical connections to indigenous peoples and the legacy of Sarah Bartmann.

The area was originally inhabited by the Gamtouer people, a Khoekhoe group who lived alongside the river for centuries. By the mid-18th century, however, they were displaced due to European settlement, diseases such as smallpox, and conflicts with both the Dutch and the Xhosa people. The river was named "Gamtousch" after the Gamtouer people, and its early European settlers were primarily Dutch Trek-Boers who established the first farms in the area in the 1700s.

One of the most prominent figures in the region's history is David Stuurman, a Khoekhoe leader who played a key role in resistance against colonial forces in the early 19th century. Stuurman was granted land in the area by the colonial government, but his settlement was short-lived as he was arrested and exiled to Robben Island after refusing to accept colonial authority. Following his departure, the land was purchased by Frederick Korsten, and in 1827, the London Missionary Society (LMS) established a mission station there. This led to the formation of the settlement known as Hankey, named after William Allers Hankey, the treasurer of the LMS at the time.

Hankey became an important centre for missionary work, agricultural development, and Khoekhoe settlement. The land was cultivated with the help of irrigation systems, and by the mid-1800s, the town saw further expansion under the leadership of William Philip, a missionary from the LMS. The completion of the Philip Tunnel in 1844 marked a significant engineering achievement, as it was the first irrigation tunnel of its kind in South Africa.

Hankey is also remembered for its connection to Sarah Bartmann, who was born in the region around 1789. Bartmann, a Khoisan woman, was famously exhibited in Europe under degrading circumstances. After her death in 1815, her remains were displayed in Paris for many years until, following extensive pressure, they were returned to South Africa in 2002. Sarah Bartmann was reburied in Hankey on August 9, 2002, exactly 213 years after her birth, in a ceremony attended by President Thabo Mbeki and other dignitaries.

Throughout its history, Hankey has faced numerous challenges, including economic difficulties, natural disasters, and tensions between indigenous communities and colonial authorities. The town transitioned from a mission station to a municipality in 1905 and later became part of the Kouga Municipality. Today, Hankey is a part of South Africa's rich historical and cultural heritage, remembered for its role in the early resistance movements, its agricultural development, and as the resting place of Sarah Bartmann.

5.8.11.2 DEVELOPMENT VISION FOR HANKEY

Hankey is envisioned as a vibrant rural service centre that builds on its cultural heritage and agricultural strength to drive inclusive, sustainable development. The town will promote heritage tourism, support agro-processing and local markets, and accommodate diverse residential needs through integrated, higher-density housing and social infrastructure. Strategic investment in roads, stormwater systems, and public spaces will improve connectivity and resilience. With a focus on cultural identity, economic growth, and quality of life, Hankey will grow into a dynamic, well-connected, and community-driven town.

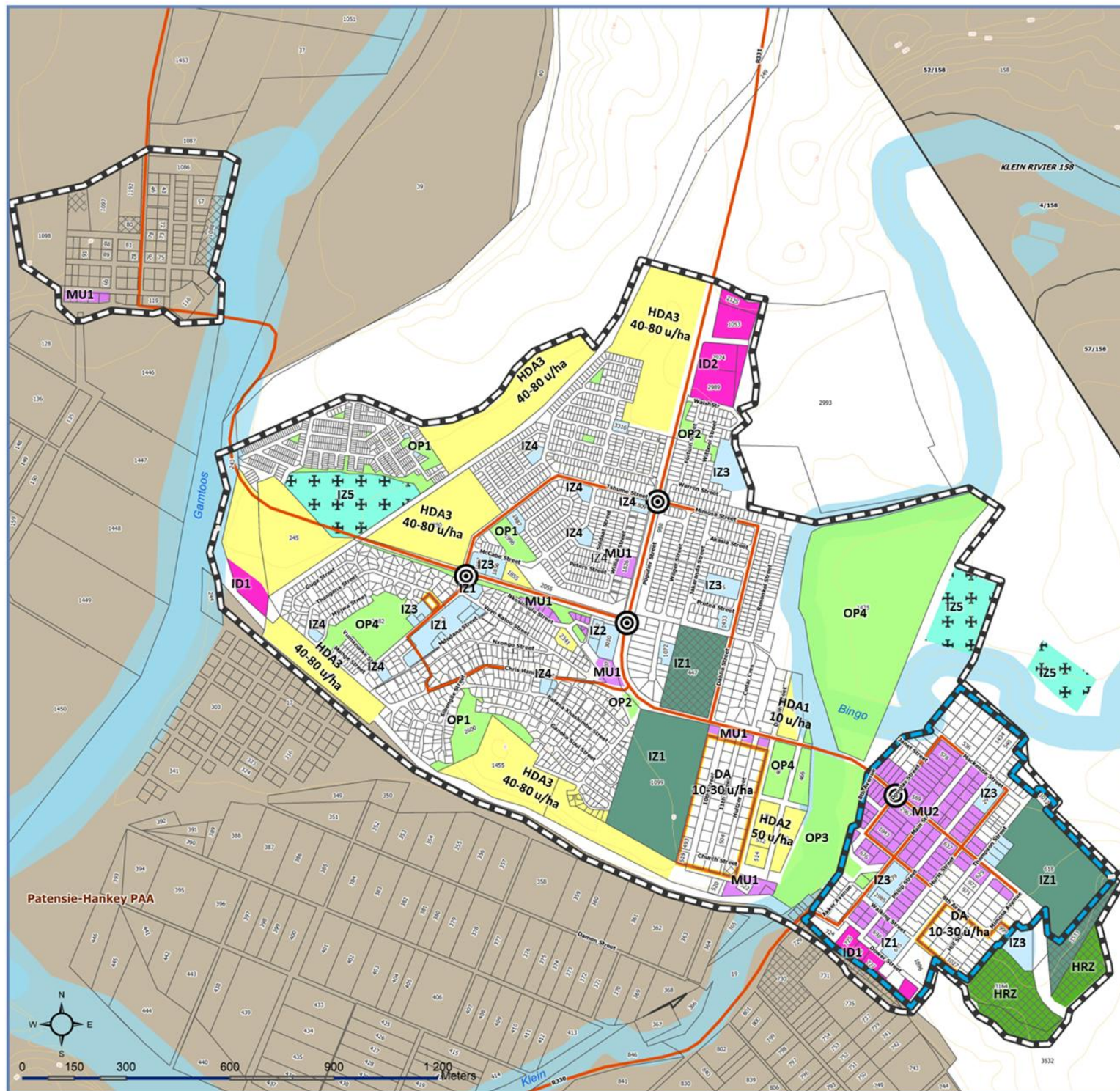
5.8.11.3 KEY LAND USE PROPOSAL GUIDELINES

The following table and associated map provide guidelines regarding the application and interpretation of land use proposals regarding development within Hankey.

Table 27: Hankey Spatial Proposals

Development Proposals	Policy Statement
Open Space Proposals	
Active Open Spaces (OP1)	Public open spaces play a crucial role in the area's aesthetic character. These spaces are supported by recreational infrastructure and facilities such as restrooms and playgrounds, public amenities, and parks, playgrounds, and gardens.
Passive Open Spaces (OP2)	Areas considered unsuitable for development due to environmental sensitivity, slope and flood-prone conditions. Low density development may be supported where informed considerations on environmental constraints, infrastructure needs, disaster risks and safety are assessed and found to be acceptable.
Conservation Management (OP3)	Designate sensitive environments with strict development controls and minimal human interference. Includes areas reserved for conservation as offsets, low-impact amenities (e.g., picnic benches), information centres and signage, and restricted access zones.
Sport & Recreation Facilities (OP4)	Encompasses existing and future sports and recreation facilities that require maintenance or restoration. Includes multipurpose sport facilities, walkways, parking, and public amenities.
Human Settlements Proposals	
Low-Density Residential Development (HDA1)	Areas designated for low-density residential use with a maximum of 30 units per hectare or one unit per erf. Intended for single residential dwellings.
Medium Density Residential Development (HDA2)	Areas designated for medium-density residential use up to 50 units per hectare, with a minimum erf size of 2000m². Must include public open spaces, recreational amenities, and educational facilities.
High-Density Residential Development (HDA3)	Areas for high-density developments including subsidised housing and walk-up units up to two storeys.
Integrated Housing Development (HDA4)	Promotes mixed-use, multi-story housing developments that integrate commercial, business, and residential uses. Supports diverse housing typologies for various income levels.
Mixed-Use Proposals	

Low Business Development (MU1)	Intensity	Supports low-impact business or mixed-use developments along designated corridors and intersections. Includes offices, neighbourhood centres and medical uses.
High Business Development (MU2)	Intensity	Mixed business and service industries within areas along the N2 and R102. Supports higher intensity commercial and industrial uses.
Institutional Proposals		
Education (IZ1)		Existing and proposed educational sites requiring municipal support for traffic calming and avoiding proximity to harmful land uses. Must provide for sports facilities and parking.
Health (IZ2)		Emphasises the upkeep and cleanliness of curb side infrastructure and greenery near clinics and hospitals.
Government and Municipal (IZ3)		Existing and future sites for governmental and municipal services. Prioritises infrastructure maintenance for water and sanitation, including offices, WTW, WWTW, and community halls.
Places of worship (IZ4)		Existing religious sites that need municipal support, particularly for traffic calming measures.
Cemetery Development (IZ5)		Land allocated for cemeteries and mortuaries, ensuring compliance with environmental and health safety standards.
Industrial Proposals		
Industrial (ID1)		Promotion of non-noxious light industrial uses such as small workshops and manufacturing, compliant with environmental and waste management regulations.
General and agri-related Industries (ID2)		Encourages agro-processing and clustering of agri-industries, requiring supportive transport infrastructure and environmental compliance.
Special Management Area Proposals		
Heritage Resources Management Area (HRA)		Protects and enhances local heritage resources. Allows tourism and lodging that does not damage the historical or cultural value.
Precinct Plan (PP)		Areas governed by detailed precinct plans (e.g., Humansdorp CBD). All development must align with specific precinct requirements.
Densification (DA)	Area	Designated areas for increased residential density (10–30 units/ha) to optimise land use. Supports low and medium-density housing subdivisions.



Hankey Spatial Proposals

- Hankey Precinct Plan
- Parent Farm
- Farm Portions
- Erf
- Heritage Resources
- Rivers 32m Buffer
- Wetlands
- Tertiary Roads
- Contours
- Spatial Proposals**
 - Agri-Industrial Zone
 - Cemetery
 - Densification Area
 - Heritage Area
 - Settlement Development Area
 - Education Area
 - Industrial Area
 - Institutional Area
 - Mixed Use
 - Open Space System / Area's
 - 5 Year Urban Edge
 - Protected Agricultural Areas (PAA)
 - Activity Road
 - Key Intersections

Map 31: Hankey Detailed Proposals

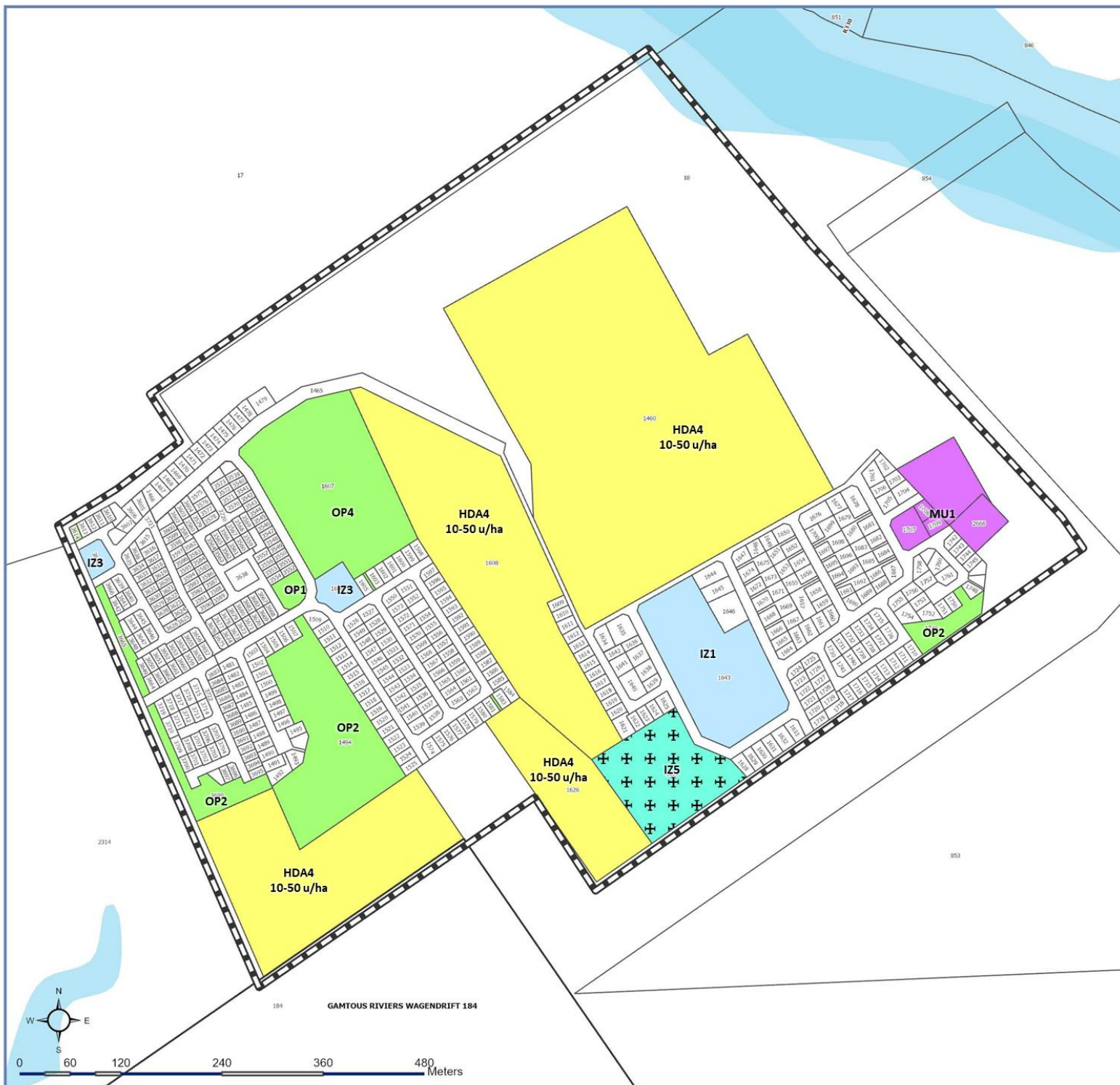
Source: Kouga MSDP

Hankey (Weston) Spatial Proposals

-  Hankey Precinct Plan
-  Parent Farm
-  Farm Portions
-  Erf
-  Heritage Resources
-  Rivers 32m Buffer
-  Wetlands
-  Tertiary Roads
-  Contours
- MSDF Spatial Proposals**
-  Cemetery
-  Housing Development Area
-  Institutional Area
-  Mixed Use
-  Open Space System
-  5 Year Urban Edge
-  Activity Road
-  Key Intersections

Map 32: Hankey (Weston) Detailed Proposals

Source: Kouga MSDF



5.8.12 PATENSIE



5.8.12.1 HISTORY

Patensie, a town in South Africa’s Sarah Baartman District, is well known as the gateway to the Baviaanskloof Wilderness area. Nestled near the impressive Cockscomb Mountain, Patensie is a hub for the citrus industry and attracts tourists with its scenic views, comfortable accommodations, and outdoor activities. Established in 1858, Patensie traces its origins to the farm "Patensie," granted to David Keyser Jr. in 1852. The name "Patensie," derived from Khoi, means "where the cattle lie."

Initially, the town’s growth was hampered due to private land ownership, leading citrus and tobacco cooperatives to establish their own residential areas. Patensie’s citrus industry began with its first orange exports in 1907, and the Patensie Citrus Co-op was founded in 1929, later evolving into the PSB company, the region’s largest citrus packer. Tobacco farming, facilitated by a co-op established in 1936, remains an important agricultural sector alongside vegetables, chicory, and game farming.

Patensie's development accelerated in the early 20th century, aided by the 1914 extension of the narrow-gauge railway from Loerie, improved access roads, and the construction of the Kouga Dam in the 1960s. Despite flood risks, the town thrives, drawing visitors to explore local attractions like the Kouga Dam and Cockscomb Mountain. Popular destinations such as Tolbos Country Shop offer tourist information, making Patensie a vibrant community and a prime stop for travellers in the Eastern Cape.

5.8.12.2 DEVELOPMENT VISION FOR PATENSIE

Patensie is envisioned as a key agricultural and tourism node in the Gamtoos Valley, building on its rich heritage, fertile landscapes, and role as a gateway to the Baviaanskloof Wilderness Area. The town will promote sustainable, low-density development that strengthens its identity as a rural hub for citrus farming, agro-processing, and nature-based tourism. Future development will support the expansion of agro-processing industries and farm-to-market linkages, while integrated housing and infrastructure upgrades will enhance the quality of life for residents. Tourism development will focus on agri-tourism, adventure experiences, and cultural heritage offerings, supported by local produce markets, farm stays, and improved access to the Baviaanskloof. Environmental protection will guide all development, with conservation buffers and passive open spaces along flood-prone areas and ecological corridors. Public infrastructure, such as roads, stormwater systems, and water treatment, will be improved to support sustainable growth. Patensie will thrive as a resilient, inclusive, and environmentally conscious rural town rooted in agriculture and eco-tourism.

5.8.12.3 KEY LAND USE PROPOSAL GUIDELINES

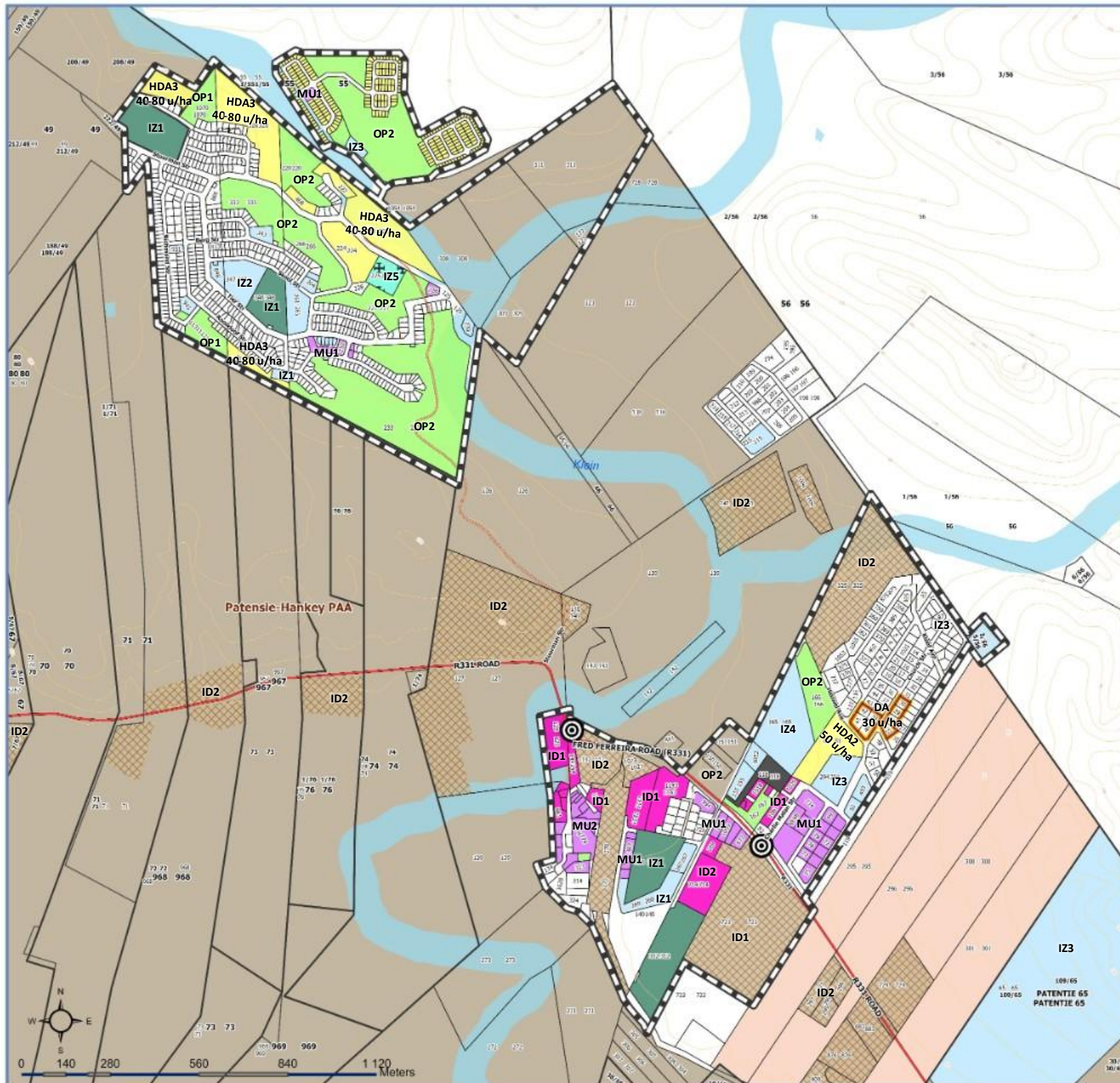
The following table and associated map provide guidelines regarding the application and interpretation of land use proposals regarding development within Patensie.

Table 28: Patensie Spatial Proposals

Development Proposals	Policy Statement
Open Space Proposals	
Active Open Spaces (OP1)	Public open spaces that play a crucial role in enhancing the area’s aesthetic character. These spaces are supported by recreational infrastructure such as restrooms and playgrounds, public amenities, and include public parks, playgrounds, and gardens.
Passive Open Spaces (OP2)	Areas considered unsuitable for development due to environmental sensitivity, slope and flood-prone conditions. Low density development may be supported where informed considerations on environmental constraints, infrastructure needs, disaster risks and safety are assessed and found to be acceptable.

Conservation Management (OP3)	Designated sensitive environments and no-go zones with strict development controls allowing minimal to no human interference. Key features include areas reserved for conservation offsets, low-impact recreational amenities such as picnic benches, information centres and signage, and restricted access zones.
Human Settlements Proposals	
Low-Density Residential Development (HDA1)	Areas earmarked for low-density housing developments, limited to 10 dwelling units per hectare or one unit per erf. Primarily intended for single residential use.
Medium Density Residential Development (HDA2)	Areas allocated for medium-density housing, limited to 50 dwelling units per hectare with a minimum erf size of 2000m2. Provision must be made for public open spaces, and recreational and educational facilities during development application assessments.
High-Density Residential Development (HDA3)	Areas for high-density housing developments consisting of large-scale subsidised housing projects, including walk-up units up to two storeys in height.
Integrated Housing Development (HDA4)	Promote multi-storey buildings that combine residential, commercial, and business uses on a single premises. Encourages varied housing typologies and densities serving diverse income brackets.
Mixed-Use Proposals	
Low Intensity Business Development (MU1)	Support low-impact business or mixed-use developments along corridors and key intersections. Typical uses include offices, neighbourhood centres, light service industries, and integrated housing.
High Intensity Business Development (MU2)	Focuses on promoting mixed business and service industry uses along major roads such as the N2 and R102. Includes light industries and high-intensity commercial activities.
Institutional Proposals	
Education (IZ1)	Current and proposed educational sites that require municipal support, especially in terms of traffic management to ensure scholar safety. Development must avoid harmful adjacent land uses and provide space for sports and community-use facilities.
Health (IZ2)	Emphasises regular maintenance of curbs and greenery to maintain cleanliness. Supports clinics and hospitals.

Government and Municipal (IZ3)	Existing and proposed sites for municipal and government service delivery. Prioritises upgrades to water and sanitation infrastructure. Includes facilities such as WTW, WWTW, municipal offices, government offices, and community halls.
Places of worship (IZ4)	Areas used for worship that require traffic calming and municipal support. Includes churches.
Cemetery Development (IZ5)	Land allocated for mortuaries and burial sites, with compliance to environmental and health safety standards.
Industrial Proposals	
Industrial (ID1)	Promotes non-noxious industrial uses including light services and small-scale manufacturing. Development must meet environmental and waste management standards.
General and agri-related Industries (ID2)	Supports the clustering of agro-processing and related industries. Development should include adequate transport infrastructure and comply with environmental recommendations.
Agriculture Proposals	
Future Protected Agricultural Areas (FPA)	Designate important high-potential agricultural land for inclusion in future amendments to the Protected Agricultural Area Act.
Special Management Area Proposals	
Densification Area (DA)	Areas designated for residential densification, aiming for sustainable land use in strategic locations. Subdivisions are proposed at a density of 10–30 units per hectare, accommodating both low and medium-density housing.
Freight Hub Logistics (LH)	Dedicated space for citrus freight trucks to park and wait for loads from packhouses to limit parking of trucks along road verges during picking season. The facility should include public ablution facilities for truckers and the general public. Could include repurposing of a portion or while of Erf 155 (Post Office)



Patensie Spatial Proposals

- Future Protected Agricultural Areas (FPA)
- Parent Farm
- Farm Portions
- Erf
- Rivers 32m Buffer
- Wetlands
- National Roads
- Main Roads
- Tertiary Roads
- Contours
- Heritage Resources
- Spatial Proposals**
- Freight logistics hub
- Agri-Industrial Zone
- Cemetery
- Densification Area
- Heritage Area
- Settlement Development Area
- Education Area
- Industrial Area
- Institutional Area
- Mixed Use
- Open Space System
- 5 Year Urban Edge
- Key Intersections
- Activity Road
- Protected Agricultural Areas (PAA)
- Stuurmans kop Extension

Map 33: Patensie Detailed Proposals

Source: Kouga MSDF

5.8.13 THORNHILL



5.8.13.1 HISTORY

Thornhill is a quaint town in South Africa’s Kouga region, situated between Gqeberha (Port Elizabeth) and Jeffrey’s Bay. Known for its peaceful charm and scenic location in the Gamtoos River Valley, Thornhill offers residents and visitors an escape from city life. The area is agriculturally productive, with fertile land and ample water from the Gamtoos River and groundwater sources, making it ideal for farming. The region’s subtropical climate supports varied agricultural activities and a thriving ecosystem with abundant birds and wildlife.

The town’s history dates back to the 1700s when the area was ominously known as Galgenbosch, or “Gallows Wood,” a name reflecting its wild, untouched nature. Early travellers, including the botanist Carl Peter Thunberg in 1773, admired its beauty. By 1782, the area was noted in writings during the Muller-Holtshausen expedition. Thornhill was later named after Christopher Thornhill, an 1820 Settler, whose son John established a small community in 1835, with a church only being built around 50 years later.

Today, Thornhill attracts nature enthusiasts and tourists. The African Dawn Animal Sanctuary nearby provides refuge for injured animals, including various bird species. Visitors can also enjoy outdoor activities like hiking, biking, and horseback riding. Thornhill is home to the Crossways Farm Village’s farmers market, local eateries, and a bike park with trails suited to all levels. The town’s

serene countryside, framed by the Van Stadens and Gamtoos rivers, continues to draw those seeking relaxation and natural beauty.

5.8.13.2 DEVELOPMENT VISION FOR THORNHILL

Thornhill is envisioned as a sustainable rural village that balances residential growth with environmental conservation and agricultural preservation. Future development will focus on providing adequate housing and social services to meet community needs, while maintaining the village’s rural character. Infrastructure improvements will enhance connectivity and support local economic activities, particularly in agriculture and small-scale enterprises. Environmental management practices will protect surrounding ecosystems, ensuring that growth does not compromise the natural resources vital to the community’s well-being. Through integrated planning and community engagement, Thornhill will evolve into a resilient and inclusive village that offers a high quality of life for its residents.

5.8.13.3 KEY LAND USE PROPOSAL GUIDELINES

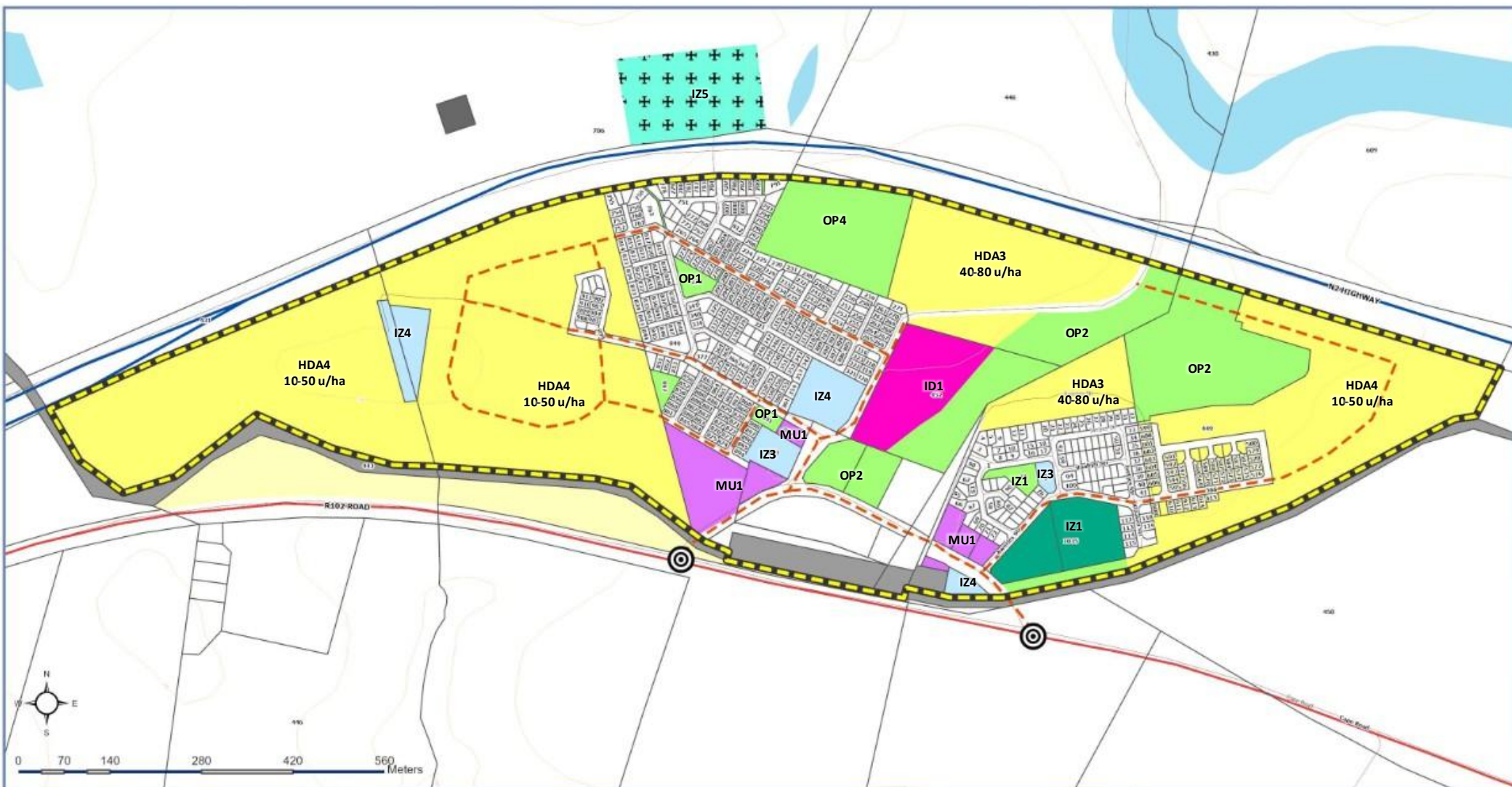
The following table and associated map provide guidelines regarding the application and interpretation of land use proposals regarding development within Thornhill.

Table 29: Thornhill Spatial Proposals

Development Proposals	Policy Statement
Open Space Proposals	
Active Open Spaces (OP1)	Public open spaces playing a crucial role in the aesthetic character of the area, supported by: recreational infrastructure, public amenities, public parks, playgrounds, and gardens.
Passive Open Spaces (OP2)	Areas considered unsuitable for development due to environmental sensitivity, slope and flood-prone conditions. Low density development may be supported where informed considerations on environmental constraints, infrastructure needs, disaster risks and safety are assessed and found to be acceptable.
Conservation Management (OP3)	Designated sensitive environments and no-go zones with strict development controls, allowing minimal to no human interference. Key features include: Conservation offsets for development impacts; low-impact recreational amenities and infrastructure, as well as Information centres and signage

Sport & Recreation Facilities (OP4)	Areas with current or future sport and recreation facilities that require: Regular maintenance and upkeep, restoration of vandalised municipal sports ground including multi-purpose sport facilities with public amenities, walkways, parking, and recreational infrastructure.
Human Settlements Proposals	
Low-Density Residential Development (HDA1)	Areas earmarked for low-density residential development limited to 10 units per hectare or 1 unit per erf, comprising mainly single residential developments.
Medium-Density Residential Development (HDA2)	Areas earmarked for medium-density residential development limited to 50 units per hectare with a minimum erf size of 2000m². Provision must be made for: Public open space, recreational and educational facilities – including parking and open spaces
High-Density Residential Development (HDA3)	Areas for high-density residential developments on a medium to large scale, including: Subsidised housing schemes, group housing and walk-up units up to 2 storeys.
Integrated Housing Development (HDA4)	Promotes integrated housing with mixed uses in multi-storey buildings, combining commercial, business and Residential. Also promotes housing with varying densities and typologies for different income groups.
Mixed-Use Proposals	
Low Intensity Business Development (MU1)	Supports low-impact business or mixed-use development along corridors and intersections, including: offices and neighbourhood centres, light service industries and Integrated housing developments
Institutional Proposals	
Education (IZ1)	Current and proposed educational sites that require municipal support, especially in terms of traffic management to ensure scholar safety. Development must avoid harmful adjacent land uses and provide space for sports and community-use facilities.
Health (IZ2)	Emphasises regular maintenance of curbs and greenery to maintain cleanliness. Supports clinics and hospitals.
Government and Municipal (IZ3)	Existing and proposed sites for municipal and government service delivery. Prioritises upgrades to water and sanitation

	infrastructure. Includes facilities such as WTW, WWTW, municipal offices, government offices, and community halls.
Places of worship (IZ4)	Areas used for worship that require traffic calming and municipal support. Includes churches.
Cemetery Development (IZ5)	Land allocated for mortuaries and burial sites, with compliance to environmental and health safety standards.
Industrial Proposals	
Industrial (ID1)	Promotes non-noxious industrial uses, including light services and small-scale manufacturing. Development must meet environmental and waste management standards.



- | | | | |
|-------------------|-------------------------------|----------------------------|-------------|
| Farm Portions | 5 Year Urban Edge | Industrial Area | Kouga Roads |
| Erf | Activity Road | Infrastructure Development | Erf |
| Rivers 50m Buffer | Wetlands | Institutional Area | |
| Wetlands | Rivers 50m Buffer | Mixed Use | |
| National Roads | MSDF Spatial Proposals | Open Space System | |
| Main Roads | Cemetery | Small Holdings | |
| | Education Area | Transportation Use | |
| | Housing Development Area | Contours | |

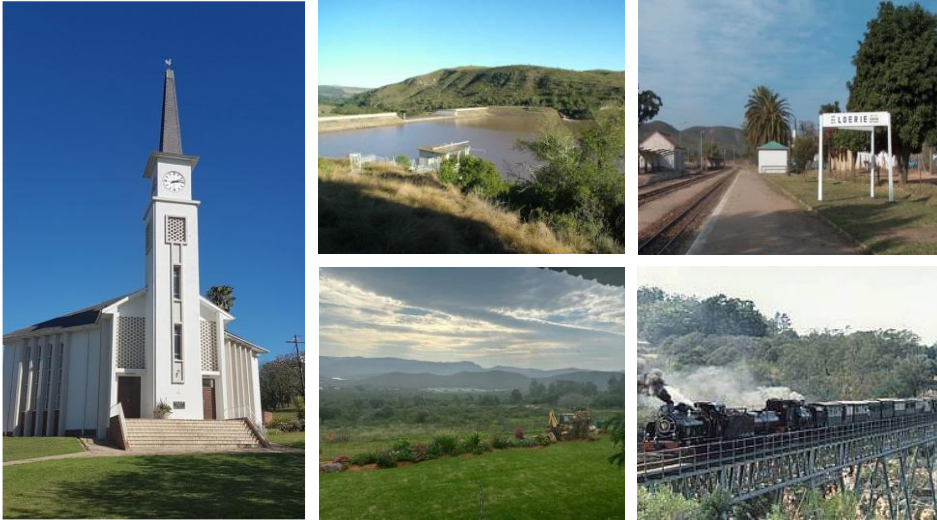
Thornhill Spatial Proposals

Source: Kouga MSDF



Map 34: Thornhill Detailed Proposals

5.8.14 LOERIEHEUWEL



5.8.14.1 HISTORY

Loerieheuwel, a small town in South Africa's Gamtoos River Valley, is known for its rich history and agricultural significance. Early settlers arrived in the area as early as 1745, with the first farms established in 1817. The town's pioneering community faced numerous challenges, including floods, droughts, and a major fire in 1869. Despite these hardships, the community grew, opening its first school in 1890 and building its first bridge across the Gamtoos River, making travel and trade easier.

Before the arrival of the railway, transporting goods to markets in Port Elizabeth and Uitenhage was arduous, with farmers relying on ox wagons for multi-day journeys. In 1899, Parliament approved a narrow-gauge railway line from Port Elizabeth to Avontuur, completed in 1906. This railway boosted the local economy by facilitating the transport of agricultural products from Loerie. The line was extended to Patensie in 1914.

Loerie saw various attempts at mining. The S.A. Kerosene Oil Shale Syndicate prospected for oil in 1905, while small amounts of coal were mined, and gold traces were found in the Loerie River. Pine plantations, established in 1918, employed returning WWI soldiers and later strikers sent by the Smuts government. By the 1930s, Otterford School served over 300 students, with a hostel built for teachers.

In 1933, the Eastern Province Cement Company (later PPC) acquired land in Kleinrivier, constructing a 14-kilometre cableway to Loerie for transporting high-quality limestone, which was mined until the late 1990s. The Loerie Dam was later built as part of the Kouga Dam scheme to supply water to Port Elizabeth, equipped with a filtration and pump system controlled by one of South Africa's first computer systems.

Today, Loerie's population has decreased, but the fertile valley supports high-quality vegetable farming. Named for the elusive Knysna Loerie bird, the town hosts an annual Naartjie Festival each September, where visitors enjoy locally grown produce and activities, including a naartjie-eating contest. Though small, Loerie is a scenic entry point to the Baviaanskloof, nestled between the Elands and Groot Winterhoek Mountains, with nearby attractions like the Stinkhoutberg Nature Reserve and Cockscomb Mountain offering beautiful natural escapes.

5.8.14.2 DEVELOPMENT VISION FOR LOERIEHEUWEL

Loerieheuwel is envisioned as a resilient and inclusive rural village that builds on its agricultural heritage and scenic setting. Future development will focus on expanding medium- to high-density residential areas, supported by schools, clinics, and community facilities. Mixed-use activity nodes and informal trading spaces will promote local economic opportunities while improved integration of neighbourhoods and the broader Gamtoos Valley corridor will strengthen regional connectivity. Open spaces, parks, and trails will enhance liveability and encourage active lifestyles. All growth will be guided by environmentally sensitive land use planning, ensuring Loerieheuwel evolves as a well-connected, sustainable, and community-oriented settlement.

5.8.14.3 KEY LAND USE PROPOSAL GUIDELINES

The following table and associated map provide guidelines regarding the application and interpretation of land use proposals regarding development within Loerieheuwel.

Table 30: Loerieheuvel Spatial Proposals

Development Proposals	Policy Statement
Open Space Proposals	
Active Open Spaces (OP1)	Public open spaces play a crucial role in shaping the aesthetic character of the area. They are supported by recreational infrastructure such as restrooms, play equipment, public amenities, parks, playgrounds, and gardens.
Passive Open Spaces (OP2)	Areas considered unsuitable for development due to environmental sensitivity, slope and flood-prone conditions. Low density development may be supported where informed considerations on environmental constraints, infrastructure needs, disaster risks and safety are assessed and found to be acceptable.
Conservation Management (OP3)	Designated sensitive environments or no-go zones with strict development controls allowing minimal to no human interference. These areas include conservation offsets, low-impact recreational amenities like picnic benches, information centres and signage, and restricted or prohibited access zones.
Sport & Recreation Facilities (OP4)	Includes existing and future sport and recreation facilities requiring maintenance and restoration. This includes multi-purpose sport facilities, public amenities, walkways, parking, and recreational infrastructure.
Human Settlements Proposals	
Low-Density Residential Development (HDA1)	Areas earmarked for low-density residential development limited to 10 units per hectare or 1 unit per erf. Intended for single residential developments.
Medium Density Residential Development (HDA2)	Areas intended for medium-density development, limited to 50 units per hectare with minimum erf sizes of 2000m². Must ensure provision for public open space, recreational, and educational facilities during development application processes.
High-Density Residential Development (HDA3)	Intended for high-density development on a medium to large scale, including subsidised housing projects and walk-up units up to 2 storeys. Includes group housing and subsidised housing schemes.
Integrated Housing Development	Promotes integrated housing through mixed-use multi-storey buildings that include commercial, business, and residential uses.

(HDA4)	Supports varied densities and housing types to accommodate different income groups.
Mixed-Use Proposals	
Low Intensity Business Development (MU1)	Supports low-impact business or mixed-use development along key intersections and corridors. Includes offices, neighbourhood centres, light service industries, and integrated housing developments. Supports designated trading areas for informal businesses within mixed-use and commercial zones, which include hawker facilities and shops.
Institutional Proposals	
Education (IZ1)	Educational sites require municipal support for traffic calming and scholar safety. Must avoid harmful adjacent land uses and provide space for sports and parking. Community-shared sporting facilities are encouraged.
Health (IZ2)	Promotes regular maintenance and greenery along curbside infrastructure to ensure cleanliness around health facilities such as clinics and hospitals.
Government and Municipal (IZ3)	Existing and proposed municipal/government sites must support service delivery. Maintenance and upgrading of water and sanitation infrastructure is a priority. Includes WTW, WWTW, municipal offices, government buildings, and community halls.
Places of worship (IZ4)	Areas used as places of worship require municipal support in the form of traffic calming and accessibility improvements. Includes churches.
Cemetery Development (IZ5)	Land designated for cemeteries and mortuaries must comply with environmental standards and health and safety regulations.

KOUGA MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK



5.8.15 OYSTER BAY



5.8.15.1 HISTORY

The village of Oyster Bay, originally part of a farm called Graskop owned by Henry Potgieter, began its transformation in 1956 when Carel and Phoebe van Tonder of Tsitsikamma Estates bought the land. By 1957, Oyster Bay was being developed into a holiday resort, with houses available for rent. Development quickly followed, with a shop opening and plots available for purchase. Today, the village consists of around 420 plots, with houses on approximately 165 of them.

Oyster Bay’s history stretches far beyond its recent development, as archaeological finds reveal a rich prehistoric past. Stone tools such as hand axes and cleavers, dating back from one million to 200 000 years mark the area as an Early Stone Age site. Middens around Oyster Bay contain Middle Stone Age tools and human remains, indicating that these early humans had a modern anatomical structure. Artefacts also suggest that marine resources were crucial, with evidence of shellfish, seal, penguin, fish, and bird consumption. Visible fish traps, crafted as tidal pools, were likely used to catch fish as the tide receded.

Oyster Bay is also known for shipwrecks, with the earliest recorded wreck being the Dutch vessel Noord (likely Noordster), which struck a reef at Klippepunt in 1690. Although no crew members drowned, only four managed to survive the journey back to Cape Town. Other wrecks near Oyster Bay include the Niagara (1870), British Duke (1888), and Suffolk (1900).

5.8.15.2 DEVELOPMENT VISION FOR OYSTER BAY

Oyster Bay is envisioned as a tranquil, low-density coastal village that prioritises environmental conservation and sustainable living. Development will be carefully managed within the urban edge to protect sensitive dune systems and archaeological heritage. Eco-tourism and low-impact recreation will be supported through nature trails and open spaces, while any new development must align with strict environmental and safety guidelines due to the proximity of the proposed Thyspunt nuclear site. Oyster Bay will grow as a peaceful, eco-sensitive settlement rooted in its natural and cultural identity.

5.8.15.3 KEY LAND USE PROPOSAL GUIDELINES

The following table and associated map provide guidelines regarding the application and interpretation of land use proposals regarding development within Oyster Bay.

Table 31: Oyster Bay Spatial Proposals

Development Proposals	Policy Statement
Open Space Proposals	
Active Open Spaces (OP1)	Public open spaces play a crucial role in the aesthetic character of the areas. They are supported by recreational infrastructure, public amenities such as restrooms, and recreational facilities like playgrounds and picnic areas. These include public parks, gardens, and similar open spaces.
Passive Open Spaces (OP2)	Areas considered unsuitable for development due to environmental sensitivity, slope and flood-prone conditions. Low density development may be supported where informed considerations on environmental constraints, infrastructure needs, disaster risks and safety are assessed and found to be acceptable..
Conservation Management (OP3)	Designated sensitive environments and no-go zones with strict development controls allowing minimal to no human interference. Key features include areas reserved for conservation offsets, low-impact recreational amenities (e.g., picnic benches), information centres, and prohibited/restricted access zones.
Resort Development (OP5)	Supports low-density or mixed-use developments centred around recreational facilities or environmental features such as golf and eco estates. These may include supporting amenities such as restaurants and convenience stores.

Human Settlements Proposals	
Low-Density Residential Development (HDA1)	Areas earmarked for low-density residential development, limited to 10-30 units per hectare or one unit per erf. These are intended for single residential developments.
Medium-Density Residential Development (HDA2)	Areas earmarked for medium-density development are limited to 50 units/ha. Developments must include public open spaces, recreational and educational facilities, and provide parking and landscaped communal.
High-Density Residential Development (HDA3)	Areas intended for medium- to large-scale subsidised housing developments. Includes walk-up units (up to 2 storeys) and group housing schemes.
Integrated Housing Development (HDA4)	Promotes integrated housing with multi-storey buildings combining commercial, business, and residential uses. Developments should offer diverse housing typologies and densities to serve various income brackets.
Mixed-Use Proposals	
Low Intensity Business Development (MU1)	Encourages low-impact business or mixed-use developments along mixed-use corridors and key intersections. These may include offices, neighbourhood centres, medical uses, and restaurants.
Institutional Proposals	
Education (I21)	Supports current and proposed educational sites. Emphasises traffic calming and scholar safety. Educational facilities should be located away from noxious uses and provide space for sports fields and parking. Community use of facilities is encouraged.
Health & Social (I22)	Promotes cleanliness and upkeep of curb side infrastructure and green spaces. Supports the provision and maintenance of clinics and hospitals.
Government and Municipal (I23)	Supports existing and future government and municipal sites. Prioritises the maintenance and upgrading of municipal infrastructure such as water and sanitation systems. Includes WTW, WWTW, municipal offices, government facilities, and community halls.
Places of worship (I24)	Recognises existing worship areas and supports traffic calming measures to improve accessibility and safety.

Cemetery Development (I25)	Land allocated for mortuaries and cemeteries. Must comply with environmental regulations and health and safety standards.
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Oyster Bay Spatial Proposals

- Estuarine Area
- Parent Farm
- Farm Portions
- Erf
- National Roads
- Main Roads
- Tertiary Roads
- Contours
- Rivers 50m Buffer
- Wetlands
- Spatial Proposals**
 - Educational Area
 - Heritage and Tourism Area-Zone
 - Settlement Development Area
 - Institutional Area
 - Mixed Use
 - Open Space System / Area's
 - Small Holdings
 - 5 Year Urban Edge
 - Proposed Settlements Linkage Upgrade
 - Activity Road



Map 36: Oyster Bay Detailed Proposals

Source: Kouga MSDP

5.8.16 RURAL NODES

5.8.16.1 GAMTOOS RIVER MOUTH

5.8.16.1.1 HISTORY

The Gamtoos River Mouth is shaped by its unique natural setting at the interface of river, dunes and coastline. The broader Gamtoos Valley developed in the early nineteenth century as a key agricultural area, supported by fertile soils and reliable water sources, while the river mouth itself remained largely undeveloped for many years, valued for its wetlands, dune forests and unspoilt beaches.

In 1998, Gamtoos Mouth Investments initiated the transformation of the area into an environmentally sensitive coastal lifestyle estate. Since then, it has evolved into a well-established residential community, with most of the 449 erven developed. The estate is characterised by homes integrated into indigenous vegetation, retained green belts and wetlands, and secure access to the river, lagoon and beach, offering residents a tranquil coastal lifestyle with a range of outdoor recreational opportunities.

5.8.16.1.2 DEVELOPMENT VISION FOR GAMTOOS RIVER MOUTH

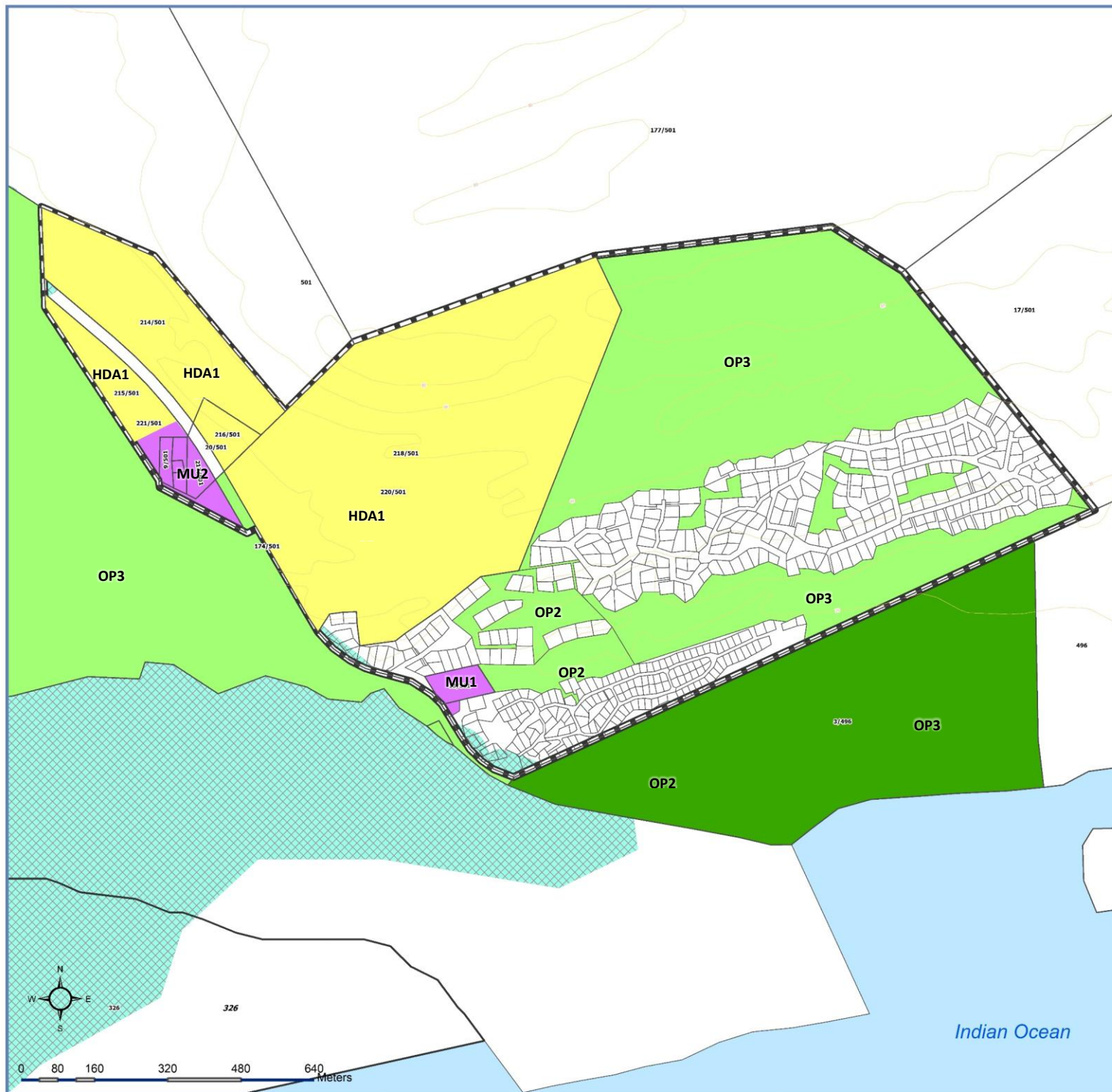
Gamtoos River Mouth is envisioned as a tranquil, low-density nature village that prioritises environmental conservation and sustainable living. Development will be carefully managed within the urban edge and according to approved master plans to protect sensitive dune systems and archaeological heritage. Eco-tourism and low-impact recreation will be supported through nature trails and open spaces, while any new development must align with strict environmental and safety guidelines due to the proximity of the Gamtoos River. Gamtoos River Mouth will grow as a peaceful, eco-sensitive settlement rooted in its natural and cultural identity.

5.8.16.1.3 KEY LAND USE PROPOSAL GUIDELINES

The following table and associated map provide guidelines regarding the application and interpretation of land use proposals regarding development within Gamtoos River Mouth.

Table 32: Oyster Bay Spatial Proposals

Development Proposals	Policy Statement
Open Space Proposals	
Active Open Spaces (OP1)	Public open spaces play a crucial role in the aesthetic character of the areas. They are supported by recreational infrastructure, public amenities such as restrooms, and recreational facilities like playgrounds and picnic areas. These include public parks, gardens, and similar open spaces.
Passive Open Spaces (OP2)	Areas considered unsuitable for development due to environmental sensitivity, slope and flood-prone conditions. Low density development may be supported where informed considerations on environmental constraints, infrastructure needs, disaster risks and safety are assessed and found to be acceptable.
Conservation Management (OP3)	Designated sensitive environments and no-go zones with strict development controls allowing minimal to no human interference. Key features include areas reserved for conservation offsets, low-impact recreational amenities (e.g., picnic benches), information centres, and prohibited/restricted access zones.
Resort Development (OP5)	Supports low-density or mixed-use developments centred around recreational facilities or environmental features such as golf and eco estates. These may include supporting amenities such as restaurants and convenience stores.
Human Settlements Proposals	
Low Density Residential Development (HDA1)	Areas earmarked for low-density residential development, limited to 10 units per hectare or one unit per erf. These are intended for single residential developments.
Integrated Housing Development (HDA4)	Promotes integrated housing with multi-storey buildings combining commercial, business, and residential uses. Developments should offer diverse housing typologies and densities to serve various income brackets.
Mixed-Use Proposals	
High Intensity Business Development (MU2)	Promotes mixed-use business and service industry development along major corridors such as the N2 and R102. Includes high-intensity business and commercial activities, as well as light service industries.



Gamtoos River Mouth Spatial Proposals

- Parent Farm
- Farm Portions
- MSDF Spatial Proposals**
- Heritage and Tourism Zone-Area
- Open Space System
- Mixed Use
- 5 Year Urban Edge
- Settlement Development Area
- Erf
- Contours
- Wetlands

Map 37: Gamtoos River Detailed Proposals

Source: Kouga MSDF

5.8.16.2 CROSSWAYS VILLAGE

5.8.16.2.1 HISTORY

Crossways Farm Village (Eastern Cape, South Africa) was conceived as a modern agrarian-rural community blending conservation, agriculture and human settlement under a unified vision. The development was officially launched in November 2010 with the aim to build “South Africa’s first contemporary rural new town”, on a farm near Van Staden’s Bridge, bridging sustainable living, ecological responsibility and community-centred rural design.

Spanning roughly 520 hectares of mountains, gorges and farmable land, Crossways is divided into three equal “nodes”: a conservation area, an urban-agriculture zone (including a working dairy farm), and a residential area offering a variety of erven from modest plots to larger homestead-sized stands. Residents benefit from full infrastructure such as potable water, electricity, sewerage, fibre-optic connectivity, and community-managed services—essentially a self-contained village functioning like a private municipality.

From its early phases—where many of the first residential stands sold out quickly—the village has grown steadily. Crossways now accommodates hundreds of homes and continues to attract individuals seeking a blend of rural tranquillity, community living and sustainable design. Its founding principles emphasise food security, job creation, rural development, ecological stewardship and inclusivity, making it a model for contemporary rural living.

5.8.16.2.2 DEVELOPMENT VISION FOR CROSSWAYS VILLAGE

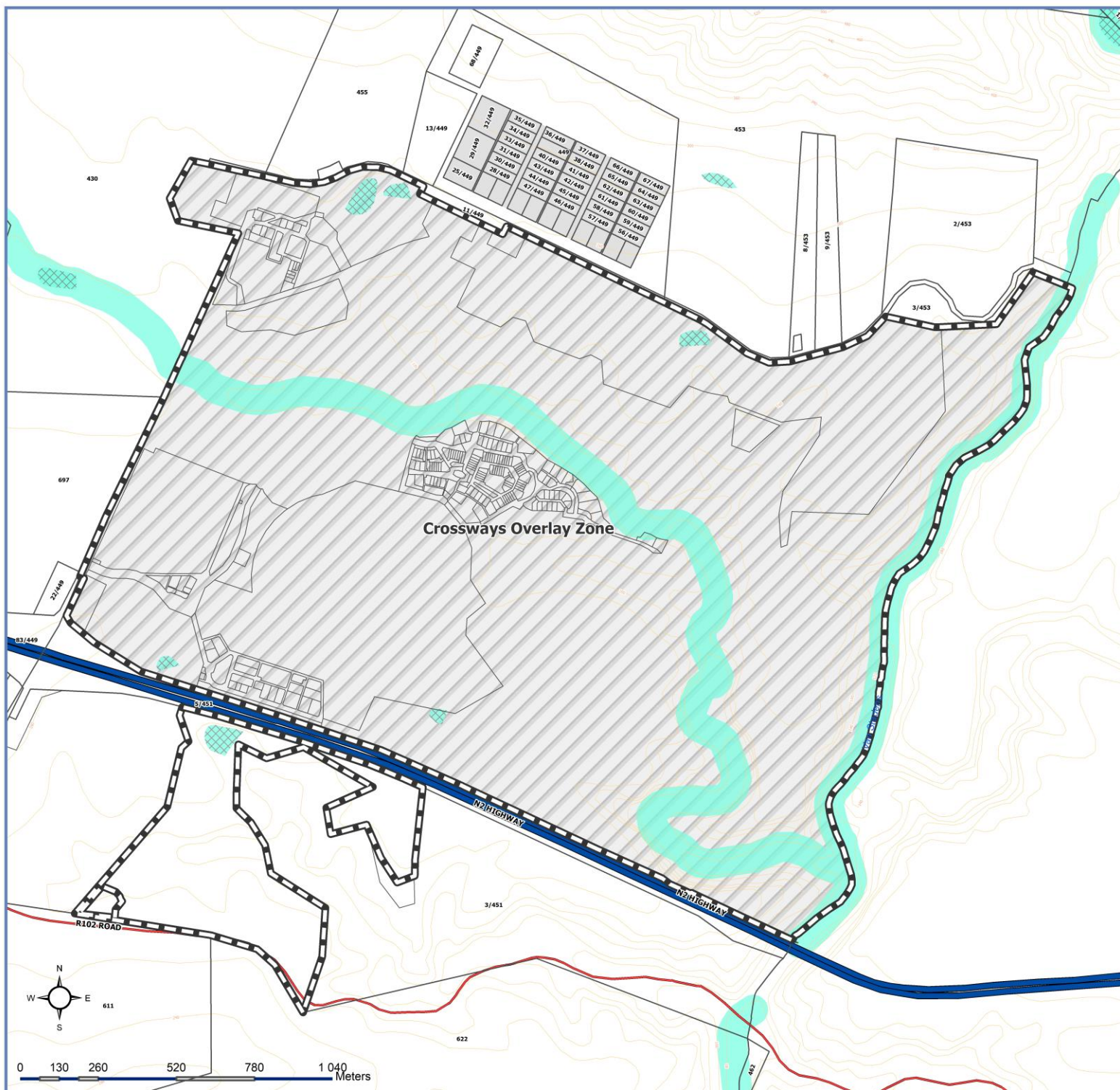
Crossways Farm Village is envisioned as a contemporary rural community that harmonises sustainable living, agriculture and conservation. The development seeks to create a vibrant settlement where people can live close to nature while benefiting from well-designed infrastructure, energy-efficient homes and responsible environmental management. Its structure links residential neighbourhoods with a working dairy farm, conservation areas and small-scale commercial opportunities, encouraging a lifestyle rooted in food security, ecological stewardship and community interaction. Through thoughtful planning and an emphasis on inclusivity, Crossways aspires to be a model rural new town that supports economic opportunity, protects natural landscapes and fosters a healthy, connected community.

5.8.16.2.3 KEY LAND USE PROPOSAL GUIDELINES

Land use proposals for crossways are guided by the existing master plan for the development, which is indicated as an overlay zone. Limited development should be encouraged around the village to ensure the rural character of the town is maintained.

Crossways Spatial Proposals

-  Farm Portions
-  Overlay Zone
- MSDF Spatial Proposals**
-  Small Holdings
-  5 Year Urban Edge
-  Erf
-  Contours
-  National Highway
-  Main Roads
-  Wetlands
-  Rivers 50m Buffer



Map 38: Crossways Detailed Proposals

Source: Kouga MSDF

6 IMPLEMENTATION FRAMEWORK

6.1 INTRODUCTION

The Kouga Municipal Spatial Development Framework aligns with the Spatial Planning and Land Use Management Act (SPLUMA, 2013), which mandates the coordination of municipal planning, budgeting, and infrastructure investments with defined spatial priorities. The Eastern Cape Provincial Spatial Development Framework (EC PSDF) emphasises coordination between provincial and municipal governments to facilitate spatial transformation and achieve desired outcomes.

Spatial considerations have become increasingly central to strategic planning throughout South Africa. Kouga Municipality has integrated spatial planning into core municipal processes, including:

- ◀ Integrated Development Plans (IDP)
- ◀ Service Delivery and Budget Implementation Plans (SDBIPs)
- ◀ Municipal sector plans (Infrastructure master plans, disaster risk management plans, climate change adaptation plans, etc.)

This Implementation Framework defines the critical actions necessary to institutionalise spatial planning throughout Kouga Municipality's governance structure and establish the Kouga SDF as an essential reference for all decision-making processes.

6.2 PURPOSE AND OBJECTIVES

The Kouga SDF Implementation Framework guides the effective execution of the municipality's spatial development objectives. It provides directives for aligning spatial planning with governance structures and prioritising key spatial projects across departments and local areas.

6.2.1 KEY OBJECTIVES

- ◀ Establish effective spatial governance through coordinated planning processes
- ◀ Ensure alignment between the Kouga SDF and national, regional, provincial, and neighbouring municipal frameworks
- ◀ Prioritise projects according to the Kouga SDF to maximise public investment impact
- ◀ Facilitate systematic reviews and updates of the Kouga SDF
- ◀ Implement comprehensive monitoring and evaluation mechanisms

- ◀ Define clear roles and responsibilities for all stakeholders

6.3 CORE COMPONENTS

The Kouga SDF Implementation Framework consists of six interconnected components designed to ensure comprehensive spatial governance:

6.3.1 SPATIAL GOVERNANCE AND DIRECTIVES

The Kouga SDF establishes governance structures that facilitate interdepartmental cooperation and coordination with provincial and national governments. A defined governance model ensures integration between sector-specific initiatives and spatial planning efforts across all government levels.

6.3.2 FRAMEWORK ALIGNMENT AND COORDINATION

The Kouga SDF aligns with key national and provincial frameworks, including the National Spatial Development Framework (NSDF), Eastern Cape Provincial Spatial Development Framework (EC PSDF), and Integrated Urban Development Framework (IUDF). All municipal departments must integrate spatial planning considerations into their strategic and performance plans, focusing on shared spatial objectives.

6.3.3 PROJECT PRIORITISATION

Spatial targeting and prioritisation ensure the optimal allocation of public resources toward areas with maximum potential impact. The framework introduces a prioritisation matrix that categorises projects based on their spatial alignment and contribution to municipal objectives.

6.3.4 REGULAR FRAMEWORK REVIEW

To maintain relevance, the Kouga SDF undergoes regular reviews in accordance with the five-year cycle mandated by SPLUMA. These reviews incorporate emerging trends, updated data, and stakeholder input to ensure the framework remains responsive to changing conditions.

6.3.5 MONITORING AND EVALUATION SYSTEM

A comprehensive monitoring and evaluation system tracks spatial project progress, assesses alignment between municipal plans and the SDF, and reports on spatial outcomes. Specific key performance indicators (KPIs) measure implementation success.

6.3.6 STAKEHOLDER ROLES AND RESPONSIBILITIES

Successful implementation of the Kouga SDF depends on active participation from key stakeholders, including the Office of the Municipal Manager, municipal departments, ward committees, and public entities. Clearly defined roles and responsibilities ensure accountability throughout the implementation process.

6.4 SPATIAL GOVERNANCE FRAMEWORK

Spatial governance encompasses the systems through which spatial policies, plans, and frameworks are implemented, ensuring alignment across government spheres. It integrates spatial planning, land use management, and infrastructure development to promote equitable and sustainable growth.

The Kouga MSDF operates under the guidance of SPLUMA (Act No. 16 of 2013), which establishes spatial governance requirements across municipal, provincial, and national levels. This legislative framework aims to achieve coherent spatial development by aligning spatial policies with key objectives, including improved interconnectivity, economic growth support, and sustainable land use practices.

6.4.1 DIRECTIVES FOR SPATIAL GOVERNANCE

These directives facilitate integration and coordination of spatial frameworks within the municipality and with other government spheres. They ensure that spatial planning follows a clear, shared vision consistent with SPLUMA and relevant legislation.

- ◀ SPLUMA Compliance: Section 12(1) of SPLUMA requires all municipal development plans, projects, and programs to align with the municipal spatial development framework.
- ◀ Intergovernmental Coordination: Ensures coordination between municipal and provincial spatial development frameworks for efficient land use management.
- ◀ Project Prioritisation: Emphasises projects aligned with MSDF development goals, particularly those promoting economic growth, sustainability, and equitable resource access.
- ◀ Monitoring and Evaluation: Implement regular monitoring of spatial plans and outcomes to ensure MSDF compliance and alignment with provincial and national objectives.

6.4.2 INTEGRATED SPATIAL PLANNING APPROACH

Integrated spatial planning in the Kouga Municipality operates through coordinated actions across municipal departments, ensuring alignment between the MSDF, sector plans, and ward-based planning. This approach optimises land use, enhances service delivery, and facilitates sustainable development.

Key aspects include:

- ◀ Framework Alignment: Ensures the SDF aligns with the Eastern Cape Provincial Spatial Development Framework (EC PSDF) and supports the municipality's Integrated Development Plan (IDP).
- ◀ Multi-sectoral Coordination: Engage diverse sectors, including housing, transportation, energy, and environmental management, to ensure cohesive development planning.

6.4.3 MANDATE DELINEATION IN SUPPORT OF INTEGRATED SPATIAL PLANNING

6.4.3.1 NATIONAL, PROVINCIAL AND DISTRICT ROLE DISTRIBUTION

A structured approach defines the responsibilities of National departments, Eastern Cape provincial departments, and the district municipality in implementing and supporting the Kouga Spatial Development Framework.

Table 33: Departmental role distribution in support of integrated spatial development

ENTITY	RESPONSIBILITY	KEY MANDATES
SANParks	Management of national parks.	◀ Implement the National Environmental Management: Protected Areas Act, 57 of 2003, with the mandate to conserve, protect, control and manage national parks and other defined protected areas and their biological diversity (biodiversity). ◀ Ensure environmental measures and projects are accurately reflected in SDFs as protected areas form large spatial components within SDFs.

ENTITY	RESPONSIBILITY	KEY MANDATES
Department of Land Reform and Rural Development (EC: DLLRD)	Oversight of Spatial Planning, Land Use Management, and Environmental Services	- Provide national spatial guidelines and support provincial and municipal compliance with SPLUMA. - Provide technical support for rural development and land reform initiatives. - Oversee the implementation of SPLUMA to ensure compliance with land use management regulations. - Support municipal and provincial land use schemes and spatial plans, ensuring alignment with the National Spatial Development Framework (NSDF).
DWS (Department of Water and Sanitation)	Water Services and Environmental Protection	- Enforce water regulations as per the National Water Act (1998) and Water Services Act (1997). - Implement the Green and Blue Drop certification programs to monitor the performance of water service institutions. - Provide technical support for water infrastructure planning and ensure alignment with SDFs. - Ensure water and wastewater management systems align with spatial planning and growth areas identified in the PSDF.

ENTITY	RESPONSIBILITY	KEY MANDATES
Community Safety	Ensure safe and secure spatial development environments	- Integrate safety and crime prevention strategies into spatial plans. - Coordinate with local police and emergency services to identify spatial vulnerabilities. - Advise on the design of safe public spaces and community facilities.
Cooperative Governance and Traditional Affairs (CoGTA)	Oversee local spatial planning and support municipalities in SDF implementation	- Provide policy and technical guidance for local spatial development. - Facilitate coordination among municipal, district, and provincial plans. - Monitor compliance with spatial legislation (e.g., SPLUMA).
Economic Development, Environmental Affairs and Tourism	Align economic growth, environmental management, and tourism with spatial planning	- Integrate economic development and tourism strategies into spatial priorities. - Ensure environmental sustainability in spatial zones. - Promote investment in areas identified as growth corridors.
Education	Ensure educational infrastructure meets the demands of spatial growth	- Plan and site new educational facilities (schools, libraries) in emerging spatial areas. - Coordinate with municipalities to address future facility needs. - Support initiatives that improve access to quality education within spatial development zones.

ENTITY	RESPONSIBILITY	KEY MANDATES
Health	Align health service delivery with spatial development needs	- Plan and support the expansion of healthcare facilities (clinics, hospitals) in line with population projections. - Integrate health infrastructure planning with local spatial plans. - Ensure equitable access to health services in new growth areas.
Human Settlements	Integrate housing delivery and land use planning with the spatial framework	- Coordinate housing projects with municipal spatial plans and SDFs. - Facilitate land allocation and sustainable settlement development. - Align human settlements initiatives with projected population growth.
Provincial Treasury	Provide financial oversight and budgeting for spatial development projects	- Allocate and monitor funding for key spatial and infrastructure projects. - Integrate spatial priorities into the provincial budgeting process. - Ensure efficient use of funds in support of spatial objectives.
Public Works and Infrastructure	Deliver major infrastructure projects that underpin spatial development	- Plan and implement roads, water, sanitation, and public facilities according to spatial priorities. - Coordinate infrastructure projects with local and district spatial plans. - Ensure new infrastructure integrates with existing networks.

ENTITY	RESPONSIBILITY	KEY MANDATES
Rural Development and Agrarian Reform	Support rural spatial development and agrarian reform initiatives	- Facilitate rural development projects that enhance spatial integration. - Support agricultural land use planning and land reform in line with the spatial framework. - Enhance rural infrastructure and service delivery in emerging areas.
Social Development	Develop social infrastructure to support community well-being	- Plan and implement community facilities (e.g., community centres, libraries, recreational spaces) in accordance with spatial priorities. - Coordinate social service delivery with spatial planning. - Address social disparities by ensuring equitable access to community services.
Sport, Recreation, Arts and Culture	Integrate recreational, cultural, and sports facilities into spatial planning	- Ensure that sports, cultural, and recreational facilities are included in spatial development zones. - Promote community engagement through integrated arts and cultural programming. - Support the creation of public spaces that foster cultural and sporting activities.
Transport	Plan and coordinate transportation networks to support spatial development	- Develop and implement transport infrastructure that enhances connectivity between growth areas and established centres. - Integrate multi-modal transport solutions with spatial development objectives. - Ensure accessible and efficient transport links to support

ENTITY	RESPONSIBILITY	KEY MANDATES
		economic and social development.
Sarah Baartman District Municipality	Support for Local Municipalities and Capacity Building	- Assist local municipalities in developing and implementing SDFs and land use schemes that align with district and provincial spatial plans. - Provide capacity-building programs to strengthen municipal governance. - Ensure municipal projects comply with SPLUMA and PSDF priorities. - Facilitate the preparation of district-level infrastructure projects aligned with the PSDF.
Cacadu Development Agency	Support the District Municipality regarding the implementation of catalytic projects	- Provide project management services and support regarding the implementation of catalytic projects. - Ensure catalytic projects are integrated into the DDM, IDPs and Municipal SDFs.

Each department plays a vital role in ensuring that the Kouga Spatial Development Framework is implemented holistically—from safety and service delivery to infrastructure and economic development.

6.4.3.1.1 MUNICIPAL ROLE DISTRIBUTION

The table outlines the roles and responsibilities of the municipal departments with respect to implementing and supporting the Kouga Spatial Development Framework.

Table 34: Municipal departmental role distribution in support of integrated spatial development

DIRECTORATES	KOUGA MSDF ASSOCIATED LEVERS			
Municipal Manager	1	2	3	4
- Ensure the development of IDPs is informed by the priorities identified within the SDF - Monitor the implementation of the SDF by assessing projects with regard to the proposed project assessment model and alignment of projects to the SPLUMA principles. - Ensure sector plans are updated regularly				
Finance and Economic Development	1	2	3	4
- Ensure projects are spatially referenced to determine whether municipal spending correlates with identified priority areas. - Ensure the SDF project assessment model is applied to all project proposals as a means to prioritise projects - Ensure integration of LED strategies into the IDP and SDF				
Civil and Water Services	1	4		
- Ensure supporting economic infrastructure, such as roads, water and stormwater, is well maintained. - Ensure infrastructure expansion adequately accommodates population growth, distribution and SDF proposals. - Ensure infrastructure projects are aligned with the SDF proposals and priorities - Ensure that Civil and Water Masterplans are updated regularly				
Electro and Mechanical Services	4			
- Ensure infrastructure expansion adequately accommodates population growth, distribution and SDF proposals. - Ensure infrastructure projects are aligned with the SDF proposals and priorities - Ensure that Electrical and Engineering Masterplans are updated regularly				
Community and Safety Services	1	2	3	
- Align projects with the priorities identified within the Kouga SDF - Ensure compliance with NEMA regulations to limit pollution at landfill sites and other hazardous land uses. - Implement measures to improve the health of stressed catchments and river systems - Promote the expansion of protected areas - Enhance the implementation of the Seekoei Estuary Management Plan				

- Enhance the implementation of the Integrated Waste Management Plan - Ensure implementation of climate change and disaster risk reduction measures is incorporated within sector plans - Ensure compliance with disaster management protocols - Reinforce and enhance measures for crime prevention				
Planning and Development	1	2	3	4
- Ensure settlement planning adequately addresses population growth and distribution trends. - Monitor development trends regarding the compliance of development applications with the SDF proposals - Ensure the SDF is considered during the development of master infrastructure plans - Ensure development takes place in accordance with the SDF Levers, Drivers and Local proposals through the approval of development applications in accordance with the LUS and SPLUM Bylaw. - Ensure the regular review of the SDF is undertaken				
Corporate and Communication Services	3			
- Ensure key roles are filled within the municipality to enable the fulfilment of mandates - Ensure municipal properties are maintained and well-kept				
Community Services	3			
Ensure community development and supporting services are aligned with the strategic intention of the SDF Levers and Drivers, and align with the identified required services per settlement.				

6.5 CAPITAL INVESTMENT FRAMEWORK

The Capital Investment Framework for Kouga Municipality serves as the principal implementation tool for the Spatial Development Framework. It establishes a structured approach to capital expenditure that aligns with the municipality's spatial vision and development objectives, while ensuring the efficient use of scarce resources.

6.5.1.1 STRATEGIC CONTEXT

This framework responds to the municipality's most pressing challenges, ranging from housing backlogs and ageing infrastructure to the imperative for economic growth. All capital investment decisions are guided by the need to tackle these challenges and to foster sustainable spatial transformation across Kouga.

6.5.1.2 INVESTMENT FOCUS AREAS

6.5.1.2.1 2025/26–2027/28 CAPITAL PROJECTS BUDGET DISTRIBUTION

Outlined below are the draft capital allocations for Kouga's key service-delivery categories over the next three financial years.

6.5.1.2.1.1 BASIC SERVICE DELIVERY & INFRASTRUCTURE

Total Civil & Water Services

- 2025/26: R 231 992 330
- 2026/27: R 39 359 130
- 2027/28: R 1 556 000

Key Projects:

- Roads Infrastructure in Kouga (DBSA-loan): R 130 434 783 ('25/26)
- Informal Settlement Upgrades (DOHS-FOIS):
 - Humansdorp (Kwanomzamo) – R 12 086 411 ('25/26)
 - Jeffreys Bay (Oceanview) – R 22 145 760 ('25/26)
 - Patensie (Cyril Ramaphosa) – R 2 953 939 ('25/26)
 - Humansdorp (Kruisfontein) – R 2 801 782 ('25/26)
 - Thornhill – R 1 814 348 ('25/26)

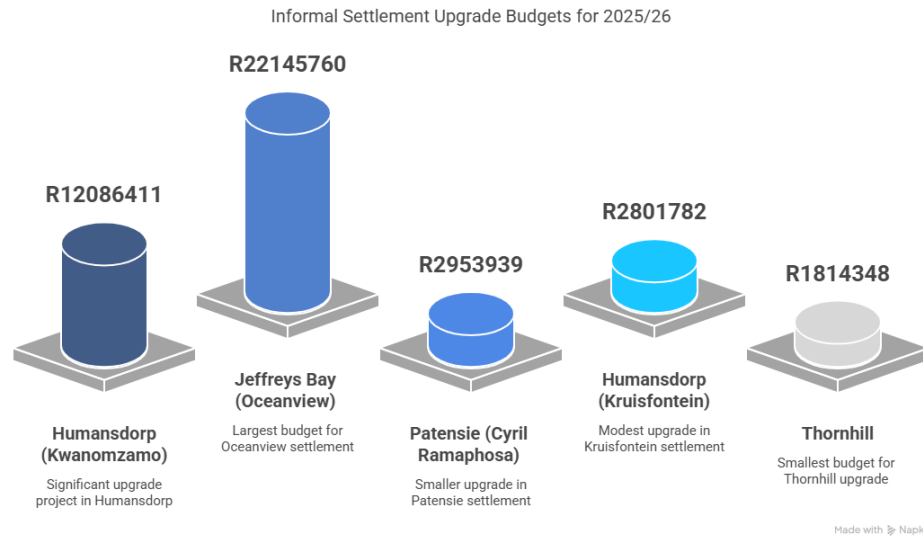
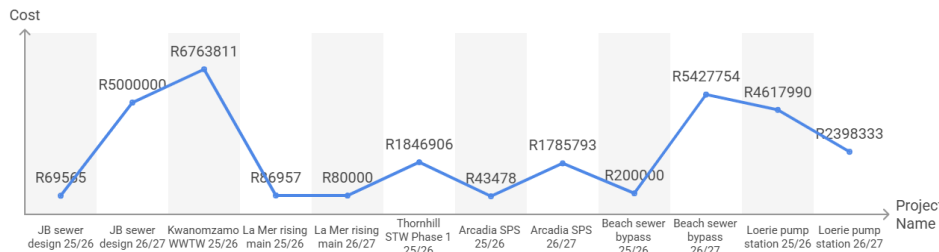


Figure 20: Informal Settlement Budget Distribution

◀ Pump-station Security & Equipment (Internal):



- Storage containers – R 200 000 ('25/26); R 100 000 ('26/27); R 20 000 ('27/28)
- Fencing & security – R 800 000 ('25/26); R 1 500 000 ('26/27 & '27/28)
- Machinery (WWTW/WTW) – R 450 000 ('25/26); R 180 000 ('26/27); R 36 000 ('27/28)

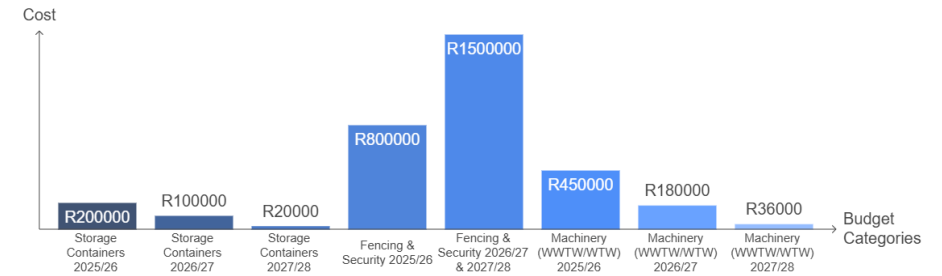


Figure 21: Pump-station Budget Allocations

◀ Water-Treatment Works & Groundwater (Internal):

- Humansdorp groundwater supply – R 547 000 ('25/26)
- Hankey WWTW – R 1 954 000 ('25/26)

◀ Sport Fields & Gravel Roads (MIG):

- Phillipsville sports field – R 173 913 ('25/26); R 9 233 212 ('26/27)
- Kouga gravel roads – R 13 478 102 ('25/26); R 10 337 346 ('26/27)

◀ Sanitation & Sewerage (MIG/UISP/WSIG):

- Jeffreys Bay sewer design – R 69 565 ('25/26); R 5 000 000 ('26/27)
- Kwanomzamo WWTW upgrade – R 6 763 811 ('25/26)
- La Mer rising main design – R 86 957 ('25/26); R 80 000 ('26/27)
- Thornhill STW Phase 1 – R 1 846 906 ('25/26)
- Arcadia SPS refurbishment – R 43 478 ('25/26); R 1 785 793 ('26/27)
- Beach sewer bypass – R 200 000 ('25/26); R 5 427 754 ('26/27)
- Loerie pump station upgrade – R 4 617 990 ('25/26); R 2 398 333 ('26/27)

Figure 22: Sewer and Sanitation Budget Allocations

◀ Bulk Water Pipelines & Reservoirs (UISP):

- Thornhill farm reservoir – R 2 327 066 ('25/26)
- Ramaphosa village reservoir – R 4 097 544 ('25/26)
- Various bulk-water link lines – R 12–15 million

6.5.1.2.1.2 COMMUNITY SERVICES DEVELOPMENTTotal Community Services

- ◀ **2025/26:** R 4 891 304
- ◀ **2026/27:** R 5 391 304
- ◀ **2027/28:** R 3 391 304

Key Projects:

- ◀ Fire-services vehicle (District) – R 1 391 304 per annum
- ◀ Humansdorp landfill fencing – R 1 500 000 ('25/26 & '26/27)
- ◀ Cameras & IT infrastructure – R 1 000 000 ('25/26); R 2 500 000 ('26/27); R 2 000 000 ('27/28)
- ◀ Incident command centre extension – R 1 000 000 ('25/26)

6.5.1.2.1.3 ELECTRO/MECHANICAL SERVICESTotal Electro/Mechanical

- ◀ **2025/26:** R 18 400 000
- ◀ **2026/27:** R 20 920 000
- ◀ **2027/28:** R 10 000 000

Key Projects:

- ◀ Ocean View electrification (INEP) – R 6 313 043 ('25/26); R 6 572 174 ('26/27)
- ◀ Renewable energy installations – R 6 000 000 ('25/26); R 10 000 000 ('26/27 & '27/28)
- ◀ High-mast lighting design (MIG) – R 6 086 957 ('25/26); R 4 347 826 ('26/27)

6.5.1.2.1.4 PLANNING & DEVELOPMENT

- ◀ Electronic equipment – R 50 000 ('25/26)
- ◀ Land acquisition – R 3 200 000 ('25/26)

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6.5.1.2.2 GROWTH & HOUSING REQUIREMENT PROJECTIONS

These housing projections are derived from the most recent Stats SA datasets. Due to gaps in the available data, a few smaller settlements could not be included in the analysis. For further information, refer to **Annexure A** pertaining to the growth and service projections.

Table 35: Housing Requirement per settlement

Town	Pop. 2022	Pop. 2030	Add'l Houses (2030)	Area Needed 2030 (ha)	Pop. 2040	Add'l Houses (2040)	Area Needed 2040 (ha)
Thornhill	2 673	3 325	176	7.57	4 367	458	19.68
Patensie	5 713	7 106	376	16.18	9 333	978	42.06
Hankey	10 655	13 252	702	30.18	17 405	1 824	78.44
St Francis Bay	5 356	6 662	353	15.17	8 749	917	39.43
Humansdorp	23 772	29 566	1 566	67.33	38 832	4 070	175.01
Jeffreys Bay	29 433	36 606	1 939	83.36	48 078	5 039	216.69

◀ Pop. = Population

◀ Add. Houses = Additional housing units required by that year

◀ Area Needed = Land area required (in hectares) to accommodate the additional units

6.5.1.2.3 SOCIAL SERVICES REQUIREMENT PROJECTIONS

The following matrix indicates which type of social services are still required within each settlement regarding the CSIR's provision of social facilities in South African settlements guidelines. These social service projections rely on the available Stats SA datasets; due to data gaps, some settlements are excluded from this analysis.

Table 36: Social Service Requirement per settlement

Facility	Thornhill	Patensie	Hankey	St Francis	Humansdorp	Jeffreys Bay
Crèche / Nursery / Pre-Primary	–	–	–	–	–	–
Primary School	✓	✓	✓	✓	✓	✓
Secondary / High School	✓	✓	✓	✓	✓	✓
Primary Health Clinic	✓	–	✓	–	✓	✓
District Hospital	–	–	–	–	–	–
Religious Centres	–	✓	✓	–	✓	✓
Local Library	✓	✓	✓	✓	✓	✓
Community Hall	–	–	✓	–	✓	✓
Fire Station / Emergency	–	✓	✓	–	✓	✓
Police Station	–	–	–	–	✓	✓
Post Office	–	–	✓	–	✓	✓

Thusong Centre	✓	✓	✓	✓	✓	✓
Municipal Offices / Pay Point	–	–	–	–	–	–
Community Info Centre	–	✓	–	–	✓	✓

◀ A check mark (✓) means the "Need 2040" value was greater than zero in your assessment table.

◀ A dash (–) means the need was zero or negative (i.e. no additional facility required)

6.5.1.2.4 INFRASTRUCTURE REQUIREMENT PROJECTIONS

The following table provides a summary of growth implications on the municipal infrastructure services. For further information, refer to **Annexure A** pertaining to the infrastructure service projections per settlement.

Table 37: Civil Service Requirement per settlement

Town	Water AADD (kl/day)	Peak Hour Demand (kl/day)	48-hr Reservoir Storage (kl)	Avg Sewer Flow (kl/day)	Peak Wet Sewer Flow (kl/day)	Elec. Peak Demand (MVA)
Thornhill	240	800	1 116.5	204	588	2.98
Patensie	510	1 700	2 379.0	436	1 257	5.86
Hankey	960	3 300	4 459.7	819	2 358	13.05
St Francis Bay	480	1 600	2 236.7	411	1 185	5.46
Humansdorp	2 140	7 400	9 931.6	1 828	5 256	26.70
Jeffreys Bay	2 650	9 200	12 298.7	2 262	6 509	33.01

6.5.1.3 PROJECT PRIORITISATION MODEL

The Kouga Municipality is implementing a strategic spatial development agenda that requires the systematic evaluation of development projects. This prioritisation model provides a structured framework for assessing projects based on their alignment with spatial development goals, economic viability, environmental sustainability, social impact, and implementation feasibility.

6.5.1.3.1 PROJECT ASSESSMENT FRAMEWORK

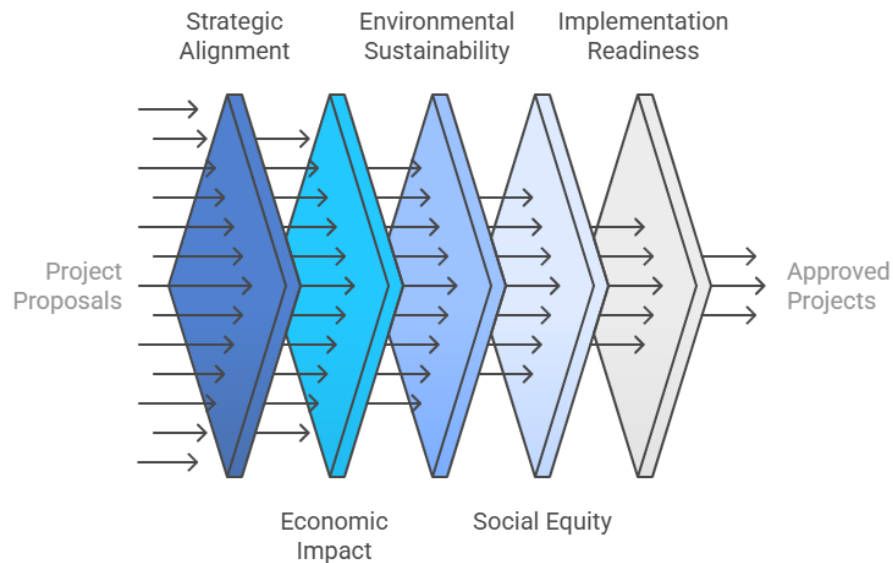


Figure 23: Project Assessment Framework

6.5.1.3.1.1 Assessment Structure

The framework evaluates projects across five key themes:

- ◀ Spatial Development Integration (35%)
- ◀ Economic Impact & Sustainability (25%)
- ◀ Environmental Responsibility (20%)
- ◀ Social Development & Equity (10%)
- ◀ Implementation Capacity (10%)

6.5.1.3.2 SCORING METHODOLOGY

6.5.1.3.2.1 Assessment Formula

The total weighted score for a project is calculated using the following formula:

$$\text{Total Project Score} = \sum (Ci \times Wi)$$

Where: Ci = Category score (sum of weighted sub-criteria scores within each category) Wi = Category weight (expressed as a decimal)

For each sub-criterion, the weighted score is calculated as:

$$\text{Sub criterion Score} = (Si - 1) \times 0.25 \times Ws$$

Where: Si = Raw score assigned (scale of 1-5) Ws = Sub criterion weight (category weight divided by number of sub-criteria)

6.5.1.3.2.2 Category Weights and Distribution

The formula incorporates five main assessment categories with the following weight distributions:

- ◀ Spatial Development Alignment (35%)
 - Each of the five sub-criteria receives 7% weight ($35\% \div 5$)
- ◀ Economic Development Impact (25%)
 - Each of the three sub-criteria receives 8.33% weight ($25\% \div 3$)
- ◀ Environmental Sustainability (20%)
 - Each of the three sub-criteria receives 6.67% weight ($20\% \div 3$)
- ◀ Social Equity & Integration (10%)
 - Each of the three sub-criteria receives 3.33% weight ($10\% \div 3$)
- ◀ Implementation Readiness (10%)
 - Each of the three sub-criteria receives 3.33% weight ($10\% \div 3$)

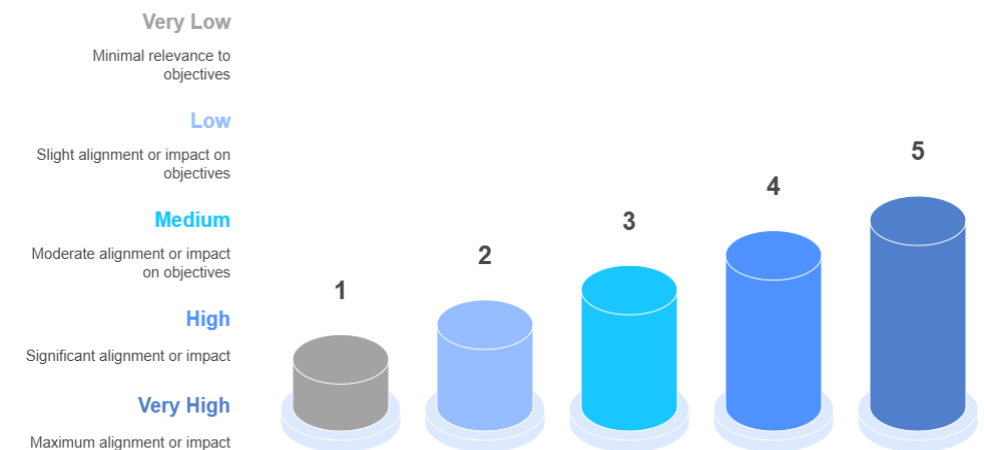


Figure 24: Project Assessment Model Scoring

The formula converts raw scores to percentage achievements:

- ◀ Score 5 = 100% of sub-criterion weight
- ◀ Score 4 = 75% of sub-criterion weight
- ◀ Score 3 = 50% of sub-criterion weight
- ◀ Score 2 = 25% of sub-criterion weight
- ◀ Score 1 = 0% of sub-criterion weight

The final weighted score determines the project's priority status:

- ◀ High Priority: 80–100 points
- ◀ Medium Priority: 60–79 points
- ◀ Low Priority: 40–59 points
- ◀ Not Recommended: Below 40 points

6.5.1.3.3 IMPLEMENTATION GUIDELINES

6.5.1.3.3.1 Assessment Process

- ◀ Each project must be evaluated against all criteria
- ◀ Scoring must be supported by verifiable evidence
- ◀ Results should be documented and archived for reference

6.5.2 MONITORING & EVALUATION FRAMEWORK

The framework aims to achieve several key objectives that support effective spatial development within the Dr Beyers Naude Municipality:

- ◀ Monitor compliance between municipal spatial planning decisions and the SDF guidelines
- ◀ Track and evaluate development applications and their outcomes
- ◀ Support the Municipal Planning Tribunal in decision-making processes
- ◀ Monitor environmental conservation and biodiversity protection efforts
- ◀ Assess spatial transformation and integration progress
- ◀ Evaluate infrastructure development and service delivery alignment

6.5.2.1 KEY PERFORMANCE INDICATORS (KPIs)

6.5.2.1.1 DEVELOPMENT APPLICATION MONITORING

6.5.2.1.1.1 Performance Metrics:

- ◀ Number and percentage of development applications aligned with SDF objectives
- ◀ Types and distribution of development applications
- ◀ Processing timeframes for applications
- ◀ Compliance rates with zoning regulations

6.5.2.1.1.2 Data Source:

- ◀ Municipal Planning Department
- ◀ Development application records
- ◀ Zoning compliance reports

6.5.2.1.1.3 Frequency:

- ◀ Monthly tracking
- ◀ Quarterly reporting

6.5.2.1.1.4 Responsible Entities:

- ◀ Municipal Planning Department
- ◀ Development Control Unit

6.5.2.1.1.5 Required Actions:

- ◀ Establish regular compliance review processes
- ◀ Create automated reporting mechanisms

6.5.2.1.2 MUNICIPAL PLANNING TRIBUNAL PERFORMANCE

6.5.2.1.2.1 Performance Metrics:

- ◀ Number of applications processed
- ◀ Average decision timeframes
- ◀ Appeal success rates
- ◀ Number of precedent-setting decisions made
- ◀ Consistency in decision-making

6.5.2.1.2.2 Data Source:

- ◀ Tribunal meeting minutes
- ◀ Decision records
- ◀ Appeal outcomes

6.5.2.1.2.3 Frequency:

- ◀ Quarterly assessment
- ◀ Annual comprehensive review

6.5.2.1.2.4 Responsible Entities:

- ◀ Municipal Planning Tribunal
- ◀ Planning Department Administration

6.5.2.1.3 SDF IMPLEMENTATION PROGRESS

6.5.2.1.3.1 Performance Metrics:

- ◀ Percentage of development aligned with spatial development priorities
- ◀ Implementation rate of identified projects
- ◀ Progress on spatial transformation initiatives
- ◀ Achievement of density targets in priority areas

6.5.2.1.3.2 Frequency:

- ◀ Biannual assessment
- ◀ Annual comprehensive review

6.5.2.1.3.3 Responsible Entities:

- ◀ Planning and Development Department
- ◀ Infrastructure Services
- ◀ Office of the Municipal Manager
- ◀ Finance and Economic Development

6.5.2.1.3.4 Required Actions:

- ◀ Regular review of implementation priorities
- ◀ Assessment of spatial development patterns
- ◀ Evaluation of catalyst project progress

6.5.2.2 REVIEW AND EVALUATION PROCESSES**6.5.2.2.1 ANNUAL EVALUATION**

- ◀ Comprehensive assessment of implementation progress
- ◀ Review of KPI achievement
- ◀ Stakeholder consultation outcomes
- ◀ Identification of implementation challenges
- ◀ Recommendations for improvement
- ◀ Assessment for review requirements

6.5.2.2.2 FIVE-YEAR STRATEGIC REVIEW

- ◀ Complete framework effectiveness assessment
- ◀ Update of monitoring indicators
- ◀ Revision of implementation strategies
- ◀ Alignment with updated municipal priorities
- ◀ Long-term impact evaluation

7 CONCLUSION

The Kouga Spatial Development Framework (SDF) is a strategic, long-term plan that articulates a spatial vision for the municipality, aiming to promote inclusive development, spatial justice, and environmental sustainability. Grounded in local realities and aligned with national and provincial spatial planning directives, the SDF provides the spatial logic and developmental direction necessary to transform Kouga into a more integrated, resilient, and prosperous municipality.

The formulation of the SDF has been guided by four key spatial development levers, which serve as the foundation for all proposals and interventions:

- ◀ **Urban and Rural Integration:** To restructure spatial patterns, bridge the divide between urban and rural areas, and ensure equitable access to services, opportunities, and infrastructure across all settlements.
- ◀ **Resilience:** To build adaptive capacity in response to environmental risks, climate change, infrastructure stress, and economic shocks.
- ◀ **Resource Management:** To protect and enhance the municipality's natural assets—land, water, biodiversity, and agricultural resources—through sustainable land use practices.
- ◀ **Mobility and Access:** To improve movement and connectivity, enabling efficient access to employment, education, health, and trade, particularly through public transport and strategic road infrastructure.

These levers inform the identification of spatial elements and action areas, which represent specific geographic focuses for intervention, such as urban nodes, rural service centres, key development corridors, and areas of environmental sensitivity. These are paired with key strategic initiatives that collectively inform the Composite SDF—a cohesive framework that balances high-level spatial structuring with localised interventions. The Composite SDF is implemented through:

- ◀ **Transformation Corridors:** Strategic spatial linkages that concentrate development and investment in areas with the greatest potential for inclusive economic growth and service delivery.
- ◀ **Local Proposals:** Tailored spatial responses that address the unique needs and opportunities of specific towns, villages, and precincts.

Critically, the SDF is supported by a detailed Implementation Framework, which serves as both a governance tool and a capital investment framework. This

framework provides a structured approach to the realisation of spatial proposals by:

- ◀ Defining clear roles and responsibilities across municipal departments, sector stakeholders, and spheres of government.
- ◀ Identifying priority projects and programmes that align with the spatial vision.
- ◀ Introducing a Project Prioritisation Model that ensures investment decisions are guided by strategic alignment, social impact, economic viability, and readiness for implementation.
- ◀ Promoting coordinated infrastructure and service planning in support of spatial transformation.
- ◀ Establishing mechanisms for performance monitoring, resource mobilisation, and intergovernmental collaboration.

Together, the Kouga SDF and its Implementation Framework ensure that the municipality not only defines a compelling spatial vision but also has the institutional, financial, and procedural capacity to bring that vision to life. It is a living document—intended to be reviewed, refined, and adapted—ensuring that spatial planning continues to respond to the evolving needs of the municipality and its people.

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ANNEXURE A: GROWTH & SERVICE PROJECTIONS

8.1 THORNHILL

8.1.1 GROWTH PROJECTIONS AND SERVICES NEEDS

To estimate the population growth for Thornhill from 2011 to 2040, based on the provided growth rates and demographic information, we can proceed as follows:

8.1.1.1 POPULATION GROWTH PROJECTION FOR THORNHILL (2011 – 2040)

The population projection for Thornhill, within Kouga Local Municipality, uses a medium growth rate of 0.3% per annum based on trends from 1996 to 2022. In 2022, Thornhill's estimated population was 2,673. Using this growth rate, the population is projected to reach 3,325 by 2030 and 4,367 by 2040. This modest but steady growth will place increasing demands on housing, infrastructure, and social amenities.

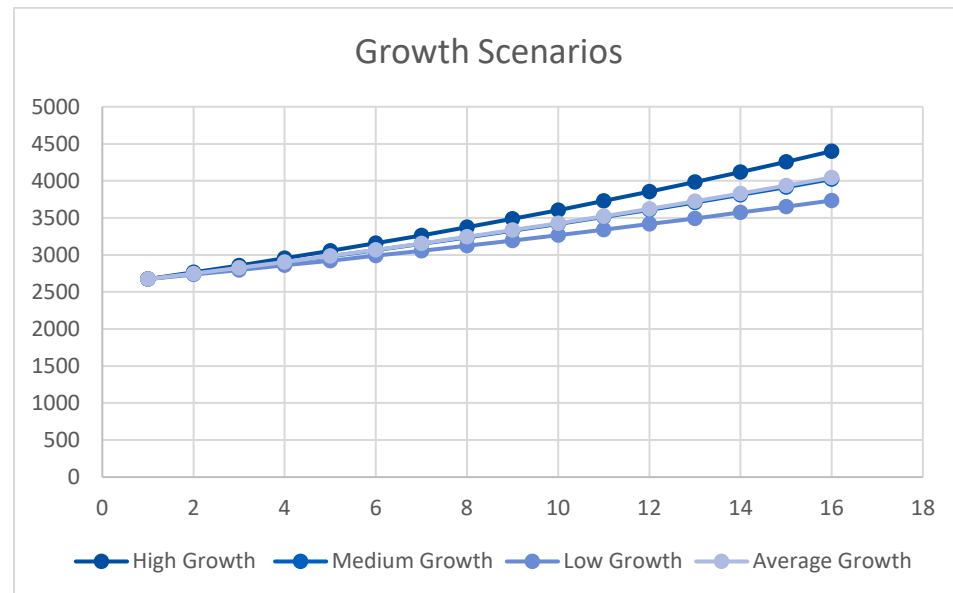


Figure 25: Possible Population Growth Scenarios for Thornhill

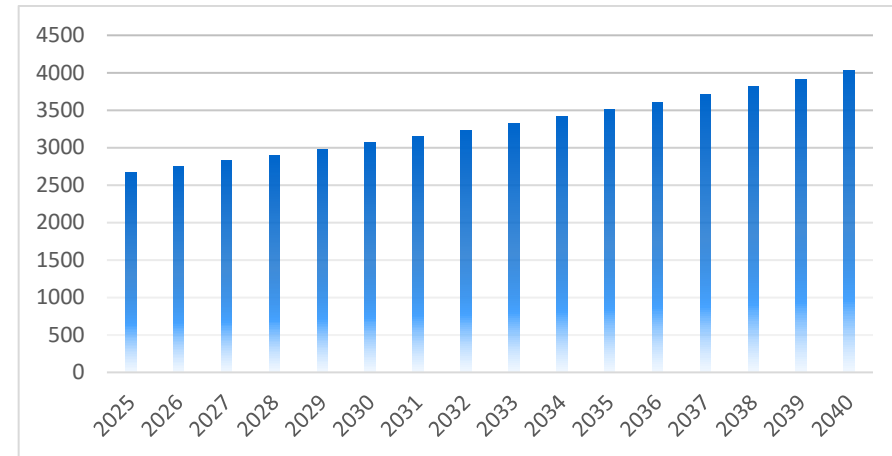


Figure 26: Envisaged population forecast for Thornhill – 2025

8.1.2 SOCIAL FACILITY NEEDS

Table 38: Social Facility Needs Assessment

Facility	Existing	Need 2024	Need 2030	Need 2040	Ha Required
Education					
Crèche, Nursery & Pre-primary School	2	-2	-1	-1	-0.03
Primary School	1	0	0	1	1.2
Secondary / High School	0	1	1	1	3.68
Health					
Primary Health Clinic	0	1	1	1	0.09
District Hospital	0	0	0	1	0.5
Community Services					
Religious Centres	3	-2	-1	-1	-0.135
Local Library	0	1	1	1	0.0135
Community Hall	1	-1	-1	-1	-0.3
Fire Station / Emergency Services	0	0	0	0	0.48
Police Station	1	-1	-1	-1	-0.225
Post Office	0	0	0	0	0.02
Thusong Centre	0	0	0	1	0.5
Municipal Offices / Pay Points	0	0	0	0	0.03
Community Information Centres	0	0	0	0	0.002

8.1.3 HOUSING DEVELOPMENT NEEDS

Table 39: Housing Needs Assessment

Year	Projected Population	Additional Required	Houses	Total Area Needed (Distributed, Ha)
2022	2,673	0		-
2030	3,325	176		7.57 ha
2040	4,367	458		19.68 ha

- ◀ Total Area Proposed (Spatial Proposals): 48.45 ha
- ◀ Average Density: 931 m²
- ◀ Possible Housing Opportunities: ±1,066 units

8.1.4 SERVICES DEVELOPMENT NEEDS

Table 40: Service Needs Assessment

SERVICES IMPLICATIONS	
Water Implications	
The annual average daily demand (AADD) for the proposed population	240 kl /day
The annual average daily water demand (AADD) for the population (litres per second)	2.78 l /s
The Total Annual Average Daily Demand (TAADD) for the proposed population	321.54 kl
The Total Annual Average Daily Demand per Second (TAADD) for the proposed population	3.71 kl
The total Peak Hour demand (TPHD)	800 kl /day
The total Peak Hour demand (TPHD) - litres per second	9.68 l /s
The total Elevated Storage/Towers supply rate from the storage reservoir should be > -	10.65 kl
The total reservoir storage for the proposed development should be no less than 48 hours of TAADD	1116.52 kl
The total elevated storage volume (6 Hours TAADD and assuming no backup power available	139.56 kl
Sewer Implications	
Sewerage Proposed Average Daily Flow	204 kl /day
Sewer: Peak Dry Weather Flow	512 kl /day
Sewer: Peak Wet Weather Flow	588 kl /day
The total sewer effluent peak	6.84 l/l
Electrical Demand	
Total Maximum demand (kVA)	2984

Total Maximum Demand (MVA)	2.9842901
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The projected growth of Thornhill will significantly influence the planning and upgrading of core infrastructure services:

8.1.4.1 WATER SERVICES

With an annual average daily demand (AADD) of 240 kl/day and a peak hourly demand of 800 kl/day (9.68 l/s), the town will require reliable bulk water supply and adequate elevated storage capacity. The minimum required 48-hour reservoir storage of 1,116.52 kl and an elevated storage volume of 139.56 kl (for 6 hours without backup power) must be considered in future infrastructure planning. These figures suggest a need for investment in new storage reservoirs and upgrades to existing supply systems to avoid shortages during peak demand periods or power outages.

8.1.4.2 SEWER INFRASTRUCTURE

Thornhill's average daily sewer flow is projected at 204 kl/day, with peak dry and wet weather flows reaching 512 kl/day and 588 kl/day, respectively. These values necessitate the development or upgrade of sewer networks and possibly the installation of new wastewater treatment capacity to ensure efficient handling during peak and seasonal loads, as well as to protect public health and the environment.

8.1.4.3 ELECTRICITY DEMAND

The projected maximum electricity demand of approximately 2.98 MVA reflects growing residential and institutional loads. This demand will place pressure on the local electrical distribution network and may require substation capacity upgrades or reinforcement of supply lines. Proactive planning is required to ensure energy reliability and accommodate further growth in demand from new development.

8.2 PATENSIE

8.2.1 GROWTH PROJECTIONS AND SERVICES NEEDS

To estimate the population growth for Patensie from 2011 to 2040, based on the provided growth rates and demographic information, we can proceed as follows:

8.2.1.1 POPULATION GROWTH PROJECTION FOR PATENSIE (2011 – 2040)

Using a medium growth rate of 0.3% per annum, Patensie's estimated population is expected to increase from 5,713 in 2022 to 7,106 by 2030, and 9,333 by 2040. This steady growth trajectory reflects the need for expanded urban services and spatial planning interventions to support sustainable development and improved quality of life.

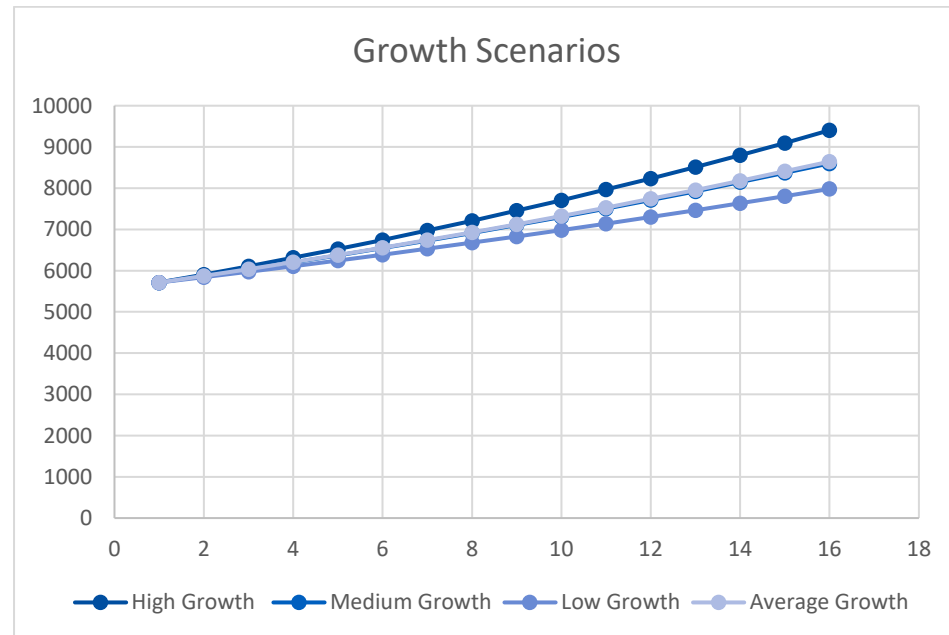


Figure 27: Possible Population Growth Scenarios for Patensie

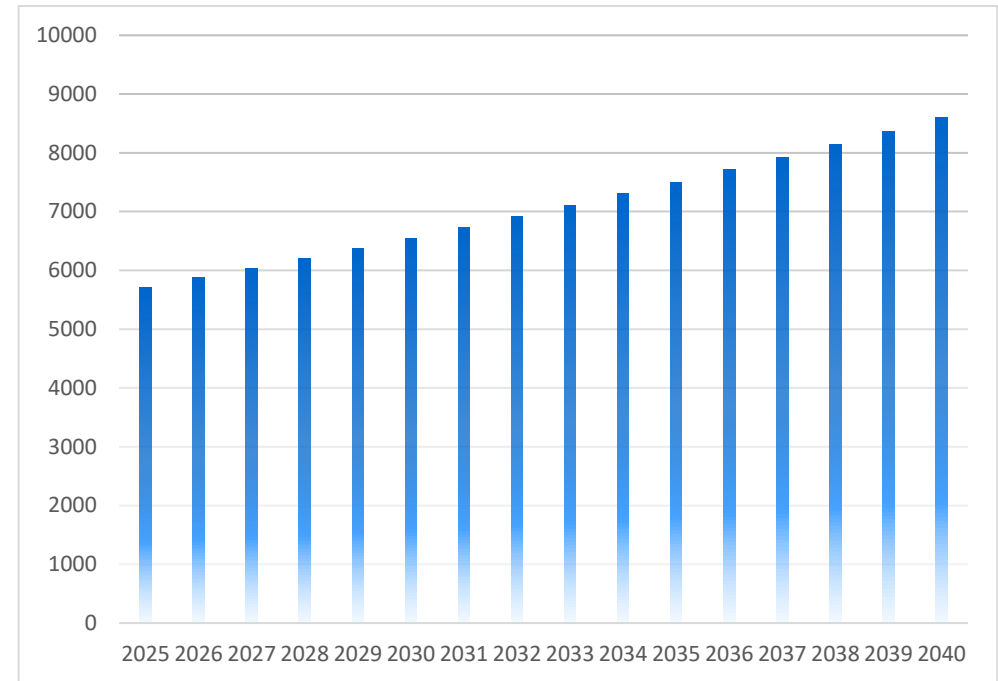


Figure 28: Envisaged population forecast for Patensie – 2025

8.2.2 SOCIAL FACILITY NEEDS

Table 41: Social Facility Needs Assessment

Facility	Existing	Need 2024	Need 2030	Need 2040	Ha Required
Education					
Crèche, Nursery & Pre-primary	2	-1	-1	0	-0.01
Primary School	2	0	0	1	2.88
Secondary / High School	1	0	0	1	2.76
Health					
Primary Health Clinic	2	-1	-1	0	-0.02
District Hospital	0	1	1	1	1
Community Services					
Religious Centres	3	0	1	2	0.255
Local Library	0	1	2	2	0.0285
Community Hall	1	-1	0	0	-0.05
Fire Station / Emergency Services	0	1	1	1	0.96
Police Station	1	-1	-1	-1	-0.175

Post Office	1	-1	0	0	-0.01
Thusong Centre	0	1	1	1	1
Municipal Offices / Pay Points	0	0	0	0	0.06
Community Information Centres	0	0	0	1	0.005

8.2.3 HOUSING DEVELOPMENT NEEDS

Table 42: Housing Needs Assessment

Year	Projected Population	Additional Houses Required	Distributed Area (Ha)
2022	5,713	0	-
2030	7,106	376	16.18 ha
2040	9,333	978	42.06 ha

- ◀ Total Area Proposed (Spatial Proposals): 9.5 ha
- ◀ Average Density: 931 m²
- ◀ Possible Housing Opportunities: ±209 units

8.2.4 SERVICES DEVELOPMENT NEEDS

Table 43: Service Needs Assessment

SERVICES IMPLICATIONS	
Water Implications	
The annual average daily demand (AADD) for the proposed population	510 kl /day
The annual average daily water demand (AADD) for the population (litres per second)	5.93 l /s
The Total Annual Average Daily Demand (TAADD) for the proposed population	684.52 kl
The Total Annual Average Daily Demand per Second (TAADD) for the proposed population	7.91 kl
The total Peak Hour demand (TPHD)	1700 kl /day
The total Peak Hour demand (TPHD) - litres per second	20.63 l /s
The total Elevated Storage/Towers supply rate from the storage reservoir should be > -	22.7 kl
The total reservoir storage for the proposed development should be no less than 48 hours of TAADD	2379.04 kl
The total elevated storage volume (6 Hours TAADD and assuming no backup power available	297.38 kl
Sewer Implications	
Sewerage Proposed Average Daily Flow	436 kl /day

Sewer: Peak Dry Weather Flow	1092 kl /day
Sewer: Peak Wet Weather Flow	1257 kl /day
The total sewer effluent peak	14.57 l/l
Electrical Demand	
Total Maximum demand (kVA)	5859
Total Maximum Demand (MVA)	5.85915 85

The projected growth of Patensie will have a considerable impact on the provision and expansion of core infrastructure services:

8.2.4.1 WATER SERVICES

With an annual average daily demand (AADD) of 510 kl/day and a peak hourly demand of 1,700 kl/day (20.63 l/s), Patensie will require a reliable and expanded bulk water supply system. The 48-hour storage requirement of 2,379.04 kl and an elevated storage volume of 297.38 kl (for 6 hours without backup power) highlight the necessity for additional reservoirs and improved elevated storage infrastructure. Planning should prioritise the upgrading of supply lines and storage systems to ensure continuous service delivery during high-demand periods or potential power outages.

8.2.4.2 SEWER INFRASTRUCTURE

The average daily sewer flow in Patensie is projected at 436 kl/day, with peak dry weather flow reaching 1,092 kl/day and peak wet weather flow rising to 1,257 kl/day. These projections underline the urgent need to upgrade existing sewer infrastructure or construct additional capacity to cope with both dry and wet weather conditions. Appropriate wastewater treatment solutions will be vital to ensure sustainable sanitation services and to safeguard environmental and public health. Upgrading of Patensie WWTW should be prioritised to allow transfer of ownership from the Department of Public Works to Kouga Local Municipality to support periodic maintenance and upgrading of the facility and avoid pollution of nearby orchards and water systems.

8.2.4.3 ELECTRICITY DEMAND

Patensie's projected maximum electricity demand is approximately 5.86 MVA, indicating growing pressures on the existing electrical distribution network. This rise is driven by increased residential development, public service infrastructure, and institutional needs. Strategic interventions such as reinforcing supply lines,

upgrading substations, and ensuring system resilience will be essential to meet the growing energy needs of the town’s population and to support future development.

8.3 HANKEY

8.3.1 GROWTH PROJECTIONS AND SERVICES NEEDS

To estimate the population growth for Hankey from 2011 to 2040, based on the provided growth rates and demographic information, we can proceed as follows:

8.3.1.1 POPULATION GROWTH PROJECTION FOR HANKEY (2011 - 2040)

The population of Hankey, estimated at 10,655 in 2022, is projected to grow to 13,252 by 2030 and 17,405 by 2040, based on a medium growth rate of 0.3% per annum. This steady population increase requires strategic planning to address future demands in housing, infrastructure, and social facilities.

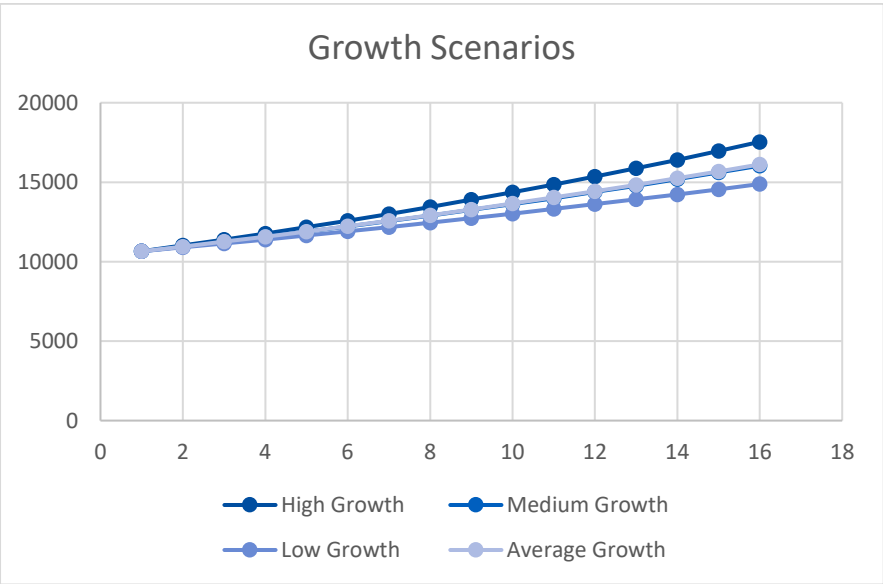


Figure 29: Possible Population Growth Scenarios for Hankey

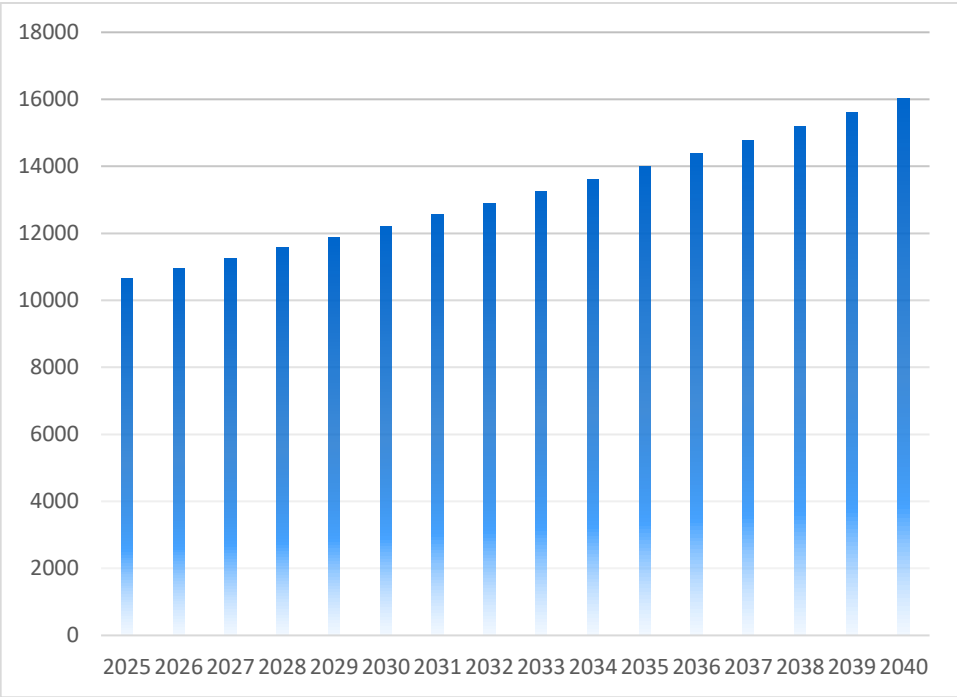


Figure 30: Envisaged population forecast for Hankey – 2025

8.3.2 SOCIAL FACILITY NEEDS

Table 44: Social Facility Needs Assessment

Facility	Existing	Need 2024	Need 2030	Need 2040	Ha Required
Education					
Crèche, Nursery & Pre-primary School	2	-1	-1	0	-0.01
Primary School	1	1	1	2	4.8
Secondary / High School	0	1	1	2	6.9
Health					
Primary Health Clinic	2	-1	-1	0	-0.03
District Hospital	0	1	1	1	0.9
Community Services					
Religious Centres	8	-5	-5	-4	-0.555
Local Library	1	0	0	1	0.012
Community Hall	1	-1	0	0	-0.1
Fire Station / Emergency Services	1	-1	-1	0	-0.36
Police Station	1	-1	-1	-1	-0.175

Post Office	1	-1	0	0	-0.015
Thusong Centre	0	1	1	1	0.9
Municipal Offices / Pay Points	1	-1	-1	-1	-0.27
Community Information Centres	1	-1	-1	-1	-0.007

8.3.2.1.1 HOUSING DEVELOPMENT NEEDS

Table 45: Housing Needs Assessment

Year	Projected Population	Additional Houses Required	Distributed Area (Ha)
2022	10,655	0	-
2030	13,252	702	30.18 ha
2040	17,405	1,824	78.44 ha

- ◀ Total Area Proposed (Spatial Proposals): 31.64 ha
- ◀ Average Density: 917 m²
- ◀ Possible Housing Opportunities: ±652 units

The projected housing demand indicates a significant need for serviced land and densification strategies to support sustainable human settlement patterns over the next two decades.

8.3.2.1.2 SERVICES DEVELOPMENT NEEDS

Table 46: Service Needs Assessment

SERVICES IMPLICATIONS	
Water Implications	
The annual average daily demand (AADD) for the proposed population	960 kl /day
The annual average daily water demand (AADD) for the population (litres per second)	11.13 l /s
The Total Annual Average Daily Demand (TAADD) for the proposed population	1283.36 kl
The Total Annual Average Daily Demand per Second (TAADD) for the proposed population	14.84 kl
The total Peak Hour demand (TPHD)	3300 kl /day
The total Peak Hour demand (TPHD) - litres per second	38.68 l /s
The total Elevated Storage/Towers supply rate from the storage reservoir should be > -	42.55 kl
The total reservoir storage for the proposed development should be no less than 48 hours of TAADD	4459.74 kl
The total elevated storage volume (6 Hours TAADD and assuming no backup power available	557.46 kl
Sewer Implications	

Sewerage Proposed Average Daily Flow	819 kl /day
Sewer: Peak Dry Weather Flow	2051 kl /day
Sewer: Peak Wet Weather Flow	2358 kl /day
The total sewer effluent peak	27.31 l/l
Electrical Demand	
Total Maximum demand (kVA)	13046
Total Maximum Demand (MVA)	13.046216

The projected population and development growth in Hankey will have a substantial impact on the planning and expansion of core infrastructure services:

8.3.2.2 WATER SERVICES

Hankey's annual average daily demand (AADD) is projected at 960 kl/day, with a peak hourly demand of 3,300 kl/day (38.68 l/s). The required 48-hour reservoir storage is 4,459.74 kl, and the elevated storage requirement for a 6-hour duration (assuming no backup power) is 557.46 kl. These figures indicate a critical need for investment in bulk water infrastructure, including new or expanded reservoirs and elevated storage systems, to ensure reliable water supply during high demand periods and emergencies.

8.3.2.3 SEWER INFRASTRUCTURE

The proposed average daily sewer flow for Hankey is 819 kl/day, increasing to 2,051 kl/day during peak dry weather and 2,358 kl/day during peak wet weather. With a projected sewer effluent peak of 27.31 l/l, significant improvements to the existing sewer reticulation and treatment systems will be required. This includes not only capacity expansion but also resilience planning for extreme weather events and environmental compliance.

8.3.2.4 ELECTRICITY DEMAND

The anticipated maximum electricity demand of 13.05 MVA reflects substantial growth across residential, institutional, and commercial sectors. This level of demand will likely exceed current supply capacities and necessitate major infrastructure upgrades, including substation expansions, additional feeder lines, and load management systems to maintain reliable energy delivery and accommodate future growth.

8.4 ST FRANCIS

8.4.1 GROWTH PROJECTIONS AND SERVICES NEEDS

To estimate the population growth for St Francis from 2011 to 2040, based on the provided growth rates and demographic information, we can proceed as follows:

8.4.1.1 POPULATION GROWTH PROJECTION FOR ST FRANCIS (2011 - 2040)

The estimated population of St Francis was 5,356 in 2022. Based on a medium growth rate of 0.3% per annum, the population is projected to increase to 6,662 by 2030 and 8,749 by 2040. This growth trajectory reflects a steady demand for housing, infrastructure, and essential social services, particularly in response to increased residential pressure and seasonal demand patterns linked to tourism.

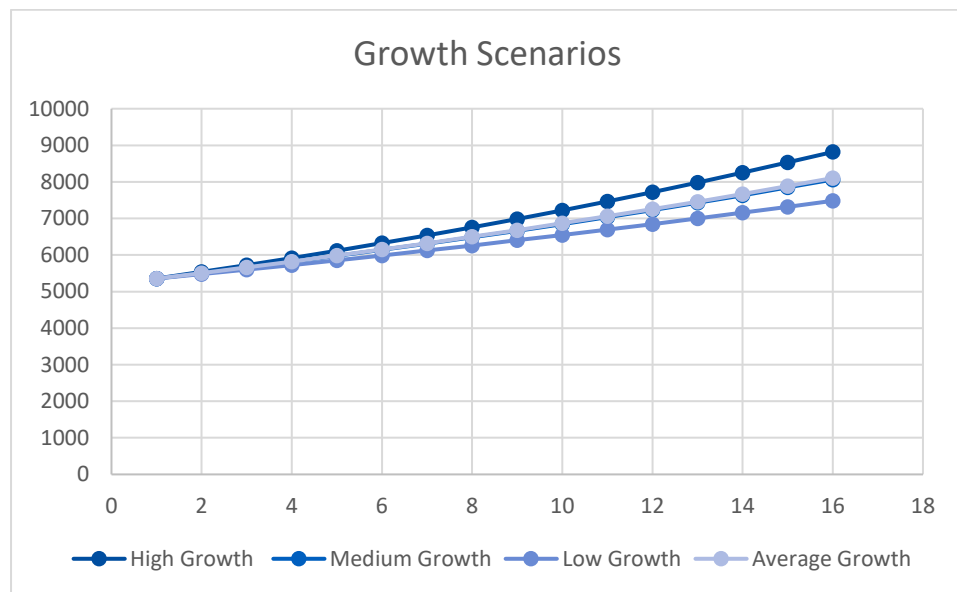


Figure 31: Possible Population Growth Scenarios for St Francis

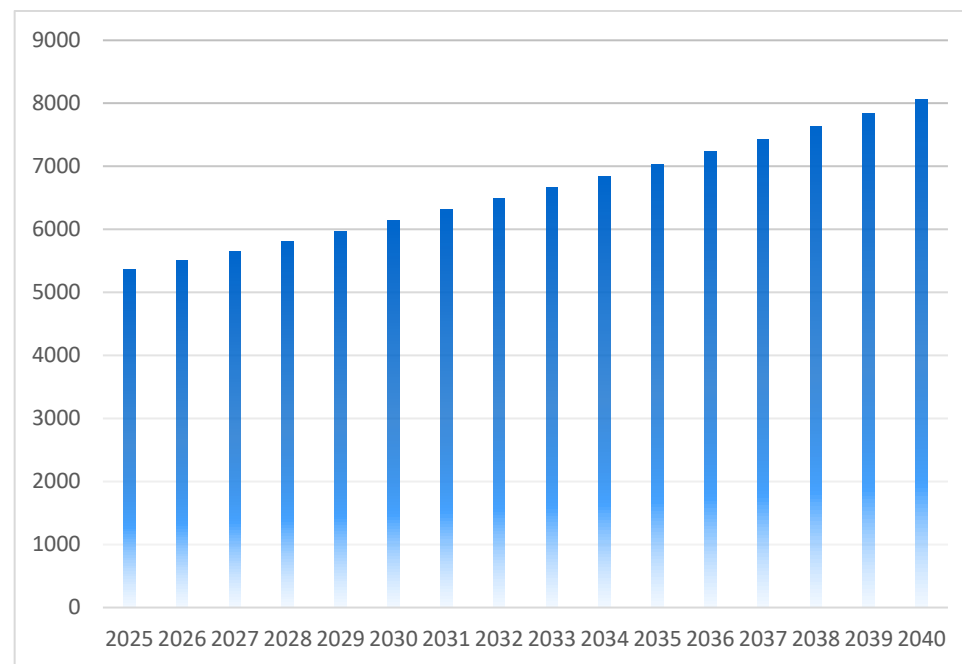


Figure 32: Envisaged population forecast for St Francis – 2025

8.4.2 SOCIAL FACILITY NEEDS

Table 47: Social Facility Needs Assessment

Facility	Existing	Need 2024	Need 2030	Need 2040	Ha Required
Education					
Crèche, Nursery & Pre-primary School	2	-1	-1	0	-0.01
Primary School	1	1	1	2	4.8
Secondary / High School	0	1	1	2	6.9
Health					
Primary Health Clinic	2	-1	-1	0	-0.03
District Hospital	0	1	1	1	0.9
Community Services					
Religious Centres	8	-5	-5	-4	-0.555
Local Library	1	0	0	1	0.012
Community Hall	1	-1	0	0	-0.1
Fire Station / Emergency Services	1	-1	-1	0	-0.36
Police Station	1	-1	-1	-1	-0.175
Post Office	1	-1	0	0	-0.015

Thusong Centre	0	1	1	1	0.9
Municipal Offices / Pay Points	1	-1	-1	-1	-0.27
Community Information Centres	1	-1	-1	-1	-0.007

8.4.3 HOUSING DEVELOPMENT NEEDS

Table 48: Housing Needs Assessment

Year	Projected Population	Additional Required	Houses	Distributed Area (Ha)
2022	5,356	0		-
2030	6,662	353		15.17 ha
2040	8,749	917		39.43 ha

- ◀ Total Area Proposed (Spatial Proposals): 170.19 ha
- ◀ Average Density: 1,151 m²
- ◀ Possible Housing Opportunities: ±1,123 units

This demand, driven by population growth and residential expansion, highlights the need for proactive land-use planning and densification strategies that preserve the environmental character of the coastal setting while supporting inclusive development.

8.4.4 SERVICES DEVELOPMENT NEEDS

Table 49: Service Needs Assessment

SERVICES IMPLICATIONS	
Water Implications	
The annual average daily demand (AADD) for the proposed population	480 kl /day
The annual average daily water demand (AADD) for the population (litres per second)	5.59 l /s
The Total Annual Average Daily Demand (TAADD) for the proposed population	644.66 kl
The Total Annual Average Daily Demand per Second (TAADD) for the proposed population	7.45 kl
The total Peak Hour demand (TPHD)	1600 kl /day
The total Peak Hour demand (TPHD) - litres per second	19.4 l /s
The total Elevated Storage/Towers supply rate from the storage reservoir should be > -	21.34 kl
The total reservoir storage for the proposed development should be no less than 48 hours of TAADD	2236.7 kl
The total elevated storage volume (6 Hours TAADD and assuming no backup power available	279.58 kl

Sewer Implications	
Sewerage Proposed Average Daily Flow	411 kl /day
Sewer: Peak Dry Weather Flow	1030 kl /day
Sewer: Peak Wet Weather Flow	1185 kl /day
The total sewer effluent peak	13.72 l/l
Electrical Demand	
Total Maximum demand (kVA)	5459
Total Maximum Demand (MVA)	5.4585471

The projected population and development growth in Hankey will have a substantial impact on the planning and expansion of core infrastructure services:

8.4.4.1 WATER SERVICES

St Francis is projected to require an annual average daily demand (AADD) of 480 kl/day, rising to 1,600 kl/day during peak hours (19.4 l/s). The infrastructure must cater to a 48-hour reservoir storage capacity of 2,236.7 kl, with an elevated storage volume of 279.58 kl required for 6-hour periods without backup power. This growth, combined with seasonal tourism influxes, places considerable pressure on bulk water resources and necessitates investment in storage capacity, upgraded reticulation networks, and improved redundancy in supply.

8.4.4.2 SEWER INFRASTRUCTURE

With an average daily sewer flow of 411 kl/day and peak wet weather flows reaching 1,185 kl/day, the sewer system in St Francis must be expanded to handle future demand. Seasonal fluctuations and topographical challenges demand resilient sewer infrastructure capable of managing stormwater infiltration, maintaining compliance with environmental regulations, and supporting both permanent and transient populations.

8.4.4.3 ELECTRICITY DEMAND

The projected maximum electricity demand of 5.46 MVA will strain existing supply networks and require upgrades in distribution capacity, substations, and load management systems. The growth in housing, commercial services, and tourism-related developments will further increase electricity consumption, making energy efficiency and renewable integration key considerations for future planning.

8.5 HUMANSDORP

8.5.1 GROWTH PROJECTIONS AND SERVICES NEEDS

To estimate the population growth for Humansdorp from 2011 to 2040, based on the provided growth rates and demographic information, we can proceed as follows:

8.5.1.1 POPULATION GROWTH PROJECTION FOR HUMANSDORP (2011 – 2040)

With an estimated population of 23,772 in 2022, Humansdorp is projected to grow to 29,566 by 2030 and 38,832 by 2040, based on a medium growth rate of 0.3% per annum. As one of the key regional nodes within Kouga Local Municipality, Humansdorp is expected to experience continued pressure for residential expansion, infrastructure upgrades, and improved social services provision.

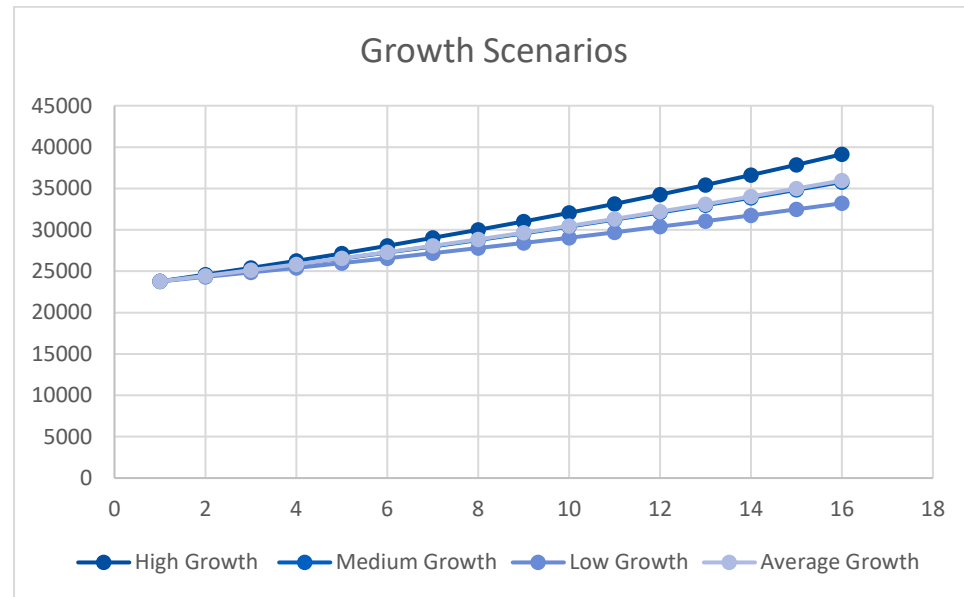


Figure 33: Possible Population Growth Scenarios for Humansdorp

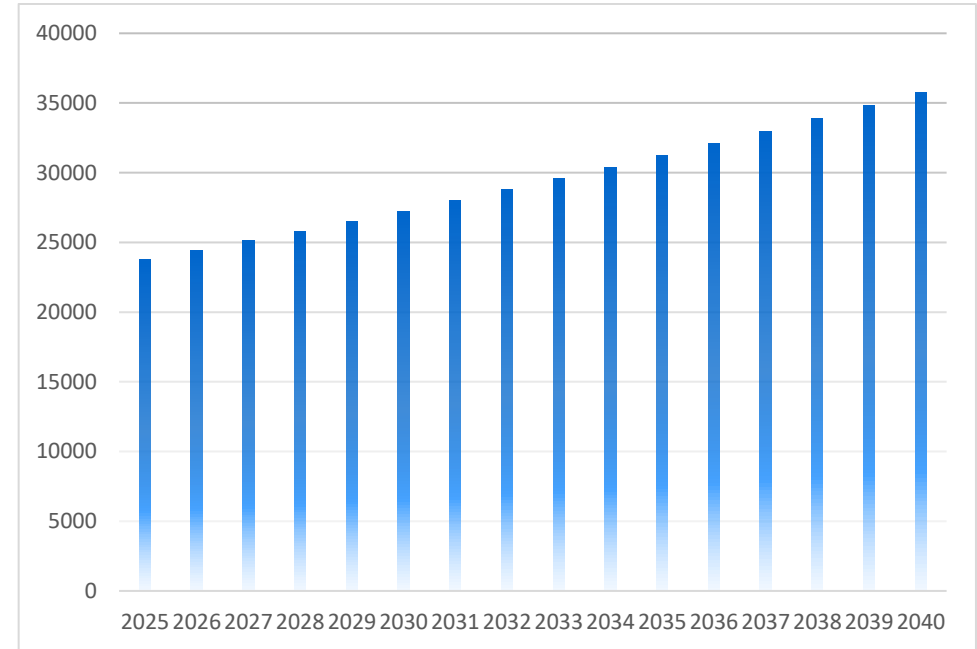


Figure 34: Envisaged population forecast for Humansdorp – 2025

8.5.2 SOCIAL FACILITY NEEDS

Table 50: Social Facility Needs Assessment

Facility	Existing	Need 2024	Need 2030	Need 2040	Ha Required
Education					
Crèche, Nursery & Pre-primary School	11	-6	-5	-3	-0.71
Primary School	4	4	6	9	21.6
Secondary / High School	3	1	2	4	16.1
Health					
Primary Health Clinic	3	2	3	5	0.48
District Hospital	2	0	1	2	1.9
Community Services					
Religious Centres	14	-2	1	6	0.825
Local Library	1	4	5	7	0.102
Community Hall	3	-1	0	1	0.45
Fire Station / Emergency Services	1	1	2	2	2.76
Police Station	1	0	0	1	0.15
Post Office	1	1	2	3	0.13

Thusong Centre	0	2	3	4	3.9
Municipal Offices / Pay Points	2	-2	-2	-1	-0.39
Community Information Centres	1	0	0	1	0.008

8.5.3 HOUSING DEVELOPMENT NEEDS

Table 51: Housing Needs Assessment

Year	Projected Population	Additional Houses Required	Distributed Area (Ha)
2022	23,772	0	-
2030	29,566	1,566	67.33 ha
2040	38,832	4,070	175.01 ha

- ◀ Total Area Proposed (Spatial Proposals): 484.14 ha
- ◀ Average Density: 862 m²
- ◀ Possible Housing Opportunities: ±5,960 units

The significant increase in housing demand will necessitate the unlocking of developable land and the application of integrated spatial planning tools to ensure compact and connected growth.

8.5.4 SERVICES DEVELOPMENT NEEDS

Table 52: Services Needs Assessment

SERVICES IMPLICATIONS	
Water Implications	
The annual average daily demand (AADD) for the proposed population	2140 kl /day
The annual average daily water demand (AADD) for the population (litres per second)	24.79 l /s
The Total Annual Average Daily Demand (TAADD) for the proposed population	2858.39 kl
The Total Annual Average Daily Demand per Second (TAADD) for the proposed population	33.06 kl
The total Peak Hour demand (TPHD)	7400 kl /day
The total Peak Hour demand (TPHD) - litres per second	86.15 l /s
The total Elevated Storage/Towers supply rate from the storage reservoir should be > -	94.77 kl
The total reservoir storage for the proposed development should be no less than 48 hours of TAADD	9931.59 kl
The total elevated storage volume (6 Hours TAADD and assuming no backup power available	1241.44 kl
Sewer Implications	
Sewerage Proposed Average Daily Flow	1828 kl /day

Sewer: Peak Dry Weather Flow	4570 kl /day
Sewer: Peak Wet Weather Flow	5256 kl /day
The total sewer effluent peak	60.85 l/l
Electrical Demand	
Total Maximum demand (kVA)	26699
Total Maximum Demand (MVA)	26.699439

The projected population and development growth in Hankey will have a substantial impact on the planning and expansion of core infrastructure services:

8.5.4.1 WATER SERVICES

Humansdorp's projected annual average daily demand (AADD) is 2,140 kl/day, increasing to a peak hour demand of 7,400 kl/day (86.15 l/s). The required reservoir storage capacity for 48 hours of average daily demand is 9,931.59 kl, with an additional elevated storage volume of 1,241.44 kl to be maintained for a 6-hour emergency supply period. These figures underscore the urgent need for expanding water supply capacity, securing redundancy through elevated reservoirs, and maintaining resilient infrastructure against power disruptions or peak demand surges.

8.5.4.2 SEWER INFRASTRUCTURE

The sewer system in Humansdorp must accommodate an average daily flow of 1,828 kl/day, with peak dry and wet weather flows of 4,570 kl/day and 5,256 kl/day, respectively. The effluent peak of 60.85 l/l is among the highest in the municipality, indicating the need for both infrastructural expansion and treatment plant upgrades to meet environmental and health standards, particularly in densely populated areas. Additional wastewater infrastructure may be required to accommodate the planned expansion of the Humansdorp settlement area.

8.5.4.3 ELECTRICITY DEMAND

A projected peak electricity demand of 26.70 MVA reflects Humansdorp's growing role as a central urban hub within the municipality. This demand will necessitate substantial upgrades to the power distribution network, including new substations, improved transformer capacity, and possible integration of decentralised energy systems to support residential, commercial, and institutional growth.

8.6 JEFFREYS BAY

8.6.1 GROWTH PROJECTIONS AND SERVICES NEEDS

To estimate the population growth for **Jeffreys Bay** from 2011 to 2040, based on the provided growth rates and demographic information, we can proceed as follows:

8.6.1.1 POPULATION GROWTH PROJECTION FOR JEFFREYS BAY (2011 – 2040)

Jeffreys Bay, one of Kouga's largest and fastest-growing towns, had an estimated population of 29,433 in 2022. With a medium growth rate of 0.3% per annum, the population is projected to reach 36,606 by 2030 and 48,078 by 2040. This increase is driven by rapid urbanisation, seasonal migration, and economic expansion related to tourism, commerce, and residential development.

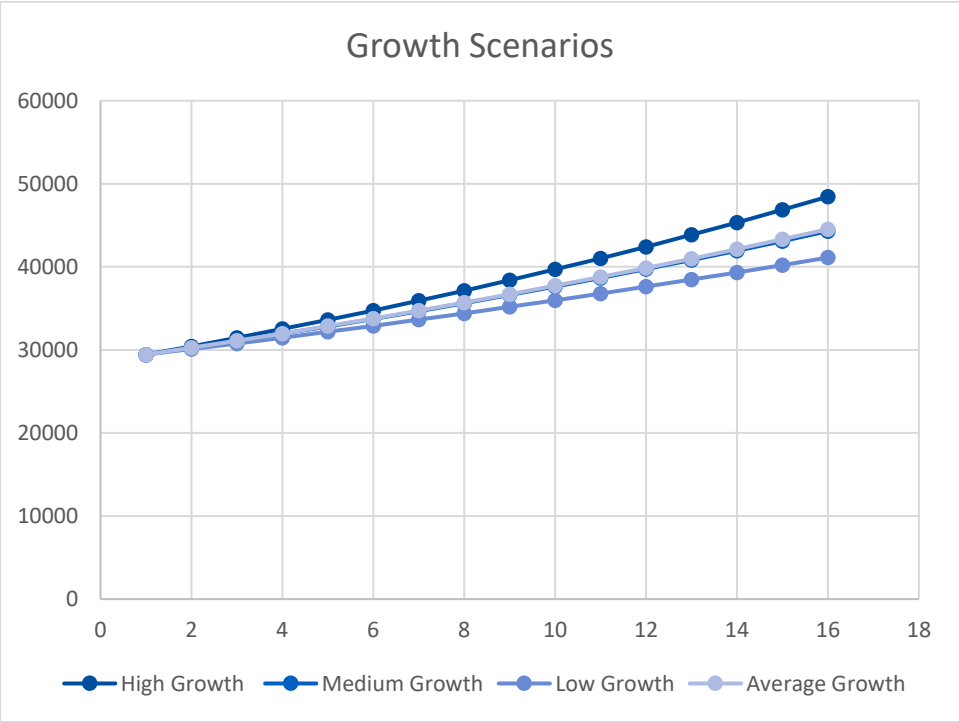


Figure 35: Possible Population Growth Scenarios for Jeffreys Bay

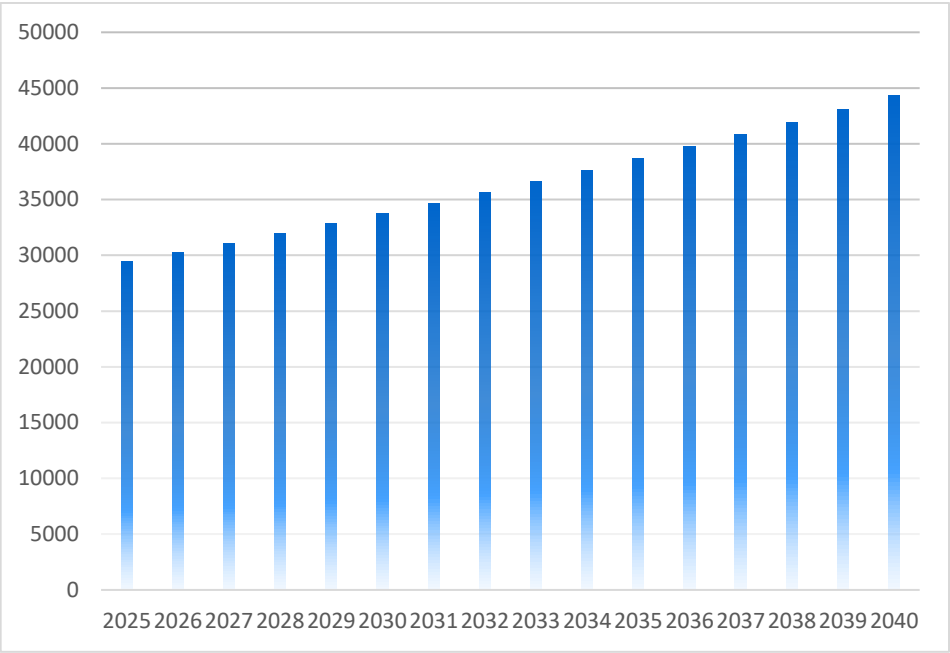


Figure 36: Envisaged population forecast for Jeffreys Bay – 2025

8.6.2 SOCIAL FACILITY NEEDS

Table 53: Social Facility Needs Assessment

Facility	Existing	Need 2024	Need 2030	Need 2040	Ha Required
Education					
Crèche, Nursery & Pre-primary School	11	-6	-5	-3	-0.71
Primary School	4	4	6	9	21.6
Secondary / High School	3	1	2	4	16.1
Health					
Primary Health Clinic	3	2	3	5	0.48
District Hospital	2	0	1	2	1.9
Community Services					
Religious Centres	14	-2	1	6	0.825
Local Library	1	4	5	7	0.102
Community Hall	3	-1	0	1	0.45
Fire Station / Emergency Services	1	1	2	2	2.76
Police Station	1	0	0	1	0.15
Post Office	1	1	2	3	0.13

Thusong Centre	0	2	3	4	3.9
Municipal Offices / Pay Points	2	-2	-2	-1	-0.39
Community Information Centres	1	0	0	1	0.008

8.6.3 HOUSING DEVELOPMENT NEEDS

Table 54: Housing Needs Assessment

Year	Projected Population	Additional Required	Houses	Distributed Area (Ha)
2022	29,433	0		-
2030	36,606	1,939		83.36 ha
2040	48,078	5,039		216.69 ha

- ◀ Total Area Proposed (Spatial Proposals): 576.2 ha
- ◀ Average Density: 975 m²
- ◀ Possible Housing Opportunities: ±2,915 units

Strategic densification and spatial restructuring will be critical to accommodate this growth sustainably while maintaining environmental quality and service delivery standards.

8.6.4 SERVICES NEEDS

Table 55: Service Needs Assessment

SERVICES IMPLICATIONS	
Water Implications	
The annual average daily demand (AADD) for the proposed population	2650 kl /day
The annual average daily water demand (AADD) for the population (litres per second)	30.7 l /s
The Total Annual Average Daily Demand (TAADD) for the proposed population	3539.99 kl
The Total Annual Average Daily Demand per Second (TAADD) for the proposed population	40.94 kl
The total Peak Hour demand (TPHD)	9200 kl /day
The total Peak Hour demand (TPHD) - litres per second	106.69 l /s
The total Elevated Storage/Towers supply rate from the storage reservoir should be > -	117.36 kl
The total reservoir storage for the proposed development should be no less than 48 hours of TAADD	12298.68 kl
The total elevated storage volume (6 Hours TAADD and assuming no backup power available	1537.33 kl
Sewer Implications	

Sewerage Proposed Average Daily Flow	2262 kl /day
Sewer: Peak Dry Weather Flow	5660 kl /day
Sewer: Peak Wet Weather Flow	6509 kl /day
The total sewer effluent peak	75.36 l/l
Electrical Demand	
Total Maximum demand (kVA)	33014
Total Maximum Demand (MVA)	33.014125

The projected population and development growth in Jeffreys Bay will have a substantial impact on the planning and expansion of core infrastructure services:

8.6.4.1 WATER SERVICES

The projected annual average daily demand (AADD) in Jeffreys Bay is 2,650 kl/day, rising to a peak hour demand of 9,200 kl/day (106.69 l/s). The town will require 48-hour reservoir storage of 12,298.68 kl, with an elevated storage capacity of 1,537.33 kl for backup supply. These volumes call for large-scale investment in bulk water infrastructure, including new reservoirs, upgraded distribution systems, and contingency measures for water security.

8.6.4.2 SEWER INFRASTRUCTURE

The average daily sewer flow is forecast at 2,262 kl/day, with peak dry and wet weather flows reaching 5,660 kl/day and 6,509 kl/day, respectively. With a sewer effluent peak of 75.36 l/l, Jeffreys Bay's sewer system will require major upgrades to avoid overflows and to maintain environmental compliance. Upgrades to the wastewater treatment works and stormwater integration will be essential.

8.6.4.3 ELECTRICITY DEMAND

A projected maximum electricity demand of 33.01 MVA reflects rapid growth in residential, tourism, and commercial sectors. To meet this demand, the municipality will need to implement major upgrades to transmission capacity, substation infrastructure, and energy distribution grids. Investment in smart energy systems and renewables should also be considered to manage load pressures sustainably.