

ORDINARY COUNCIL MEETING

OPEN



DATE: 23 SEPTEMBER 2026

TIME: 10:00

VENUE: VIRTUAL

KOUGA MUNICIPALITY (EC108) <u>NOTICE CONVENING A MEETING</u> NOTICE IS HEREBY GIVEN that in terms of Section 19 of the Local Government: Municipal Systems Act, 2000 (Act No.32 of 2000) that an Ordinary Council Meeting will be held virtually on <u>DATE:</u> 23 SEPTEMBER 2026 <u>TIME:</u> 10:00  <u>L. MAREE</u> SPEAKER	UMASIPALA I-KOUGA (EC108) <u>ISAZISO NGENTLANGANISO</u> ISAZISO sikhutshiwe ukuba ngokwe Candelo-19 uMthetho weNkqubo zikaMasipala, (uMthetho 32 ka-2000), ukuba kubanjwe intlanganiso ebonakalayo yesigqeba Ye khansile <u>UMHLA:</u> 23 Eyomsintsi 2026 <u>IXESHA:</u> 10:00  <u>L. MAREE</u> USOMLOMO	MUNISIPALITEIT KOUGA (OK108) <u>KENNISGEWING VAN VERGADERING</u> KENNIS GESKIED HIERMEE dat ingevolge Artikel 19 van die Wet op Munisipale Stelsels, 2000 (Wet No.32 of 2000), dat 'n virtuele raadsvergadering gehou sal word op <u>DATUM:</u> 23 SEPTEMBER 2026 <u>TYD:</u> 10:00  <u>L. MAREE</u> SPEAKER
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Councillors are required to comply with the Standing Rules and Orders of Council and all its Committees By-law as promulgated in the Provincial Gazette on 29 April 2026 No.5631 and applicable to this meeting of Council. Any person who willfully contravenes any provision of these rules shall be guilty of an offence and which contravention shall be dealt with in accordance with the disciplinary procedures for Councillors.

A G E N D A

1. **NOTICE OF MEETING**
2. **OPENING AND WELCOME**
3. **ABSENT WITH LEAVE**
4. **ABSENT WITHOUT LEAVE**
5. **PRESENTATIONS**
None
6. **ACKNOWLEDGEMENTS, CONDOLENCES & CONGRATULATIONS**
7. **STATEMENTS OR COMMUNICATIONS BY THE SPEAKER**
8. **STATEMENTS OR COMMUNICATIONS BY THE EXECUTIVE MAYOR**
9. **DISCLOSURE OF INTEREST**

10. **STATUTORY MATTERS**

11. **MINUTES OF PREVIOUS MAYORAL COMMITTEE MEETING FOR INFORMATION**

None

12. **CONFIRMATION OF MINUTES OF PREVIOUS COUNCIL MEETING**

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Pages: 8 -26

12.2 Minutes of a Special Council meeting held on 30 June 2026

Pages: 27 - 32

12.3 Minutes of a Special Council meeting held on 27 July 2026

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12.4 Minutes of a Special Council meeting held on 31 August 2026

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13. **REPORTS OF COMMITTEES OF COUNCIL**

13.1 **REPORT BACK: SARAH BAARTMAN DISTRICT MUNICIPALITY REPRESENTATIVE**

None

13.2 **KOUGA AUDIT COMMITTEE**

None

13.3 **RULES & ETHICS COMMITTEE**

None

13.4 **MUNICIPAL PUBLIC ACCOUNTS COMMITTEE**

None

14. **REPORT BACK: MUNIMEC**

26/09/M-MEC1 Report: Provincial Political MuniMEC Forum

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15. **REPORTS BY THE OFFICE OF THE MUNICIPAL MANAGER**

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16. **MATTERS DEALT WITH IN TERMS OF DELEGATED AUTHORITY BY THE EXECUTIVE MAYOR**

(The reports by the Executive Mayor, in terms of the provisions of Section 63 of the Local Government Municipal Systems Act, 32 of 2000, on matters dealt with by the Executive Mayor in terms of delegated authority as detailed in the Minutes to be noted).

17. **REPORTS BY THE PORTFOLIO COMMITTEE CHAIRPERSONS**

17.1 **REPORTS BY THE CHAIRPERSON: FINANCE & ECONOMIC DEVELOPMENT**

26/09/FED1 Amendment to Municipal Rates Policy

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17.2 **REPORTS BY THE CHAIRPERSON: CIVIL & WATER SERVICES**

26/09/CWS1 Re-Allocation of WSIG Funds Within Civil and Water Services Directorate for the 2026/27 FY

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26/09/CWS2 Motivation for Municipal Funding Commitment: Capacity Development and Reinstatement of the Water Use Licence (WUL) For the Jeffreys Bay WWTW to Enable Further Town Development

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26/09/CWS3 Application for Approval of Kouga Local Municipality Assuming Interim Operational Responsibility for the Patensie Wastewater Treatment Works

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26/09/CWS4 Re-Allocation of Internal Funds Within Civil and Water Services Directorate for the 26/27 FY

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17.3 **REPORTS BY THE CHAIRPERSON: PLANNING & DEVELOPMENT**

- 26/09/PD1** Request for Council's Final Approval for The Alienation (Lease) of Unregistered Erf 3292, Humansdorp
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- 26/09/PD3** Request for Council Support for The Re-Direction of HSDG Funding from Hankey 990 Civil Services Phase 3 To Hankey Weston 550 Phase 2
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- 26/09/PD8** Adoption of Local Spatial Development Frameworks for St Francis Bay CBD and Hankey CBD
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- 26/09/PD9** Incorporation and Allocation of Additional ISUP Funding In The 2026/27 Municipal Budget
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18. **CLOSURE**

Distribution list:

Executive Mayor
Deputy Executive Mayor
Speaker
All Councillors
Municipal Manager
All Directors
Relevant Managers
Committee Services

CONFIRMATION OF MINUTES OF PREVIOUS COUNCIL MEETING

**MINUTES OF A VIRTUAL ORDINARY COUNCIL MEETING OF KOUGA
MUNICIPALITY HELD ON THURSDAY, 25 JUNE 2026 AT 10:00 AM**
PRESENT: Councillors

J Alexander	
C August	
Ald D Benson	
H Bornman	(Executive Mayor)
B Dhludhlu	
R Foley	
W Gertenbach	
A Hendricks	
F Heystek	
T Jantjes	(Deputy Executive Mayor)
L Maree	(Speaker)
M Mbandana	
E Mbuqu	
B Moos	
K Ndzaleni	
M Nicholls	
L Nkilishane	
N Ntengwane	
P Oliphant	
W Petersen	
C Pietersen	
S Ruth	
G Stuurman	
M Valgee	
W van der Linde	
M van Niekerk	
M Yali	
V Zana	

**Officials &
Municipal Manager**

C du Plessis	(Municipal Manager)
D de Jager	(Deputy Municipal Manager)
C de Kock	(Director: Civil & Water Services)
N Machelesi	(Director: Community Services)
T Madatt	(Director: Electro-Mechanical Services)
R Lorgat	(CFO)
L Ramakuwela	(Director: Planning & Development)
L Opperman	(Manager: Legal Services)
M Rossouw	(Manager: Administration & Auxiliary Services)
R Swart	(Committee Officer)

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2. **NOTICE OF MEETING**

The Speaker read the notice convening the meeting in terms of Section 19 of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) that an Ordinary Council Meeting will be held virtually on 25 June 2026 at 10:00 a.m.

3. **OPENING AND WELCOME**

The Speaker welcomed everyone present to the meeting and requested Cllr Jantjes to open with a prayer.

3. **ABSENT WITH LEAVE**

None

4. **ABSENT WITHOUT LEAVE**

N Ntshota

5. **PRESENTATIONS**

None

6. **ACKNOWLEDGEMENTS, CONDOLENCES & CONGRATULATIONS**

Cllr W Petersen extended congratulations to Bafana Bafana on reaching the knockout stages of an international football tournament, noting that this achievement represents a historic milestone for South African football. He remarked that, to his knowledge, the country had not previously reached this stage of the competition. Cllr W Petersen acknowledged the significance of the accomplishment and conveyed best wishes to the team for continued success in the knockout rounds. He expressed the hope that Bafana Bafana would secure further victories and achieve additional milestones, adding that this was the only congratulatory message he wished to extend to any team in the country at that time.

@10:15 Cllr Gunuza joined the meeting.

Cllr Mbandana conveyed sincere condolences on behalf of the African National Congress (ANC) following the passing of Mama Roberts, who was laid to rest the previous week. He described her as a respected elder and longstanding member of the Methodist Church, as well as a loyal and valued member of the community. Cllr Mbandana also extended condolences to the family of the late Mr Bartman who was scheduled to be laid to rest over the weekend. He noted that the African National Congress had lowered its banner as a mark of respect, acknowledging Mr Bartman as a respected elder, and a highly regarded member of the community.

Ald Benson extended birthday wishes to Cllr van Niekerk and Cllr Valgee on their birthdays.

Cllr Gertenbach extended condolences on the passing of Mrs Dickie Kriegel. He noted that she had been an active member of Ward 2's Ward Committee and a dedicated supporter and activist of the Democratic Alliance. Cllr

Gertenbach acknowledged her contribution to the community and expressed his sympathy to her family and loved ones, wishing that she may rest in peace.

Cllr Nkilishane noted that the Economic Freedom Fighters had successfully commemorated Youth Day on 16 June at the Union Buildings. He reflected on the significance of the 1976 Soweto Uprising, stating that it played a pivotal role in challenging the apartheid regime and advancing the struggle for freedom in South Africa. Cllr Nkilishane further remarked that the pursuit of economic freedom remains an ongoing objective, particularly for black South Africans.

Cllr Heystek congratulated the Springboks on their performance during the rugby match held over the weekend in the Kouga and Gqeberha region. He described the match as an excellent game that was enjoyable to watch and noted that, despite work commitments, many supporters were still able to follow and enjoy the game.

7. **STATEMENTS OR COMMUNICATIONS BY THE SPEAKER**

Honorable Mayor and Members of the Council, Officials, Online Guests, colleagues,

Good Morning

As we passed the longest night of the year on Saturday, the Winter Solstice, it gives us an opportunity to reflect on the past month and the challenges our community has faced together.

Once again, our region was struck by severe flooding, causing significant damage to municipal infrastructure, provincial assets, private property, and businesses. The impact has been felt across our towns, farms, and communities. As a caring municipality, we are committed to assisting residents wherever possible. However, the scale of the damage is immense, and our resources are limited. We therefore call on all members of our community to continue taking hands with us as we rebuild, recover, and emerge stronger than before.

In difficult times, the true character of a community is revealed. I would like to extend my sincere gratitude to every resident, volunteer, organisation, farmer, business owner, and community group that stepped forward to assist during and after the floods. While social media often highlights challenges and criticism, it can never fully capture the countless acts of kindness, generosity, and selflessness that have taken place over the past few weeks. Your efforts have made a real difference in the lives of those affected.

I would also like to acknowledge our Municipal Manager, Directors, and all Municipal staff once again. I know I have thanked you repeatedly, but your dedication deserves recognition. Throughout this year, we have faced one disaster after another, yet you have continued to respond with professionalism, resilience, and commitment. I have personally witnessed staff members working long hours, responding to emergencies, carrying out flood relief efforts, and still maintaining essential service delivery. Some have done so while battling illness themselves, yet they continued to serve this community with unwavering dedication.

A special word of appreciation must go to Monique Basson and her team. I honestly do not know when you sleep. No matter the hour, no matter the challenge, you are always available to send communication out to the public. I would like to thank our Executive Mayor and fellow Councillors for their hands-on involvement and visible presence within our communities during these difficult times.

Amidst these challenges, there are also moments that unite us in celebration and pride. Congratulations to Bafana Bafana, whose performances continue to inspire our nation. We also congratulate the Springboks for carrying our flag with pride on the international stage. Our congratulations extend to the South African women's cricket team for their achievements and for being outstanding ambassadors for our country.

Finally, we celebrate a remarkable achievement by a talented 15-year-old South African gymnast who recently returned home with medals from the Down Syndrome World Championships. Such accomplishments remind us that determination, perseverance, and courage can overcome any obstacle. As we move beyond the longest night of the year, let us remember that every day now brings a little lighter. May we carry that same spirit of hope, resilience, unity, and compassion forward as we continue rebuilding our communities and supporting one another.

Thank you,

8. **STATEMENTS OR COMMUNICATIONS BY THE EXECUTIVE MAYOR**

The Executive Mayor expressed his appreciation and congratulations to municipal staff for their outstanding efforts during and after the recent floods. He acknowledged the dedication shown by officials in responding to the disaster, assessing the extent of the damage, and commencing recovery and clean-up operations despite challenges and criticism. He noted that the work of restoring damaged infrastructure and normalising services remained ongoing and commended staff for their continued commitment.

The Executive Mayor informed Council that the Auditor-General had recently announced Municipal audit outcomes in Parliament and highlighted that Kouga Municipality had once again been recognised for achieving a clean audit. He thanked the Municipal Manager, Chief Financial Officer, directors, and all Municipal staff for their contribution towards maintaining clean audit outcomes and good governance standards. He further noted that the new audit cycle had already commenced, and that the Municipality remained committed to sustaining the progress achieved over recent years.

The Executive Mayor further reported that Kouga Municipality had received additional recognition at a recent MUNIMEC meeting. He advised that the relevant report would be submitted to Council once the minutes of the meeting had been received. He highlighted that the Department of Water and Sanitation had commended the Municipality for its performance, noting that Kouga was one of only three Municipalities in the Eastern Cape to improve its Green Drop score and had achieved the most significant improvement in the province. He further noted that the Municipality remained among the top-performing municipalities in the province in respect of Blue Drop assessments. The Executive Mayor expressed his appreciation to the relevant Municipal

departments and officials, particularly those involved in water and sanitation services, community services, human resources, finance, and administrative support functions, for their contribution to these achievements.

The Executive Mayor urged Councillors to remain focused on their primary responsibility of service delivery during the election period. He emphasised the importance of separating political activities from the work of the Municipality and ensuring that residents continued to receive uninterrupted services.

The Executive Mayor also provided an update on infrastructure projects, noting that the next phase of the municipality's road reseal programme was commencing. He stated that the project formed part of the municipality's long-term strategy to strengthen and maintain road infrastructure. He further reported positive progress in the upgrading of gravel roads and confirmed that these programmes would continue to be implemented.

In conclusion, the Executive Mayor encouraged Councillors, municipal staff, and all stakeholders associated with the municipality to maintain a strong work ethic and commitment to service excellence through good governance. He emphasised the importance of continuous improvement in municipal services and expressed confidence that the municipality was moving in the right direction. He encouraged the administration to continue striving for higher levels of performance and service delivery for the benefit of residents.

9. **DISCLOSURE OF INTEREST**

None

10. **STATUTORY MATTERS**

None.

11. **MINUTES OF PREVIOUS MAYORAL COMMITTEE MEETING FOR INFORMATION**

None

12. **CONFIRMATION OF MINUTES OF PREVIOUS COUNCIL MEETING**

12.1 **MINUTES OF A SPECIAL ORDINARY COUNCIL MEETING HELD ON 14 MAY 2026**

@10:38 Cllr Zana, called for a caucus break.

Following the caucus break, Cllr Zana informed Council that the African National Congress (ANC) Caucus was withdrawing all speakers previously listed to participate in discussions on Council agenda items, regardless of their significance. He further stated that no members of the ANC Caucus would participate in debates or raise matters for clarification on any of the items before Council. Cllr Zana also advised that the ANC Caucus would abstain from voting on all matters requiring a decision by Council.

Cllr Ndzelani raised a correction to the minutes, noting that the name recorded on page 34 as "Mama Witbooi" should be amended to "Mama Meisie Madikane".

Resolved: (25 June 2026)

1. That the Minutes of a Special Ordinary Council meeting held on 14 May 2026 be approved.

Proposed: Cllr Gertenbach

Seconded: Cllr Van Niekerk

12.2 **MINUTES OF AN ORDINARY COUNCIL MEETING HELD ON 28 MAY 2026**

Cllr van der Linde referred to a previous request for a detailed financial report on the Environmental Management Fee (EMF) Fund and noted that he had requested information on the fund's income and expenditure rather than a general explanation of its purpose. He sought details of the total revenue collected from residents and how the funds had been utilised over the past ten years, indicating that the requested report had not yet been provided despite earlier assurances.

In response, the Speaker acknowledged the request and advised that compiling the information for the previous ten years would require extensive research and the review of historical Council records and agendas. She indicated that she would follow up on the matter but cautioned that it could take some time for the administration to compile and provide the detailed information requested.

Resolved: (25 June 2026)

1. That the Minutes of an Ordinary Council meeting held on 28 May 2026 be approved.

Proposed: Cllr Moos

Seconded: Cllr Gertenbach

@10:48 Cllr August joined the meeting.

13. **REPORTS OF COMMITTEES OF COUNCIL**

13.1 **REPORT BACK: SARAH BAARTMAN DISTRICT MUNICIPALITY REPRESENTATIVE**

None

13.2 **KOUGA AUDIT COMMITTEE**

26/06/KAC1 EXTENSION OF TERM OF KOUGA AUDIT COMMITTEE CHAIRPERSON & MEMBER

Cllr van der Linde sought clarity on the financial implications of extending the term of office of the Audit Committee members for a further two years, noting that no financial implications were reflected in the report. He requested information regarding the remuneration of the committee members and enquired whether a performance assessment of the current Audit Committee had been conducted and reported to Council.

In response, the Municipal Manager advised that Audit Committee members were remunerated in accordance with Council approved tariffs and received sitting allowances as prescribed. He indicated that a report detailing the applicable fee structure could be submitted to Council if required. The Municipal Manager further noted that individual payment details were not normally disclosed publicly but confirmed that information relating to the approved tariffs and fees for Audit Committee members could be provided to Council.

Resolved (25 June 2026)

1. That Council approves the extension of Daniel J. de Lange as Chairperson of the Kouga Audit Committee for a period of 2 years, from 1 September 2026.
2. That Council approves the extension of Romano Moodaley as member of the Kouga Audit Committee for a period of 2 years, from 31 January 2027.
3. That updated appointment letters be provided to the members mentioned in 1 and 2 above.

26/06/KAC2 KOUGA AUDIT COMMITTEE ASSESSMENT

Cllr van der Linde requested clarity on the reasons for the delay in establishing a dedicated Risk Management Committee and appointing a Chief Risk Officer, noting that these recommendations had been outstanding for some time. He also enquired about the development of an induction programme for Audit Committee members and measures being implemented to address specialist skills shortages within the municipality, particularly in the legal and ICT fields.

In response, the Municipal Manager advised that the establishment of a separate Risk Management Committee and the appointment of a Chief Risk Officer would have significant financial implications, which the municipality was currently unable to accommodate due to budgetary constraints. He explained that risk management functions were presently being addressed through the Internal Audit Unit, with the Audit Committee overseeing risk-related matters as part of its existing responsibilities.

The Municipal Manager further acknowledged the need for specialist legal and ICT skills but indicated that appointing additional staff in these areas was not currently financially viable. He noted that the municipality already employed legal professionals to provide support when required and that external specialists could be appointed where additional expertise was needed. He added that ICT risks and related assessments would be addressed through the Internal Audit Plan.

The Municipal Manager concluded that, although the recommendations had not been implemented as originally proposed, the municipality was managing the identified risks through alternative and cost-effective measures within its available resources.

Resolved (25 June 2026)

1. That Council notes the performance assessment carried out by

the Audit Committee and the Municipal Manager for the work undertaken during the 2025/2026 financial year.

13.3 **RULES & ETHICS COMMITTEE**

None

13.4 **MUNICIPAL PUBLIC ACCOUNTS COMMITTEE**

26/06/MPACC1 MUNICIPAL PUBLIC ACCOUNTS COMMITTEE (MPAC) – ANNUAL WORK PLAN

Cllr van Niekerk proposed an amendment to Recommendation 10.1, namely that the Internal Municipal Public Accounts Committee (IMPAC) Annual Work Plan be approved subject to the cancellation of the meeting scheduled for November 2026 and its rescheduling to January 2027.

The proposal was seconded by Cllr Gertenbach.

Proposed: Cllr Van Niekerk

Seconded: Cllr Gertenbach

Resolved (25 June 2026)

1. That the amended MPAC Annual Workplan be approved.

26/06/MPACC2 MINUTES OF THE MUNICIPAL PUBLIC ACCOUNTS COMMITTEE

Resolved (25 June 2026)

1. That Council notes the minutes of the Municipal Public Accounts Committee and that the recommendations contained therein have been submitted to Council for resolution.

13.5 **MUNICIPAL BY - LAWS AND POLICIES**

26/06/PB1 APPROVAL OF KOUGA LOCAL MUNICIPALITY SPECIAL PROGRAMMES UNIT POLICY FRAMEWORK

Cllr Foley referred to page 91, bullet point 6 and noted that extensive discussions had taken place on the policy during both the Policy Workshop and the Policy Committee meeting. He stated that it had been agreed that the categories of vulnerable groups to be prioritised should reflect the specific needs and circumstances of the local area.

Cllr Foley proposed an amendment to the policy by adding homeless persons to the list of priority vulnerable groups, in addition to children, youth, women, older persons, persons with disabilities, and indigent households.

The Speaker clarified the proposed amendment to Item 6 under vulnerable group prioritisation and confirmed that the second sentence should be amended to include persons with disabilities, indigent households, and homeless persons among the groups to be prioritised.

Proposed: Cllr Foley

Seconded: Cllr Stuurman

Resolved (25 June 2026)

1. That Council Approves the amended Kouga Local Municipality Special Programmes Unit Policy Framework, with effective date from date of this Council Resolution.

26/06/PB2**DRAFT REVIEW OF THE POLICY ON WHISTLEBLOWING****Resolved (25 June 2026)**

1. That the draft Policy on Whistleblowing be approved by the Municipal Council.
2. That the effective date of the Policy on Whistleblowing be the date of this Council resolution.
3. That the Policy on Whistleblowing be published on the Municipal website.
4. That the Policy on Whistleblowing be circulated to all Kouga Local Municipality employees and Councillors.

26/06/PB3**REQUEST FOR APPROVAL OF DRAFT REVIEW OF THE KOGA MUNICIPALITY'S ANTI-FRAUD AND CORRUPTION STRATEGY AND PREVENTION PLAN****Resolved (25 June 2026)**

1. That the draft Kouga Municipality Anti-Fraud and Corruption Strategy and Prevention Plan be approved by the Municipal Council.
2. That the effective date of the Kouga Municipality Anti-Fraud and Corruption Strategy and Prevention Plan be the date of this Council resolution.
3. That the Kouga Municipality Anti-Fraud and Corruption Strategy and Prevention Plan be published on the Municipal website.
4. That the Kouga Municipality Anti-Fraud and Corruption Strategy and Prevention Plan be circulated to employees and Councillors.

14. REPORT BACK: MUNIMEC

None

15. REPORTS BY THE OFFICE OF THE MUNICIPAL MANAGER**26/06/MM1****REPORT ON DESIGNATION OF A MPAC CHAIRPERSON FROM PART-TIME TO A FULL-TIME COUNCILLOR**

Cllr Nkilishane stated that the Economic Freedom Fighters (EFF) remained opposed to the item under consideration. He noted that

when the matter had previously been presented to Council, the EFF had rejected it on the grounds that it was, in their view, unjustified and inconsistent with principles of sound oversight and the responsible use of public funds. Cllr Nkilishane further indicated that, while the EFF respected the decision of the majority of Council, the party wished to place on record that it continued to reject the item.

Cllr Van Der Linde requested clarification from the Municipal Manager on whether all statutory consultation processes required in terms of Section 16 of the Municipal Structures Act, including consultation with organised local government and the public participation process, had been fully completed prior to the publication of the relevant Government Gazette. He further enquired as to why the upper limits of salaries, allowances and benefits had been backdated to 1 June, questioning whether this was linked to the commencement of the municipal financial year.

Cllr Van Der Linde also indicated that, while the item was before Council for noting only, he shared the concerns previously expressed by Cllr Nkilishane and did not support the matter.

The Executive Mayor noted the views expressed by members regarding the item and confirmed that the Democratic Alliance supported the matter before Council. He stated that the item had previously been debated and considered by Council and emphasised that, in his view, the matter was not related to affordability but rather to strengthening the oversight function of the Internal Municipal Public Accounts Committee (IMPAC). The Executive Mayor indicated that the purpose of the item was to enhance the capacity of the IMPAC Chairperson and the committee to perform effective oversight over the municipality for the remainder of the current term and into the next term. He further noted that the issue of the backdating of the upper limits could be clarified by the Municipal Manager and remarked that the backdating corresponded with the publication of the relevant Government Gazette.

The Municipal Manager explained that the designation of full-time Councillor positions falls within the authority of the MEC. He noted that Council had previously adopted a resolution requesting that the position of MPAC Chairperson be designated as a full-time position and that this request had subsequently been submitted to the MEC for consideration. The Municipal Manager advised that the MEC had decided on the matter and had specified the effective date of the designation. He indicated that the date reflected in the report corresponded with the effective date determined by the MEC.

The Deputy Municipal Manager provided further clarification in support of the response by the Municipal Manager. He explained that, following Council's initial resolution, the matter had been submitted to the MEC's office for consideration. The MEC

subsequently published the proposal in the Government Gazette for public participation and invited public comments in accordance with the applicable legislative requirements. Following the completion of the public participation process, the MEC approved the designation of the MPAC Chairperson as a full-time position and communicated this decision to the municipality through an official letter and the relevant Government Gazette.

The Deputy Municipal Manager further explained that the Gazette stipulated that the designation would take effect from the first day of the month following publication. As the Gazette was published on 20 May, the effective date was 1 June. He therefore clarified that the implementation date did not constitute backdating but was in accordance with the provisions contained in the Gazette. He also confirmed that all prescribed public participation processes had been undertaken by the office of the MEC prior to the approval being granted.

Resolved (25 June 2026)

1. That the report on designation of a MPAC chairperson from part- time to a full-time Councillor, be noted.
2. That the Upper Limits of Salaries, Allowances and Benefits of the Gazette No. 54179, be implemented with effect from 1st June 2026.

16. REPORTS BY THE OFFICE OF THE DEPUTY MUNICIPAL MANAGER

26/06/DMM1

EASTERN CAPE COOPERATIVE GOVERNANCE & TRADITIONAL AFFAIRS - BOOKLET ON MUNICIPAL NON-NEGOTIABLES STANDARD OPERATING PROCEDURES

The Executive Mayor requested that confirmation of the item and the resolutions adopted by Council be forwarded to the MEC for Cooperative Governance and Traditional Affairs (COGTA). He stated that this would demonstrate Council's commitment to the implementation of the identified non-negotiables and its continued focus on delivering services to all residents of the Kouga Municipal area.

Resolved (25 June 2026)

1. That Council notes the Eastern Cape Cooperative Governance & Traditional Affairs (COGTA) Booklet on Municipal Non-Negotiables Standard Operating Procedures.
2. That the Eastern Cape Cooperative Governance & Traditional Affairs (COGTA) Booklet on Municipal Non-Negotiables Standard Operating Procedures be circulated to the all the directorates.

17. MATTERS DEALT WITH IN TERMS OF DELEGATED AUTHORITY BY THE EXECUTIVE MAYOR

(The reports by the Executive Mayor, in terms of the provisions of Section 63 of the Local Government Municipal Systems Act, 32 of 2000, on matters dealt with by the Executive Mayor in terms of delegated authority as detailed in the Minutes to be noted).

18. **REPORTS BY THE PORTFOLIO COMMITTEE CHAIRPERSONS**

18.1 **REPORTS BY THE CHAIRPERSON: FINANCE & ECONOMIC DEVELOPMENT**

26/06/FED11 TRANS BAVIAANS 3-YEAR SPONSORSHIP PROPOSAL

Cllr van der Linde expressed support for initiatives aimed at generating revenue and economic benefits for Kouga but sought clarification on the projected economic impact of R5.7 million and the anticipated attendance figures contained in the report. He requested further information on the methodology, data, and assumptions used to calculate these projections and whether any independent assessments had been undertaken.

Cllr Nkilishane indicated that the EFF opposed the proposed three-year sponsorship, arguing that there was insufficient evidence that the event would provide meaningful benefits to historically disadvantaged communities or create measurable local employment opportunities. He further expressed concern that municipal resources should instead be prioritised towards disaster preparedness and emergency response initiatives in vulnerable communities.

@11:18, Cllr Nkilishane proposed that Council reject the sponsorship and allocate the funding to disaster prevention and response measures.

In response, the CFO explained that the projected economic impact was based on participant registration data and estimated visitor spending patterns. He advised that the calculation was based on an expected 2,500 to 3,000 participants and conservative expenditure assumptions, primarily relating to accommodation and local spending. The CFO further noted that the estimate did not fully account for additional spending by support crews, family members, and other visitors accompanying participants, which could result in further economic benefits for the area.

The CFO also indicated that the proposed sponsorship was expected to generate broader economic opportunities through the local procurement of goods and services and the temporary employment of local residents to support event operations. He advised that the Economic Development and Tourism Directorate would monitor the event and assess whether the anticipated outcomes and benefits were achieved, expressing confidence that the projected economic impact and associated benefits were realistic and attainable.

The Speaker called for a vote for as follows:

In Favour: 16
 Not in Favour: 1
 Abstained: 10

Resolved (25 June 2026)

1. That a sponsorship for the Trans Baviaans be approved for period of 3- years commencing in 2026-2027, with last year being the 2028-2029 financial year, subject to all Event approval for the intended event, as follows:

Year	Cash contribution	In-kind services	Total partnership value
2026/27	R350,000.00	R150,000.00	R500,000.00
2027/28	R400,000.00	R180,000.00	R580,000.00
2028/29	R450,000.00	R200,000.00	R650,000.00

2. That approval is granted to authorize the Accounting Officer to conclude a Funding Agreement with Trans Baviaans – Event Organiser, in accordance with the funding allocated in recommendation 1 above.

26/06/FED12

SUPPLY CHAIN MANAGEMENT: S36 DEVIATIONS FOR THE MONTH: MAY 2026

Cllr van der Linde requested clarification regarding a deviation listed on page 272, involving an amount of approximately R1.2 million, and sought additional details on the nature and justification of the expenditure, which appeared to relate to transport services. He further acknowledged the necessity of deviations associated with emergency flood-response measures but expressed concern that several of the appointed service providers were not based within the Kouga municipal area. He requested a breakdown of the appointments to determine whether they were limited to emergency sole-service providers and whether local suppliers had been considered. Cllr van der Linde also sought clarity on the availability of local companies capable of undertaking the work and the reasons for the appointment of non-local service providers in certain instances.

The CFO explained that Qpoint Group (Pty) Ltd was appointed because the Municipality was in the process of ending the contract of a previous service provider due to poor performance. He stated that water sampling services were essential for compliance purposes and could not be interrupted. He further advised that quotations were obtained to ensure value for money and that a formal tender process would be followed once the legal matter had been resolved.

With regard to emergency-related deviations, the CFO stated that Municipal policy required departments to first consider local service

providers and that the appointment of non-local suppliers could only be approved where a written motivation demonstrated that no suitable local provider was available.

The Director: Civils and Water Services confirmed that the appointment of Qpoint Group would remain in place until a new service provider had been procured, as water sampling was a statutory requirement in terms of SANS 241:2015. He advised that the municipality was satisfied with the service being provided. Regarding flood-related emergency deviations, the Director explained that external service providers had been appointed where the municipality lacked sufficient internal capacity to respond effectively. He further noted that quotations had been obtained to ensure competitiveness and that all deviations had been appropriately motivated and processed in accordance with municipal procedures.

Resolved (25 June 2026)

1. That the Deviation report for the month of May 2026 be approved by Council.

18.2 REPORTS BY THE CHAIRPERSON: PLANNING & DEVELOPMENT SERVICES

26/06/PD8

REQUEST FOR COUNCIL'S APPROVAL TO ALIENATE (LEASE) AN ADDITIONAL PORTION OF PORTION 4 OF FARM 346, HUMANSDORP RD

Cllr Nkilishane stated that the EFF remained opposed to the proposed amendment, having previously rejected the initial lease application by Woodlands. He expressed concern that Woodlands had not provided a detailed plan outlining the anticipated benefits for the local community, nor had it submitted an economic development plan indicating how residents would benefit from the development.

Cllr Nkilishane proposed that Council reject the request to amend the previous resolution and decline the lease extension until such time as Woodlands submitted a detailed economic development plan and a community benefit agreement. He acknowledged that the matter would be subject to a vote but reiterated the EFF's opposition to the proposal.

The Executive Mayor acknowledged the concerns raised by Cllr Nkilishane but expressed support for the item. He noted that Woodlands Dairy had made significant contributions to the Kouga community through various community development initiatives, including support for residents in need, soup kitchens, schools, sporting teams, and other local programmes. He stated that the company had consistently demonstrated a commitment to giving back to the community and expanding its social investment efforts. The Executive Mayor further indicated that he had no

concerns regarding the company's contribution to the community and expressed the view that decisions relating to development agreements should not be based solely on the extent of a company's community contributions. He therefore confirmed his support for the item.

@11:38 The Speaker called for a vote for as follows:

In Favour:16

Not In Favour: 3

Abstained: 9

Resolved (25 June 2026)

1. That Council grant **approval** to amend resolution 26/01/PD3 and grant permission to lease a portion measuring ±8.8 hectares of Portion 4 of Farm 346, Humansdorp RD to Woodlands Dairy.
2. That Council notes that no objections were received for the alienation of the immovable properties.
3. That Council approves the revised market-related rental of R18,150.00 per month for the property with annual escalations based on the Consumer Price Index.
4. That the property be used for the purpose applied for, and for no other purpose whatsoever, unless prior written consent has been obtained from the Lessor.
5. That Council grant authorization to the Accounting Officer to enter into a lease agreement with Woodlands Dairy

26/06/PD9

REQUEST FOR APPROVAL OF THE DRAFT KOGA LOCAL MUNICIPALITY BY-LAW RELATING TO LAND INVASION AND THE MANAGEMENT OF INFORMAL SETTLEMENTS.

Resolved (25 June 2026)

1. That Council approves the By-Law Relating to Land Invasion and the Management of Informal Settlements.
2. That the approved by-law shall repeal and replace all previously approved Kouga Local Municipality By-Law Relating to Land Invasion and the Management of Informal Settlements.
3. That the approved By-Law Relating to Land Invasion and the Management of Informal Settlements be advertised in the Government Gazette for promulgation.

18.2

REPORTS BY THE CHAIRPERSON: ELECTRO-MECHANICAL SERVICES

26/06/EMS5

**REPORT: HUMANSDORP ELECTRICAL INFRASTRUCTURE VANDALISM
AND DAMAGE REPORT FOR THE PERIOD OF 2025/26**

Resolved (25 June 2026)

1. That Council take note of the report.
2. That Council approve the establishment of a Task team comprising of the applicable and relevant stakeholders to address the ongoing vandalism of electrical infrastructure.

18.3 **REPORTS BY THE CHAIRPERSON: COMMUNITY & SAFETY SERVICES**

26/06/CSS6

**SUSTAINABLE DEVELOPMENT GOALS (SDGS) IMPLEMENTATION
FRAMEWORK AND PROGRESS TOWARDS THE VOLUNTARY LOCAL
REVIEW (VLR)**

Cllr van der Linde noted that the Voluntary Local Review (VLR) was presented in draft form and was before Council for noting. He requested clarity on the absence of a detailed budget and implementation plan beyond existing budget allocations and enquired about the specific targets, performance measures, and timelines associated with the six identified Sustainable Development Goals (SDGs) over the next 12 to 24 months.

Cllr van der Linde further questioned how the SDG framework would ensure measurable improvements in addressing service delivery challenges, including the provision of water and sanitation services to informal households. He sought clarification on how the framework would move beyond recording existing Integrated Development Plan (IDP) initiatives and contribute to tangible and measurable development outcomes.

In response, the Director: Community and Safety Services advised that the item had no budget implications at this stage, as it was presented to Council for noting only. She explained that progress on the Voluntary Local Review would be reported to Council as implementation advanced and improvements were achieved. The Director further indicated that the review was intended to position the Municipality to access funding from external institutions and that no additional budget allocations were currently associated with the initiative.

Resolved (25 June 2026)

1. That the report on the Sustainable Development Goals (SDGs) Implementation Framework be noted.
2. That the Draft Voluntary Local Review, attached as Annexure A, be noted.

26/06/CSS17

**SECOND FLOOD DISASTER DAMAGE REPORT FROM 3–6 JUNE 2026
WITHIN KOUGA LOCAL MUNICIPALITY**

Cllr Nkilishane welcomed the report but raised concerns that it did not appear to reflect the circumstances of certain households in Ebumnyameni Ocean View that had been affected by the recent disaster. He noted that some affected residents had remained at their damaged properties to safeguard their belongings rather than relocating to temporary shelters and sought clarity on whether their situations had been considered during the disaster assessment process.

In response, the Director: Community and Safety Services explained that the report focused mainly on infrastructure damage resulting from the second phase of the flooding and on residents who had been displaced and accommodated in community halls. She advised that the Municipality's records were limited to affected persons captured through the official disaster management process and indicated that households not reported through these channels would not have been reflected in the report. She undertook to engage further with Cllr Nkilishane and investigate how assistance could be provided to the affected households concerned.

Resolved (25 June 2026)

1. That the Flood Disaster Damage Report from 3–6 June 2026, be noted.
2. That the financial implications as outlined are preliminary estimates based on initial assessments and do not represent the final financial implications.
3. That the expenditure be reported by the Executive Mayor to the Municipal Council at the next sitting of Council.
4. That if required, in terms of applicable legislation and where expenditure necessitates an adjustment, an Adjustment Budget for the 2025/26 financial year be tabled within 60 days after such expenditure was incurred.

SUPPLEMENTARY A G E N D A

23. **REPORTS BY THE OFFICE OF THE DEPUTY MUNICIPAL MANAGER**

26/06/DMM2 **AMENDED INSTITUTIONAL CALENDAR**

Resolved (25 June 2026)

1. That the Institutional Calendar, as amended be approved by Council.

26/06/DMM3

**AUTHORIZATION FOR DECLARATION OF A FORMAL DISPUTE ON
LACK OF SERVICES DELIVERY IN RESPECT OF PROVINCIAL ROAD
NETWORK - EASTERN CAPE DEPARTMENT OF TRANSPORT**

The Executive Mayor clarified that the item was not intended as criticism of the support provided by the provincial administration, acknowledging its assistance with road maintenance, infrastructure repairs, and flood recovery efforts. However, he indicated that the scale of the infrastructure challenges exceeded the resources available to the province and noted that longstanding deficiencies, particularly on provincial roads, had been worsened by the recent floods. He further stated that residents and the municipality were increasingly required to address matters falling within the province's responsibility and had therefore sought urgent intervention from the relevant national authority.

Cllr van der Linde expressed support for the concerns raised and enquired whether any response had been received from the MEC, as well as the status of Intergovernmental Relations (IGR) meetings.

In response, the Executive Mayor advised that only an acknowledgement of receipt had been received from the MEC's office and that no substantive response had yet been provided. He added that the Municipality would follow up with a further correspondence and would also submit Council's resolution on the matter.

The Executive Mayor stated that the Municipality continued engaging with provincial stakeholders through various intergovernmental forums, although these efforts had not yet achieved the desired results. He further explained that the municipality had adopted a more targeted approach to intergovernmental relations by engaging directly with relevant departments to address specific issues, including transport and human settlements, on a case-by-case basis.

Resolved (25 June 2026)

1. That the Council takes note of the formal Dispute Declared with the Eastern Cape Department of Transport, by the Executive Mayor.
2. That the Council condone the submission of the formal dispute declared by the Executive Mayor with the Eastern Cape Department of Transport, specifically for the lack of service delivery on provincial roads situated within the Kouga Municipal area.

3. That the Executive Mayor be granted authorization to attend to all legislative and incidental processes in respect of the dispute so declared.

24. **CLOSURE**

The meeting closed at 12:00

**L MAREE
SPEAKER**

DATE

**MINUTES OF A VIRTUAL SPECIAL COUNCIL MEETING OF KOUGA
MUNICIPALITY HELD ON THURSDAY, 30 JUNE 2026 AT 11:00 AM**
PRESENT: Councillors

J Alexander	
C August	
Ald D Benson	
H Bornman	(Executive Mayor)
B Dhludhlu	
R Foley	
W Gertenbach	
V Gunuza	
A Hendricks	
F Heystek	
T Jantjes	(Deputy Executive Mayor)
L Maree	(Speaker)
M Mbandana	
E Mbuqu	
B Moos	
K Ndzelani	
M Nicholls	
L Nkilishane	
N Ntengwane	
N Ntshota	
C Pietersen	
S Ruth	
G Stuurman	
M Valgee	
M van Niekerk	
W van der Linde	
M Yali	

**Officials &
Municipal Manager**

D de Jager	(Deputy Municipal Manager)
R Lorgat	(CFO)
C de Kock	(Director: Civil & Water Services)
T Madatt	(Director: Electro-Mechanical Services)
C Grootboom	(Acting Director: Planning & Development)
L Opperman	(Manager: Legal Services)
E Goliath	(Manager: Public Participation)
M Basson	(Manager: Media & Communication)
R Klaasen	(Media Liaison Officer)
Z Njikelana	(Media Liaison Officer)
K Minnaar	(Manager: Special Programmes)
C Prinsloo	(Legal Officer: Office of the Speaker)
M Mitchell	(Committee Clerk)
R Swart	(Committee Officer)
L Cweya	(Committee Officer)

Councillors are required to comply with the Standing Rules and Orders of Council and all its Committees By-law as promulgated in the Provincial Gazette on 29 April 2026 No.5631 and applicable to this meeting of Council. Any person who willfully contravenes any provision of these rules shall be guilty of an offence and which contravention shall be dealt with in accordance with the disciplinary procedures for Councillors.

1. **NOTICE OF MEETING**

The Speaker read the notice convening the meeting in terms of Section 19 of the Local Government: Municipal Systems Act, 2000 (Act No.32 of 2000) that a Special Council Meeting will be held virtually on 30 June 2026 at 11:00 a.m.

2. **OPENING AND WELCOME**

The Speaker welcomed everyone present to the meeting and requested Ald Benson to open with a prayer.

3. **ABSENT WITH LEAVE**

L Ramakuwela	(Director: Planning & Development)
C du Plessis	(Municipal Manager)

4. **ABSENT WITHOUT LEAVE**

P Oliphant
W Petersen
V Zana

5. **PRESENTATIONS**

None

6. **ACKNOWLEDGEMENTS, CONDOLENCES & CONGRATULATIONS**

Cllr Ntshota expressed appreciation to everyone who assisted the foreign nationals who had been accommodated at the Sylvester Community Hall. She noted that more than 500 people had stayed at the hall and thanked all donors for providing food, toiletries, fruit, water, medicine, and other essential items to support them.

She further acknowledged the municipality, the Executive Mayor, private donors, and Gift of the Givers for their contributions, including funding transport to assist individuals in returning home. Cllr Ntshota reported that the hall was now empty, everyone had been safely transported, and the situation had concluded without any injuries or incidents of violence. She extended her gratitude to all parties involved in making the initiative a success.

Cllr Ndzelani congratulated South Africa's national football team, Bafana Bafana, on their performance in the tournament. He noted that the team had done well by progressing to the round of 32 before being eliminated. He expressed appreciation for their efforts and extended congratulations on their achievement.

Cllr Ruth supported the previous comments regarding the assistance provided to the foreign nationals accommodated at the Sea Vista Hall. She commended Cllr Ntshota, Community Services staff, the cleaning team, and the hall management for their efforts in managing an unexpected situation.

She noted that the embassy had expressed significant appreciation for the support provided and had remarked positively on the experience compared to that of others elsewhere in South Africa. Cllr Ruth stated that the response demonstrated that Kouga Municipality is a caring Municipality and highlighted the community's willingness to come together in support of people in need.

She further thanked all municipal role players, including SAPS and immigration officials, for their cooperation and professionalism. She described the operation as successful and well-coordinated despite the limited experience of those involved in dealing with such circumstances.

7. **STATEMENTS OR COMMUNICATIONS BY THE SPEAKER**

None

8. **STATEMENTS OR COMMUNICATIONS BY THE EXECUTIVE MAYOR**

The Executive Mayor expressed his appreciation to municipal staff for their dedication and hard work. He commended the teams involved in the completion of the Phillipsville Bridge project in Kruisfontein, noting that while some minor work remained, significant progress had been made in reopening the road. Special recognition was given to Director: Civil and Water Services and the team for their efforts.

The Executive Mayor also thanked Director: Community & Safety Services and her team for effectively managing the challenging process of assisting foreign nationals and facilitating their return home. He acknowledged the opening of community halls and the extensive work undertaken behind the scenes to ensure the operation was successful.

In addition, the Executive Mayor reflected on his third anniversary as Executive Mayor of Kouga Municipality. He expressed gratitude to the Municipal Manager, directors, members of the Mayoral Committee, staff in his office, and all municipal employees for their continued support and commitment. He highlighted the collective efforts of both the political and administrative leadership in maintaining Kouga Municipality's reputation as one of the best-performing municipalities in the country.

9. **DISCLOSURE OF INTEREST**

None

10. **STATUTORY MATTERS**

None

11. **MATTERS DEALT WITH IN TERMS OF DELEGATED AUTHORITY BY THE EXECUTIVE MAYOR**

(The reports by the Executive Mayor, in terms of the provisions of Section 63 of the Local Government Municipal Systems Act, 32 of 2000, on matters dealt with by the Executive Mayor in terms of delegated authority as detailed in the Minutes to be noted).

12. **REPORTS BY THE EXECUTIVE MAYOR**

12.1 **REPORTS BY THE CHAIRPERSON: FINANCE & ECONOMIC DEVELOPMENT**

26/06/FED13 REALLOCATION OF MIG FUNDS WITHIN CIVIL AND WATER SERVICES DIRECTORATE FOR THE 25/26 FY

Cllr van der Linde sought clarification regarding the proposed budget reallocations. He enquired whether the reallocations would ensure that the municipality achieves 100% expenditure by the end of the financial year. He also questioned the rationale for reducing funding from projects related to gravel roads and other essential infrastructure works.

Furthermore, Cllr van der Linde requested information on the risks associated with the reallocations, specifically how the municipality would ensure that projects from which funds had been withdrawn would still be completed. He also asked whether the proposed reallocations would be sufficient to prevent the need for any further budget adjustments.

The CFO provided background on the budget reallocation item, explaining that it had been delayed due to the possibility of an adjustment budget following the disaster-related expenditure discussed at the previous Council meeting. He noted that, although the Municipal Finance Management Act (MFMA) permits an adjustment budget within 60 days of a declared disaster, the municipality successfully managed its expenditure and therefore did not require an adjustment budget.

In response to questions raised, the CFO confirmed that the Municipality would achieve 100% expenditure by the end of the financial year. He explained that the reallocations were intended to align funding with project needs and that the projects from which funds were being reallocated were multi-year projects. These projects had already been approved by the relevant authorities and budgeted for in future financial years.

He further clarified that the reallocations would not affect the completion of the approved projects, as any reductions made in the current year would be adjusted and accommodated in subsequent years in accordance with the approved project plans. He assured

Council that the overall scope and implementation of the projects would remain unchanged.

The Speaker called for a vote.

In favour 17

Not in favour 3

Abstain 2

Resolved: (30 June 2026)

1. That the Accounting Officer request the Executive Mayor to recommend to the Council, by resolution taken by the majority of its full number, and in terms of Section 30(2) of the Local Government: Municipal Structures Act No. 117 of 1998 (as amended), read in conjunction with Section 28 of the Local Government: Finance Management Act, Act 56 of 2003, approves the following proposed amendments to the 2025/2026 Capital Budget:

Project Name	2025/2026 Adjusted Budget	Actual Expenditure	Available Balance	2025/2026 Proposed Adjustments	Total Adjusted Budget
	(Excl. VAT)	To date (Excl. VAT)	(Excl. VAT)	(Excl. VAT)	(Excl. VAT)
Upgrade of Phillipsville Sports field	95 652,00	95 652,00	-	20 000,00	115 652,00
Upgrading of Kouga Gravel Roads	13 478 100,00	11 152 575,55	2 325 524,45	-827 869,60	12 650 230,40
Arcadia Street: Refurbishmen t of Sewer Pump Station	262 016,00	192 786,17	69 229,83	-59 596,65	202 419,35
Jeffreys Bay: Upgrade of Ocean View Sewer Pipe	261 915,00	184 765,00	77 150,00	-77 150,00	184 765,00
Kwa- Nomzamo: Upgrading of WWTW	6 763 810,00	6 148 063,94	615 746,06	-69 755,04	6 694 054,96

Infrastructure Management Plan	1 717 311,00	1 234 921,57	482 389,43	-185 628,69	1 531 682,31
Design of new High Mast Lights - Construction	6 086 955,00	6 086 138,00	817	1 200 000,00	7 286 955,00

13. **CLOSURE**

The meeting closed at 11:25

**L MAREE
SPEAKER**

DATE

**MINUTES OF A VIRTUAL SPECIAL COUNCIL MEETING OF KOUGA
MUNICIPALITY HELD ON MONDAY, 27 JULY 2026 AT 10:00 AM**
PRESENT: Councillors

J Alexander	
C August	
Ald D Benson	
H Bornman	(Executive Mayor)
B Dhludhlu	
R Foley	
W Gertenbach	
A Hendricks	
F Heystek	
T Jantjes	(Deputy Executive Mayor)
L Maree	(Speaker)
M Nicholls	
C Pietersen	
S Ruth	
G Stuurman	
M van Niekerk	

**Officials &
Municipal Manager**

D de Jager	(Deputy Municipal Manager)
R Lorgat	(CFO)
T Madatt	(Director: Electro-Mechanical Services)
N Machelesi	(Director: Community Services)
L Ramakuwela	(Director: Planning & Development)
L Opperman	(Manager: Legal Services)
E Goliath	(Manager: Public Participation)
D Kloppe	(Office Administrator: Office of the Speaker)
K Minnaar	(Manager: Special Programmes)
M Rossouw	(Manager: Administration & Auxiliary Services)
M Basson	(Manager: Media & Communication)
C Prinsloo	(Legal Officer: Office of the Speaker)
M Mitchell	(Committee Clerk)
R Swart	(Committee Officer)

Councillors are required to comply with the Standing Rules and Orders of Council and all its Committees By-law as promulgated in the Provincial Gazette on 29 April 2026 No.5631 and applicable to this meeting of Council. Any person who willfully contravenes any provision of these rules shall be guilty of an offence and which contravention shall be dealt with in accordance with the disciplinary procedures for Councillors.

1. NOTICE OF MEETING

The Speaker read the notice convening the meeting in terms of Section 19 of the Local Government: Municipal Systems Act, 2000 (Act No.32 of 2000) that a Special Council Meeting will be held virtually on 27 July 2026 at 10:00 a.m.

2. **OPENING AND WELCOME**

The Speaker welcomed everyone present to the meeting and requested Cllr Dhludhlu to open with a prayer.

The Executive Mayor advised that, due to the Municipal Manager's absence of leave, Ms Lee-Anne Opperman, Manager: Legal Services, had been nominated to act as Municipal Manager. The nomination was seconded by Councillor Gertenbach, and Ms Opperman was duly elected as Acting Municipal Manager.

3. **ABSENT WITH LEAVE**

The Chairperson noted that apologies had been received from the ANC caucus and that it would not be represented at the meeting.

Cllr V Gunuza
 Cllr M Mbandana
 Cllr E Mbuqu
 Cllr B Moos
 Cllr K Ndzaleni
 Cllr N Ntengwane
 Cllr N Ntshota
 Cllr P Oliphant
 Cllr W Petersen
 Cllr M Valgee
 Cllr W van der Linde
 Cllr V Zana
 Cllr M Yali

C du Plessis (Municipal Manager)
 C de Kock (Director: Civil & Water Services)

4. **ABSENT WITHOUT LEAVE**

Cllr L Nkilishane

5. **PRESENTATIONS**

None

6. **ACKNOWLEDGEMENTS, CONDOLENCES & CONGRATULATIONS**

Cllr August extended condolences to the families of the deceased and wished those injured in the accident a speedy recovery. She referred to the accident on the Patensie Road between Hankey and Patensie involving a citrus transport vehicle.

Cllr Alexander congratulated Mr Jaco Bullet Smit, a resident of Ward 4, on representing South Africa in Para-Athletics at the 2026 Commonwealth Games in Glasgow. He also acknowledged and commended learners and athletes from the area for their sporting and academic achievements, while expressing

concern over the loss of talented sportsmen and sportswomen to schools in other provinces.

Cllr Foley congratulated the organisers of the Winter Skins fishing competition held in Jeffreys Bay, noting its positive impact on local businesses, including restaurants, shops and guest houses. He also conveyed condolences to Director de Kock and his family on the passing of his father.

Ald Benson reported that Municipal officials had visited victims of the recent accident in the Patensie area, some of whom remained in hospital with serious and less serious injuries. He indicated that he would continue engaging with affected families in Ward 13 and noted concerns regarding overloading as a possible contributing factor. He further stated that the matter would be addressed and wished those still receiving treatment a full recovery.

Cllr Ruth extended condolences to the residents of Sea Vista following two shack fires that occurred during the preceding week. Both structures were destroyed, together with their contents. She further reported that one fatality had resulted from the incidents. The deceased, Mr Rafael Mputya, an employee of the Kouga Municipality Community Services Department, tragically lost his life in the fire that occurred on the previous day.

The Executive Mayor congratulated the weightlifting club of Pellsrus Primary School on its outstanding performance at a national tournament. He noted that several learners had competed successfully in higher age and weight categories, demonstrating exceptional achievement. He further reported that two of the learners had been selected to represent South Africa at an international competition later in the year and commended all participants for their excellent results.

Cllr Moos conveyed condolences to Cllr August and her family following the tragic death of his 10-year-old niece and extended sympathy to the bereaved family.

7. **STATEMENTS OR COMMUNICATIONS BY THE SPEAKER**

Honorable Mayor and Members of the Council, Officials, Online Guests, colleagues,

Good Morning

My sincere condolences go to the families who lost their homes in the devastating fires over the past month, and especially to the family of Rafael Mputya, who tragically lost his life over the weekend. Rafael served our municipality with dedication and will be remembered for his warm smile, kind nature, and unwavering willingness to serve our community. May his family and loved ones find strength and comfort during this incredibly difficult time.

On a brighter note, congratulations to our Bokke on an outstanding performance! You have once again made South Africa proud.

A special congratulations also to Chad le Clos, who has once again flown the South African flag high with his remarkable medals at the 2026 Commonwealth

Games in Glasgow. Your determination, talent, and commitment continue to inspire our nation.

As we say goodbye to the school holidays, I hope parents and children were able to enjoy some well-deserved quality time together, creating special memories and returning refreshed for the term ahead.

Thank you,

8. **STATEMENTS OR COMMUNICATIONS BY THE EXECUTIVE MAYOR**

9. **DISCLOSURE OF INTEREST**

10. **STATUTORY MATTERS**

None

11. **REPORTS BY THE OFFICE OF THE MUNICIPAL MANAGER**

26/07/MM1 **TABLING OF THE INTEGRATED DEVELOPMENT PLAN (IDP), BUDGET AND PERFORMANCE MANAGEMENT SYSTEM PROCESS PLAN FOR THE 2027–2032 IDP CYCLE**

Resolved (27 July 2026)

1. That Council notes and approves the Draft Integrated Development Plan (IDP), Budget and Performance Management System (PMS) Process Plan for the preparation of the 2027–2032 Integrated Development Plan.
2. That Council notes the IDP, Budget and PMS Time Schedule for the 2027/2028 financial year, as contained in Annexure A.
3. That the Draft Process Plan and Time Schedule be published for public comment for a period of not less than 21 days through the Municipality's approved public participation mechanisms.
4. That Council convene a meeting on or before 31 August 2026 to consider the final IDP, Budget and PMS Process Plan.

12. **MATTERS DEALT WITH IN TERMS OF DELEGATED AUTHORITY BY THE EXECUTIVE MAYOR**

(The reports by the Executive Mayor, in terms of the provisions of Section 63 of the Local Government Municipal Systems Act, 32 of 2000, on matters dealt with by the Executive Mayor in terms of delegated authority as detailed in the Minutes to be noted).

13. **REPORTS BY THE EXECUTIVE MAYOR**

13.1 **REPORTS BY THE CHAIRPERSON: FINANCE & ECONOMIC DEVELOPMENT**

26/07/FED1 BUDGET AND TREASURY: WITHDRAWALS FROM MUNICIPAL BANK ACCOUNT FOR THE QUARTER ENDED 30 JUNE 2026

Resolved (27 July 2026)

1. That the Council notes the withdrawals that were made in terms of section 11(1) (b) to (j) of the MFMA for the quarter ended 30 June 2026; and
2. That a copy of the Report herein be submitted to the Eastern Cape Provincial Treasury and to the Auditor-General as stipulated in section 11(4) (b) of the MFMA.

26/07/FED2 MONTHLY BUDGET STATEMENTS FOR THE PERIOD JULY 2025 TO JUNE 2026 AND FINANCIAL STATE OF AFFAIRS OF THE MUNICIPALITY AS AT 30 JUNE 2026 (2025/26 FINANCIAL YEAR)

Cllr Gertenbach expressed concern regarding the municipality's financial performance, noting a projected deficit resulting from expenditure exceeding revenue. He further highlighted lower-than-expected electricity revenue and raised concerns about the Municipality's cost coverage ratio being below the prescribed norm.

Cllr Dhludhlu requested clarification on several items contained in the financial report. He sought an explanation for the R21 million reflected under the "zero-rated" inventory consumed item on page 73. He also queried expenditure incurred under the Winterfest budget despite the Winter Surf League not being hosted, as well as expenditure recorded under the World Surf League allocation. In addition, he raised concerns regarding the absence of funding allocated to Dorp van Drome and requested clarity on whether its funding application had been considered or rejected.

The CFO explained that the projected deficit was anticipated and formed part of the approved budget, mainly due to non-cash items such as depreciation and impairment. He advised that electricity revenue was expected to exceed the budget once year-end billing adjustments were processed. He further noted that the lower cost coverage ratio and higher fuel and oil expenditure were largely attributable to disaster-related response costs. Clarification was provided that the "zero-rated" inventory item related to fuel and oil expenditure.

The CFO also undertook to investigate and correct an apparent misallocation relating to Winterfest expenditure and to provide feedback regarding funding for Dorp van Drome.

Resolved (27 July 2026)

1. That the Executive Mayor notes Municipal Manager's report

on the monthly budget statements, in accordance with Section 71(1) of the Municipal Finance Management Act.

2. That the Executive Mayor's report on the implementation of the budget and the financial state affairs of the municipality, in accordance with section 52(d) of the MFMA be noted.
3. That the Executive Mayor comply with the submission requirement in respect of the monthly budget statements report to provincial treasury as stipulated in section 71(1) of the MFMA.

26/07/FED3 NATIONAL GREATER GARDEN ROUTE TIDE BREAKERS HIGH-SPEED INFLATABLE BOAT RACING CHAMPIONSHIP: 3-YEAR FUNDING

Cllr Ruth proposed amendments to the recommendations under Item FED3. She recommended that the funding agreement be limited to a one-year period and treated as a pilot project, subject to an event close-out report. She cited environmental concerns, particularly the timing of the event during whale calving season and over a long weekend on Main Beach. She further proposed that, following the event, a public participation process be conducted to assess any impacts on the community and the environment, and that future funding be subject to the outcomes of this review.

Cllr Dhludhlu seconded the proposed recommendations.

Resolved (27 July 2026)

1. That a funding agreement of R100 000 (VAT inclusive) for the 2026/27 financial year be approved as a pilot event with the Greater Garden Route Inflatable Boat club, subject to all event approval requirements, conditions being met and an event closeout report.
2. That the Accounting Officer is authorised to conclude a Funding Agreement with the GGR Tide Breakers National Championship – Event Organiser, in accordance with the funding allocated in recommendation 1. above.
3. That upon the completion of the event, a public participation process be conducted to obtain public input on the event, including whether any environmental impacts were experienced.

Proposed: Cllr S Ruth

Seconded: Cllr B Dhludhlu

26/07/FED4 RIP CURL GROM PRO JUNIOR SEAL POINT CHAMPIONSHIP 2026 – TOURISM AND YOUTH DEVELOPMENT PARTNERSHIP FUNDING PROPOSAL

The Executive Mayor emphasised the importance of events such as surfing competitions, boating events, and the Hankey Festival in supporting local tourism and economic activity. He noted that the absence of the World Surf League had contributed to a quieter winter

season and stressed the need to attract visitors to the area to support local businesses. He expressed his support for the event under consideration, as well as other events before Council.

Resolved (27 July 2026)

1. That a funding agreement of R200,000.00 (Two hundred thousand Rand) only, VAT inclusive for the Rip Curl Pro Junior be approved for the 2026/2027 financial year, subject to all event approval requirements and conditions being met.
2. That the Accounting Officer be authorised to conclude a Funding Agreement with the Event Organiser, in accordance with the funding allocated in recommendation 1. above.

26/07/FED5 KOUGA HANKEY HERITAGE FESTIVAL 2026 - FUNDING PROPOSAL

The Executive Mayor expressed support for the event, noting that it was not organised by the same organisers responsible for the previous jazz festival. He emphasised the importance of the event for Hankey and the Gamtoos Valley and commended the organisers for taking the initiative to host an event that would benefit the local community and region.

Resolved (27 July 2026)

1. That a funding agreement of R220,500.00 (Two hundred and twenty thousand five hundred rand) only, VAT inclusive for the Kouga Hankey Heritage Festival 2026 be approved for the 2026/2027 financial year, subject to all event approval requirements and conditions being met.
2. That the Accounting Officer be authorised to conclude a Funding Agreement with the Event Organiser, in accordance with the funding allocated in recommendation 1. above.

26/07/FED6 KOUGA SUMMER FESTIVAL 2025 REPORT AND SUMMER 2026 SPONSORSHIP

Resolved (27 July 2026)

1. That Council notes the 2025 Close-out report.
2. That Council approve Jeffreys Bay Tourism for hosting Kouga Summer Fun 2026.
3. That a funding agreement of R900,000.00 (Nine hundred thousand Rand) only, VAT inclusive for the Kouga Summer Fun 2026 be approved for the 2026/2027 financial year, subject to all event approval requirements and conditions being met.
4. That the Accounting Officer be authorised to conclude a Funding Agreement with Jeffreys Bay Tourism as Event Organiser, in accordance with the funding allocated in recommendation 1. above.

26/07/FED7 SUPPLY CHAIN MANAGEMENT: QUARTERLY IMPLEMENTATION REPORT FOR THE FOURTH TERM OF THE 2025-2026 FINANCIAL YEAR ENDING 30 JUNE 2026

Cllr Foley welcomed the progress made through various municipal projects but raised concerns regarding the efficiency of the supply chain management process. He highlighted delays in appointing contractors, citing an example where the appointment of a contractor for road infrastructure repairs took 111 working days to complete. He requested that the Municipal Manager investigate opportunities to improve efficiencies while maintaining legislative compliance.

The Executive Mayor supported these concerns and proposed a recommendation that the Municipal Manager compile a report on procurement processes exceeding 30 days, outlining the reasons for delays and measures to improve turnaround times.

Cllr Ruth further proposed that the report include an assessment of how digital solutions could be utilised to streamline procurement processes and enhance efficiency.

Council resolved that the Municipal Manager be requested to submit a report identifying procurement processes exceeding 30 days, the reasons for such delays, and strategies, including digital improvements, to expedite the process in future.

Resolved (27 July 2026)

1. That Council approve the Supply Chain Management Quarter 4 Report in line with the applicable reporting requirements, in respect of the fourth quarter of the of the 2025/2026 Financial year starting 01 April 2026 and ending 30 June 2026.

Proposed: Cllr B Hattingh

Seconded: Cllr R Foley

2. That the Municipal Manager develop and submit a report with an action plan to address and reduce delays in the evaluation and award of tenders, particularly those exceeding 30 days.
3. That the report includes a method to digitally enhance the process.

Proposed: Cllr S Ruth

Seconded: Cllr R Foley

26/07/FED8 SUPPLY CHAIN MANAGEMENT: S36 DEVIATIONS FOR THE MONTH: JUNE 2026

Resolved (27 July 2026)

1. That the Deviation report for the month of June 2026 be approved by Council.

13.2 **REPORTS BY THE CHAIRPERSON: ELECTRO- MECHANICAL SERVICES**

26/07/EMS1 RE: EXTENSION OF REVENUE ENHANCEMENT PROGRAMME

Resolved (27 July 2026)

1. That Council approves an extension of the Electricity Revenue Enhancement Programme, as approved by Council under Resolution 26/02/EMS7, with four (4) months, ending 30 October 2026.

13.3 **REPORTS BY THE CHAIRPERSON: PLANNING & DEVELOPMENT**

26/07/PD1 REQUEST FOR APPROVAL OF THE PROPOSED AMENDMENTS TO THE KOGUA MUNICIPALITY SPATIAL PLANNING & LAND USE MANAGEMENT BY-LAW, 2016

Resolved (27 July 2026)

1. That Council approves the draft amendments of the Kouga Municipality Spatial Planning & Land Use Management By-law, 2016.
2. That the approved amended by-law shall repeal and replace all previously approved Kouga Local Municipality Spatial Planning & Land Use Management By-law, 2016.
3. That the approved Kouga Municipality Spatial Planning & Land Use Management By-law be advertised in the Government Gazette for promulgation.

26/07/PD2 REQUEST FOR FINAL APPROVAL: DRAFT KOGUA MUNICIPALITY PROBLEM BUILDING BY-LAWS

Resolved (27 July 2026)

1. That Council approves the Kouga Municipality Problem Building By-Law.
2. That the approved Kouga Municipality Problem Building By-Law be published in the Government Gazette for promulgation.

26/07/PD3 APPOINTMENT OF PERSONS TO SERVE ON THE KOGUA MUNICIPAL PLANNING TRIBUNAL

Cllr Dhludhlu requested clarity regarding the nomination of Ms Joan Barnes, noting that no supporting information had been included in the agenda documentation.

The Director: Planning and Development clarified that the required supporting documentation had not been received from Ms Barnes. He further advised that, despite this omission, the proposed composition of the Tribunal remained compliant, given the qualifications and experience of the other recommended members.

Resolved (27 July 2026)

1. That in terms of the provisions of Section 39 (1) of the Kouga Municipality Spatial and Land Use Planning and Land Use Management By-Law, 2016 the following persons be considered for appointment as **external members** of the Kouga Municipal Planning Tribunal:

Mr. Kreason Naidoo – Town Planner
 Mr. Pheeha Molele – Town Planner
 Mr. Johan van der Westhuysen – Town Planner
 Mr. Blake Schraader – Engineer
 Mr. Deon Lategan – Land Surveyor

2. That the appointment of the Kouga Municipal Planning Tribunal Members be for a period of 5 years as from 1 November 2026 until 31 October 2031.
3. That in terms of the provisions of Section 39 (3) of the Kouga Municipality Spatial and Land Use Planning and Land Use Management By-Law, Mr. Kreason Naidoo be appointed as Chairperson and Mr. Lawrence Ramakuwela be appointed as Deputy Chairperson of the Kouga Municipal Planning Tribunal.
4. That in terms of the provisions of Section 39 (4) of the Kouga Municipality Spatial and Land Use Planning and Land Use Management By-Law, 2016 the names of the members and the commencement date of the Kouga Municipal Planning Tribunal be published in the Provincial Gazette.
5. That the following officials be appointed as **internal members** of the Kouga Municipal Planning Tribunal:

Mr. L. Ramakuwela - Director: Planning & Development
 Ms. Nomvelo Siwela – Environmental Specialist
 Mr. M. Engelbrecht - Environmental Officer
 Mr. André Botha – Manager: Water & Sanitation Services
 Ms. Amanda Nyathela – Manager Roads & Stormwater Services
 Mr. T. Madatt – Director: Electro-Mechanical Services
 Mr. M. Mangembe – Area Electrical Engineer
 Mrs. L. Opperman – Manager: Legal Services
 Ms. R. Tsatsimpe – Legal Officer
 Mr. R. Lorgat – Chief Financial Officer

26/07/PD4

REQUEST FOR COUNCIL'S FINAL APPROVAL FOR THE RIGHT-TO-USE (LEASE) OF A PORTION OF ERF 8783, JEFFREYS BAY TO THE JEFFREYS BAY ANIMAL RESCUE

Cllr Ruth noted that community service organisations receiving municipal assistance should be monitored for outstanding municipal debt. She stated that Jeffreys Bay Animal Rescue was engaging with the Municipality regarding outstanding amounts and recommended that outstanding accounts be considered before future lease agreements are approved.

Resolved (27 July 2026)

1. That Council **grants final** approval for the right-to-use of a portion of Erf 8783, Jeffreys Bay by the Jeffreys Bay Animal Rescue for 9 years and 11 months.
2. That in terms of Section 14 and 90 of the MFMA and departmental inputs, Council hereby confirms that the property is not needed in future to provide the minimum level of basic municipal services.
3. That the property be used for the purpose applied for, and for no other purpose whatsoever, unless prior written consent has been obtained from the Lessor.
4. That Council notes that no objections were received for the intended alienation of the immovable property.
5. That Council authorizes the Accounting Officer to enter into a right to use agreement with the Jeffreys Bay Animal Rescue.

26/07/PD5

REQUEST FOR COUNCIL'S FINAL APPROVAL FOR THE RIGHT-TO-USE (LEASE) OF A PORTION OF ERF 499, HUMANSDORP TO SPCA ASSISI

Cllr Ruth comments regarding outstanding Municipal debt and payment arrangements for community organisations were noted.

Resolved (27 July 2026)

1. That Council **grants final** approval for the right-to-use of a portion of Erf 499, Humansdorp to the SPCA Assisi for 9 years and 11 months.
2. That in terms of Section 14 and 90 of the MFMA and departmental inputs, Council hereby confirms that the property is not needed in future to provide the minimum level of basic municipal services.
3. That the property be used for the purpose applied for, and for no other purpose whatsoever, unless prior written consent has been obtained from the Lessor.
4. That Council notes that no objections were received for the intended alienation of the immovable property.
5. That Council authorizes the Accounting Officer to enter into a right to use agreement with the SPCA Assisi.

**26/07/PD6 REQUEST FOR COUNCIL'S FINAL APPROVAL: SELLING OF FARM 184
PORTION 1, HUMANSDORP RD (218 3343M²) AND REMAINDER
OF FARM 182, HUMANSDORP RD (81 9073M²)**

Resolved (27 July 2026)

1. That Council **grant final approval** to alienate Portion 1 of Farm 184, Humansdorp RD (218 3343m²) and the Remainder of Farm 182, Humansdorp RD (81 9073m²) through a competitive process.
2. That Council confirms that Portion 1 of Farm 184, Humansdorp RD and Remainder of Farm 182, Humansdorp RD are not needed to provide the minimum level of basic municipal services.
3. That Council notes the market valuation of R1220 000.00 for Portion 1 of Erf 184 Humansdorp RD & R550 000.00 for Remainder of 182 Humansdorp RD.
4. That the property be used for conservation purposes in accordance with the Kouga Integrated Land Use Scheme.
5. That Council grant authorization to the Accounting Officer to enter into a deed of sale agreement with successful applicant.

14. CLOSURE

The meeting closed at 10:57

**L MAREE
SPEAKER**

DATE

**MINUTES OF A VIRTUAL SPECIAL COUNCIL MEETING OF KOUGA
MUNICIPALITY HELD ON MONDAY, 31 AUGUST 2026 AT 13:00 PM**
PRESENT: Councillors

J Alexander	
C August	
Ald D Benson	
H Bornman	(Executive Mayor)
B Dhludhlu	
R Foley	
W Gertenbach	
V Gunuza	
A Hendricks	
F Heystek	
T Jantjes	(Deputy Executive Mayor)
L Maree	(Speaker)
M Mbandana	
B Moos	
K Ndzaleni	
M Nicholls	
N Ntshota	
P Oliphant	
C Pietersen	
S Ruth	
G Stuurman	
M Valgee	
M van Niekerk	
V Zana	
M Yali	

**Officials &
Municipal Manager**

C du Plessis	(Municipal Manager)
D de Jager	(Deputy Municipal Manager)
R Lorgat	(CFO)
C de Kock	(Director: Civil & Water Services)
T Madatt	(Director: Electro-Mechanical Services)
N Machelesi	(Director: Community Services)
L Ramakuwela	(Director: Planning & Development)
L Opperman	(Manager: Legal Services)
M Basson	(Manager: Media & Communication)
S Mlonyeni	(Communication Officer)
R Klaasen	(Media Liaison Officer)
Z Njikelana	(Media Liaison Officer)
E Goliath	(Manager: Public Participation)
D Kloppe	(Office Administrator: Office of the Speaker)
C Prinsloo	(Legal Officer: Office of the Speaker)
T Twani	(Manager: IDP)
M Rossouw	(Manager: Administration & Auxiliary Services)

M Mitchell
R Swart

(Committee Clerk)
(Committee Officer)

Councillors are required to comply with the Standing Rules and Orders of Council and all its Committees By-law as promulgated in the Provincial Gazette on 29 April 2026 No.5631 and applicable to this meeting of Council. Any person who willfully contravenes any provision of these rules shall be guilty of an offence and which contravention shall be dealt with in accordance with the disciplinary procedures for Councillors.

1. **NOTICE OF MEETING**

The Speaker read the notice convening the meeting in terms of Section 19 of the Local Government: Municipal Systems Act, 2000 (Act No.32 of 2000) that a Special Council Meeting will be held virtually on 31 August 2026 at 13:00 p.m.

2. **OPENING AND WELCOME**

The Speaker welcomed everyone present to the meeting and requested Ald Benson to open with a prayer.

At 13:09, Cllr Zana informed the Speaker that he wished to rise on a motion in terms of Rule 21.1.

3. **ABSENT WITH LEAVE**

Cllr W van der Linde

4. **ABSENT WITHOUT LEAVE**

Cllr E Mbuqu
Cllr L Nkilishane
Cllr N Ntengwane
Cllr W Petersen

5. **PRESENTATIONS**

None

6. **ACKNOWLEDGEMENTS, CONDOLENCES & CONGRATULATIONS**

Cllr Zana extended sincere condolences to Councillor Ndzelani and his family following the passing of his father. He also conveyed condolences to Cllr Ntshota on the loss of her brother over the weekend and expressed sympathy to all other families within the municipality who had recently lost loved ones.

In addition, Cllr Zana conveyed heartfelt condolences and prayers to the people of Nepal following the devastating floods that resulted in significant loss of life.

Cllr August extended condolences to the Booysen family of Ward 2, Jeffreys Bay, following the passing of Ms J Booysen, an employee of the Municipality.

She expressed sympathy to the family and conveyed wishes for her soul to rest in peace.

Cllr Mbandana extended his sincere condolences to the family of Mamma Blaauw of Thornhill, who passed away recently at the age of over 90 years. He conveyed his sympathies to the family and wished that her soul may rest in peace.

7. **STATEMENTS OR COMMUNICATIONS BY THE SPEAKER**

Honorable Mayor and Members of the Council, Officials, Online Guests, colleagues,

Good Morning

My deepest condolences to the Silberbauer family on the passing of Sally. Her departure came as a tremendous shock to the St Francis community. Sally, you leave behind an ocean of beautiful memories after decades of serving and caring for our community. Your warm smile, kindness, and willingness to always help others will live on through your stunning daughters and grandchildren. Thank you for always being there for everyone. You will be deeply missed.

Even though we had a few hints of summer, I would like to congratulate each rider who took part in this year's Trans Bavians. Volunteering at Checkpoint 2 was once again a true honour, welcoming riders from all over the country. This iconic 24-hour race, which has been running since 2004, once again showcased the incredible spirit of our riders and the natural beauty of our lovely Bavians area.

Yesterday, it was so special to be part of a wedding couple's dream coming true. They won a wedding and will be able to experience their very own fairytale. This year's event was twice the size of last year's and provided a wonderful platform for so many local businesses to showcase their talents and services.

Once again, I have seen so many of our staff members going the extra mile for our residents. Moments like these make me incredibly proud to wear my Kouga-branded clothing. We are so much more than a government institution — **we are a family**, united by our commitment to serving our communities.

Thank you to everyone who continues to make Kouga a special place to live, work and serve.

It is lovely to see the sun rising a little earlier every morning as we move closer towards spring.

Thank you,

8. **STATEMENTS OR COMMUNICATIONS BY THE EXECUTIVE MAYOR**

The Executive Mayor thanked Municipal staff for their continued dedication and commitment to service delivery across all departments. He expressed concern regarding the vandalism and sabotage of municipal infrastructure,

noting its negative impact on essential services and reaffirming that such actions would not be tolerated.

He reported positive progress in the new financial year, highlighting improvements in revenue collection and capital expenditure. The executive Mayor further noted significant achievements in the municipality's key priority areas, including road infrastructure upgrades, improvements to wastewater treatment works, electricity projects aimed at reducing costs, and ongoing efforts to improve customer care and resident satisfaction.

The Executive Mayor also acknowledged the achievements of local sports clubs and athletes who continue to bring recognition to the Municipality.

In closing, he extended condolences to Councillor Ndzelani on the passing of his father and to Cllr Ntshota on the loss of a family member.

9. **DISCLOSURE OF INTEREST**

None

10. **STATUTORY MATTERS**

None

Cllr Zana requested an ANC caucus of 5 minutes.

The Speaker granted the caucus from 13:23 -13:35

The Speaker enquired whether Cllr Zana wished to make a statement at that stage.

Cllr Zana indicated that he did not wish to do so and would instead wait for the opportunity provided by the Speaker to table the motion.

11. **REPORTS BY THE OFFICE OF THE MUNICIPAL MANAGER**

26/08/MM1 SUBMISSION OF PERFORMANCE AGREEMENTS: SECTION 56 AND SECTION 57 EMPLOYEES: 2026/27 FINANCIAL YEAR

Cllr Oliphant emphasised the importance of conducting a comprehensive and realistic assessment of the performance of Section 56 and Section 57 managers, considering service delivery outcomes across all wards of the Municipality. He raised concerns regarding perceived disparities in service delivery, particularly in less affluent communities, and stressed that the lived experiences of residents should be considered when evaluating the performance of directorates.

While acknowledging that some directors were performing satisfactorily, he cautioned against supporting performance-related recommendations without due consideration of ongoing service delivery challenges affecting certain communities.

Cllr Zana supported the concerns raised regarding the performance management of senior managers and sought clarity on whether issues

previously identified in relation to the Blue Drop assessment and its impact on the performance evaluation of the Director responsible for Water and Sanitation had been addressed. He noted that Council had previously expressed the view that certain findings may not have been entirely attributable to the director concerned and requested assurance that such matters had been considered in the formulation of current performance agreements and future performance assessments.

The Executive Mayor advised that the performance agreements presented to Council were among the most comprehensive developed to date and welcomed future input to further strengthen the performance management process. He noted that concerns relating to service delivery in certain areas were already being addressed through planned infrastructure upgrades and related interventions.

He further emphasised that performance targets are linked to available budget allocations and expressed confidence that the proposed agreements would support improved financial management and service delivery outcomes.

The Municipal Manager explained that the performance agreements of Section 56 and Section 57 managers are derived from the approved budget and the Municipality's Service Delivery and Budget Implementation Plan (SDBIP). The top-layer SDBIP is aligned to departmental objectives, which are then translated into individual performance agreements for directors to ensure accountability for the delivery of approved service delivery targets.

Resolved (31 August 2026)

1. That the Performance Agreements and supporting Performance Plans for the 2026/27 financial year in respect of the Municipal Manager and Directors be noted.
2. That in terms of the provisions of Section 53(3) of the Local Government Municipal Finance Management Act No. 56 of 2003 the Performance Agreements of the Municipal Manager and Directors for the 2026/27 financial year be submitted to the MEC for Local Government and be made public by publication on the Municipal Website.

26/08/MM2 2026/27: SERVICE DELIVERY AND BUDGET IMPLEMENTATION PLAN: AMENDMENT

Cllr Ruth sought clarification regarding the reported amendment to the Service Delivery and Budget Implementation Plan (SDBIP), noting that while the item referred to an amendment, the body of the report did not clearly indicate the nature or details of the proposed amendment.

Cllr Zana stated that the report did not clearly indicate what amendment was being proposed. He stated that the matters contained in the report appeared to be issues previously considered by Council.

The Municipal Manager clarified that the SDBIP had been aligned with the final budget approved by Council following the draft budget and IDP process. He explained that amendments were made to reflect the final approved budget, including confirmed allocations and conditional grants received from National Treasury.

He acknowledged that the wording of the item may have caused confusion, as it referred to an amendment, whereas the report before Council related to the final SDBIP aligned with the approved budget and IDP.

Resolved (31 August 2026)

1. That the Service Delivery and Budget Implementation Plan for the 2026/27 financial year as approved by the Executive Mayor be noted.
2. That the Municipal Manager oversees the quarterly submission of departmental progress reports to the respective Portfolio Committees on the implementation of the Service Delivery and Budget Implementation Plan.

26/08/MM3

TABLING OF THE 2027 – 2032 INTEGRATED DEVELOPMENT PLAN (IDP), BUDGET AND PERFORMANCE MANAGEMENT SYSTEM PROCESS PLAN AND 2027/2028 TIME SCHEDULE

Cllr Zana stated that the African National Congress (ANC) had not supported the approved Budget and Integrated Development Plan (IDP), as it was of the view that the priorities and needs raised by communities, particularly in less affluent areas, were not adequately reflected. He expressed concern that the IDP process risked losing its intended value if community-identified priorities were not effectively addressed, while projects in more affluent areas appeared to receive greater attention.

Cllr Zana indicated that, notwithstanding these concerns, his party noted the item before Council.

The Executive Mayor clarified that the item before Council did not relate to the current IDP but rather to the process plan and time schedule for the development of the next five-year Integrated Development Plan (IDP) for the 2027-2031 term. He explained that the item outlined the process to be followed in preparing the new IDP and should not be confused with the IDP and budget previously adopted by Council.

Resolved (31 August 2026)

1. That Council adopts the final Integrated Development Plan (IDP), Budget and Performance Management System (PMS) Process Plan for the preparation of the 2027–2032 Integrated

Development Plan, in terms of section 28(1) of the Municipal Systems Act.

2. That Council approves the IDP, Budget and PMS Time Schedule for the 2027/2028 financial year, as contained in Annexure A and contemplated in section 21(1)(b) of the Municipal Finance Management Act.
3. That the Municipal Manager be authorised to publish notice of the particulars of the adopted process and to make the final Process Plan and Time Schedule publicly available in accordance with section 28(3), read with sections 21 and 21A, of the Municipal Systems Act.

12. **MATTERS DEALT WITH IN TERMS OF DELEGATED AUTHORITY BY THE EXECUTIVE MAYOR**

(The reports by the Executive Mayor, in terms of the provisions of Section 63 of the Local Government Municipal Systems Act, 32 of 2000, on matters dealt with by the Executive Mayor in terms of delegated authority as detailed in the Minutes to be noted).

13. **REPORTS BY THE EXECUTIVE MAYOR**

13.1 **REPORTS BY THE CHAIRPERSON: FINANCE & ECONOMIC DEVELOPMENT**

26/08/FED1 SUPPLY CHAIN MANAGEMENT: ANNUAL IMPLEMENTATION REPORT FOR THE OF THE 2025-2026 FINANCIAL YEAR ENDING 30 JUNE 2026

Cllr Oliphant reiterated that the ANC caucus had consistently opposed proposals and plans which, in its view, did not adequately address the needs and priorities of poor and disadvantaged communities. He stated that the party's position remained that it would not support initiatives that it believed would not directly benefit these communities.

Cllr Zana requested clarification on expenditure reflected in the Supply Chain Management Annual Report relating to the purchase of replacement engines and engine overhauls for Municipal vehicles. He questioned the cost-effectiveness of repeatedly repairing or replacing engines in older vehicles and enquired whether the acquisition of new fleet vehicles would be a more sustainable option. He further sought information on the expected lifespan of vehicles following major engine repairs or replacements.

In addition, Cllr Zana requested clarity on entries in the report where expenditure was recorded as "rates", specifically referring to items listed on pages 396 and 398 and requested for an explanation of the amounts reflected.

The CFO explained that decisions to replace or overhaul vehicle engines are based on an assessment comparing the cost of repairs with the value and remaining useful life of the vehicle. Where engine

replacement is deemed more cost-effective than procuring a new vehicle, the repair is approved. Such repairs are also reflected in the asset management system and may extend the useful life of the vehicle for accounting purposes.

In response to the query regarding "rates", the CFO explained that some procurements are undertaken on a rates-based basis rather than as fixed-cost contracts. This allows the Municipality to procure goods, components, or services as required at predetermined unit or hourly rates within approved procurement limits.

Resolved (31 August 2026)

1. That Council approve the 2025/26 FY Supply Chain Management Annual Report, for the period of 1 July 2025 to 30 June 2026.

26/08/FED2 SUPPLY CHAIN MANAGEMENT: S36 DEVIATIONS FOR THE MONTH: JULY 2026

Cllr Zana requested clarification on the costs associated with the rental of office accommodation, specifically relating to the Woltemade Building. He enquired about the number of Municipal employees housed in the building, whether the amount reflected was a monthly or annual rental cost, and what long-term measures the Municipality had in place to reduce expenditure on rented office space.

Cllr Zana noted the item subject to the requested clarification.

The CFO clarified that the amount reflected in the report for the rental of office accommodation represents the annual cost for the full financial year under the existing lease agreement, and not a monthly rental amount.

The Deputy Municipal Manager advised that the Municipality had previously assessed alternative accommodation options but had not identified any suitable buildings capable of housing the large number of staff currently accommodated in the rented offices. He noted that several key departments operate from the facility, and the main Municipal offices do not have sufficient capacity to accommodate them.

He further indicated that the Municipality would continue to explore alternative options and assess the market in future with a view to reducing rental costs where feasible.

Resolved (31 August 2026)

1. That the Deviation report for the month of July 2026 be approved by Council.

26/08/FED3 2026/27 FIRST ADJUSTMENTS BUDGET – ROLLOVERS OF UNSPENT 2025/26 CAPITAL BUDGET

Cllr Zana sought clarification on the rollover of unspent funds, particularly in relation to the DBSA loan for roads infrastructure projects. He enquired whether the underspending would affect the Municipality's commitments and timelines agreed to under the loan arrangement. He also requested reasons for the delays in expenditure and implementation of projects funded through both the DBSA loan and internal funding sources.

The CFO explained that there is currently no risk to the DBSA Roads Infrastructure Programme, as the Municipality has submitted phased implementation plans and provides regular progress reports to DBSA. He noted that DBSA is fully aware of the implementation schedule, with phases already underway and further phases to be tendered.

Regarding grant funding, he advised that rollovers are subject to Treasury approval and are generally only permitted in specific circumstances. He explained that the only potential grant rollover relates to WSIG funding, where project costs were lower than originally anticipated, resulting in savings. All other grant-funded projects had been fully spent and implemented. He further noted that only internally funded projects or projects not yet completed may be rolled over to the next financial year.

Resolved (31 August 2026)

1. That the Executive Mayor recommends that the Council, by resolution taken by the majority of its full number, and in terms of Section 30(2) of the Local Government: Municipal Structures Act No. 117 of 1998 (as amended), read in conjunction with Chapter 4 of the Local Government: Finance Management Act, Act No 56 of 2003, approves the 2026/27 adjustments budget as indicated in the “**Annexure A**” attached hereto.

26/08/FED4 SUPPLY CHAIN MANAGEMENT YEAR ENDING STOCKTAKING AS AT THE END OF 30 JUNE 2026: S40 DISPOSAL MANAGEMENT (DISPOSAL OF SLOW-MOVING STOCK, REDUNDANT STOCK AND DAMAGED STOCK ITEMS)

Cllr Zana requested clarification regarding a stock item relating to new tyres that appeared to have remained in stock since 2017. He sought information on the status and usability of the tyres and enquired whether consideration had been given to disposing of the stock if it was no longer required or had become redundant.

The CFO explained that the tyres in question had last been issued in October 2017 and are now considered redundant, as they were intended for a vehicle that has since been disposed of and is no longer part of the municipal fleet. As the tyres are no longer required for Municipal operations, they have been identified as redundant stock for disposal in accordance with the Municipality's asset management processes.

Resolved (31 August 2026)

1. That the report for the Section 40 Disposal management of slow-moving stock, redundant stock and damaged stock as the end of Financial Year be submitted to Council for approval for the 2025/2026 Financial year.
2. Considering that any stock item that has not been issued by Stores Section on a minimum of three previous financial years by Stores. Those stock items allocated in those bins must be regarded as redundant stock items.
3. That the recommended disposal strategy by SCM section for redundant stock for the total value of **R 43 634.61 (Excluding Vat)** which is reflected in Table 1 be put on a public auction, and after approval by Council these items will be removed from the shelves at stores. Thereafter be kept safe for collection by Manager Assets, so that they can be included in the list to be considered for auction.

MOTION OF EXIGENCY:

Cllr Zana introduced a motion for debate, noting that in July 2026 the South African Human Rights Commission (SAHRC) released an investigative report concerning wastewater infrastructure failures and the contamination of rivers, estuaries, and coastal waters within the Kouga Local Municipality. He requested that Council debate the findings and implications of the SAHRC report.

Cllr Oliphant seconded the tabling of the motion.

The Executive Mayor proposed that the report be tabled before Council once the SAHRC engagement process had been concluded and all relevant responses had been received.

At 14:21 Cllr Benson requested for a 5-minute caucus.

The Speaker granted the requested for a caucus at 14:21 -14:27.

The Executive Mayor reiterated that a comprehensive report on the South African Human Rights Commission (SAHRC) findings would be submitted to Council once the engagement process had been completed. He advised that the report would include the Municipality's responses, proposed mitigating measures, implementation plans, and progress towards addressing the identified concerns.

He expressed the view that a debate at the current stage would be premature, as Council did not yet have all the relevant information before it. He therefore requested that the matter be debated once the full report and associated action plans had been presented to Council.

At 14:29, the Speaker called for a vote on the tabling of the Motion of Exigency as presented by Cllr Zana.

In favour: 7

Not in favour: 16

The Speaker ruled that the motion would not be carried.

14. **CLOSURE**

The meeting closed at 14:31

**L MAREE
SPEAKER**

DATE

REPORTS OF COMMITTEES OF COUNCIL

REPORT BACK: MUNIMEC


KOUGA MUNICIPALITY (EC 108)

ORDINARY COUNCIL MEETING

OFFICE OF THE MUNICIPAL

MANAGER

OPEN

DATE: 23 SEPTEMBER 2026

ITEM NO :26/09/ M-MEC1

REPORT: PROVINCIAL POLITICAL MUNIMEC FORUM
1. Introduction

The purpose of this item is to provide a report on the Provincial Political MuniMec held from 19 – 20 February 2026.

2. Background

The Provincial Political MuniMEC Forum serves as a strategic platform for addressing service delivery challenges facing the local state and other spheres of government, particularly in the implementation of infrastructure projects across the Eastern Cape Province. The Forum is committed to pursuing a common agenda that promotes integrated, aligned, and effective service delivery, in line with the mandate of the Intergovernmental Relations Framework Act No. 13 of 2005.

3. Discussion

The Provincial Political MuniMEC Forum convened over two days, beginning on 19 February 2026. The agenda covered a range of critical reports and matters, including a presentation of the State of Local Government Report and an Update on Municipal Financial Performance & Support (Municipal Audit Improvement Plans & Grants Performance).

Refer to Annexure A.

4. Financial Implications

Completed by BTO -	Not applicable
Project Description	
Ukey no.	
Budgeted Amount	
Amount spent and committed to date	
Amount Available	
Comment	
BTO Signature	

5. **Applicable Legislation**

Intergovernmental Relations Framework Act No.13 Of 2005.
Constitution of South Africa, Chapters 3 and 7

6. **Legal Implications**

None.

7. **Other Implications**

None.

8. **Comments by Directorates:**

8.1 **Chief Financial Officer:**

Report noted

8.2 **Director: Planning & Development**

Noted

8.3 **Director: Civil & Water Services**

Item noted.

8.4 **Director: Electro-Mechanical Services**

Item noted

8.5 **Director: Community Services**

Report noted

8.6 **Deputy Municipal Manager**

Noted.

8.7 **Municipal Manager**

Noted.

9. **Delegated Authority**

Council.

10. **Recommendations**

10.1 That Council takes note of the MuniMec report.

Item prepared by the: Manager Special Programmes Unit



Item approved by the: Deputy Municipal Manager



Item endorsed by the Municipal Manager:



ACTION MINUTES

PROVINCIAL MUNIMEC FORUM MEETING

19– 20 FEBRUARY 2026

DAN'S COUNTRY LODGE: MTHATHA

PART ONE: PROCESS ISSUES	
1. OPENING, WELCOME AND APPROVAL OF AGENDA	
	1.1 Opening and welcome • The chairperson, MEC Z. Williams, commenced by mentioning welcoming all Executive Mayors/ Mayors as well as their proxies in the i of integrated planning and development model. • Made special welcome to the newly appointed Mayors. • Local government is moving forward despite political and administrative challenges encountered by municipalities. • However, there should be a vibrant political dichotomy where the political leadership must know his/her role in order for the administration to effectively perform. Even if you have that skill, DO NOT go and perform such function which is administrative. • Political leadership to be clear in differentiate their political against the administrative role. We must respect the responsibility of the senior institutional manager to perform his/her job without any confusion. This translates to professionalism. • The advice that is tailor made to satisfy you may result to serious legal implications. • The chairperson observed in some municipalities external influence in municipal processes. Advised municipalities to be crisp when developing organograms. One should not craft an organogram with a lot of staff complements and fail to appoint as planned and end up getting negative audit outcomes. • Understanding of political and administrative functions in local government is deteriorating. • The satisfactory rating by community members is sitting around 32% which is far low. • These failures are directly linked to service delivery protests. • The introduction of Non-Negotiables is government's contribution – reconnect with communities, serve them • Since the launch of the Non-Negotiables has yielded positive respect from communities and media. Has been on various radio stations

talking on the positives of the Non-Negotiables implementation.

- The Letsema, which was the President's programme to clean the cities was an indication that we, municipalities, are not doing what we were supposed to do.
- He received an appreciation from the individuals that commended to the Hon. Premier on the level of clean towns from Aliwal North to East London.
- The Non-Negotiables requires management through walk about by both political and administrative leadership of municipalities to evaluate performance on the ground.
- Credit control policy must be implemented without fail.
- Thorough the implementation of Non-Negotiables the following will happen;
 - Clean towns
 - Management by walk about to monitor service delivery and its challenges
 - What will be on the way of delivering on Non-Negotiables
 - Grant expenditure improved
 - Clean audits improved from two (2) to eight (8) since the new administration.
- Municipalities are not communicating what causes problems at local government level: e.g. the municipality owing Eskom whilst at the same the municipality is owed by consumers of service. Payment of services must be a religious sermon every time the political leadership engages with communities even on media platforms.
- Identify the institutions that deliberately fail to deliver and thus dent the reputation of the municipalities.
- CoGTA is challenged with low budget making it impossible to construct traditional councils.
- Last Summer season was not good on initiation as several initiates did not make it back home. CoGTA continue to train iingcibi and amakhankatha.

PROVINCIAL MUNIMEC FORUM MEETING: 19– 20 FEBRUARY 2026

The chairperson handed over to Cllr. Ngqondwana who is both the Executive Mayor for OR Tambo as well as the chairperson of SALGA in the province due to another competing programme.

1.2. Apologies

- The secretariat took the meeting through the current attendance of the Executive Mayors/ Mayors as well as written apologies which were subsequently adopted as presented.

1.3. Documents for Approval

1.3.1. Approval of Agenda

- The chairperson presented the agenda and was adopted as presented.

1.4. Action Minutes, Action Issues & Summary Report on Implementation Protocols Implementation

- The secretariat led by Ms. McMaster went through the documents.

2. PART TWO: MATTERS FOR DISCUSSION

2.1. DEPARTMENT OF COOPERATIVE GOVERNANCE & TRADITIONAL AFFAIRS

Ms. C. Sihunu, Acting Deputy Director General: Local Governance, made a PowerPoint presentation of the **State of Local Government Report**.

2.1.1. Provincial Political MuniMEC noted that;

- 2.1.1.1. There is relative stability in most municipal Councils in the province though the department is observing some pockets of conflicts in some and this is closely monitored.
- 2.1.1.2. Enoch Mjima Local Municipality is a leading municipality among the ten (10) nationally that is under national support on debit management.
- 2.1.1.3. Municipalities must ensure the full implementation of legislation when suspending officials and make sure the charges are laid within 20 days after such action.
- 2.1.1.4. Municipalities urged to ensure correct billing is issued to consumers to avert delays or disputes in paying services by consumers.
- 2.1.1.5. Municipalities to ensure on addressing audit findings and thus avoid repeat findings year after year.
- 2.1.1.6. Amatola Water Board and AGSA are owed by municipalities.
- 2.1.1.7. Districts/Metros need to address active Participation of national, provincial, civil society, traditional leadership and private sector to ensure that the One Plan is reflective of all of government and all of society.
- 2.1.1.8. The Catalytic projects must include all sector departments and private sector projects planned in the district/metro.
- 2.1.1.9. Generally, municipalities have filled the vacant positions of Section 56 Managers except some in the following municipalities:
 - **NMBM** – Infrastructure, Sport Recreation Arts & Culture and Safety & Security
 - **Sundays River Valley LM** – Corporate Services & CFO

- **Kumkani Mhlontlo LM** - Director for Infrastructure Services & Chief Financial Officer
- **Elundini LM** – CFO
- **Sarah Baartman DM** – Finance & Corporate Services
- **Emalahleni LM** - The CFO of and Director Corporate Services of Koukamma have been suspended.

- 2.1.1.10. Debt owed to municipalities continues to climb. The department conducted a provincial revenue indaba and resolved that departments should priorities municipal debt. As of 31 December 2025, more than R500 million has been recovered from departments especially from department of Education, Health and Public works (National and Provincial).
- 2.1.1.11. Support to municipalities that have disclaimer and adverse opinions through the MEC engagement sessions for the poor audit outcomes resulted in eight (8) clean audit outcomes and the program will continue for the 2024/25 audit.
- 2.1.1.12. CoGTA assisted all municipalities with Risk Management reviews and training of risk champions to ensure the ability to identify both strategic and operational risks and develop mitigations strategies to mitigate the identified risks.
- 2.1.1.13. Seven (7) of the ten (10) most defaulting municipalities are currently participating in the Municipal Debt Relief Programme. All seven remain in the programme, although some continue to experience challenges in meeting certain compliance requirements.
 - Progress to date indicates that a number of municipalities are at risk of removal from the programme due to ongoing non-compliance with conditions outlined in MFMA Circular 124, particularly the failure to pay current Eskom accounts.
- 2.1.1.14. The EC municipalities owe Amatola Water Board an amount of R412 m as of 31 December 2025. ADM is the biggest contributor with R374 million. The municipality have payment agreements with ring-fenced arrear payments in line with Equitable Share transfers.
- 2.1.1.15. Eastern Cape municipalities are currently owing the Auditor-General of South Africa (AGSA) an amount of R60 million

PROVINCIAL MUNIMEC FORUM MEETING: 19– 20 FEBRUARY 2026

	representing a significant reduction from the previous outstanding amount of R116 million. 2.1.1.16. Some municipalities are not adhering to the RAS and hide behind the DORA Grants Frameworks as a legislated framework 2.1.1.17. The department has seconded a senior official to act as Municipal Manager to Koukamma LM for a period of six months to facilitate and finalise the filling of the position of a Municipal Manager and was extended as the department acceded to the municipal request for the Acting MM to facilitate labour matter regarding the MM position 2.1.1.18. The department in collaboration with Provincial and National Treasuries, National CoGTA, SALGA & OTP is supporting municipalities in turning around the situation to improve service delivery (i.e. <i>Nelson Mandela Metro, Buffalo City Metro, Makana and Enoch Mgijima</i>).
	2.2. EASTERN CAPE PROVINCIAL TREASURY
	Ms. Tungata, DDG: PT, shared a presentation on the Update on Municipal Financial Performance & Support (Municipal Audit Improvement Plans & Grants Performance). 2.2.1. Provincial Political MuniMEC noted that; 2.2.1.1. Debt owed by government departments as of 31 December 2025 amounted to R2.6 billion or 5% of the total debt owed to municipalities. ▪ This category is a subject of various interventions driven by PT, COGTA & SALGA which involves direct engagements with defaulting departments such as National and Provincial Public Works as well as provincial Health. These interventions are frustrated by financial challenges at these departments. ▪ The challenge of under budgeted services by Provincial departments is a main concern; ▪ PT raises such challenges at the PFMA CFO's Forums and Government Debt Forum. 2.2.1.2. The AG arrear debt as well as the debt owed to Water Boards and Water Affairs is dealt with through payment agreements

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signed with affected municipalities. ESKOM debt reduction instrument is payment agreements and Municipal Debt Relief.

- 2.2.1.3. Municipalities in the Province have for several years challenges with an ever-increasing amount of UIF&W expenditure mainly due, but not limited, to the following factors:
 - Incorrect establishment and utilisation of panels
 - Incorrect application of SCM Reg 36 – Deviations
 - Inadequate contract and performance management
 - Lack of consequence management to deal with UIFWE.
 - Lack of or slow-moving investigations by MPAC – its functionality is questionable
 - Dysfunctional DC Boards.
- 2.2.1.4. Provincial Sector Departments should budget in full for the municipal Services including arrear amount during the 2026/27 PFMA adjustment period;
- 2.2.1.5. Quarterly sitting of Arrear Debt Forum to assist municipalities resolve disputes with government departments.
- 2.2.1.6. Continued support on Municipal Eskom’s Debt Relief Programme implementation & Water Debt Relief Programme applications.
- 2.2.1.7. Closely monitor the development and implementation of the web-based Audit Action Plans & Institutionalisation the oversight to ensure all issues raised by AGSA have been addressed.
- 2.2.1.8. PT to facilitate upcoming UIFWE WAR Room for the “Top 10” municipalities in the province

Discussions:

PROVINCIAL MUNIMEC FORUM MEETING: 19– 20 FEBRUARY 2026

	• -Chris Hani District and Sundays River Municipalities are not honouring their timeous payments to the respective current accounts and required by the conditions and are therefore not considered for the write off. • Municipalities encouraged to institutionalise RAS for better performance on grant performance. • Management of audit action plans need to be institutionalised to be performed on daily basis.
	2.3. DEPARTMENT OF COOPERATIVE GOVERNANCE & TRADITIONAL AFFAIRS
	Ms. C. Jama, Chief Director: Disaster Management, shared a presentation on the Status of Disaster Management and Disaster Grant Expenditure. 2.3.1. Provincial Political MuniMEC noted that; 2.3.1.1. All eight district and metropolitan municipalities have prepared their Disaster Management Policy Frameworks that are consistent with the provincial and national policy frameworks. 2.3.1.2. The PDMC M&E Tool will focus on the four (4) KPAs and three (3) Enablers as outlined in the framework being assessed. 2.3.1.3. The indicative Disaster Risk Assessment (DRA) approved in 2022 identified 53 disaster risks of which 14 are priority for the province. 2.3.1.4. Within the DRA report there are recommended disaster risk reduction measures associated with each identified risk. 2.3.1.5. A project selection meeting took place on the 18 and 19 December 2025, where municipalities, the PDMC, Provincial Treasury, MISA and NDMC engaged in considering priority projects to be submitted by municipalities. ▪ All projects were selected from the lists of damaged infrastructure submitted through the PDMC in July 2025 ▪ Funding is for projects listed in the table on the right.

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	2.3.1.6. The meeting was introduced the Provincial Disaster Management Application System https://pdmas.eccogta.gov.za/ 2.3.1.7. COGTA PDMC has invested in a Risk Reduction Programme by Mapping all Risk Prone areas in the Eastern Cape. ▪ Municipalities are urged to make use of these to plan better to build resilient Communities ▪ Maps were printed for distribution to all Traditional Local Councils and District Municipalities 2.3.1.8. Continuous Flood and Fire Awareness Campaigns are conducted across the Province through Partnerships with Institution of Higher Learning 2.3.1.9. Municipalities to provide two names of officials for the required training in managing disasters. 2.3.1.10. Port St Johns has been noted as not participating in Provincial Disaster PSC meetings.
	2.4. DEPARTMENT OF WATER AND SANITATION
	Mr. A. Lucas, DWS made a presentation on the State of Water and Wastewater Systems in the Eastern Cape. 2.4.1. Provincial Political MuniMEC noted that; 2.4.1..1. Municipalities to timeously report the state of their dams to the department 2.4.1..2. Water resources have constantly been polluted. 2.4.1..3. On Spatial Distribution of Groundwater Level Monitoring Points, there are currently 156 Active Ground Water Monitoring points in EC, that are currently being monitored on a quarterly basis for groundwater levels and 53 boreholes for water quality sampling. 2.4.1..4. The overall status of groundwater levels is stable and range within the normal levels dropping slightly due to the hot summer. 2.4.1..5. Some localised drop in water levels have been noted, especially close to wellfields, but this is due to pumping and not rainfall. 2.4.1..6. Impofu Dam in the Algoa WSS, NMBM, has not recovered beyond 60% following the last drought, and for this reason water restrictions remained in the Kromme Sub-system of the Algoa WSS, however NMBM & Kouga LM continue to over-abtract.

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- 2.4.1..7. The Annual Operating Analysis SOF decision agreed on water restrictions of 10% & 25% for Domestic Users and 20% & 30% for Irrigation users from Kouga & Kromme Sub-Systems for this water year.
- 2.4.1..8. Seasonal rainfall forecast indicates that normal to below normal rainfall may occur in the western areas and the Karoo and normal to above normally towards the eastern coastal areas of the Eastern Cape Province.
- 2.4.1..9. Eastern Cape Groundwater level status is normal to moderately high.
- 2.4.1..10. Groundwater levels have been improving throughout the province, except in areas where there is impact from pumping (i.e. Graaf-Reinet, Jeffrey's Bay) and high agricultural use areas.
- 2.4.1..11. Blue Drop Report showed pockets of good performance but equally there are pockets where drinking water generally does not meet the statistical compliance requirement set by SANS.
- 2.4.1..12. **Green Drop PAT** report shows sanitation service risk rating is still at serious levels, despite the corrective action plans made,
- 2.4.1..13. **No Drop Report** shows 11 WSA below average, whilst a good foundation is seen, much improvement is necessary for WSAs to be effective and remain viable.
- 2.4.1..14. On WWTW, Functional Status as at February 2026, based on DWS assessment and consultation with WSAs indicate incidents of decline that are negating the improvements made.
- 2.4.1..15. Whilst there was a steady, but slow improvement in sanitation services this semester, the rate of decline (failure / vandalism) is exceeding the improvements!
- 2.4.1..16. Organisations are to understand that Service failures & Pollution is a against our Constitution, and a contravention of a number of our Laws & By-Laws.
- 2.4.1..17. Water Conservation and Demand Management (WCDM) (water losses) is battling along with the high non-revenue water which is still not sustainable.

PROVINCIAL MUNIMEC FORUM MEETING: 19– 20 FEBRUARY 2026

	2.4.1..18. Drought has been declared in EC: Municipalities as Water Users must comply to Water Restrictions and Licence allocations. (NMBM & Kouga LM are still not complying to water restrictions from the Kromme & Kouga Sub-Systems)! 2.4.1..19. WSAs are urged to prepare Corrective Action Plans (CAP) to address areas where performance needs to improve. CAPs to be time bound, confirm funding and show progress steps that can be verified. 2.4.1..20. 8.Funding Grants must be re-prioritised to urgently address pollution, breaches of constitutional rights and compliance failures where legal action can be taken.
	2.5. DEPARTMENT OF COOPERATIVE GOVERNANCE & TRADITIONAL AFFAIRS
	Mr. A. Braweni, Director: MPP, made a presentation on the 2026 Local Government Elections State of Readiness report. 2.5.1. Provincial Political MuniMEC noted that; 2.5.1.1. The Provincial Elections Task Team is schedule to be Launched kuGompo on the 06 March 2026 targeting the following; ▪ District and Metro Municipalities Accounting Officers ▪ National and Provincial Sector Departments Accounting Officers ▪ Security Cluster (SSA, Home Affairs, Correctional Services, SAPS) Accounting Officers ▪ Network Providers (MTN, Vodacom, Cell C and Telkom) CEOs ▪ Strategic Partners (Salga, GCIS, IEC, Eskom and Demarcation Board) Delegates 2.5.1.2. The purpose of the PETT is to; ▪ create an institutional mechanism to ensure coordinated support to IEC towards the state of readiness in conducting successful Local Government Election. ▪ establish election structures at District and Local level tasked with a responsibility of ensuring the successful delivery of the Local Government Elections.

PROVINCIAL MUNIMEC FORUM MEETING: 19– 20 FEBRUARY 2026

- create a coordination mechanism towards creating conducive climate for the conduct of free and fair Local Government elections.
- proactively provide for measures to mitigate risks of disruption towards and during election period.

2.5.1.3. The composition of the Provincial and District Task Teams with workstreams was outlined.

2.5.1.4. 2026 Local Government Election Key Milestones

- | | |
|---|----------------|
| ▪ Elections Launch | 27 May 2026 |
| ▪ Targeted Communication & Registration (TCR) | June 2026 |
| ▪ Registration Weekend 1 | June 2026 |
| ▪ Registration Weekend 2 | July 2026 |
| ▪ Proclamation (96-day timetable) - CNS | |
| ▪ Inspection Voters' Roll available for objections | August 2026 |
| ▪ Commission to Consider Objections | August 2026 |
| ▪ Certification of Voters' Roll | August 2026 |
| ▪ Close of Candidate Nomination process | |
| ▪ Compilation of final list of candidates | |
| ▪ Special Votes Applications period | September 2026 |
| ▪ Certificates Issued to Candidates | |
| ▪ Signing of the Code of Conduct and Ballot Paper Draw. | |

Discussions:

- There should be a system to constantly update the voters' roll to monitor migration
- Will the Provincial Electoral Task Team has a budget to avoid municipalities having to cough out their funds (unplanned)

PROVINCIAL MUNIMEC FORUM MEETING: 19– 20 FEBRUARY 2026

	RECAP
	Ms. C. Sihunu, Acting DDG, made a presentation Recap on Day 1 Deliberations. Provincial Political MuniMEC noted that; ❖ Chairperson’s opening remarks ❖ State of Local Government Report: ❖ Update on Municipal Financial Performance & Support (Municipal Audit Improvement Plans & Grants Performance) ❖ Status of Disaster Management and Disaster Grant Expenditure ❖ State of Water and Wastewater Systems in the Eastern Cape ❖ 2026 Local Government Elections State of Readiness report: There is going to be a Launch of the Election Provincial Election Task Team on the 6 March 2026
	2.6. DEPARTMENT OF COOPERATIVE GOVERNANCE & TRADITIONAL AFFAIRS
	Mr. Stofile, CoGTA, made a presentation on the Update on Summer Season Initiation Programme report. 2.6.1. Provincial Political MuniMEC noted that; 2.6.1..1. The theme for the season was Mabaye Bephila, Babuye Bephila, Siyazingca Ngesiko Lethu. 2.6.1..2. The 2025 Summer initiation season plan was developed as a guiding document on activities to be embarked on for the summer initiation season. 2.6.1..3. The whole process and parties going for the initiation should internalise this theme. 2.6.1..4. Initiation capacitation training sessions were conducted with initiation practitioners (iingcibi namakhankatha) looking into areas of health and hygiene, management of initiation, etc.

PROVINCIAL MUNIMEC FORUM MEETING: 19– 20 FEBRUARY 2026

- 2.6.1..5. CoGTA worked collaboratively with DoH, DSD, DoE, SAPS and NPA during the season.
- 2.6.1..6. Further joined by Ikamva Lesizwe, an NGO supporting initiation programme that operated in two (2) rescue centres in OR Tambo and Alfred Nzo district.
- 2.6.1..7. Three awareness iimbizo were convened, one in July 2025 at Nyandeni Great Place, in October 2025 in Lusikisiki and in November a joint imbizo for Buffalo City and Amatole.
- 2.6.1..8. A five-day capacitation programme of initiation practitioners (iingcibi namakhankatha) was embarked on in Alfred Nzo District on the 20th to 21st of October, OR Tambo District 22nd to 23rd of October 2025 and 14th of November for Buffalo City Metro and Amathole District.
- 2.6.1..9. The District initiation fora together with teams from the Department of Health started with the pre-screening of prospective initiates from the first week of November.
- 2.6.1..10. Departments of Health and CoGTA availed a minimum of sixty-six (66) vehicles with drivers for monitoring purposes.
- 2.6.1..11. SAPS availed initiation coordinators in all police stations province wide to be part of the initiation forum.
- 2.6.1..12. Ikamva Lesizwe, an NGO supporting initiation programme operated two rescue centres in OR Tambo and Alfred Nzo during the summer initiation season.
- 2.6.1..13. All district municipalities and metros have functional district initiation fora and provided vehicles for monitoring as well.

Discussions:

- A grant is needed for the Joe Gqabi, Matatiele and Mt Fletcher due to the work done towards the terrain that's leading to the initiation schools.
- In Matatiele initiates go to Lesotho where they stay for three months in the initiation schools
- Proposal for the early opening of the season at the beginning of November for the non-students to avoid the influx.
- Consideration of clubbing initiates as against individual initiation.

2.7. DEPARTMENT OF COOPERATIVE GOVERNANCE & TRADITIONAL AFFAIRS

Mr. D. Nyatela, Acting DDG made a PowerPoint presentation on the **DDM One Plan (summary of 3rd Generation One Plans Catalytic Projects)**.

2.7.1. Provincial Political MuniMEC noted that;**2.7.1..1. “All of Government” and “All of Society” Coordination Across Spheres of Government:**

- In NMBM, the Political Champion Minister Maropene Ramakgopa convened a DDM meeting and focused on lobbying funding for unfunded NMBM Catalytic Projects at National level.
- In Alfred Nzo District, Political Champion Deputy Minister Z Capa convened a DDM meeting and focused on distribution of Cannabis Seedling as it is a Catalytic Project.
- The Deputy Minister Holomisa convened a DDM session in Sarah Baartman District with MEC Fanta. The focus of DDM was on mobilization of resources for Schools Infrastructure in Ndlambe LM and construction of Roads and Transportation Infrastructure for Citrus Produce to the Harbour.
- Minister Mmamoloko Kubayi visited BCMM and the catalytic project that was presented with catalytic projects for national support. Buffalo City Political National Champion committed to support the R8.4b Water and Sanitation Infrastructure Projects through mobilization of national support.
- The Minister COGTA Deputy Minister Z. Nemashe is a political champion of Amathole District and visited the District and OR Tambo District convened a Land Summit with Traditional Leaders to unlock and unblock land related matters as the DDM One Plan identified land claims and disputes in OR Tambo District as challenge to development and investment by the private sector.
- Minister Nyontso Visited Alfred Nzo District on a Back-to-School Campaign and committed to support DDM.

2.7.1..2. All 3rd Generation One Plans and Catalytic Projects were tabled in the Council Meetings for endorsement and council

resolution and captured in the Portal before the deadline of December 2025.

- SBDM One Plan identified 15 catalytic projects aligned with DDM to drive integrated development across its six transformation pillars.
- The Nelson Mandela Bay Metro (NMBM) has identified a portfolio of 14 catalytic projects designed to drive economic transformation, enhance tourism, upgrade infrastructure, and position the city as a leading African coastal destination by 2050.
- The ADM One Plan identifies 19 catalytic projects intended to drive development and transformation.
- The Alfred Nzo District Municipality (ANDM) has identified a series of 12 catalytic projects aligned with its 2050 Vision to transform the district into a productive, self-sustaining, and climate-resilient region.
- CHDM has developed a One Plan with a vision to become a viable, eco-friendly, and socio-economically vibrant district by 2050.
- The JGDM has identified a portfolio of 12 catalytic projects which align with its vision of becoming a vibrant, inclusive, and prosperous region by 2050, leveraging its natural resources and strengthening governance and community participation.
- ORTDM has identified a portfolio of 69 catalytic projects designed to strategically unlock economic potential, improve service delivery, and achieve the district's 2050 vision of an inclusive, smart coastal region.

Discussions:

- General feeling by municipalities on the practicality of DDM implementation.
- Alfred Nzo District Municipality requests CoGTA support by deploying planners.
- Commitments made by stakeholders but never honoured afterwards.
- DDM Political Champions do visit but no further action after they left.
- Bridge that's not moving despite budget in place but delayed due to procurement processes.

2.8. DEPARTMENT OF COOPERATIVE GOVERNANCE & TRADITIONAL AFFAIRS

Mr. L. Plaatjie, Chief Director, made a PowerPoint presentation on **Use of Consultants Guidelines**.

2.8.1. Provincial Political MuniMEC noted that;

- 2.8.1..1. CoGTA noticed over the past years through reports of the Auditor General (SA) that a high number of municipalities are making use of consultants to implement their legislative duties due to capacity constraints or even in instances where there is existing capacity within a municipality.
- 2.8.1..2. The use of consultants has, in numerous instances, not yielded positive outcomes in terms of service delivery as well as improved audit outcomes.
- 2.8.1..3. The utilization and budget used on consultants has *exponentially increased* with no commensurate *skills transfer, service delivery and governance value add* to municipalities.
- 2.8.1..4. COGTA saw the necessity to develop a policy guideline on the utilization of consultants by municipalities
- 2.8.1..5. Municipalities should ensure that consulting services provide value for money
- 2.8.1..6. The guideline outlines the roles and responsibilities of different stakeholders in the process of engaging consultants:
 - **Council:** Approval of consultancy budgets and providing overall oversight.
 - **Municipal Manager:** Accountability on the appointment and performance of consultants.
 - **Supply Chain Management Units and Committees:** Managing the procurement process.
 - **Project Managers:** Responsible for managing consultants during project execution as well as ensuring realization of outcomes.
- 2.8.1..7. Municipalities must ensure that the appointment of consultants does not lead to conflicts of interest or unethical behaviour or conduct to include;
 - **Declaration of Interests:** Require consultants and officials involved in the appointment process to declare any conflicts of interest.

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	▪ Ethical Conduct: Consultants and officials must adhere to ethical standards and avoid engaging in activities that could undermine the integrity of the municipality. ▪ 2.8.1..8. Municipalities must maintain accountability in the use of consultants by ensuring Regular reporting on the use of consultants in quarterly reports, to the municipal Council, Provincial Treasury, and to CoGTA.
	2.9. EASTERN CAPE LIQUOR BOARD
	Mr. Z. Tyikwe, ECLB: made a PowerPoint presentation on Alignment between municipal planning requirements and the liquor-licensing process. 2.9.1. Provincial Political MuniMEC noted that; Provincial Political MuniMEC noted that; 2.9.1..1. Outline of the Liquor Trading Compliance Eco System with Eastern Cape Liquor Board, SAPS/ Law Enforcement, Criminal Justice System as well as local government playing critical roles. 2.9.1..2. Key Municipal Integration into the liquor license application process. 2.9.1..3. Each municipality is required to have liquor trading bylaws. 2.9.1..4. Liquor licence applications are legally dependent on prior municipal approvals 2.9.1..5. Municipal processes have become determinative of market entry. 2.9.1..6. Applicants have reported that delays and inconsistencies now operate as an exclusion mechanism, particularly for new and small operators. Discussions: • Before license approval there should be a community consultation session/s. • How do we control the sale of fake alcohol.

PROVINCIAL MUNIMEC FORUM MEETING: 19– 20 FEBRUARY 2026

	• ECLB to share the checklist of the process of considering and approving licenses.
	2.10. AUDITOR GENERAL OF SOUTH AFRICA
	Mr. T. Ntetha, AGSA: made a PowerPoint presentation on Clean 2024/25 MFMA Audit Awards – municipalities that obtained clean audits during the 2024/25 MFMA Audit cycle. 2.10.1. Provincial Political MuniMEC noted that; 2.10.1..1. The province has improved from two (2) to eight (8) Unqualified Audit findings. 2.10.1..2. Seven (7) municipalities improved, three (3) regressed while twenty-nine (29) remain unchanged. 2.10.1..3. Most common areas of material findings in 2024-25 ✓ Material misstatement or limitations in submitted financial statements. ✓ Prevention of unauthorised, irregular and/or fruitless and wasteful expenditure. ✓ Poor consequence management ✓ Management of procurement and /or contracts. ✓ Expenditure management ✓ Revenue management ✓ Strategic planning and performance management. 2.4.1..1. Improvement in number of municipalities submitting good quality annual performance reports was noted during this audit period. 2.4.1..2. Continued reliance on audit process to improve the quality of performance reporting was also noted.

2.4. DEPARTMENT OF COOPERATIVE GOVERNANCE & TRADITIONAL AFFAIRS

Mr. Z. Williams, MEC: COGTA: made a PowerPoint presentation on **Discussion to make Non-Negotiables Work.**

2.4.1. Provincial Political MuniMEC noted that;

- Acceleration of Non-Negotiables
- Rebuild trust between the municipality and communities

2.4.2. What would it take for the Non-Negotiables to work?

- Non-Negotiables are implementable
- The Booklet should always be on everybody's dashboard
- War room activation

2.4.3. What do you think about this approach of management or oversight through walkabout?

- Constant visit to the field
- Measure what have we achieved during this week
- Let's coordinate what we have, CDW, Ward Committee, EPWP, etc. group them and put supervisors

2.4.4. What is the smallest version on this programme which your municipality can try to unleash towards the implementation of this programme?

- Everybody in the municipality do his/her work effectively
- Need to change culture of the institution
- Strong institutional arrangement in the process of attending to business licensing applications (liquor trading).

	3. CONCLUDING REMARKS
	The Chairperson concluded by highlighting the following: - • Organizational culture change is key to the successful implementation of the programme - MEC has successfully changed the organizational culture • The booklet tells you exactly what you need to do. • Mayors to lead the process of adopting the Non-Negotiables by April 2026 • The non-functional WWTW with only 42% operational is a worrying factor • Audit information is required even if the municipality has appointed consultants • CoGTA to invite the Provincial Manager of <i>Amatola Water, DoT, Eskom</i> for the Dikidikini matter • Congratulated all municipalities that received clean audit outcomes. • The MEC and the HOD to pay a visit at Makana local Municipality to off set the plan they have for the municipality.

PROVINCIAL MUNIMEC FORUM MEETING: 19– 20 FEBRUARY 2026

COMPILED ON BEHALF OF THE SECRETARIAT BY: _____ **DATE:** _____

VERIFIED BY: _____ **CAPACITY:** _____ **DATE:** _____

CONFIRMED BY: _____ **CAPACITY:** _____ **DATE:** _____

REPORTS BY THE OFFICE OF THE MUNICIPAL MANAGER



KOUGA MUNICIPALITY (EC 108)

ORDINARY COUNCIL MEETING

OFFICE OF THE MUNICIPAL

MANAGER

OPEN

DATE: 23 SEPTEMBER 2026

ITEM NO: **26/09/MM1**

COUNCIL RECESS: DELEGATED AUTHORITY: EXECUTIVE MAYOR

1. Introduction

The purpose of this item is to seek Council's approval for the intended recess of Council, due to the Local Government Elections being held on the 4th of November 2026. To ensure that Councillors are able to focus on their political responsibilities during the period leading up to the Local Government Elections, Council is requested to consider and approve a period of recess.

During the recess, all urgent matters shall be dealt with by the Executive Mayor in terms of the applicable legislative requirements outlined in the Local Government: Municipal Systems Act 32 of 2000 read in conjunction with the Delegation Register.

2. Background

During previous approved Council recesses, all Councillors were provided with a respite from the routine cycle of meetings whilst making provision that urgent matters be dealt with by the Executive Mayor in terms of the guidelines of the: System of Delegation of the Local Government Municipal Systems Act, Act No. 32 of 2000, as amended.

3. Discussion

Section 59(1) of the Systems Act stipulates that a Municipal Council must develop a system of delegation to maximize administrative and operational efficiency whilst simultaneously providing for checks and balances in respect of the person exercising the delegated authority.

It is proposed that the Executive Mayor, in consultation with the Municipal Manager, be granted authority to deal with all Council matters except for:

- a) The passing of by-laws;
- b) The approval of the budget;
- c) The imposition of rates and other taxes, levies and duties;
- d) The raising of loans;
- e) The amendment of tariffs; and
- f) The approval or amendment of the IDP.

Section 63 of the Local Government Municipal Systems Act 32 of 2000 reads as follows: "A political structure, political office bearer, Councillor or staff member of a Municipality to whom a delegating authority has been delegated or subdelegated a power or duty, must report to the delegating authority at such

intervals as the delegating authority may require, on decisions taken in terms of that delegated or sub-delegated power or duty since the last report."

All legislative and executive powers are vested in the Council notwithstanding the fact that the Council may delegate such executive powers as it is lawfully entitled to delegate to any political structure, political office bearer or staff member of the Municipality.

4. **Financial Implications**

Not applicable

5. **Applicable Legislation**

Local Government: Municipal Systems Act, Act No. 32 of 2000, as amended.

Local Government: Municipal Structures Act 117 of 1998, as amended.

Local Government: Municipal Finance Management Act 56 of 2003, as amended.

Delegations Framework as approved by Council.

6. **Legal Implications**

Should Council resolve on the recommendations below, the powers delegated to Council as per the approved delegation framework, shall be delegated to the Executive Mayor. The powers are in exclusion of the following:

- a) The passing of by-laws;
- b) The approval of the budget;
- c) The imposition of rates and other taxes, levies and duties;
- d) The raising of loans;
- e) The amendment of tariffs; and
- f) The approval or amendment of the IDP.

Any decisions taken without the necessary delegated authority by Council could result in such decisions being *ultra vires* and could pose a possible risk for the Municipality, as such resolutions may be subjected to review proceedings.

7. **Other Implications**

None

8. **Comments by Directorates:**

The recommendations for this item do not require comments from the Directors.

9. **Delegated Authority**

Council.

10. Recommendations

- 10.1 That it be noted that the Council will be in recess from the 24th September 2026 until the expiry of the current Council.
- 10.2 That the Executive Mayor be granted delegated authority to deal with all Council affairs during the recess from the 24th September 2026 until the end of term of the current Council, subject to the following undermentioned conditions:
- a) The Exercise of delegated authority shall exclude the passing of a by-law; approval of the budget; the imposition of rates and other taxes levies and duties; the raising of loans, the amendment of tariffs, the approval or amendment of the IDP;
 - b) That the parameters of all applicable legislative and Council Policy provisions be complied with.
- 10.3 That all matters dealt with by the Executive Mayor, which would conventionally have required a resolution of the Council be submitted to Council in report format for information or review at the first Ordinary Council after the establishment of the new Council.

Item prepared by: Deputy Municipal Manager



Item approved by: Municipal Manager



Item noted by the Executive Mayor:





KOUGA MUNICIPALITY (EC 108)
ORDINARY COUNCIL MEETING
OFFICE OF THE MUNICIPAL
MANAGER
OPEN
DATE: 23 SEPTEMBER 2026
ITEM NO: **26/09/MM2**

2025/26 ANNUAL PERFORMANCE REPORT ON THE IMPLEMENTATION OF THE 2025/2026 SERVICE DELIVERY AND BUDGET IMPLEMENTATION PLAN

1. Introduction

The 2025/2026 Service Delivery and Budget Implementation Plan, implementation report is herewith submitted to Council.

The Annual Performance Report on the implementation of the 2025/2026 Service Delivery and Budget Implementation Plan is attached as Annexure "A".

It must be noted that the performance report has not been drawn from the Electronic Performance Management System but is submitted in the format as required by National Treasury in terms of the guidance document issued on 15 May 2026, attached hereto as Annexure "B".

The required reporting format is populated with information captured on the electronic performance management system.

2. Background

The Annual Performance Report on the implementation of the 2025/2026 Service Delivery and Budget Implementation Plan must be submitted to Council in terms of the provisions of the Performance Management Development Framework Policy.

3. Discussion

The following reflects the 2025/2026 Annual Performance Targets that have not been achieved:

Key Performance Area: Infrastructure and Basic Service Delivery			
Key Performance Indicator	Target	Achievement	Comment/Corrective action
The percentage of the municipal capital budget spent on capital projects as at 30 June 2026	90%	51.17%	Target not achieved Reason for variance - the key projects that were not implemented was the multi-year road resealing projects which was budgeted for in the current financial year and the Human Settlement Grant-funded projects where the funding was withheld. Corrective action - the Municipality will budget for the roads and reseal project in accordance with the cashflows based on implementation of the projects. The Human Settlement projects will only be brought into the budget when confirmation of funding is received.
Provide free basic water to indigent households in terms of the approved tariffs as at 30 June 2026	7 104	6 483	Target not achieved Reason for variance - The reduction in the number of indigents receiving the service resulted from a full assessment on the Indigent Register being performed where all deceased and non-qualifying beneficiaries, that was identified, were removed.
Provide free basic sanitation to indigent households in terms of the	5 639	5 144	Target not achieved

Key Performance Area: Infrastructure and Basic Service Delivery			
Key Performance Indicator	Target	Achievement	Comment/Corrective action
approved tariffs as at 30 June 2026			Reason for variance - The reduction in the number of indigents receiving the service resulted from a full assessment on the Indigent Register being performed where all deceased and non-qualifying beneficiaries, that was identified, were removed. Corrective action - An indigent drive will be held to invite all qualifying property owners to apply to be an indigent.
Provide free basic refuse removal to indigent households in terms of the approved tariffs as at 30 June 2026	7 111	6 492	Target not achieved. Reason for variance - The reduction in the number of indigents receiving the service resulted from a full assessment on the Indigent Register being performed where all deceased and non-qualifying beneficiaries, that was identified, were removed. Corrective action - An indigent drive will be held to invite all qualifying property owners to apply to be an indigent.
Cost coverage	1,1	0.33:1	Target not achieved. Reason for variance - The collection rate was not achieved which resulted in just over 1% of revenue not being collected. There were also 4 disasters that occurred during the financial year which resulted in expenditure being

Key Performance Area: Infrastructure and Basic Service Delivery			
Key Performance Indicator	Target	Achievement	Comment/Corrective action
			incurred which was not planned for. This has contributed to the target not being achieved. Corrective action -the collection rate will be assessed in detail to identify the key reasons for the collection rate not being achieved. A plan will be developed to address the findings. More stringent measures will be put in place to manage the cash flow in the event of future disasters.
Revenue collection	95%	94%	Target not achieved Reason for variance - the major part of the under-collection was due to the non-payment by customers in the Gamtoos Valley area where the Municipality do not provide electricity. The implementation of credit control in this area is therefore more difficult. Corrective action - A detailed assessment of the under-collection will be performed, and a clear plan developed. The plan will be implemented, and progress will be monitored by the Revenue Enhancement Committee.
Limit non-revenue water to less than 35% <u>39%</u> as at 30 June 2026	39%	39.17%	Target not achieved Reason for variance - 600kl of water was carted to use in the firefighting efforts during the fire disaster. Furthermore, 4 fire hydrants (using more than 1 100kl) were allowed to be used for supplementing water towards the firefighting

Key Performance Area: Infrastructure and Basic Service Delivery			
Key Performance Indicator	Target	Achievement	Comment/Corrective action
			efforts. This additional water usage resulted in the under-achievement of the target. Corrective action - water losses will be addressed by further implementing water restrictors in Gamtoos Valley and further expanding the leak detection unit to address water leaks.
% Green Drop compliance	50%	43%	Target not achieved Reason for variance - the KPIs that had the highest impact on the outcome of the audit were issues on hydraulic load reduction, plant stabilisation together with lack of technical capacity. Corrective action - A Corrective Action Plan was developed and submitted to the Department of Water and Sanitation. The plan is currently being implemented.
Complete the provision of basic services in Donkerhoek and Humansdorp by 30 June 2026	1	0	Target not achieved. Reason for variance - The Contractor's appointment was terminated in July 2025. A dispute was submitted by the Contractor which was only finalised in March 2026. This resulted in the project not being able to be completed.

Key Performance Area: Infrastructure and Basic Service Delivery			
Key Performance Indicator	Target	Achievement	Comment/Corrective action
			Corrective action - A Contractor for this project was appointed on 25 May 2026. Project will be completed in the 2026_27 financial year.
Complete the construction of the Gill Marcus Reservoir and feeder line for the Kruisfontein Bulk Water Supply by 30 June 2026	4	0	Target not achieved Reason for variance - The Contractor's appointment was terminated in August 2025. A dispute was submitted by the Contractor which was only finalised in February 2026. Subsequently, the Department of Human Settlements withdrew the funding in February 2026. The project could therefore not continue. Corrective action - the Municipality applied for the project to be completed as part of the MIG programme - awaiting the outcome.
Complete the installation of a renewable energy project (battery 5MW) to manage demand in St Francis Bay by 30 June 2026	1	0	Target not achieved Reason for variance - the delivery of control instruments from America and software from China were delayed which resulted in the delay in completing the project.

Key Performance Area: Infrastructure and Basic Service Delivery			
Key Performance Indicator	Target	Achievement	Comment/Corrective action
			Corrective action - control instruments arrived in July 2026 and project is planned to be completed by end of September 2026.
Appoint the service provider for the servicing of sites for Hankey 990 Phase 3 by 31 December 2025	1	0	Target not achieved Reason for variance - The finalisation of the appointment could not be made as the funds were no longer available from the Department of Human Settlements. Corrective action - The appointment will only be able to be made once the Department of Human Settlements confirms the availability of the funds. The likelihood is that the funds will only be available in the 2027/28 financial year.

4. Financial Implications

Completed by BTO -	Not applicable
Project Description	
Ukey no.	
Budgeted Amount	
Amount spent and committed to date	
Amount Available	
Comment	

5. Applicable Legislation

In terms of the provisions of National Treasury Circular 13 dated 31 January 2005 is the SDBIP required to define quarterly implementation targets relevant to the adopted IDP to allow monitoring and oversight of progress and achievements.

MFMA Circular 129 dated 10 December 2024 provides as follows regarding adjustments to the Service Delivery and Budget Implementation Plan:

“7.2. Adjustments to the SDBIP

Municipalities adjust KPIs during the financial year, generally following adjustments budgets under Section 28 of the MFMA. While these KPI adjustments may be necessary to respond to unforeseen circumstances, underperformance of revenue or policy changes, some municipalities use this process to manipulate original KPIs to avoid accountability for underperformance. This practice undermines transparency, as original KPIs are excluded from Section 52(d) reports or Annual Performance Reports (APRs), compromising the municipal council's role to exercise oversight, and limiting stakeholders' ability to assess actual performance against initial KPIs and targets.

6. Legal Implications

Non- compliance to the legislative provisions may give rise to adverse audit findings.

7. Other Implications

Amended SDBIP Targets are thus reflected in the 2024/25 Annual Performance Report for purposes of transparency on the amendment of the 2024/25 Service Delivery and Budget Implementation Plan Targets.

8. **Comments by Directorates:**

8.1 **Chief Financial Officer:**

The financial information will be included once the audit has been completed by the Auditor-General.

8.2 **Director: Planning & Development**

Noted

8.3 **Director: Civil & Water Services**

Item noted.

8.4 **Director: Electro-Mechanical Services**

The BESS project was commissioned between 1 and 9 September 2026, during which various operational and performance cycles were successfully tested. The commissioning process confirmed that the system is fully functional and ready for energisation. The official energisation and launch function is scheduled for 28 September 2026.

8.5 **Director: Community Services**

Noted

8.6 **Deputy Municipal Manager**

Noted.

8.7 **Municipal Manager**

Any corrections resulting from scrutiny by the Municipal Public Accounts Committee and/or the Auditor General shall be made in the 2025/26 Annual Report to be submitted to Council by 31 January 2027.

9. **Delegated Authority**

None

10. **Recommendations**

- 10.1 That the Draft 2025/26 Annual Performance Report on the implementation of the 2025/26 Service Delivery and Budget Implementation Plan be noted by Council.

Item prepared by the: Manager PMS



Item endorsed by the Municipal Manager:





2025/26

**DRAFT ANNUAL
PERFORMANCE REPORT
ON THE IMPLEMENTATION OF THE
SERVICE DELIVERY AND BUDGET
IMPLEMENTATION PLAN**

INDEX

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INCOME - BUDGETS

1.1 Revenue by Source

Description	Budget 2025/26			Quarter 1		Quarter 2		Quarter 3		Quarter 4		
R thousands	Budget Year	Adjusted Budget	YearTD actual	Original Budget	YearTD actual	Original Budget	YearTD actual	Adjusted Budget	YearTD actual	Adjusted Budget	YearTD actual	% of budget
Exchange Revenue												
Service charges - Electricity	479 524	473 955	460 106	111 107	127 844	210 731	240 311	355 466	359 396	473 955	460 106	97,08%
Service charges - Water	147 583	123 885	112 258	42 113	27 493	81 508	55 710	92 914	91 994	123 885	112 258	90,62%
Service charges - Waste Water Management	81 259	71 792	74 648	20 607	17 994	37 562	35 948	53 844	55 538	71 792	74 648	103,98%
Service charges - Waste Management	52 990	53 826	52 521	13 618	18 381	22 523	26 200	40 369	39 347	53 826	52 521	97,58%
Sale of Goods and Rendering of Services	10 044	10 044	10 962	2 209	2 362	4 108	4 152	7 533	6 377	10 044	10 962	109,14%
Agency services	4 554	4 554	1 120	1 115	1 120	1 962	1 120	3 416	1 120	4 554	1 120	24,59%
Interest earned from Receivables	34 661	11 618	12 818	9 845	3 891	16 231	6 529	8 713	9 466	11 618	12 818	110,33%
Interest earned from Current and Non Current Assets	16 273	16 273	14 230	3 753	3 388	8 023	6 267	12 205	9 406	16 273	14 230	87,44%
Rental from Fixed Assets	3 322	4 312	5 083	766	1 280	1 749	3 283	3 234	4 226	4 312	5 083	117,88%
Licence and permits	2 856	2 856	2 920	627	700	1 270	1 262	2 142	2 406	2 856	2 920	102,26%
Special rating levies	15 436	15 436	–	6 189	4 789	9 200	7 813	11 577	10 848	15 436	–	0,00%
Operational Revenue	1 955	8 122	6 230	333	1 550	705	3 010	4 720	4 515	8 122	6 230	76,71%
Non-Exchange Revenue												
Property rates	304 484	307 899	321 482	122 083	106 089	181 472	172 845	230 924	240 014	307 899	321 482	104,41%
Surcharges and Taxes	22 602	25 277	20 989	5 809	(913)	9 607	8 243	18 958	17 163	25 277	20 989	83,03%
Fines, penalties and forfeits	45 795	90 465	52 877	20 605	526	22 245	12 181	67 849	12 564	90 465	52 877	58,45%
Licences or permits	3 139	3 139	3 417	852	3 816	1 687	6 425	2 354	2 957	3 139	3 417	108,86%
Transfer and subsidies - Operational	214 766	214 697	216 512	85 692	87 065	158 555	160 675	205 967	214 346	214 697	216 512	100,85%
Interest	5 841	4 050	3 610	1 314	1 016	2 907	1 909	3 038	2 750	4 050	3 610	89,12%
Operational Revenue	21 605	19 666	19 338	–	6 733	10 753	10 975	14 750	15 193	19 666	19 338	98,33%
Other Gains			60						20		60	
Total Revenue (excluding capital transfers and contributions)	1 468 686	1 461 865	1 391 181	448 638	415 124	782 797	764 857	1 139 972	1 099 647	1 461 865	1 391 181	95,16%

1.2 Revenue by Vote

Revenue by Vote				Vote 1 - OFFICE OF THE MUNICIPAL MANAGER											
Adjusted Budget	Act Jul	Act Aug	Act Sept	Act Oct	Act Nov	Act Dec	Act Jan	Act Feb	Act Mar	Act Apr	Act May	Act Jun	YTDActuals as at 30 June 2026	YearTD Actual	%
-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Revenue by Vote				Vote 2 - OFFICE OF THE DEPUTY MUNICIPAL MANAGER											
Adjusted Budget	Act Jul	Act Aug	Act Sept	Act Oct	Act Nov	Act Dec	Act Jan	Act Feb	Act Mar	Act Apr	Act May	Act Jun	YTDActuals as at 30 June 2026	YearTD Actual	%
1 138	193	268	393	309	82	137	82	62	439	127	80	6 614		8 786	771,87%
Revenue by Vote				Vote 3 - FINANCE AND ECONOMIC DEVELOPMENT											
Adjusted Budget	Act Jul	Act Aug	Act Sept	Act Oct	Act Nov	Act Dec	Act Jan	Act Feb	Act Mar	Act Apr	Act May	Act Jun	YTDActuals as at 30 June 2026	YearTD Actual	%
485 848	123 652	25 076	24 424	24 546	24 707	92 422	25 194	3 558	75 776	8 976	26 642	9 325		464 295	95,56%
Revenue by Vote				Vote 4 - COMMUNITY SERVICES											
Adjusted Budget	Act Jul	Act Aug	Act Sept	Act Oct	Act Nov	Act Dec	Act Jan	Act Feb	Act Mar	Act Apr	Act May	Act Jun	YTDActuals as at 30 June 2026	YearTD Actual	%
219 749	20 700	8 178	7 654	21 820	7 316	8 560	9 233	15 061	7 422	14 098	6 348	61 449		187 840	85,48%
Revenue by Vote				Vote 5 - CIVIL AND WATER SERVICES											
Adjusted Budget	Act Jul	Act Aug	Act Sept	Act Oct	Act Nov	Act Dec	Act Jan	Act Feb	Act Mar	Act Apr	Act May	Act Jun	YTDActuals as at 30 June 2026	YearTD Actual	%
315 179	34 998	17 004	20 255	22 714	23 802	21 754	23 819	35 588	23 852	20 828	26 271	17 553		288 438	91,52%
Revenue by Vote				Vote 6 - ELECTRO/MECHANICAL SERVICES											
Adjusted Budget	Act Jul	Act Aug	Act Sept	Act Oct	Act Nov	Act Dec	Act Jan	Act Feb	Act Mar	Act Apr	Act May	Act Jun	YTDActuals as at 30 June 2026	YearTD Actual	%
494 372	42 547	45 362	45 734	37 722	42 463	38 830	40 714	43 875	38 721	26 067	40 675	45 457		488 168	98,74%
Revenue by Vote				Vote 7 - PLANNING AND DEVELOPMENT											
Adjusted Budget	Act Jul	Act Aug	Act Sept	Act Oct	Act Nov	Act Dec	Act Jan	Act Feb	Act Mar	Act Apr	Act May	Act Jun	YTDActuals as at 30 June 2026	YearTD Actual	%
70 840	1 019	855	5 935	4 561	(391)	2 138	519	727	2 227	1 857	1 547	2 614		23 610	33,33%
1 587 126	223 109	96 743	104 395	111 672	97 979	163 840	99 561	98 871	148 438	71 953	101 563	143 012		1 461 137	92,06%

2. EXPENDITURE – BUDGET

2.1 Operating Expenditure by Vote

Expenditure by Vote				Vote 1 - OFFICE OF THE MUNICIPAL MANAGER											
Adjusted Budget	Act Jul	Act Aug	Act Sept	Act Oct	Act Nov	Act Dec	Act Jan	Act Feb	Act Mar	Act Apr	Act May	Act Jun	YTDActuals as at 30 June 2026	YearTD Actual	%
17 968	961	774	1 271	1 973	2 771	1 654	1 667	908	857	1 388	787	1 050	16 061	16 061	89,39%
Adjusted Budget	Act Jul	Act Aug	Act Sept	Act Oct	Act Nov	Act Dec	Act Jan	Act Feb	Act Mar	Act Apr	Act May	Act Jun	YTDActuals as at 30 June 2026	YearTD Actual	%
Expenditure by Vote				Vote 2 - OFFICE OF THE DEPUTY MUNICIPAL MANAGER											
Adjusted Budget	Act Jul	Act Aug	Act Sept	Act Oct	Act Nov	Act Dec	Act Jan	Act Feb	Act Mar	Act Apr	Act May	Act Jun	YTDActuals as at 30 June 2026	YearTD Actual	%
153 487	14 002	10 363	10 178	11 467	12 385	12 784	9 906	10 381	12 804	8 089	11 377	8 557	132 294	32 294	86,19%
Expenditure by Vote				Vote 3 - FINANCE AND ECONOMIC DEVELOPMENT											
Adjusted Budget	Act Jul	Act Aug	Act Sept	Act Oct	Act Nov	Act Dec	Act Jan	Act Feb	Act Mar	Act Apr	Act May	Act Jun	YTDActuals as at 30 June 2026	YearTD Actual	%
126 141	5 629	7 839	11 155	9 431	10 380	9 495	8 315	8 276	9 412	5 143	7 468	12 063	104 606	104 606	82,93%
Expenditure by Vote				Vote 4 - COMMUNITY SERVICES											
Adjusted Budget	Act Jul	Act Aug	Act Sept	Act Oct	Act Nov	Act Dec	Act Jan	Act Feb	Act Mar	Act Apr	Act May	Act Jun	YTDActuals as at 30 June 2026	YearTD Actual	%
330 563	16 113	17 545	20 242	20 175	25 663	22 658	23 232	21 793	22 504	20 252	18 292	79 497	307 966	307 966	93,16%
Expenditure by Vote				Vote 5 - CIVIL AND WATER SERVICES											
Adjusted Budget	Act Jul	Act Aug	Act Sept	Act Oct	Act Nov	Act Dec	Act Jan	Act Feb	Act Mar	Act Apr	Act May	Act Jun	YTDActuals as at 30 June 2026	YearTD Actual	%
326 236	11 688	15 186	43 775	17 605	25 912	31 613	22 736	23 399	22 952	24 587	26 822	22 709	288 982	288 982	88,58%
Expenditure by Vote				Vote 6 - ELECTRO/MECHANICAL SERVICES											
Adjusted Budget	Act Jul	Act Aug	Act Sept	Act Oct	Act Nov	Act Dec	Act Jan	Act Feb	Act Mar	Act Apr	Act May	Act Jun	YTDActuals as at 30 June 2026	YearTD Actual	%
552 483	53 117	56 375	54 745	35 071	41 852	44 735	43 835	43 457	39 677	44 998	42 028	58 807	558 698	558 698	101,12%
Expenditure by Vote				Vote 7 - PLANNING AND DEVELOPMENT											

Adjusted Budget	Act Jul	Act Aug	Act Sept	Act Oct	Act Nov	Act Dec	Act Jan	Act Feb	Act Mar	Act Apr	Act May	Act Jun	YTD Actuals as at 30 June 2026	YearTD Actual	%
38 295	2 563	2 732	2 553	2 574	3 947	1 629	2 413	2 748	2 742	3 097	3 705	3 382	34 084	34 084	89,00%
1 545 173	104 073	110 813	143 918	98 297	122 910	124 567	112 104	110 963	110 949	107 553	110 479	186 066	1 442 690	1 442 690	93,37%

2.2 Operating Expenditure by Type

Description	Budget 2025/26			Quarter 1		Quarter 2		Quarter 3		Quarter 4		
R thousands	Budget Year	Adjusted Budget	YearTD actual	Adjusted Budget	YearTD actual	Adjusted Budget	YearTD actual	Adjusted Budget	YearTD actual	Adjusted Budget	YearTD actual	% of budget
Expenditure												
Employee related costs	525 261	440 383	462 182	93 166	102 755	201 628	225 747	332 819	333 876	440 383	462 182	104,95%
Remuneration of councillors	15 988	16 550	15 602	4 344	3 701	8 197	7 425	12 413	11 631	16 550	15 602	94,27%
Bulk purchases - electricity	441 010	440 010	459 058	135 496	143 490	229 225	241 731	330 007	344 923	440 010	459 058	104,33%
Inventory consumed	114 422	113 008	121 955	25 411	25 573	51 580	55 988	83 143	84 558	113 008	121 955	107,92%
Debt impairment	65 115	64 219	38 231	–	–	–	–	–	–	64 219	38 231	59,53%
Depreciation and amortisation	142 422	142 422	108 291	35 605	35 605	71 212	54 057	106 816	81 156	142 422	108 291	76,04%
Interest	20 106	39 542	20 730	5 017	3 935	10 187	7 661	29 657	11 261	39 542	20 730	52,42%
Contracted services	142 734	121 312	103 604	15 448	19 094	57 246	52 596	91 338	83 221	121 312	103 604	85,40%
Transfers and subsidies	950	950	478	–	24	–	24	–	474	950	478	50,36%
Irrecoverable debts written off	11 487	54 197	16 418	174	196	373	6 110	2 311	9 465	54 197	16 418	30,29%
Operational costs	101 623	97 528	94 349	20 444	24 431	42 331	53 214	72 722	78 044	97 528	94 349	96,74%
Losses on Disposal of Assets			1 792						5		1 792	
Other Losses	–	15 051		–	–	–	–	–	–	15 051		0,00%
Total Expenditure	1 581 117	1 545 173	1 442 690	335 104	358 804	671 976	704 553	1 061 227	1 038 613	1 545 173	1 442 690	93,37%

3. CAPITAL EXPENDITURE

3.1 CAPITAL PROGRAMME 2025/26

DEPARTMENT	FUNDING	PROJECT CODE	PROJECT DESCRIPTION	Adjusted Budget 2025/26	Actuals as at 30 June 2026	%
CIVIL AND WATER SERVICES						
PROJECT MANAGEMENT UNIT (PMU)	INTERNAL	CP56004	Upgrading/Improvement of Sport Facilities within Kouga	630 816	-	0,00%
PROJECT MANAGEMENT UNIT (PMU)	INTERNAL	CP72005	PAVING OF MAIN BEACH	44 029	44 029	100,00%
PROJECT MANAGEMENT UNIT (PMU)	MIG	CP56002	Upgrade of Phillipsville Sportsfield	115 652	115 652	100,00%
PROJECT MANAGEMENT UNIT (PMU)	MIG	CP56003	Specialized Waste Management Vehicles	2 816 677	2 901 164	103,00%
ROADS AND STORMWATER	DBSA	CP72012	Roads Infrastructure	153 002 755	47 154 423	30,82%
ROADS AND STORMWATER	INTERNAL	CP72025	Jeffreys Bay CBD Precinct Upgrades	1 000 000	-	0,00%
ROADS AND STORMWATER	INTERNAL	CP72022	Seekoei Estuary Causeway	3 535 940	3 514 729	99,40%
ROADS AND STORMWATER	INTERNAL	CP72023	Umzamowethu SW Management Plan	400 000	-	0,00%
ROADS AND STORMWATER	INTERNAL	CP72020	George Road, Re-instatement of Embankment, Water & Stormwater network	1 226 900	1 170 609	95,41%
ROADS AND STORMWATER	MDRG	CP72021	Sea Vista Access ring road damaged pavement layers	765 960	762 556	99,56%
ROADS AND STORMWATER	MDRG	CP72020	George Road, Re-instatement of Embankment, Water & Stormwater network	753 391	753 377	100,00%
ROADS AND STORMWATER	MDRG	CP72015	Re-instatement of Meyer Street and stormwater infrastructure	1 002 820	1 002 750	99,99%
ROADS AND STORMWATER	MDRG	CP72016	Re-instatement of Phillip Street low level water crossing bridge	1 652 292	1 724 687	104,38%
ROADS AND STORMWATER	MDRG	CP72018	Re-instatement of Sherley Street	1 539 318	1 539 318	100,00%
ROADS AND STORMWATER	MDRG	CP72014	Re-instatement of Nanto Street and stormwater infrastructure	1 276 986	1 258 483	98,55%
ROADS AND STORMWATER	MDRG	CP72019	Re-instatement of Da Gama Road in the Kabeljous area and stormwater infrastructure re-instatement	1 048 958	983 636	93,77%
ROADS AND STORMWATER	MDRG	CP72017	Re-instatement of Mountain Road and upgrade of stormwater culvert	914 386	914 248	99,98%
ROADS AND STORMWATER	MDRG	CP72013	Re-instatement of Ketse Street and stormwater infrastructure	1 138 688	1 140 173	100,13%
ROADS AND STORMWATER	MIG	CP72002	Upgrading of Kouga Gravel Roads	12 650 231	12 650 230	100,00%
SEWERAGE	INTERNAL	CP78018	Hankey: Refurbishment of WWTW	2 296 691	2 231 691	97,17%
SEWERAGE	INTERNAL	CP78025	Oyster Bay: Umzamowethu WWTW & Planning Stage	637 410	270 188	42,39%
SEWERAGE	INTERNAL	CP79023	Fencing of Sewer Pump Station	800 000	791 537	98,94%
SEWERAGE	INTERNAL	CP78008	LA MER NEW SEWER RISING MAIN	811 148	806 110	99,38%
SEWERAGE	MIG	CP78022	Arcadia Street: Refurbishment of Sewer Pump Station	202 419	202 419	100,00%
SEWERAGE	MIG	CP78004	Jeffreys Bay: Upgrade of Ocean View Sewer Pipe	184 765	184 765	100,00%
SEWERAGE	MIG	CP78002	Kwanomzamo: Upgrading of WWTW	6 694 055	5 947 646	88,85%
SEWERAGE	MIG	CP78003	La Mer: Construction of New Sewer Rising Main	52 600	52 600	100,00%
SEWERAGE	UISP	CP78010	Kwanomzamo: New Sewer Pump Station & Rising Main - Bulk Sanitation	183 706	183 706	100,00%
SEWERAGE	UISP	CP78021	Ramaphosa Sewer Pump Station Upgrade	5 239 443	65 940	1,26%
SEWERAGE	UISP	CP78017	Upgrade of Thornhill Sewer Treatment Works - Phase 1	2 219 112	17 285	0,78%
SEWERAGE	UISP	CP19013	Apiesdraai: Sewer Pump Station	3 544 185	46 445	1,31%
SEWERAGE	UISP	CP78005	Design: Upgrade Weston WWTW Outfall & Reticulation	1 141 258	1 041 764	91,28%
SEWERAGE	UISP	CP78011	Kruisfontein: Bulk Sewer Link Line	191 464	-	0,00%

DEPARTMENT	FUNDING	PROJECT CODE	PROJECT DESCRIPTION	Adjusted Budget 2025/26	Actuals as at 30 June 2026	%
CIVIL AND WATER SERVICES						
SEWERAGE	WSIG	OP72008	Loerie: Upgrade of Sewer Pump Station & New Sewer Rising Main	5 096 909	5 022 217	98,53%
WATER	FOIS	CP98025	Humansdorp: Upgrading of Kruisfontein Informal Settlement (Donkerhoek)	2 118 388	1 880 435	88,77%
WATER	FOIS	CP98027	Thornhill: Upgrading of Informal Settlement	419 403	411 822	98,19%
WATER	FOIS	CP98028	Patensie: Upgrading of Cyril Ramaphosa Informal Settlement	1 146 142	105 110	9,17%
WATER	FOIS	CP98024	Humansdorp: Upgrading of Kwanomzamo Informal Settlements (Bungalows, Polar Parks & Shukushukuma)	2 734 069	2 085 750	76,29%
WATER	FOIS	CP98026	Jeffreys Bay: Upgrading of Ocean View Informal Settlement	2 926 119	1 695 752	57,95%
WATER	INTERNAL	CP98033	Storage Containers	200 000	-	0,00%
WATER	INTERNAL	CP98032	Machinery at WTW Facilities	868 120	2 067 424	238,15%
WATER	INTERNAL	CP98034	Humansdorp: Gill Marcus Water Supply	108 674	108 675	100,00%
WATER	INTERNAL	CP19008	Construction of Civil Services in Donkerhoek & Hum	678 345	-	0,00%
WATER	INTERNAL	CP98012	MIMOSA STREET PIPELINE REPLACEMENT	105 152	75 997	72,27%
WATER	INTERNAL	CP78026	ProtAPP Software	300 000	208 696	69,57%
WATER	MIG	CP98029	Infrastructure Management Plan	1 531 682	1 531 682	100,00%
WATER	UISP	CP98018	Kwanomzamo: New Bulk Water Pipeline	8 870 938	-	0,00%
WATER	UISP	CP98019	Kruisfontein: Upgrade of Gill Marcus Bulk Water Reservoir & Pipeline	5 780 466	512 515	8,87%
WATER	INTERNAL		Construction of Civil Services in Donkerhoek & Hum		403 603	
WATER	WSIG	CP98009	St Francis Bay: Groundwater Supply	3 276 130	655 844	20,02%
				245 874 592	106 237 685	43,21%

DEPARTMENT	FUNDING	PROJECT CODE	PROJECT DESCRIPTION	Adjusted Budget 2025/26	Actuals as at 30 June 2026	%
COMMUNITY SERVICES						
FIRE SERVICES	DISTRICT	FT911	Fire Services - Vehicle (DISTRICT)	955 034	955 034	100,00%
FIRE SERVICES	INTERNAL	FT911	Fire Services - Vehicle (District)	434 642	434 641	100,00%
FIRE SERVICES	INTERNAL	CP23005	Extension of Incident Command Centre (ICC)	1 000 000	905 451	90,55%
LAW ENFORCEMENT	INTERNAL	CP3164	Security Cameras	1 000 000	909 159	90,92%
NATIONAL TRAFFIC (NATIS)	INTERNAL		Transport Vehicles		550 309	
WASTE SERVICES	INTERNAL	CP30201	Fencing of Humansdorp Landfill Site	1 500 000	1 304 348	86,96%
				4 889 676	5 058 942	103,46%
ELECTRO/MECHANICAL SERVICES						
FLEET AND WORKSHOP	Finance Lease	CP_23	Vehicle	-	493 606	
METERING AND REVENUE	INEP	CP19004	Electrification of 1250 houses in Kouga	4 730 433	5 164 058	109,17%
METERING AND REVENUE	INTERNAL	CP19021	Shore Road Miniature Substation & Associated Switchgear	2 000 000	778 111	38,91%
METERING AND REVENUE	INTERNAL	CP19020	Battery Storage	22 500 000	17 931 245	79,69%
METERING AND REVENUE	INTERNAL	CP19007	Electrical Oil circuit breakers replacement with vacuum SCADA ready breakers	1 560 165	1 441 413	92,39%
METERING AND REVENUE	INTERNAL	CP19024	OceanView Electrification	2 500 000	4 941 916	197,68%
METERING AND REVENUE	INTERNAL	CP19025	SeaVista Electrification	2 000 000	1 970 633	98,53%
METERING AND REVENUE	INTERNAL	CP19023	Thornhill Electrification	1 500 000	1 497 884	99,86%
METERING AND REVENUE	MIG	CP19005	Design of New High Mast Lights - Construction	7 286 955	7 286 138	99,99%
METERING AND REVENUE	UISP	CP19009	Kwanomzamo Bulk Electrical - Boskloof Secondary Feeder Line & Substation	29 703	-	0,00%
METERING AND REVENUE	INTERNAL		Electricity		791 374	
METERING AND REVENUE	UISP	CP19012	Oceanview Substation Upgrade	27 938	27 939	100,00%
				44 135 194	42 324 316	95,90%

DEPARTMENT	FUNDING	PROJECT CODE	PROJECT DESCRIPTION	Adjusted Budget 2025/26	Actuals as at 30 June 2026	%
FINANCE AND ECONOMIC DEVELOPMENT						
ASSETS AND FUNDING MANAGEMENT	INTERNAL	PC22601	AIR CONDITIONERS-WHOLE OF MUNICIPALITY	150 000	152 259	101,51%
BUDGET AND TREASURY	FMG	CP10001	FMG Interns Laptops	128 700	125 872	97,80%
ECONOMIC DEVELOPMENT AND TOURISM	INTERNAL	CP_4	Computer Equipment	28 500	-	0,00%
ECONOMIC DEVELOPMENT AND TOURISM	INTERNAL	CP_100	Furniture and Office Equipment	10 000	273 302	2733,02%
EXPENDITURE	INTERNAL	CP_100	Furniture and Office Equipment	50 000	36 060	72,12%
EXPENDITURE	INTERNAL	CP_4	Computer Equipment	57 000	51 350	90,09%
REVENUE	INTERNAL	CP_4	Computer Equipment	114 000	133 858	117,42%
REVENUE	INTERNAL	CP_23	Vehicle	570 600	547 826	96,01%
REVENUE	INTERNAL	CP_100	Furniture and Office Equipment	60 561	22 776	37,61%
REVENUE	INTERNAL		Furniture and Office Equipment		202 437	
SUPPLY CHAIN MANAGEMENT	INTERNAL	CP_100	Furniture and Office Equipment	10 700	8 730	81,59%
SUPPLY CHAIN MANAGEMENT	INTERNAL	CP_4	Computer Equipment	154 575	154 575	100,00%
				1 334 636	1 709 045	128,05%
OFFICE OF THE DEPUTY MUNICIPAL MANAGER						
ADMINISTRATION AND AUXILIARY SERVICES	INTERNAL	CP_100	Furniture and Office Equipment	180 000	57 816	32,12%
ADMINISTRATION AND AUXILIARY SERVICES	INTERNAL	CP12103	Generator - Humansdorp Main Building	300 000	68 885	22,96%
HUMAN RESOURCES MANAGEMENT	INTERNAL	CP_100	Furniture and Office Equipment	50 000	25 806	51,61%
HUMAN RESOURCES MANAGEMENT	INTERNAL	CP33301	HR Sound System	15 000	-	0,00%
HUMAN RESOURCES MANAGEMENT	INTERNAL	CP33302	Recording Devices: Labour Relations	15 000	-	0,00%
INFORMATION COMMUNICATION TECHNOLOGY	INTERNAL	CP_4	Computer Equipment	2 000 000	1 891 543	94,58%
LEGAL SERVICES	INTERNAL	CP_100	Furniture and Office Equipment	50 000	17 150	34,30%
MEDIA LIAISON	INTERNAL	CP3165	Camera Equipment	50 000	-	0,00%
				2 660 000	2 061 199	77,49%
OFFICE OF THE MUNICIPAL MANAGER						
RISK AND INTERNAL AUDIT	INTERNAL	CP_100	Furniture and Office Equipment	5 000	5 000	100,00%
				5 000	5 000	100,00%
PLANNING AND DEVELOPMENT						
HUMAN SETTLEMENT	DOHS	CP32503	Hankey990- Phase 3	12 284 786	-	0,00%
HUMAN SETTLEMENT	DOHS	CP32502	Hankey990-Phase 2	6 731 296	4 595 220	68,27%
LAND AND PROPERTY ADMINISTRATION	INTERNAL	CP10003	Acquisition of Land	2 900 000	-	0,00%
LAND AND PROPERTY ADMINISTRATION	INTERNAL	CP_100	Furniture and Office Equipment	175 000	19 335	11,05%
LAND AND PROPERTY ADMINISTRATION	INTERNAL	CP_4	Computer Equipment	175 000	154 755	88,43%
LAND AND PROPERTY ADMINISTRATION	INTERNAL	CP10007	Fencing (Sea Vista)	200 000		0,00%
LAND AND PROPERTY ADMINISTRATION	INTERNAL		Acquisition of Land		670 000	
LAND AND PROPERTY ADMINISTRATION	INTERNAL		Buildings		2 230 000	
LAND AND PROPERTY ADMINISTRATION	INTERNAL	CP10005	Fencing (Oceanview)	1 200 000	-	0,00%
				23 666 082	7 669 310	32,41%
				322 565 180	165 065 498	51,17%

4 INSTITUTIONAL SCOREDCARD

Key Performance Area	Number of KPI's 2025/26	Number of KPI's Achieved 2025/26	Percentage Achievement 2025/26	2022/23 Score	2023/24 Score	2024/25 Score
KPA 1: Basic Service Delivery	38	32	84.21%	88.2%	70%	80%
KPA 2: Municipal Transformation and Institutional Development	4	4	100%	66.6%	100%	100%
KPA 3: Local Economic Development	1	1	100%	75%	85.71%	100%
KPA 4: Municipal Financial Viability and Management	15	10	66.66%	60%	83.33%	81%
KPA 5: Good Governance and Public Participation	8	8	100%	88.8%	100%	100%
Overall Institutional Performance	66	55	83.33%	88.8%	78.76%	83.52%

4. PERFORMANCE PER KEY PERFORMANCE AREA

4.1 KPA1: BASIC SERVICE DELIVERY

KEY PERFORMANCE AREA: BASIC SERVICE DELIVERY									
IDP OBJECTIVE : Provide excellent sustainable service delivery to all residents									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL5	Spend 90% of the allocated capital budget for ICT by 30 June 2026 {(Total actual capital expenditure /Total capital amount budgeted)x100}		0%	90%	N.A	N/A	N/A	100%	Target achieved

KEY PERFORMANCE AREA: BASIC SERVICE DELIVERY									
IDP OBJECTIVE : Provide excellent sustainable service delivery to all residents									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL27	95% of water samples comply with SANS241 micro biological indicators {(Number of water samples that comply with SANS241 indicators/Number of water samples tested)x100}		94,40%	95%			N/A	99.10%	Target achieved

KEY PERFORMANCE AREA: BASIC SERVICE DELIVERY									
IDP OBJECTIVE : Provide excellent sustainable service delivery to all residents									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL28	Limit non revenue water to less than 35% as at 30 June 2026		39%	35%	The impact of fire in Jan (8 to 14 Jan) resulted in substantial amounts of unmetered water drawn from the reticulation. Taking the anticipated impact of the fires on non-revenue water into account, a realistic target is non-revenue water losses less than 39%	Limit non revenue water to less than 35% 39% as at 30 June 2026	39%	39.17%	Target was not achieved. Reason for variance - 600kl of water was carted to use in the firefighting efforts during the fire disaster. Furthermore, 4 fire hydrants (using more than 1 100kl) were allowed to be used for supplementing water towards the firefighting efforts. This additional water usage resulted in the under-achievement of the target. Corrective action - water losses will be addressed by further implementing water restrictors in Gamtoos Valley and further expanding the leak detection unit to address water leaks.

KEY PERFORMANCE AREA: BASIC SERVICE DELIVERY									
IDP OBJECTIVE : Provide excellent sustainable service delivery to all residents									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL29	Achieve a 50% Green Drop compliance for the 2025/26 2024/25 financial year		19%	50%	<i>The Department of Water Affairs conducted a Green Drop Audit during the year 2025 and results for the year is only anticipated towards the end of March 2026, the target year 2025/26 is thus incorrect</i>	Achieve a 50% Green Drop compliance for the 2025/26 2024/25 financial year	N/A	43%	Target was not achieved. Reason for variance - the KPIs that had the highest impact on the outcome of the audit were issues on hydraulic load reduction, plant stabilisation together with lack of technical capacity. Corrective action - A Corrective Action Plan was developed and submitted to the Department of Water and Sanitation. The plan is currently being implemented.

KEY PERFORMANCE AREA: BASIC SERVICE DELIVERY									
IDP OBJECTIVE : Provide excellent sustainable service delivery to all residents									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL30	Achieve a 70% Blue Drop Compliance for the 2025/26 financial year		64.95%	70%	Blue Drop Audits is currently being conducted by the Department of Water Affairs, the results of which is extremely unlikely to be released during the remainder of the 2025/26 financial year.	Achieve a 70% Blue Drop Compliance for the 2025/26 financial year KPI and Target removed for the 2025/26 year	0%	N/A	Target achieved

KEY PERFORMANCE AREA: BASIC SERVICE DELIVERY									
IDP OBJECTIVE : Provide excellent sustainable service delivery to all residents									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL31	Number of formal residential properties that receive piped water that is connected to the municipal water infrastructure network and billed for the service as at 30 June (Reg 796)		18 442	22 366			N/A	22 482	Target achieved

KEY PERFORMANCE AREA: BASIC SERVICE DELIVERY									
IDP OBJECTIVE : Provide excellent sustainable service delivery to all residents									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL32	Complete the upgrade of Kwanomzamo Sport Facility by 30 June 2026		0	1			N/A	1	Target achieved
TL33	Restore the existing roads and stormwater infrastructure for Seekoei Cause Way by 30 June 2026		0	1			N/A	1	Target achieved
TL34	Upgrade 0 kilometres of gravel roads in Kouga by 30 June 2026		0	0	Target incorrectly captured as 0km (Typing error)	Upgrade 3 kilometres of gravel roads in Kouga by 30 June 2026	3	3.057	Target achieved

KEY PERFORMANCE AREA: BASIC SERVICE DELIVERY									
IDP OBJECTIVE : Provide excellent sustainable service delivery to all residents									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL35	Rehabilitate and reseal 20 kilometres of surfaced roads and stormwater in Kouga by 30 June 2026		0	20			N/A	20	Target achieved
TL36	Complete the refurbishment of the Hankey WWTW by 30 June 2026		0	1			N/A	1	Target achieved
TL37	Complete the upgrade of the Kwanomzamo WWTW by 30 June 2026		0	1			N/A	1	Target achieved

KEY PERFORMANCE AREA: BASIC SERVICE DELIVERY									
IDP OBJECTIVE : Provide excellent sustainable service delivery to all residents									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL38	Complete the planning for the beach sewer pumpstation by 30 June 2026		0	1			N/A	1	Target achieved
TL39	Complete the construction of the Loerie Sewer Pumpstation and rising main by 30 June 2026		0	1			N/A	1	Target achieved
TL40	Develop new boreholes in St Francis Bay by 30 June 2026		0	1			N/A	1	Target achieved

KEY PERFORMANCE AREA: BASIC SERVICE DELIVERY									
IDP OBJECTIVE : Provide excellent sustainable service delivery to all residents									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL41	Complete the provision of basic services in Donkerhoek and Humansdorp by 30 June 2026		0	1			N/A	0	Target was not achieved. Reason for variance - The Contractor's appointment was terminated in July 2025. A dispute was submitted by the Contractor which was only finalised in March 2026. This resulted in the project not being able to be completed. Corrective action - A Contractor for this project was appointed on 25 May 2026. Project will be completed in the 2026_27 financial year.

TL42	Number of formal residential properties connected to the municipal wastewater sanitation/sewerage network for sewerage service (inclusive of septic tanks), irrespective of the number of water closets (toilets) and billed for the service as at 30 June (Reg 796)		14 893	19 684			N/A	19 836	Target achieved
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KEY PERFORMANCE AREA: BASIC SERVICE DELIVERY									
IDP OBJECTIVE : Provide excellent sustainable service delivery to all residents									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL43	Complete the construction of the Gill Marcus Reservoir and feeder line for the Kruisfontein Bulk Water Supply by 30 June 2026		0	1			N/A	0	Target was not achieved. Reason for variance - The Contractor's appointment was terminated in August 2025. A dispute was submitted by the Contractor which was only finalised in February 2026. Subsequently, the Department of Human Settlements withdrew the funding in February 2026. The project could therefore not continue. Corrective action - the Municipality applied for the project to be completed as part of the MIG programme - awaiting the outcome.

KEY PERFORMANCE AREA: BASIC SERVICE DELIVERY									
IDP OBJECTIVE : Provide excellent sustainable service delivery to all residents									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL44	Complete the street re-instatement and stormwater infrastructure for Ketse Street, Nanto Street, Meyer Street and Mountain Road by 30 June 2026		0	1			N/A	1	Target achieved
TL45	Complete the reinstatement of the Philip Street low level water crossing bridge by 30 June 2026		0	1			N/A	1	Target achieved

KEY PERFORMANCE AREA: BASIC SERVICE DELIVERY									
IDP OBJECTIVE : Provide excellent sustainable service delivery to all residents									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL46	Complete the re-instatement of Shirley Street by 30 June 2026		0	1			N/A	1	Target achieved
TL47	Complete the re-instatement of Da Gama Road in the Kabeljous area and stormwater re-instatement by 30 June 2026		0	1			N/A	1	Target achieved

KEY PERFORMANCE AREA: BASIC SERVICE DELIVERY									
IDP OBJECTIVE : Provide excellent sustainable service delivery to all residents									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL48	Complete the George Road re-instatement of embankment, water and stormwater network by 30 June 2026		0	1			N/A	1	Target achieved
TL49	Appoint a consultant for an infrastructure asset management plan by 30 September 2025		0	1			N/A	1	Target achieved

KEY PERFORMANCE AREA: BASIC SERVICE DELIVERY									
IDP OBJECTIVE : Provide excellent sustainable service delivery to all residents									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL50	Complete the formalisation of 5 informal settlements (Kwanomzamo, Ramaphosa Village, Tjoks in Thornhill, Donkerhoek and Oceanview (80 ha)) by 30 June 2026		0	5			N/A	5	Target achieved

TL51	Limit unaccounted electricity to less than 18% as at 30 June 2026 {(Number of Electricity Units Purchased and/or Generated - Number of Electricity Units Sold (incl Free basic electricity)) / Number of Electricity Units Purchased and/or Generated} × 100} (rolling twelve month average)		15,00%	18%			N/A	13.58%	Target exceeded. Reason for variance - More prepaid meters were installed during the amnesty period, additional consumers were added to the network through electrification programmes, most municipal infrastructure is being metered, which resulted in the losses being less than expected. Corrective action - additional programmes will be identified to further reduce the losses.
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KEY PERFORMANCE AREA: BASIC SERVICE DELIVERY									
IDP OBJECTIVE : Provide excellent sustainable service delivery to all residents									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL52	Purchase 3 vehicles to replace redundant vehicles by 30 June 2026		40	3			N/A	3	Target achieved
TL53	Provide electricity connections in Ocean View Phase 3 to 200 beneficiaries by 30 June 2026		169	200			N/A	200	Target achieved
TL54	Complete the installation of the SCADA system by 31 December 2025		0%	100%	Project delayed as a result of delays in the import of the required equipment	Complete the installation of the SCADA system by <u>30 June 2026</u>	N/A	100%	Target achieved

KEY PERFORMANCE AREA: BASIC SERVICE DELIVERY									
IDP OBJECTIVE : Provide excellent sustainable service delivery to all residents									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
					and delays at customs. Target changed to 30 June 2026				
TL55	Number of formal residential properties which are billed for electricity or have pre paid meters (Excluding Eskom areas)		19 471	26 507			N/A	26 584	Target achieved

KEY PERFORMANCE AREA: BASIC SERVICE DELIVERY									
IDP OBJECTIVE : Provide excellent sustainable service delivery to all residents									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL56	Complete the installation of a renewable energy project (battery 5MW) to manage demand in St Francis Bay by 30 June 2026		0	1			N/A	0	Target not achieved. Reason for variance - the delivery of control instruments from America and software from China were delayed which resulted in the delay in completing the project. Corrective action - control instruments arrived in July 2026 and project is planned to be completed by end of September 2026.
TL57	Complete the construction of 10 High Mast Lights in Kouga by 30 June 2026		0	10			N/A	11	Target exceeded. Reason for variance - The Municipal Infrastructure Grant plan was adjusted for another project which allowed an additional

KEY PERFORMANCE AREA: BASIC SERVICE DELIVERY									
IDP OBJECTIVE : Provide excellent sustainable service delivery to all residents									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
									allocation towards the high mast lights project. Corrective action - The Municipal Infrastructure Grant plan will be corrected in the 2026_27 financial year for the affected project.
TL59	Number of residential properties for which refuse is removed once per week and billed for the service as at 30 June 2026		22 366	24 522			N/A	24 683	Target achieved

KEY PERFORMANCE AREA: BASIC SERVICE DELIVERY									
IDP OBJECTIVE : Provide excellent sustainable service delivery to all residents									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL60	75% emergency response time within 15 minutes from when call is received to areas where the service is available		75%	75%			N/A	86.36%	Target exceeded. Reason for variance - the over-achievement was impacted by when the call was received, the distance of where incident occurred and the available resources. Corrective action - the number, type, time of incidents vary and cannot plan to further over-achievement. The Municipality will continue in the manner in which it attends to the incidents.

KEY PERFORMANCE AREA: BASIC SERVICE DELIVERY									
IDP OBJECTIVE : Provide excellent sustainable service delivery to all residents									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL61	Appoint the service provider to develop the Environmental Framework and submit to Council by 30 June 2026		0	0			N/A	1	Target achieved
TL62	Develop the costing plan in terms of the Public Safety Plan and submit it to the MM by 30 September 2025		0	1			N/A	1	Target achieved

KEY PERFORMANCE AREA: BASIC SERVICE DELIVERY									
IDP OBJECTIVE : Provide excellent sustainable service delivery to all residents									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL63	Complete the beautification of two entrances and report to the MM by 30 June 2026			2			N/A	2	Target achieved
TL65	Submit the Final Amended SPLUMA By-law to Council by 30 June 2026		0	1			N/A	1	Target achieved

KEY PERFORMANCE AREA: BASIC SERVICE DELIVERY									
IDP OBJECTIVE : Provide excellent sustainable service delivery to all residents									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL66	Appoint the service provider for the servicing of sites for Hankey 990 Phase 3 by 31 December 2025		0	1			N/A	0	Target not achieved. Reason for variance - The finalisation of the appointment could not be made as the funds were no longer available from the Department of Human Settlements. Corrective action - The appointment will only be able to be made once the Department of Human Settlements confirms the availability of the funds. The likelihood is that the funds will only be available in the 2027_28 financial year.

4.2 KPA 2: MUNICIPAL TRANSFORMATION AND INSTITUTIONAL DEVELOPMENT

KEY PERFORMANCE AREA: MUNICIPAL TRANSFORMATION AND INSTITUTIONAL DEVELOPMENT									
IDP OBJECTIVE : Adherence to and implementation of effective and efficient governance processes									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL6	Review the Employment Equity Plan and submit to the Accounting Officer for approval by 31 August 2025		0	1	N.A	N/A	N/A	1	Target achieved
TL7	Spend 90% of the Skills Development Training Budget by 30 June 2026		0%	90%	N.A	N/A	N/A	92%	Target achieved

KEY PERFORMANCE AREA: MUNICIPAL TRANSFORMATION AND INSTITUTIONAL DEVELOPMENT									
IDP OBJECTIVE : Adherence to and implementation of effective and efficient governance processes									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL8	Limit vacancy rate to 10% of funded posts by 30 June 2026 {(Number of funded vacant posts divided by budgeted funded posts) x100}		0%	10%	KPI amended to ensure clarity in interpretation	Limit vacancy rate to 10% of funded posts by 30 June 2026 {(Number of funded vacant posts triggered for appointment divided by budgeted funded posts) x100}	N/A	3%	Target exceeded. Reason for variance - most position that were funded were filled. During the year, after the disasters, a decision was also taken to hold back on the appointment of funded positions to manage the cash flow. Corrective action - the Municipality will put measures in place to manage cash flow better in the event of disasters occurring which will not have a major impact on the filling of vacancies.

KEY PERFORMANCE AREA: MUNICIPAL TRANSFORMATION AND INSTITUTIONAL DEVELOPMENT									
IDP OBJECTIVE : Adherence to and implementation of effective and efficient governance processes									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL10	Report on the number of people from previously disadvantaged groups employed in the three highest levels of management in compliance with the municipality's approved employment equity plan		0	1			N/A	1	Target achieved

4.3 KPA 3: LOCAL ECONOMIC DEVELOPMENT

KEY PERFORMANCE AREA: LOCAL ECONOMIC DEVELOPMENT									
IDP OBJECTIVE: Create and facilitate a conducive environment with core focus on tourism, that builds inclusive local economies sustainable and decent employment									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL19	The number of FTE's created through the EPWP programme by 30 June 2026		134	106			N/A	529	Target exceeded. Reason for variance - additional municipal infrastructure programmes were undertaken which has resulted in the target being exceeded. Corrective action - the KPI will be assessed and re-assessed to ensure that the KPI covers all programmes adequately during the mid-year assessment process.

4.4 MUNICIPAL FINANCIAL VIABILITY AND MANAGEMENT

KEY PERFORMANCE AREA: MUNICIPAL FINANCIAL VIABILITY AND MANAGEMENT									
IDP OBJECTIVE: Enhance financial management and the effective utilization of resources, thereby ensuring the long-term viability and sustainability of the organization									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL4	The percentage of the municipal capital budget spent on capital projects as at 30 June 2026		55,48%	90%	N.A	N/A	N/A	51.17%	Target was not achieved. Reason for variance - the key projects that were not implemented was the multi-year road resealing projects which was budgeted for in the current financial year and the Human Settlement Grant-funded projects where the funding was withheld. Corrective action - the Municipality will budget for the roads and reseal project in accordance with the cashflows based on implementation of the projects. The Human Settlement projects will only be brought into the

KEY PERFORMANCE AREA: MUNICIPAL FINANCIAL VIABILITY AND MANAGEMENT									
IDP OBJECTIVE: Enhance financial management and the effective utilization of resources, thereby ensuring the long-term viability and sustainability of the organization									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
									budget when confirmation of funding is received.
TL11	Provide free basic water to indigent households in terms of the approved tariffs as at 30 June 2026		7 104	7 554			N/A	6483	Target not achieved. Reason for variance - The reduction in the number of indigents receiving the service resulted from a full assessment on the Indigent Register being performed where all deceased and non-qualifying beneficiaries, that was identified, were removed.

KEY PERFORMANCE AREA: MUNICIPAL FINANCIAL VIABILITY AND MANAGEMENT									
IDP OBJECTIVE: Enhance financial management and the effective utilization of resources, thereby ensuring the long-term viability and sustainability of the organization									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
									Corrective action - An indigent drive will be held to invite all qualifying property owners to apply to be an indigent.
TL12	Provide free basic electricity to indigent households in terms of the approved tariffs as at 30 June 2026		7 684	6 805			N/A	6846	Target achieved

KEY PERFORMANCE AREA: MUNICIPAL FINANCIAL VIABILITY AND MANAGEMENT									
IDP OBJECTIVE: Enhance financial management and the effective utilization of resources, thereby ensuring the long-term viability and sustainability of the organization									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL13	Provide free basic sanitation to indigent households in terms of the approved tariffs as at 30 June 2026		7 554	5 639			N/A	5144	Target not achieved. Reason for variance - The reduction in the number of indigents receiving the service resulted from a full assessment on the Indigent Register being performed where all deceased and non-qualifying beneficiaries, that was identified, were removed. Corrective action - An indigent drive will be held to invite all qualifying property owners to apply to be an indigent.

KEY PERFORMANCE AREA: MUNICIPAL FINANCIAL VIABILITY AND MANAGEMENT									
IDP OBJECTIVE: Enhance financial management and the effective utilization of resources, thereby ensuring the long-term viability and sustainability of the organization									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL14	Provide free basic refuse removal to indigent households in terms of the approved tariffs as at 30 June 2026		5 639	7 111			N/A	6492	Target not achieved. Reason for variance - The reduction in the number of indigents receiving the service resulted from a full assessment on the Indigent Register being performed where all deceased and non-qualifying beneficiaries, that was identified, were removed. Corrective action - An indigent drive will be held to invite all qualifying property owners to apply to be an indigent.

KEY PERFORMANCE AREA: MUNICIPAL FINANCIAL VIABILITY AND MANAGEMENT									
IDP OBJECTIVE: Enhance financial management and the effective utilization of resources, thereby ensuring the long-term viability and sustainability of the organization									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL15	Financial viability measured in terms of the municipality's ability to meet its service debt obligations as at 30 June 2026		20%	40%			N/A	3%	Target exceeded. Reason for variance - the KPI was set up based on the debt coverage ratio and not the service debt ratio, which resulted in the major variance. Corrective action - the KPI will be set up correctly in the 2026/27 financial year.

KEY PERFORMANCE AREA: MUNICIPAL FINANCIAL VIABILITY AND MANAGEMENT									
IDP OBJECTIVE: Enhance financial management and the effective utilization of resources, thereby ensuring the long-term viability and sustainability of the organization									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL16	Financial viability measured in terms of the outstanding service debtors as at 30 June 2026		42,50%	40%	KPI amended to ensure clarity in interpretation	Financial viability measured in terms of the outstanding service debtors as at 30 June 2026 [<u>Total Debtors</u> <u>Divided by</u> <u>Total Revenue</u> <u>Received</u>]	N/A	35%	Target achieved
TL17	Cost coverage		0,06	1,1	Target adjusted in line with 2025/26 adjusted budget		0.94:1	0.33:1	Target not achieved. Reason for variance - The collection rate was not achieved which resulted in just over 1% of revenue not being collected. There were also 4 disasters that occurred during the

KEY PERFORMANCE AREA: MUNICIPAL FINANCIAL VIABILITY AND MANAGEMENT									
IDP OBJECTIVE: Enhance financial management and the effective utilization of resources, thereby ensuring the long-term viability and sustainability of the organization									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
									financial year which resulted in expenditure being incurred which was not planned for. This has contributed to the target not being achieved. Corrective action -the collection rate will be assessed in detail to identify the key reasons for the collection rate not being achieved. A plan will be developed to address the findings. More stringent measures will be put in place to manage the cash flow in the event of future disasters.

KEY PERFORMANCE AREA: MUNICIPAL FINANCIAL VIABILITY AND MANAGEMENT									
IDP OBJECTIVE: Enhance financial management and the effective utilization of resources, thereby ensuring the long-term viability and sustainability of the organization									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL20	Current ratio of 1:1 for the 2025/26 financial year (Current assets/Current liabilities)		0.95:1	01:01	Target adjusted in line with 2025/26 adjusted budget	Current ratio of 1:1 0.98:1 for the 2025/26 financial year (Current assets/Current liabilities)	0.98:1	1.28:1	Target exceeded. Reason for variance - the municipality achieved a higher current assets / lower current liability versus the budget which resulted in a better current ratio. Corrective action - the Municipality will continue managing its assets and liabilities in a manner that improves the financial ratios of the Municipality.

KEY PERFORMANCE AREA: MUNICIPAL FINANCIAL VIABILITY AND MANAGEMENT									
IDP OBJECTIVE: Enhance financial management and the effective utilization of resources, thereby ensuring the long-term viability and sustainability of the organization									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL21	Liquidity ratio of 0.5:1 for the 2025/26 financial year (Cash and cash equivalents/Current liabilities)		0.04:1	0.5:1	Target adjusted in line with 2025/26 adjusted budget	Liquidity ratio of 0.5:1 0.37:1 for the 2025/26 financial year (Cash and cash equivalents/Current liabilities)	0.37:1	0.61:1	Target exceeded. Reason for variance - the municipality achieved a higher current assets / lower current liability versus the budget which resulted in a better current ratio. Corrective action - the Municipality will continue managing its assets and liabilities in a manner that improves the financial ratios of the Municipality.
TL22	Submit Final Budget to Council for approval by 31 May 2026		1	1			N/A	1	Target achieved

KEY PERFORMANCE AREA: MUNICIPAL FINANCIAL VIABILITY AND MANAGEMENT									
IDP OBJECTIVE: Enhance financial management and the effective utilization of resources, thereby ensuring the long-term viability and sustainability of the organization									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL23	Submit Adjustments Budget to Council for approval by the end of February 2026		1	1			N/A	1	Target achieved
TL24	Cash and cash equivalent		0%	5%			N/A	45.25%	Target exceeded. Reason for variance - the municipality achieved a cash and cash equivalents balance versus the budget which resulted in a better current ratio. Corrective action - the Municipality will continue managing its cash and cash equivalents in a manner that improves the financial ratios of the Municipality.

KEY PERFORMANCE AREA: MUNICIPAL FINANCIAL VIABILITY AND MANAGEMENT									
IDP OBJECTIVE: Enhance financial management and the effective utilization of resources, thereby ensuring the long-term viability and sustainability of the organization									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL25	Expenditure on remuneration		34%	34%			N/A	32.04%	Target exceeded. Reason for variance - funded positions were put on hold to manage cash resources as a result of the disasters that were experienced. Corrective action - More stringent measures will be put in place to manage the cash flow in the event of future disasters.
TL26	Revenue collection		91.38%	95%			N/A	94%	Target not achieved. Reason for variance - a major part of the under-collection was due to the non-payment by customers in the Gamtoos Valley area where the Municipality do not provide electricity. The implementation of credit control in this area is therefore more difficult.

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IDP OBJECTIVE: Enhance financial management and the effective utilization of resources, thereby ensuring the long-term viability and sustainability of the organization									
KPI No.	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
									Corrective action - A detailed assessment of the under-collection will be performed, and a clear plan developed. The plan will be implemented, and progress will be monitored by the Revenue Enhancement Committee.

4.5 KPA 5 GOOD GOVERNANCE AND PUBLIC PARTICIPATION

KEY PERFORMANCE AREA: GOOD GOVERNANCE AND PUBLIC PARTICIPATION									
IDP OBJECTIVE: Adherence to and implementation of effective and efficient governance processes									
KPI No	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL1	Obtain and maintain an unqualified audit opinion on Annual Financial Statements for the 2024/25 financial year		1	1	N.A	N/A	N/A	1	Target achieved

KEY PERFORMANCE AREA: GOOD GOVERNANCE AND PUBLIC PARTICIPATION									
IDP OBJECTIVE: Adherence to and implementation of effective and efficient governance processes									
KPI No	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL2	Compile a Risk Based Audit Plan (RBAP) and submit to the Audit Committee by 30 June 2026		1	1	N.A	N/A	N/A	1	Target achieved

KEY PERFORMANCE AREA: GOOD GOVERNANCE AND PUBLIC PARTICIPATION									
IDP OBJECTIVE: Adherence to and implementation of effective and efficient governance processes									
KPI No	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL3	Review the strategic risk register and submit to the Audit Committee by 30 June 2026		1	1	N/A	N/A	N/A	1	Target achieved
TL4	The percentage of the municipal capital budget spent on capital projects as at 30 June 2026		55.48%	90%	N/A	N/A	N/A	51.17%	Target was not achieved Reason for variance - the key projects that were not implemented was the multi-year road resealing projects which was budgeted for in the current financial year and the Human Settlement Grant-funded projects

KEY PERFORMANCE AREA: GOOD GOVERNANCE AND PUBLIC PARTICIPATION									
IDP OBJECTIVE: Adherence to and implementation of effective and efficient governance processes									
KPI No	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
									where the funding was withheld. Corrective action - the Municipality will budget for the roads and reseal project in accordance with the cashflows based on implementation of the projects. The Human Settlement projects will only be brought into the budget when confirmation of funding is received.
TL9	Review the Workplace Skills Plan and submit plan to the LGSETA by 30 April 2026		0	1	N/A	N/A	N/A	1	Target achieved

KEY PERFORMANCE AREA: GOOD GOVERNANCE AND PUBLIC PARTICIPATION									
IDP OBJECTIVE: Adherence to and implementation of effective and efficient governance processes									
KPI No	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL18	Submit the approved financial statements for 2024/25 to the Auditor-General by 31 August 2025		1	1	N/A	N/A	N/A	1	Target achieved
TL58	Review and submit the Disaster Management Plan to Portfolio Committee by 31 May 2026		1	1	N/A	N/A	N/A	1	Target achieved

KEY PERFORMANCE AREA: GOOD GOVERNANCE AND PUBLIC PARTICIPATION									
IDP OBJECTIVE: Adherence to and implementation of effective and efficient governance processes									
KPI No	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL64	Submit the revised Spatial Development Framework (SDF) to Council by 31 May 2026		0	1	Amendments were made to the Spatial Development Framework following the initial public participation process and this requires and additional public participation process, target date moved out to 30 June 2026	Submit the revised Spatial Development Framework (SDF) to Council by 31 May 2026 <u>30 June 2026</u>	N/A	1	Target achieved

KEY PERFORMANCE AREA: GOOD GOVERNANCE AND PUBLIC PARTICIPATION									
IDP OBJECTIVE: Adherence to and implementation of effective and efficient governance processes									
KPI No	Original KPI	REF	Baseline (2024/25)	Original Annual Target	Reasons for KPI Changes (1)	Revised or New KPI (if applicable) (2)	Revised or New Annual Target (3)	Annual Actual Achievement (4)	Reasons for Variances (Revised Annual Target vs Actuals at year-end) and Corrective Actions to Improve Performance
TL67	Review the Land Invasion By-law and submit to Council by 30 June 2026		0	1	N/A	N/A	N/A	1	Target achieved

MATTERS DEALT WITH IN TERMS OF DELEGATED AUTHORITY BY THE EXECUTIVE MAYOR

REPORTS BY THE PORTFOLIO COMMITTEE CHAIRPERSONS

REPORTS BY THE CHAIRPERSON: FINANCE & ECONOMIC DEVELOPMENT



KOUGA MUNICIPALITY (EC 108)
 ORDINARY COUNCIL MEETING
 FINANCE & ECONOMIC
 DEVELOPMENT
 OPEN
 DATE: 23 SEPTEMBER 2026
 ITEM NO: **26/09/FED1**

AMENDMENT TO MUNICIPAL RATES POLICY

1. Introduction

The purpose of this report is to seek Council approval, to amend the Municipal Rates Policy on the validity of the General Valuation Roll to align with the Municipal Property rates Act, Act of 2004 amendment in 2014.

2. Background

In terms of the provision of the amended Municipal Property Rates Act, Act 6 of 2004 (MPRA) Section 32 with reference to the commencement and period of validity of valuation rolls is reflected hereunder:

32. (1) A valuation roll-

- (a) takes effect from the start of the financial year following completion of the public inspection period required by section 49; and
- (b) remains valid for that financial year or for one or more subsequent financial years as the municipality may decide, but in total not for more than:
 - (i) four financial years in respect of a metropolitan municipality; and
 - (ii) **five financial years** in respect of a local municipality.'

3. Discussion

Section 32 (b) of the Municipal Property Rates Act No.6 of 2004 (MPRA) was amended and which allows the Local Municipality's valuation rolls to be valid for a period of 5 years, and no longer limits it to a period of 4 years.

The Municipal Property Rates Policy however, as per section 24 here under, provides for a validity period of 4 years. **"Annexure A"**

Municipal Property Rates Policy;

24. FREQUENCY OF VALUATION

The municipality shall prepare a new valuation roll every 4 (four) years and a supplementary valuation roll annually at least once a year.

There is a need to align the provision of the Municipal Property Rates Act of 2004, with the current Municipal Rates Policy.

4. Financial Implications

The MTREF has accommodated the outer years' increases.

5. Applicable legislation

Amended Municipal Property Rates Act (No. 6 of 2004)

Municipal Property Rates Policy

Local Government: Municipal Finance Management Act (No.56 of 2003)

6. Legal Implications

Should Council resolve on the recommendations below, the Property Rates Policy will be amended accordingly and be in force and effect from date of the council resolution.

7. Other Implications

The Rates Policy is considered a budget related Policy and should be reviewed on an annual basis. Council must condone the review outside of the annual budget process.

8. Comments by Directorates:

8.1 Chief Financial Officer:

Recommendation supported.

8.2 Director: Planning & Development

Item noted.

8.3 Director: Civil & Water Services

Noted.

8.4 Director: Electro-Mechanical Services

Noted

8.5 Director: Community Services

Noted

8.6 **Deputy Municipal Manager**

Noted

8.7 **Municipal Manager**

Noted

9. **Delegated Authority**

Council

10. **Recommendations**

10.1 That Council approves the Municipal Property Rates Policy, as amended, and attached as Annexure A.

10.2 That the effective date of amendment shall be the date of this resolution.

10.3 That the amended Municipal Property Rates Policy be uploaded on the municipal website.

Item prepared by the Manager Revenue: Item

Item approved by the Chief Financial Officer:

Item endorsed by the Municipal Manager: Item

noted by the Portfolio Councillor





PROPERTY RATES POLICY



Policy Title: Kouga Municipality Property Rates Policy

Financial Year: 2026/2027

PROPERTY RATES POLICY

Policy Title:	Property Rates Policy
File plan reference number:	4/13/P
Previous Council approval date	29 MAY 2025
Directorate:	Finance and Economic Development
Section:	Revenue
Responsible Official:	Manager: Revenue
Status of the document:	Approved
Review date:	28 May 2026
Council approval date	23 September 2026
Council resolution number	
Future review date:	31 March 2027

Policy Title: Kouga Municipality Property Rates Policy

Financial Year: 2026/2027

PROPERTY RATES POLICY

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PREAMBLE

WHEREAS Section 3 of the Local Government: Municipal Property Rates Act, 6 of 2004 determines that a municipality must adopt a rates policy in accordance with the provisions of the Act.

NOW THEREFORE the Council adopts the following policy on the levying of property rates and taxes:

1. DEFINITIONS

“Act” means the Local Government: Municipal Property Rates Act, 6 of 2004 and includes any regulations, directives and notices proclaimed, made or issued by a competent authority in terms thereof;

“agent”, in relation to the owner of a property, means a person appointed by the owner of the property:

- a) to receive rental or other payments in respect of the property on behalf of the owner; **or**
- b) to make payments in respect of the property on behalf of the owner.

“Agricultural purpose” means property which is used exclusively for agricultural and/or farming purposes as bona fide farmers but excludes any portion thereof that is used commercially for the hospitality of guests and excludes the use of the property for the purpose of eco-tourism or for the trading in or hunting game including small holdings.

In this definition such properties could also be included within the urban edge of a town;

“annually” means once every financial year;

“bona-fide farmers” means a genuine or real farmer whose dominant income is generated from farming activities, on an agricultural property, within the Kouga municipal area, and is taxed by SARS as a bona-fide farmer.

“business and commercial property” means-

- a) property used for the activity of buying, selling or trading in commodities or services and includes any office or other accommodation on the same property, the use of which is incidental to such activity; or
- b) property on which the administration of the business of private or public entities take place.

“category”-

- a) in relation to property, means a category of property determined by the Council in terms of Section 8(2) of the Act;
- b) in relation to owners of property, means a category of owners determined by the Council in terms of Section 15(2) of the Act;

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“Date of valuation” means the date determined by the Kouga Local Municipality in terms of Section 31 (1)

“district management area” means a part of a district municipality, which in terms of section 6 of the Municipal Structures Act has no local municipality and is governed by that municipality alone;

“district municipality” means a municipality that has municipal executive and legislative authority in an area that includes more than one municipality, and which is described in section 155(1) of the Constitution as a category B municipality;

“exclusion”, in relation to a municipality's rating power, means a restriction of that power as provided for in Sections 16 and 17 of the Act;

“exemption”, in relation to the calculation of a rate, means an exemption granted by the Council in terms of Section 15(1)(a) of the Act;

“financial year” means the period starting from 1 July in a year to 30 June of the next year;

“household income” means the income accruing to all members of the household permanently residing at the address. It includes income of spouses;

“income tax act” means the Income Tax Act ,1962 (Act 58 of 1962);

“industrial property” means property used for construction, repair, trade or manufacturing, production, assembly or processing of finished or partially finished products from raw materials or fabricated parts on such a large scale that capital and labour are significantly involved, and includes any office or other accommodation on the same property, the use of which is incidental to such activity, including silos ;

“indigent person” means a person whose household income does not exceed the minimum household income as predetermined by the council;

“local community”, in relation to the municipality, means –

- a) that body of persons comprising-
 - i. the residents of the municipality;
 - ii. the ratepayers of the municipality;
 - iii. any civic organisations and non-governmental, private sector or labour organisations or bodies which are involved in local affairs within the municipality; and
 - iv. visitors and other people residing outside the municipality who, because of their presence in the municipality, make use of services or facilities provided by the municipality; and
- b) includes, more specifically, the poor and other disadvantaged Sections of such body of persons;

“local municipality” means a municipality that shares municipal executive and legislative authority in its area with a district municipality within whose area it falls, and which is described

in section 155(1) of the Constitution as a category B municipality;

“market value”, in relation to a property, means the value of the property determined in accordance with Section 46 of the Act;

“Mayor” means the Councilor designated as Mayor of the Municipality in terms of Section 57(1) of the Municipal Finance Management Act, No 56 of 2003;

“MEC for Local Government” means the member of the Executive Council of a province who is responsible for local government in that province;

“mining property” means a property used for mining operations as defined in the Mineral and Petroleum Resources Development Act, (Act 28 of 2002);

“multiple purposes”, in relation to a property, means the use of a property for more than one purpose as contemplated by Section 9 of the Act;

“municipal Council” or “Council” means a municipal council referred to in section 18 of the Municipal Structures Act, and in this policy means the municipal Council of Kouga Municipality;

“municipal property” is property registered or vested in the name of Kouga Municipality;

“Municipal Finance Management Act” means the Local Government; Municipal Finance Management Act, 2003 (Act 56 /2003);

“

municipality”-

a) as a corporate entity, means a municipality described in Section 2 of the Municipal Systems Act; and

b) as a geographical area, means a municipal area demarcated in terms of the Local Government: Municipal Demarcation Act, 1998 (Act No. 27 of 1998);

“municipal manager” means a person appointed as municipal manager of the municipality in terms of Section 82 of the Municipal Structures Act, 1998 and includes any official acting in this position and where, in this policy, reference is made to the “accounting officer” such reference shall be construed as the municipal manager acting in this capacity ;

“occupier”, in relation to a property, means a person in actual occupation of a property whether or not that person has a right to occupy the property and, where the text so requires, includes a lessee;

“open space” means land that is used as a park, garden, for passive leisure or maintained in its natural state and that is zoned as open space;

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“owner”-

- a) in relation to property referred to in paragraph (a) of the definition of “property”, means a person in whose name ownership of the property is registered;
- b) in relation to a right referred to in paragraph (b) of the definition of “property”, means a person in whose name the right is registered;
- c) in relation to a land tenure right referred to in paragraph (c) of the definition of “property”, means a person in whose name the right is registered or to whom it was granted in terms of legislation; or
- d) in relation to public service infrastructure referred to in paragraph (d) of the definition of “property” in the Act, means the organ of state which owns or controls that public service infrastructure as envisaged by the definition in the Act of the term “publicly controlled”, provided that a person mentioned below shall for the purposes of this policy be regarded by the municipality as the owner of a property in the following cases:
 - i. a trustee, in the case of a property in a trust excluding state trust land;
 - ii. an executor or administrator, in the case of a property in a deceased estate;
 - iii. a trustee or liquidator, in the case of a property in an insolvent estate or in liquidation;
 - iv. a judicial manager, in the case of a property in the estate of a person under judicial management;
 - v. a curator, in the case of a property in the estate of a person under curatorship;
 - vi. an usufructuary or other person in whose name a usufruct or other personal servitude is registered in the case of a property that is subject to a usufruct or other personal servitude;
 - vii. a buyer, in the case of a property that was sold and of which possession was given to the buyer pending registration of ownership in the name of such buyer;

“permitted use”, in relation to a property, means the limited purposes for which the property may be used in terms of:

- a) any restrictions imposed by:
 - i. a condition of title;
 - ii. a provision of a town planning or land use scheme; or
 - iii. any legislation applicable to any specific property or properties; or
- b) any alleviation of any such restrictions;

“private open space” means land that is privately owned and used for practising of sport, play- or leisure facilities without financial gain or used as a botanical garden, cemetery or nature area and which is joined as Private Open Space;

“Protected area” means an area that is or has to be listed in the register referred to in section 10 of the Protected Areas Act.

“Protected Areas Act” means the National Environmental Management: Protected Areas Act, 2003,

“property” means:

- a) immovable property registered in the name of a person, including, in the case of a Sectional title scheme, a Sectional title unit registered in the name of a person;
- b) a right registered against immovable property in the name of a person, excluding a mortgage bond registered against the property;
- c) a land tenure right registered in the name of a person or granted to a person in terms of legislation; or
- d) public service infrastructure;

“public benefits organisation” means an organisation conducting specified public benefit activities as defined in the act and registered in terms of the Income Tax Act for tax reductions because of those activities.

“publicly controlled” means owned by or otherwise under the control of an organ of state including:

- a) a public entity listed in the Public Finance Management Act, Act 1 of 1999
- b) a municipal entity as defined in the Local Government: Municipal Systems Act, No. 32 of 2000

“public service infrastructure” means publicly controlled infrastructure as determined in terms of Chapter 1 of the Local Government: Municipal Property Rates Act, No. 6 of 2004

“public service purpose” in relation to the use of a property, means property owned by an organ of state

“Places of public worship” means property registered in the name of and used primarily as a place of worship by a religious community, including an official residence registered in the name of that community which is occupied by an office bearer of the community who officiated at services at the place of worship.

“Rate ratio” means a prescribed ratio to the rate as referred to in section 19(1) of the Municipal Property Rates Act

“rate” means a municipal rate on property envisaged in Section 229(1)(a) of the Constitution;

“rateable property” means property on which a municipality may in terms of Section 2 of the Act levy a rate, excluding property fully excluded from the levying of rates in terms of Section 17 of the Act;

“rebate”, in relation to a rate payable on a property, means a discount granted by the Council on the amount of the rate payable on the property;

“reduction”, in relation to a rate payable on a property, means the lowering of the amount for which the property was valued and the rating of the property by the Council at that lower amount;

“residential property” means a property included in the valuation roll in terms of Section 48 (2)(b) of the Local Government: Municipal Property Rates Act, No.6 of 2004

“Vacant land” means land where no immovable improvements have been erected. Vacant land can be classified as follows:

- a) a) Residential vacant, means a property included in the valuation roll in terms of section 8(2) of the Act (read with section 8 (3) as residential vacant.
- b) Business vacant means a property included in the valuation roll in terms of section 8(2) of the Act (read with section 8 (3) as business vacant.
- c) Industrial vacant, means a property included in the valuation roll in terms of section 8(2) of the Act (read with section 8 (3) as industrial vacant.

2. PURPOSE OF THE POLICY

The purpose of the policy is:

- 2.1. to comply with the provisions of Section 3 of the Act;
- 2.2. to determine criteria to be applied in respect of:
 - I. the levying of differential rates for different categories of properties;
 - II. exemptions;
 - III. reductions and rebates; and
 - IV. rate increases;
- 2.3. to determine or provide criteria for the determination of:
 - I. categories of properties for the purpose of levying different rates; and
 - II. categories of owners of properties or categories of properties, for the purpose of granting exemptions, rebates and reductions;
- 2.4. to determine how the municipality's powers must be exercised in relation to multi-purpose properties;
- 2.5. to identify and quantify to the municipality in terms of cost and benefit to the community:
 - a) exemptions, rebates and reductions;
 - b) exclusions; and
 - c) rates on properties that must be phased in;
- 2.6. to take into account the effect of rates on the poor;
- 2.7. to take into account the effect of rates on organisations conducting particular public benefit activities;
- 2.8. to take into account the effect of rates on public service infrastructure;
- 2.9. to determine measures to promote local economic and social development; and
- 2.10. to identify all rateable property that is not rated.

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3. POLICY PRINCIPLES

- 3.1. The levying of a rate on a property is an exclusive power of the municipality which will be exercised:
 - a) optimally and comprehensively within the municipality;
 - b) with consideration of the total income base of the municipality; and
 - c) with consideration of the fair distribution of the rates requirement over all the properties in the municipal area
- 3.2. The rating of property will be undertaken impartially, fairly, equitably and without prejudice, and these principles also apply to the determination of criteria for exemptions, reductions and rebates contemplated in Section 15 of the Act
- 3.3. The rating of property will be implemented in a way that:
 - a) is developmentally orientated;
 - b) supports sustainable local government by providing a stable and constant revenue source within the discretionary control of the municipality;
 - c) supports local and social economic development; and
 - d) it remains affordable to all.
- 3.4. Property rates will be levied to:
 - a) ensure access to community and subsidised services to all residents; and
 - minimise the effect of rates on the poor.
- 3.5. The market value of a property as recorded in the municipal valuation roll serves as basis for the calculation of property rates.
- 3.6. The rates tariff will be based on the value of all rateable properties and the amount required by the municipality to balance its operating budget after taking in account profits generated on trading and economic services and the amounts required to finance exemptions, rebates, reductions and phasing-in of rates as approved by the Council from time to time
- 3.7. Trading and economic services will be financially ring fenced and tariffs and service charges calculated in such a manner that the income generated covers the cost of the services or generate a surplus to meet specific identified service related objectives.
- 3.8. Property rates will be used to finance community and subsidised services.
- 3.9. Budgeted contributions from trade and economic services may be used to subsidise community and subsidised services;
- 3.10. The provision for working capital and bad debts must relate to the requirements for community services and not to those of trading and economic services.
- 3.11. The revenue base of the municipality will be protected by limiting reductions, exemptions and rebates to those that are fair and reasonable.

4. IMPOSITION OF RATES

Rates are levied in accordance with Section 11 of the MPRA and is an amount in the Rand based on the market value and category as recorded in the valuation roll or supplementary valuation rolls and the tariff determined for the category in the budget of the Municipality.

5. CATEGORIES OF PROPERTY

The Council has resolved to levy different rates for different categories of property based on the use of the property concerned. In the event where the use cannot be determined properties will be valued based on the permitted use ie. vacant land

The municipality has identified the following categories of property in accordance with section 8 and 93A of the Act: -

- a. residential properties;
- b. business and commercial properties;
- c. industrial properties;
- d. public service infrastructure;
- e. Properties owned by Public Benefit Organisations used for any specific public benefit activities
- f. agricultural properties;
- g. Multiple use properties subject to section 9 of Municipal Property Rates Act.;
- h. Protected Area
- i. Private Open Place/Space
- j. Vacant land subcatergorised into the following
 - Residential
 - Business
 - Industrial

6. MULTIPLE PURPOSE PROPERTIES

The municipality shall, for rates purposes, assign a property used or multiple purposes to a category determined by the municipality for properties used for multiple purposes.

A rate levied on a property assigned to a category of properties used for multiple purposes must be determined by apportioning the market value of the property to the different purposes for which the property is used; and applying the rates applicable to the categories determined by the Municipality for properties used for those purposes to the different market value apportionments.

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7. CATEGORIES OF OWNERS

The following categories of owners will be recognised in terms of section 15(2) of the Act:

- a) indigent status of the owner of a property
- b) sources of income or/and monthly household income of the owner of a property
- c) owners of property situated within an area affected by-
 - I. a disaster within the meaning of the Disaster Management Act, 20002 (Act no 57 of 2002 ; or
 - II. any other serious adverse social or economic conditions;
 - III.
- d) owners of residential properties with a market value below a determined threshold; or
- e) owners of agricultural properties who are *bona fide* farmers.

8. APPLYING DIFFERENT LEVIES FOR DIFFERENT CATEGORIES OF PROPERTY

The rate charged as an amount-in-the-rand for Residential Properties is the base rate and the rates charged in respect of all other categories of properties are reflected as ratios to the residential rate. The different ratios are as follows:

1.1.	Categories of Properties (Residential To Business Ratio 1:2 maximum)	R	Ratio
1.1.1	Residential	Cent in the rand	1:1
(i)	Vacant Land	Cent in the rand	1:1.5
(ii)	Private Open Place/Space	Cent in the rand	1:1
1.1.2	Business and Commercial Properties	Cent in the rand	1:1.25
(i)	Business: Vacant Land	Cent in the rand	1:1.5
1.1.3	Industrial Property	Cent in the rand	1:1.25
(i)	Industrial: Vacant Land	Cent in the rand	1:1.5
1.1.4	Properties Owned By Organ Of State And Used For Public Service Benefit	Cent in the rand	1:1.67
1.1.5	Agricultural	Cent in the rand	1:0.25
1.1.6	Other	Cent in the rand	
(i)	Public Benefit Organisation	Cent in the rand	1:0.25
(ii)	Public Service Infrastructure	Cent in the rand	1:0.25
(iii)	Mining Properties	Cent in the rand	1:1.67

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The Municipality will treat farm properties and smallholdings that are used for residential purposes as residential properties and grant them all the rebates and reductions applicable to other residential properties in the municipal area.

Farm properties and smallholdings that are used for industrial, commercial and business purposes will be rated on the same basis as other such properties in the municipal area.

9. EXEMPTIONS

The following property categories are exempt from the payment of property rates:

a) **Municipal properties**

Municipal properties are exempted from paying property rates.

b) **Residential properties**

All residential property with a market value of less than the amount as annually determined by the Municipality, are exempted from paying property rates. The impermissible rates levied on the first R15 000 of the market value of all residential properties contemplated in terms of section 17(1)(h) of the Act may be supplemented by Council based on affordability, ratepayer profile and the Municipality's predetermined level of support to the indigent. Vacant land does not qualify for this rebate.

c) **Public Service Infrastructure**

Properties categorized as Public Service Infrastructure will be 100% exempted from paying property rates as it is deemed to provide essential services to the community.

d) **Private Open Space/ Place**

Properties categorized as Private Open Space/ Place will be 100% exempted from paying property rates.

e) **Public Benefit Organisations**

Public Benefit Organisation Properties means a property owned by public benefit organisations and used for any specified public benefit activity listed in item 1 (Welfare and Humanitarian), item 2 (Health care), and item 4 (Education and development) of part 1 of the ninth schedule to the income Tax act.

f) Exemptions in 9(a) to 9(d) will automatically apply and no application is thus required by the owners of such property.

g) A rate-exemption certificate as issued by the South African Revenue Service (SARS), as contemplated in terms of Part 1 of the ninth schedule to the income Tax Act, 1962 (Act No 58 of 1962), must be submitted together with the application.

h) The municipality retains the right to refuse the application for exemption if the details supplied in the application were incomplete, incorrect or false.

10. IMPERMISSIBLE RATES

In terms of section 17(1) of the Property Rates Act, 2004, the Municipality may, inter alia, not levy rates:

- a) on those parts of a special nature reserve, national park or nature reserve within the meaning of the National Environmental Management: Protected Areas Act, 2003 (Act No 57 of 2003), or of a national botanical garden within the meaning of the National Environmental Management Biodiversity Act, 2004 (Act No 10 of 2004), which are not developed or used for commercial, business, residential or agricultural purposes;
- b) on mineral rights within the meaning of paragraph (b) of the definition for "property" in section 1 of the Act;
- c) on the first R15 000 of the market value of all residential properties contemplated in terms of section 17(1)(h) of the Act. Vacant land does not qualify for this rebate.
- d) on a property belonging to a land reform beneficiary or his or her heirs, provided that the exclusion lapses ten years from the date on which such beneficiary's title was registered in the Deeds register; and
- e) on a property registered in the name of and primarily used as a place of public worship, including an official residence registered in the name of the church that is occupied by an office-bearer who acts as officiant of the church.

11. REBATES

Categories of properties

11.1 The Council may grant rebates in a percentage determined by it by resolution to the owners of rateable industrial enterprises that promote local, social and economic development in its area of jurisdiction, based on the Council's Local, Social and Economic Development Policy.

The following criteria will apply in respect of the grant of such rebate:

- a) job creation in the municipal area;
- b) social upliftment of the local community; and
- c) creation of infrastructure for the benefit of the community.

For purposes hereof, an industrial enterprise shall be deemed to be an enterprise which is lawfully conducted from premises situated on land which is zoned for industrial purposes in terms of the municipality's zoning scheme and which ordinarily employs at least 25 or more fulltime employees.

Rebates must be phased out within five years from the date that the rebate was granted for the first time.

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Rebates will be granted upon application subject to:

- a) the submission to the municipality of an acceptable business plan issued by the directors of the company indicating how the local, social and economic development objectives of the municipality will be met;
- b) the submission to the municipality of an acceptable continuation plan issued by the directors of the company and certified by the auditors thereof stating that the aforementioned objectives have been met in the first year after the company's establishment and how the company plans to continue to meet the identified objectives;
- c) an assessment by the municipal manager indicating that the company qualifies for the rebate in terms of the Council's requirements; and
- d) a Council resolution

11.2 The Council may grant rebates in a percentage determined by it by resolution on property tax payable in respect of the under-mentioned properties which have been assigned to the category: Public Benefit Organisation (education and development) upon submission of a valid certificate issued by the SA Revenue Service as proof that the organisation which owns and uses such property for the aforementioned purposes, is registered for tax exemption in terms of the Income Tax Act and provided further that the organisation concerned, on a yearly basis on or before 31 October of each year, applies on a form to be prescribed for this purpose, ~~for a rebate~~ on the tax payable for the ensuing financial year:

- a) the provision of education by a "school" as defined in the South African Schools Act, 1996, (Act No. 84 of 1996);
- b) the provision of "higher education" by a "higher education institution" as defined in terms of the Higher Education Act, 1997, (Act No. 101 of 1997);
- c) "adult basic education and training", as defined in the Adult Basic Education and Training
 - d) "further education and training" provided by a "public further education and training institution" as defined in the Further Education and Training Act, 1998, (Act No. 98 of 1998);
 - e) training for unemployed persons with the purpose of enabling them to obtain employment;
 - f) the training or education of persons with a severe physical or mental disability; the provision of bridging courses to enable educationally disadvantaged persons to enter a higher education institution as envisaged in sub-paragraph (b);
 - g) the provision of educare or early childhood development services for pre-school children;
 - h) training of persons employed in the national, provincial and local spheres of government, for purposes of capacity building in those spheres of government;
 - i) the provision of school buildings or equipment for public schools and educational institutions engaged in public-benefit activities contemplated in sub-paragraphs (a) to (g);

- j) career guidance and counselling services provided to persons for purposes of attending any school or higher education institution as envisaged in sub-paragraphs (a) and (b);
- k) the provision of hostel accommodation to students of a public benefit organisation, institution, board or body;
- l) programmes addressing needs in education provision, learning, teaching, training, curriculum support, governance, whole school development, safety and security at schools, pre-schools or educational institutions as envisaged in sub-paragraphs (a) to (g);
- m) educational enrichment, academic support, supplementary tuition or outreach programmes for the poor and needy.

11.3 The Municipality will treat farm properties and smallholdings that are used for residential purposes as residential properties and grant them all the rebates and reductions applicable to other residential properties in the municipal area. Farm properties and smallholdings that are used for industrial, commercial and business purposes will be rated on the same basis as other such properties in the municipal area.

12. APPLICATIONS FOR EXEMPTION/REBATES

Where it is required that application made for exemption from tax or the granting of a rebate on tax, such applications must be made on a prescribed form which may be obtained from the accounting officer.

The following particulars must be supplied on such prescribed form:

- personal particulars of the applicant;
- postal address of the applicant;
- erf or lot number of the property in respect of which application is made, as depicted in the municipality's valuation records;
- a description of the purpose for which such property is used, and
- any other particulars which the municipality may from time to time deem necessary.

All applications for exemption of tax or a rebate on tax must be considered by the Municipal Manager or his nominee. The application must reach the Municipality before end October of the financial year in which relief is sought.

The Municipal Manager or his nominee may refuse approval of an application for exemption or a rebate on tax if:

- the particulars furnished on the application form are incomplete, incorrect or false; and
- the application form is not received on or before the due date determined for such applications.

13. REDUCTIONS

13.1 Categories of property

a) Reductions as contemplated in section 15 of the Act will be considered on an ad-hoc basis in the event of the following:

- (i) Partial or total destruction of a property; or
- (ii) Disasters as defined in the Disaster Management Act, 2002 (Act 57 of 2002).

13.2 Categories of owners

a) A reduction in the municipal valuation as contemplated in Section 15(1)(b) of the Act will be granted where the value of a property is affected by fire damage, flood, lightning, storms and/or other artificial or natural disasters.

b) Any reduction granted in terms of this paragraph shall be authorised by resolution of the Council. and

c) If rates were paid in advance prior to granting of a reduction the Municipality will give credit to such an owner as from the date of reduction until the date of lapse of the reduction.

14. RATE ADJUSTMENTS

14.1 The municipality will adjust rates annually during the budget process prescribed in terms of the Municipal Finance Management Act, 2003.

14.2 Rate adjustments will be used to finance operating costs of community services.

14.3 Relating to community services, the following annual adjustments will be made:-

- a) all salary and wage adjustments as agreed upon at the Local Government Bargaining Council;
- b) an inflation adjustment for general expenditure, repairs and maintenance and contributions to funds; and additional depreciation costs or interest and redemption on loans associated with the assets created during the previous financial year.

14.4 Extraordinary expenditure not foreseen during the previous budget period and approved by the Council during a budget review process, will be financed by an adjustment in property rates.

14.5 All adjustments to property rates will be communicated to the local community as part of the budget consultative processes of the municipality.

15. COSTS OF EXEMPTIONS, REBATES, REDUCTIONS, PHASING-IN OF RATES

15.1 During the budget process, the accounting officer must inform the Council of all the costs associated with the recommended exemptions, rebates, reductions, phasing-in of rates and grants in lieu of rates.

15.2 Provision must be made in the operating budget for:

- a) the full potential income associated with property rates; and
- b) the full costs associated with exemptions, rebates, reductions, phasing-in of rates and grants in lieu of rates.

15.3 All rebates granted in terms of this policy will be inclusive of any phasing-in discount referred to in the Act.

16. PAYMENT ARRANGEMENTS

The following matters pertaining to the payment of property rates are regulated in the municipality's credit control and debt collection policy and related by-laws:

- the date on which rates become due;
- the last date on which rates which are levied annually as well as monthly, must be paid;
- interest on rates in arrear; and
- actions against defaulters.

17. RECOVERY OF ARREAR RATES FROM TENANTS, OCCUPIERS AND ABSENT OWNERS

17.1 If the owner of a property is absent, the municipality may recover the amount due for rates on the property in whole or in part from the agent of the owner or other person receiving rent for the property on behalf of the owner.

17.2 The amount the municipality will recover from the agent or other person is limited to the amount of the rent received by the agent or that person, less the commission due to that agent or person subject to the Estate Agents Act, 1976 (Act No. 112 of 1976). The amount will only be recovered in this manner after written notice is given to the occupier and if the owner has failed to pay after due notice has been served on such owner.

17.3 The agent or other person, must on request by the municipality, furnish it with a written statement specifying all payments received by that agent or person during a period determined by the municipality for rent on the property.

17.4 The allocation of payments received, or recovered, from whichever source, will be at the discretion of the municipality.

17.5 The supply of basic services may be discontinued, restricted or suspended if rates due become in arrears and the municipality will reinstate such service only if such arrears are paid in full or by the signing of a repayment arrangement.

18. LIABILITY FOR RATES

18.1 Residents may apply to pay their rates annually and such a request must be submitted to the Finance Directorate in writing, and must be payable on or before 30 September of each year.

18.2 Annual rates will be automatically converted to monthly upon default and will not be converted back to annual upon future requests.

18.3 Monthly Rates levies must be paid on or before the due date of the monthly accounts.

18.4 Interest will be charged on rates that are in arrears at the rate determined by Council from time to time.

18.5 The lodging of an objection, a review or an appeal in terms of sections 50, 52 and 54 of the MPRA does not defer liability for the payment of rates.

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18.6 The submission of an application for a rebate or exemption does not defer the liability of payment of rates beyond the due date. Any interest raised for non-payment or short payment prior to date of processing the application will be payable irrespective of whether the property/owner qualifies for the rebate/exemption or not.

18.7. In the event that a property has been transferred to a new owner and a Supplementary Valuation took place, the previous owner as well as the new owner will jointly and separately be held responsible for the settling the supplementary rates account.

18.8 A property rate is a debt in respect of taxation in terms of section 11 of the Prescription Act 68 of 1969, and the Kouga Local Municipality can recover rates in arrear for a period of up to 30 years

19. ACCOUNTS TO BE FURNISHED

19.1 A municipality must furnish each person liable for the payment of a rate with a written account specifying:

- a) the annual amount or the amount of the monthly instalment payable; b) the date by which the amount is payable;
- c) the basis of calculation of the amount;
- d) the site value or the improved value of the property depending on which value the rate was based;
- e) the particulars of any phasing in of the rate;
- f) in the case of an additional rate the amount and the purpose of the rate

19.2 The fact that a person liable for the payment of a rate has not received an account sent by the municipality to that person's postal address as recorded in the municipality's property register, will not affect that person's liability to pay the amount due nor infringe on the right of the municipality to collect such an amount due.

20. AMOUNT DUE FOR RATES

The rate levied on property will be:

- a) based on the value of the property in accordance with the valuation roll which is currently applicable in the municipality; and
- b) an amount in the rand determined by the municipality on the total value of the property.

21. CORRECT RATING, OMISSIONS OR ERRORS

Where the rates levied on a particular property have been incorrectly determined, whether because of an error or omission on the part of the Municipality or false information provided by the property owner concerned or a contravention of the permitted use applicable to the property concerned, the rates payable shall be appropriately adjusted for the period 12 months preceding the date from which the error or omission is detected.

In addition, where the error occurred because of false information provided by the property owner or as a result of a contravention of the permitted use of the property concerned interest on the unpaid portion of the adjusted rates payable interest will be calculated at the applicable rate and be payable by the property owner.

22. CONSULTATION PROCESS

a) Before Council commands a new valuation in terms of the Act, a consultation process involving all interest groups will be undertaken during which the purpose and method of valuation will be explained.

b) Before the Municipality accepts the rates policy the municipal manager will follow a process of public participation, as prescribed in chapter 4 of the Municipal Systems Act, and comply with the following requirements:

(i) Display the draft property rates policy continuously for a period of thirty (30) days at the Municipality's head office, satellite offices and on the website;

(ii) Publish a notice in the media stating that the draft property rates policy was compiled for submission to Council and that such a policy is available at the different municipal offices and on the website for public inspection;

(iii) Property owners and interested persons may obtain a copy of the draft policy from the municipal office during office hours at a prescribed cost per copy;

(iv) Property owners and interested parties are invited to address written suggestions or representations to the Municipality within the period prescribed in the notice; and

(v) Council will consider all suggestions and/or representations received during the finalisation of the property rates policy.

23. SPECIAL RATING AREAS

Part A of this Policy shall apply to Special Rating Areas as envisaged in Section 22 of the Act.

24. FREQUENCY OF VALUATION

The municipality shall prepare a new valuation roll every 5 (five) years and a supplementary valuation roll annually at least once a year.

25. DATE OF VALUATION

For the purposes of a general valuation a municipality must determine a date that may be not more than 12 months before the start of the financial year in which the valuation roll is to be first implemented.

The general valuation must reflect the market values of properties in accordance with market conditions which apply as at the date of the valuation, and in accordance with any other applicable provisions of the present Act.

26. GENERAL BASIS OF VALUATION

The market value of a property is the amount the property would have realised if sold on the date of valuation in the open market by a willing seller to a willing buyer.

27. ENFORCEMENT / IMPLEMENTATION

This policy will be effective upon has been approvedal by the Municipal Council.

28. SAVINGS

In the event of conflict between a provision of this policy and a corresponding provision in the Act or any regulation promulgated in terms of the Act, the provisions of the Act and such regulation will prevail.

29. SHORT TITLE

This policy is the Property Rates Policy of the Kouga Municipality.

In order for the rates policy to be legally enforceable, a Rates By-Law must be approved and promulgated in the Provincial Gazette as enabling legislation.

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PART A:SPECIAL **RATING AREAS**

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WHEREAS Section 22 of the Act entitles a Municipality to:

- Determine Special Rating Areas as envisaged in Section 22 of the Local Government: Municipal Property Rates Act 6 of 2004; and
- By resolution from time to time determine Special Rating Areas as envisaged in Section 22 of the said Act and levy additional rates on properties in such areas for the purposes of raising funds as contemplated in the said Section.

The following Part A to the Property Rates Policy of the Kouga Municipality shall apply to Special Rating Areas.

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1. DEFINITIONS & INTERPRETATION

In this Part, unless the context indicates otherwise:

1.1 **"Applicable Legislation"** means, for the purposes of this Part, the Local Government: Municipal Property Rates Act 6 of 2004, the Kouga Local Municipality: Property Rates By-Law and the Companies Act 71 of 2008;

1.2 **"Applicable Property Rate"** means the annual rate in Rand value payable in respect of Rateable Property falling within a SRA as determined by the Municipality prior to the determination of the SRA Rate applicable thereto;

1.3 **"Applicant"** means any Owner who makes an application for the establishment of a SRA in accordance with the provisions of this Part, or when a Management Body is established in terms hereof, any reference to the "Applicant" means the said Management Body;

1.4 **"CFO"** means the Chief Financial Officer of the Municipality;

1.5 **"Council"** means the Council of the Municipality;

1.6 **"Local Community"** has the meaning ascribed to it in the Rates Act;

1.7 **"Management Body"** means the management body of a SRA which shall only be a Non-Profit Company established in terms of the Companies Act 71 of 2008;

1.8 **"Municipality"** means the Kouga Local Municipality;

1.9 **"Owner"** has the meaning ascribed to it in the Rates Act;

1.10 **"Property"** has the meaning ascribed to it in the Rates Act;

1.11 **"Rates Act"** means the Local Government: Municipal Property Rates Act 6 of 2004;

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1.12 **"Rates By-Law"** means the Kouga Local Municipality: Property Rates By-Law;

1.13 **"Rates Policy"** means the Kouga Local Municipality: Property Rates Policy including this Part A;

1.14 **"Rateable Property"** means property falling within a SRA or envisaged SRA on which the Municipality levies an Applicable Property Rate in terms of the Applicable Legislation;

1.15 **"Services"** means the improvement or upgrading of a SRA to be undertaken by a Management Body in addition to those undertaken by the Municipality in terms of its constitutional obligations;

1.16 **"SRA"** means a geographical area within the area of jurisdiction of the Municipality determined or to be determined by the Council as a Special Rating Area in terms of Section 22 of the Rates Act and this Part;

1.17 **"SRA Business Plan"** means a business plan applicable to a SRA as proposed by an Applicant;

1.18 **"SRA Property"** means each individual Property falling within a SRA or proposed SRA, excluding any property owned by the Municipality or any Municipal Entity of which the Municipality is the parent Municipality;

1.19 **"SRA Rate"** means an additional rate to be imposed and recovered by the Municipality

from Owners of SRA Property, subject to such Property being Rateable

Property which shall be a percentage of the Applicable Property Rate expressed in Rands so calculated that the aggregate thereof equals the Applicant's proposed amount in its SRA Business Plan plus VAT;

1.20 **"VAT"** means Value Added Tax as defined in Value-Added Tax Act 89 of 1991;

2. PURPOSE OF THIS PART

2.1 This Part shall not detract from the entitlement of the Municipality to initiate the establishment of a SRA and to levy a SRA Rate on SRA Property for the purposes of raising funds for the improvement or upgrading of the SRA in compliance with the Applicable Legislation.

2.2 Recognizing that the improvement or upgrading of areas can:

2.2.1 Prevent the degeneration of urban areas and consequential urban decay; and

2.2.2 Facilitate the upliftment, economic growth and sustainable development of areas; and

2.2.3 Encourage investment in areas,

the purpose of this Part is to provide a framework and procedure under which Owners of Properties within the jurisdiction of the Municipality can initiate the establishment of a SRA and undertake the improvement or upgrading of the SRA funded by additional rates to be levied on the SRA Properties by the Municipality, subject to an acceptable Agreement being concluded between the Municipality and a Management Body to be established by the Owners of the SRA Properties.

2.3 The further purpose of this Part is, without detracting from the discretion of the Accounting Officer of the Municipality, to recognize that where the Services are to be rendered by a Management Body established by the Owners of the majority of SRA Properties and where the Services will be funded by SRA Rates payable by the Owners of SRA Properties, it would be justifiable for the Accounting Officer of the Municipality to dispense with the official procurement processes established by the Supply Chain Management Policy of the Municipality thereof and to prequalify any invitation to prospective parties to render the Services to the effect that only Non-Profit Companies established in terms of the Companies Act 71 of 2008 having members carrying the support of the majority of Owners of the SRA Properties by number will qualify to render the envisaged Services.

3. ESTABLISHMENT OF A SPECIAL RATING AREA

3.1 Nothing herein contained detracts from the entitlement of the Municipality to initiate the establishment of a SRA in compliance with the Applicable Legislation.

3.2 Any Owner (Applicant) of Rateable Property within the jurisdiction of the Municipality may apply to the Council for the approval of the establishment of a SRA, the proposed area of which includes such Owner's Rateable Property.

3.3 The application process referred to in clause 3.2 above shall be subject to the provisions of clauses 4 to 10, inclusive of this Part.

4. APPLICATION

Any Application for the establishment of a SRA shall be:

4.1 In writing and in such form as the Municipality may from time to time prescribe;

4.2 Submitted to the Municipality not more than 9 (nine) months after the date on which the public meeting referred to in clause 6 is held; and 4 . 3 Accompanied by:

4.3.1 A SRA Business Plan of at least five (5) years in duration, each year of which shall end on the 30th of June and covering a period ending on the 30th of June of the fifth year after the date proposed for the establishment of the

SRA, which Plan must include at least a description of the Services to be provided by the Management Body, a draft budget and the Annual Aggregate SRA Rates which the Applicant desires the Municipality to levy on all SRA Properties which shall be identified on a schedule reflecting the SRA Property descriptions an Owners thereof;

4.3.2 A draft Memorandum of Incorporation of the proposed Management Body to be established in accordance with the provisions of clause 11 hereof;

4.3.3 Proof of compliance with the provisions of clauses 5 and 6 hereof;

4.3.4 Proposed agreements (if any) the Applicant considers necessary for the Management Body referred to in Section 11 and the Municipality to enter into for the SRA Business Plan to be successfully implemented;

4.3.5 Proof to the satisfaction of the Municipality that a majority of Owners of Rateable Property within the proposed SRA have approved the proposed SRA Business Plan and have consented to the establishment of the proposed SRA; and

4.3.6 A motivation report containing:

4.3.6.1 a list of all Rateable Properties and the registered Owners thereof within the proposed SRA, contact details of all Owners and the value of each property as set out in the Municipality's General Valuation, differentiating between categories of properties as provided for in Section 8 of the Rates Act;

4.3.6.2 a diagram clearly indicating the boundaries of the proposed SRA;

4.3.6.3 an executive summary of the improvement or upgrade proposed for the SRA as set out in the SRA Business Plan;

4.3.6.4 an explanation of how the proposed improvement or upgrade is linked to the geographical area of the proposed SRA;

4.3.6.5 an explanation of why the proposed SRA will not reinforce existing inequities in the development of the Municipal area;

4.3.6.7 an explanation of how the SRA, if determined, will be consistent with the Municipality's Integrated Development Plan;

4.3.7 The SRA Business Plan shall, inter alia, address the following:

4.3.7.1 those Services which will improve or upgrade the SRA;

4.3.7.2 how the proposed improvements or upgrades will be implemented;

4.3.7.3 by when the proposed improvements or upgrades will be achieved;

4.3.7.4 an implementation program, which clearly indicates the implementation milestones, dates and responsibilities; and

4.3.7.5 the aggregate SRA Rates that are proposed to be levied by the Municipality.

4.3.8 Payment of any administration fee as the Municipality may from time to time determine.

5. NOTICE OF APPLICATION AND ADVERTISING OF INTENTION TO HOLD A PUBLIC MEETING

5.1 Prior to the public meeting referred to in clause 6, the Applicant must:

5.1.1 Give notice of his or her intention to apply for the approval of the SRA, such notice to be given by:

5.1.1.1 publishing a notice in at least two (2) daily Newspapers circulating in the proposed SRA;

5.1.1.2 placing prominent information posters within the proposed SRA;

5.1.1.3 giving written notice of the application to all Owners of Rateable Property within the proposed SRA, such notice to be given by prepaid registered post, e-mail, facebook, whatsapp or hand delivery or in any other manner approved in writing by the Council.

5.1.2 In the notice referred to in clause 5.1.1:

5.1.2.1 give notice of a public meeting to be held in accordance with the provisions of clause 6, which notice shall state the purpose of such meeting and shall contain details of the place, date and time when such meeting is to be held;

5.1.2.2 state where the documentation specified in clauses 4.3.1, 4.3.2, 4.3.6 and 4.3.7 will be available for inspection;

5.1.2.3 state the municipal offices where, date from which and date by when written objections to the SRA Business Plan may be lodged with the Municipality.

5.2 The public meeting must be held not less than 7 (seven) days and not more than 60 (sixty) days after the date of publication of the last of the notices referred to in 5.1.1.1 above.

6. PUBLIC MEETING

6.1 The public meeting must be held at such place, date and time as advertised in terms of clause 5.

6.2 At the meeting, interested parties shall be:

6.2.1 Furnished with all relevant information relating to the proposed SRA including the draft

SRA Business Plan; and

6.2.2 Given an opportunity to ask questions and express their views.

6.3 The public meeting must be held at a place within the boundaries of or not more than 5 (five) kilometers from the boundaries of the proposed SRA unless the Council approves another venue in writing before the public meeting is held.

6.4 The public meeting must be chaired by a suitably qualified and experienced person, attended by a representative of the Municipality and minutes of such meeting shall be kept, which minutes shall be available for inspection by the Local Community.

7. OBJECTIONS

7.1 Any Owner of Rateable Property within the proposed SRA or members of the Local Community may submit written objections to the establishment of the SRA, which objections must be received by the Municipality not earlier than 7 (seven) days from date of lodgment with the Council of the application in terms of clause 4 and not later than 35 (thirty five) days from such lodgment.

7.2 The Municipality may allow the Applicant and any objector to make oral representations to it, which shall be recorded in writing by an official of the Municipality and signed by the party making the representations.

7.3 The application and all objections must be available for inspection at the offices of the Municipality, for the period referred to in clause 7.1 above.

8. APPROVAL

8.1 After the provisions of clauses 4, 5, 6 and 7 have been complied with, the Council shall endeavour to consider the application within 60 (sixty) days from the last date of the submission of objections in accordance with 7.1 and:

8.1.1 Approve the establishment of a SRA in accordance with the SRA Business Plan; or

8.1.2 Approve the establishment of a SRA and the SRA Business Plan with such amendments or conditions as the Council considers to be in the Municipality's or the public interests; or

8.1.3 Refuse the application, in which event the Council shall within 30 (thirty) days furnish the Applicant with written reasons for not approving the establishment of the SRA or the SRA Business Plan; or

8.1.4 Refer the application back to the Applicant for amendment in such manner as the Council may direct.

8.2 If any application is refused by Council in accordance with the provisions of clause 8.1.3, the Applicant may at any time thereafter reapply to the Municipality for the establishment of the SRA provided that such re-application has been appropriately amended in light of the reasons for refusal by the Council.

8.3 If a SRA Business Plan is at any time before the approval thereof amended in any material respect, the Council may require that the application be re-advertised *mutatis mutandis* in accordance with the provisions of clause 5, that the public meeting envisaged in clause 6 above again be held and shall take cognizance of any objections thereto as envisaged in clause 7.

8.4 In determining whether to approve the establishment of a SRA and SRA Business Plan, the Council may consider, inter alia, the following:

8.4.1 That in terms of Section 22 of the Rates Act, the purpose of a SRA is to allow an additional rate to be levied on SRA Properties to raise funds for improving or upgrading the area;

8.4.2 That SRA's should not be used to reinforce existing inequities in the development of the Municipality's area of jurisdiction;

8.4.3 Whether the determination of the SRA is consistent with the Municipality's integrated development plan;

8.4.4 The views of the Local Community;

8.4.5 Whether the procedure or requirements of Section 22 of the Rates Act has been complied with;

8.4.6 Whether the proposed improvement or upgrade has been clearly and fully defined;

8.4.7 Whether the proposed improvement or upgrade can be clearly and logically linked to a geographical area, the boundaries of which can be clearly determined;

8.4.8 Whether there is evidence that it will be financially viable to use a SRA to raise funds for the proposed improvement or upgrade;

8.4.9 The history of payment and/or non-payment by Owners of Rateable Property situated within the proposed SRA of amounts due to the Municipality.

8.5 Notwithstanding the provisions hereof, it shall be at the Council's sole and absolute discretion whether to approve an SRA or SRA Business Plan.

9. ESTABLISHMENT OF A SRA AND IMPLEMENTATION OF A SRA BUSINESS PLAN

Pursuant to the determination by the Council that a SRA may be established in terms of clause 8, the SRA Business Plan may only be implemented after:

9.1 The establishment of the Management Body in terms of Section 11; and

9.2 From a date to be determined by Council with due reference to the provisions of the Applicable Legislation governing imposition of additional rates and in particular the SRA Rate to be levied on the SRA properties; and

9.3 After the conclusion of an Agreement between the Municipality and the Management Body regulating the implementation of the Management Body's Business Plan and the respective parties' roles and responsibilities.

10. AMENDMENT OF SRA BUSINESS PLANS AND EXTENSIONS OF THE TERM THEREOF

10.1 An amendment of a SRA Business Plan may be approved by Council on written application by the Management Body at any time after the establishment of the SRA.

10.2 An amendment in terms of sub-clause 1 which Council considers not likely to materially affect the rights or interests of any person including the Local Community may be approved forthwith by the Council provided that the Council may require the Management Body to cause notice of the application for such amendment to be published in daily newspapers circulating in the SRA.

10.3 An amendment in terms of sub-clause 1 which the Council considers is likely to materially affect the rights or interests of any person including the Local Community and/or which affects the SRA Rate and/or which changes the boundaries of the SRA may only be approved by Council after the Management Body has complied with clauses 4,5,6 and 7 read in context given the nature of the amendment sought provided that the Council may for good reason and on written application of the Management Body exempt the Management Body from complying with any such provisions or condone any non-compliance with any such provisions and the approval of the amendment shall be subject to the provisions of clause 8 read in context with the amendments sought.

10.4 Not earlier than 90 (ninety) days prior to the expiry of the period of the SRA Business Plan referred to in clause 4.3.1 or the expiry of any extension of the SRA Business Plan under this clause 10.4, the Management Body shall submit to the Council an application for the extension of the term of the SRA Business Plan or any extension thereof for approval by the Council provided that the sub-clause 1, such extension shall not materially affect the rights or interests of any person or member of the Local Community or change the boundaries of the SRA. The Council may, before taking a decision to extend the term of the SRA Business Plan require the Management Body to cause notice of the application for such extension to be published as envisaged in clause 5.1.1 above.

10.5. The provisions of sub-clauses 1 to 3 above shall apply in the same terms to any amendment of the SRA Business Plan which has been extended in terms of sub- clause 4 above.

10.6. In the event of any Owner of Rateable Property lodging written proof with the Municipality that Owners of Rateable Properties within the boundaries of the SRA who own not less than 50% in number of such properties do not approve the proposed amendment of extension of the SRA Business Plan, the Council shall not extend or amend the SRA Business Plan.

11. ESTABLISHMENT AND COMPOSITION OF MANAGEMENT BODY

11.1 The Applicant shall, before the SRA Business Plan is implemented in accordance with the provisions of clause 9, cause to be established a Management Body for the purposes of managing and controlling the implementation of the SRA Business Plan, which Management Body shall be a Non-Profit Company incorporated in accordance with the provisions of the Companies Act 71 of 2008 and whose Memorandum of Incorporation shall provide that only Owners of SRA properties shall qualify for membership.

11.2 The Memorandum of Incorporation of the Management Body shall furthermore provide that each Owner of each Rateable Property within the SRA shall have one vote.

11.3 The Municipality shall monitor compliance by the Management Body with the Applicable Legislation, this Part, any guidelines or policies adopted by the Municipality in terms of clause 15 and any agreements entered into between the Management Body and the Municipality, by :

11.3.1 Receiving and considering the audited financial statements referred to in clause 12.3 and any other arrangement in respect of monthly reporting and annual reports; and

11.3.2 If it elects to do so, nominating a political representative to attend and participate, but not vote, at meetings of the Management Body.

12. POWERS AND DUTIES OF MANAGEMENT BODY

12.1 Within two (2) months after receipt of the first payment by the Municipality to the Management Body in terms of this Part, the Management Body must commence to provide the Services in accordance with the SRA Business Plan and Agreement entered into between the Municipality and the Management Body.

12.2 The Management Body must comply with all Applicable Legislation, this Part and the Guidelines and Policies published by the Council from time to time in terms of clause 15.

12.3 The Management Body must provide the Municipality with its audited financial statements and annual reports for the immediately preceding financial year within three (3) months of the end of each financial year.

13. FINANCES

13.1 The financial year end of the Management Body shall coincide with the financial year end of the Municipality, which is the 30th of June.

13.2 Where a SRA has been established, the Municipality shall levy the SRA Rate on each SRA Property in accordance with the Applicable Legislation and more particularly Section 22 of the Rates Act and this Part.

13.3 The SRA Rate shall be a debt due to the Municipality and shall be payable and collected in the same manner as other rates imposed by the Municipality.

13.4 Any payment by the Municipality to the Management Body of a SRA shall be subject to the prior conclusion of an Agreement between the Management Body and the Municipality which Agreement shall regulate, inter alia, the mechanisms and manner of payment and the other terms upon which payment to the Management Body is to be made, VAT invoices to be submitted by the Management Body to the Municipality, the retention of a portion of monies collected to defray bad debt and the payment of such monies retained or portions thereof by the Municipality to the Management Body once an acceptable amount of retained funds has been reached which will cover any expected or envisaged bad debt.

14. DISSOLUTION

14.1 The Municipality may disestablish a SRA:

14.1.1 Upon written application signed by a majority of Owners of Rateable Properties within the boundaries of the SRA; or

14.1.2 After prior consultation with the Management Body, for any other good cause, whereupon the Management Body shall be wound up.

14.2 Upon the winding up of a Management Body, the assets remaining after satisfaction of all its liabilities shall be:

14.2.1 Transferred to another association or institution having objects similar to the main object of the Management Body; or

14.2.2 Utilised by the Municipality to provide additional Services in accordance with the SRA Business Plan.

15. GUIDELINES AND POLICIES

The Municipality may at any time publish Guidelines or Policies in respect of the establishment of SRA's including but not limited to guidelines or policies in respect of the areas or categories of area within which SRA's may be established and guidelines or policies regarding the Services that may be provided by the Management Body.

C DU PLESSIS
MUNICIPAL MANAGER

Policy Title: Kouga Municipality Property Rates Policy

Financial Year: 2026/2027

REPORTS BY THE CHAIRPERSON: CIVIL & WATER SERVICES


KOUGA MUNICIPALITY (EC 108)

ORDINARY COUNCIL MEETING

CIVIL & WATER SERVICES

OPEN

DATE: 23 SEPTEMBER 2026

 ITEM NO: **26/09/CWS1**
RE-ALLOCATION OF WSIG FUNDS WITHIN CIVIL AND WATER SERVICES DIRECTORATE FOR THE 2026/27 FY
1. Introduction

The purpose of this report is to seek approval of allocation of funds earmarked for WSIG projects for 26/27 FY.

2. Background

Kouga LM receives WSIG funding in respect of the DORA allocation, and which must be spent on infrastructure projects.

WSIG funding has been allocated to Kouga LM for the 26/27 FY to the value of R13 196 000.00.

In the current 26/27 FY budget, the St Francis Groundwater Development Phase 2 project is not included, as it was supposed to have been implemented in the 25/26 FY. As KLM never received the third tranche payment, the project has not been implemented.

DWS has however requested KLM to make provision for the construction of the St Francis Bay Water Tower in the 26/27 FY. KLM subsequently submitted a revised WSIG Project Implementation Plan (PiP) on 20 May 2026 that does make provision for the construction of the water tower, but by that time the 26/27 FY KLM budget has already been finalized.

As such, the purpose of this item is to align our 26/27 Budget for WSIG funded projects with the latest WSIG PiP as submitted to DWS on 20 May 2026, which makes provision for the construction of the St Francis Bay elevated water tower.

3. Discussion

The following re-allocation of the WSIG budget is proposed to align with the revised WSIG PiP as submitted 20 May 2026, which makes provision for the construction of the St Francis Bay Elevated Water Tower.

Project Name	2026/27 Adjusted Budget (Excl VAT) – 01/07/27	Actual Expenditure at 30/08/26 (Excl VAT)	Available Balance (Excl. VAT)	2026/2027 Proposed Adjustments (Excl. VAT)	Comments	Total Adjusted Budget (Excl VAT)
Beach Sewer Pump Station and New Sewer Bypass	1,000,000.00	-	1,000,000.00	-826,087	Funds are re-allocated to the St Francis Bay Water Tower. This is a planning stage project.	173,913.04

Project Name	2026/27 Adjusted Budget (Excl VAT) – 01/07/27	Actual Expenditure at 30/08/26 (Excl VAT)	Available Balance (Excl. VAT)	2026/2027 Proposed Adjustments (Excl. VAT)	Comments	Total Adjusted Budget (Excl VAT)
Kwanomzamo Bulk Water	10,074,781.00	-	10,074,781.00	-1,034,782	Funds are re-allocated to the St Francis Bay Water Tower. This is a multi-year project.	9,039,999.00
St Francis Bay: Replacement of Waterpipe	200,000.00	-	200,000.00	-113,044	Funds are re-allocated to the St Francis Bay Water Tower. This is a planning stage project.	86,956.00
St Francis Bay: Replacement of Main Waterline (Soutriver)	200,000.00	-	200,000.00	-26,087	Funds are re-allocated to the St Francis Bay Water Tower. This is a planning stage project.	173,913.04
St Francis Bay Groundwater Development Phase 2	-	-	-	2,000,000.00	Funds are allocated to this project as it was not constructed in the 25/26 FY due the third WSIG tranche never being transferred to KLM in the 25/26 FY.	2,000,000.00

4. Financial Implications

Completed by BTO -	Not applicable
Project Description	
Ukey no.	
Budgeted Amount	
Amount spent and committed to date	
Amount Available	
Comment	
BTO Signature	

5. Applicable Legislation

Division of Revenue Act No.9 of 2026

Local Government: Municipal Finance Management Act No.56 of 2003 – Section 28.

6. **Legal Implications**

Failure to comply with the funding requirements may pose financial risk for the Municipality and failure to comply with the legislative provisions of the MFMA may result financial misconduct and/or adverse audit findings.

7. **Other Implications**

None.

8. **Comments by Directorates:**

8.1 **Chief Financial Officer:**

Report noted.

8.2 **Director: Planning & Development**

Noted

8.3 **Director: Civil & Water Services**

Item noted.

8.4 **Director: Electro-Mechanical Services**

Noted

8.5 **Director: Community Services**

Noted

8.6 **Deputy Municipal Manager**

Noted.

8.7 **Municipal Manager**

Noted.

9. **Delegated Authority**

Council.

10. **Recommendations**

- 10.1 That the accounting officer request the Executive Mayor to recommend to the Council, by resolution taken by the majority of its full number, and in terms of Section 30(2) of the Local Government: Municipal Structures Act No. 117 of 1998 (as amended), read in conjunction with Section 28 of the Local

Government: Finance Management Act, Act 56 of 2003, approves the following proposed amendments to the 2026/2027 Capital Budget:

Project Name	2026/2027 Adjusted Budget (Excl. VAT)	2026/2027 Proposed Adjustments (Excl. VAT)	Increase	Decrease
Beach Sewer Pump Station and New Sewer Bypass	1,000,000.00	173,913.04		-826,087
Kwanomzamo Bulk Water	10,074,781.00	9,039,999.00		-1,034,782
St Francis Bay: Replacement of Waterpipe	200,000.00	86,956.00		-113,044
St Francis Bay: Replacement of Main Waterline (Sout)	200,000.00	173,913.04		-26,087
St Francis Bay Groundwater Development Phase 2	-	2,000,000.00	+2,000,000.00	

Item prepared by the: PMU Manager



Item approved by the: Civil and Water Services



Item endorsed by the Municipal Manager:



Item noted by Portfolio Chairperson:





KOUGA MUNICIPALITY (EC 108)

ORDINARY COUNCIL MEETING

CIVIL AND WATER SERVICES

OPEN

DATE: 23 SEPTEMBER 2026

ITEM NO: **26/09/CWS2**

MOTIVATION FOR MUNICIPAL FUNDING COMMITMENT: CAPACITY DEVELOPMENT AND REINSTATEMENT OF THE WATER USE LICENCE (WUL) FOR THE JEFFREYS BAY WWTW TO ENABLE FURTHER TOWN DEVELOPMENT

1. Introduction

This item serves to obtain Council approval for the prioritisation and ringfencing of Municipal funding towards the refurbishment of the Jeffreys Bay Wastewater Treatment Works (WWTW) and the reinstatement of the associated Water Use Licence (WUL), and to record the statutory position of the Water Services Authority (WSA) in respect of further development within the Jeffreys Bay sewer catchment.

The item arises from a memorandum dated 17 July 2026 prepared by the Manager: Water Services Authority, which has been recommended by the Manager: Project Management Unit, acknowledged by the Director: Civil and Water Services, supported by the Director: Town Planning and the Chief Financial Officer, and supported by the Municipal Manager on 27 July 2026. The signed memorandum is attached as Annexure A.

2. Background

Jeffreys Bay has experienced significant growth over the past 20 years, with population growth estimated at approximately 45%–60%. The municipal Spatial Development Framework projects that the population may increase to approximately 36 600 people by 2030.

Kouga Local Municipality (KLM) has acquired land adjacent to Oceanview and has appointed Professional Service Providers (PSPs) to undertake pre-planning investigations in support of the formalisation of a new residential development commonly referred to as Oceanview 80ha, as well as the upgrading of the Apiesdraai sewer pumpstation. The proposed Oceanview 80ha development consists of approximately 1 250 residential erven and represents a strategic municipal development initiative.

In addition, the Eastern Cape Department of Human Settlements (ECDoHS) is currently funding the construction of 1 500 households (top structures) within Oceanview. Phase 1, comprising 658 top structures, is currently mid-construction and is to be completed by March 2027. These developments will introduce additional wastewater flows into the Jeffreys Bay sewer network and place additional demand on the WWTW.

The Jeffreys Bay WWTW was originally designed as a 5Ml/day facility. The works was subsequently upgraded to increase the treatment capacity to approximately 8Ml/day, comprising the original Tecrover 5Ml/day concrete structures coupled with a 3Ml/day Petro-Pond system. The Water Use Licence

associated with the WWTW was, however, not updated in accordance with the upgraded design capacity.

The authorised discharge volume under the current Water Use Licence is therefore lower than the present average daily inflow, with the result that the works is operating beyond its lawful authorisation in terms of section 22 of the National Water Act, 1998 (Act 36 of 1998), with exceedances most pronounced during peak demand periods.

3. Discussion

3.1 Status Quo at the Jeffreys Bay WWTW

Due to vandalism of the Petro-Pond system's pump system and electrical infrastructure, as well as the oxidation ponds filling up with silt due to a lack of maintenance practices, the additional capacity created through the 5ML/day to 8ML/day implementation of the Petro-Pond system is not currently fully available. The WWTW is therefore not operating at its intended design capacity and is estimated to have an effective operational capacity of approximately 5ML/day.

The current average daily inflow to the WWTW is approximately 5,68ML/day, resulting in the facility operating above its effective operational capacity. During peak seasonal periods, particularly over December, the WWTW operates under significant pressure, increasing the risk of reduced treatment performance and challenges in consistently maintaining compliance with applicable Licence requirements.

The works can therefore not lawfully accept additional load, which constitutes the factual basis for the statutory bar under the Compulsory National Water and Sanitation Services Standards, 2025 (GN 6292 of 6 June 2025). The spare-capacity conclusion in the Zutari Bulk Services Report, being premised on the 8ML/day design capacity rather than the effective operational capacity, is accordingly not accepted for development assessment purposes.

A further operational challenge is the elevated salinity of the influent received from the Marina Martinique and Aston Bay pump stations, which compromises the suitability of the final effluent received at the Jubilee farm (Saint Family Trust) for irrigation and gives rise to ongoing operational and compliance challenges at the works.

3.2 Legislative Requirements

The Municipality is required to ensure that wastewater infrastructure capacity remains aligned with current average wastewater demand, projected future growth, approved residential developments (1 500 top structures plus 1 250 stands in Oceanview), the requirements of the National Water Act, 1998 (Act 36 of 1998), and the conditions associated with the authorised discharge from the WWTW.

In addition, the following legislative framework applies:

- The Water Services Act, 1997 (Act 108 of 1997), read with the Compulsory National Water and Sanitation Services Standards, 2025 (GN

6292, Government Gazette 52814 of 6 June 2025), which prohibit the Water Services Authority from approving or authorising further expansion of housing development where sufficient drinking water supply and sufficient wastewater treatment capacity cannot be confirmed;

- Regulation 3630 in respect of the classification of the works and supervision by appropriately registered process controllers; and
- The Municipal Finance Management Act, 2003 (Act 56 of 2003), in respect of the appropriation of the funding required.

GN 6292 equally bars further development expansion where sufficient drinking water supply cannot be confirmed. While this item primarily addresses sanitation, the potable water supply position for the $\pm 2\,750$ units must be investigated through a parallel water supply assessment, including source identification.

3.3 **Risks if WWTW capacity and WUL Requirements are not addressed**

Failure to proactively address the alignment between available WWTW capacity, future wastewater demand and Water Use Licence requirements may result in:

- Contravention of the Compulsory National Water and Sanitation Services Standards, 2025 (GN 6292 of 6 June 2025), which bar the issuing of positive municipal comments or authorisations for further development expansion until sufficient capacity is confirmed, thereby halting the ECDHS/ISUP-funded housing programme with attendant grant-expenditure and reputational risk;
- Enforcement action by the Department of Water and Sanitation, including directives under sections 19 and 53 and criminal liability under section 151 of the National Water Act, as well as adverse Green Drop audit findings;
- Reduced treatment performance, resulting in possible non-compliant effluent discharge and environmental impacts; and
- Increased financial risk due to emergency interventions, corrective measures and delayed infrastructure investment.

3.4 **Proposed Interventions**

The proposed addition of approximately 2 750 residential units within the Jeffreys Bay sewer catchment will result in additional wastewater flows and organic loading being introduced to the Jeffreys Bay WWTW. It is therefore necessary that the Municipality proactively undertakes the following:

3.4.1 **Assessment of the current WWTW capacity and treatment performance**

- Confirm actual average daily inflows and calculate anticipated future demand up to 2030;
- Assess hydraulic and biological treatment capacity; and
- Identify operational constraints and required process upgrades.

3.4.2 **Upgrade and reinstatement of the Water Use Licence**

- Review the current authorisation status;
- Undertake the necessary specialist assessments;

- Submit the required applications to the Department of Water and Sanitation (DWS); and
- Ensure the authorised discharge volumes and effluent quality requirements are aligned with future municipal needs.

3.4.3 Implementation of infrastructure upgrades

- Upgrade critical components of the WWTW to ensure that the works operate at design capacity;
- Ensure reliable operation and compliance with Licence conditions; and
- Protect the receiving water resource and surrounding environment.

3.5 Diversion of Marina Martinique and Aston Bay Flows to a Modular WWTW

It is the recommendation of the WSA Manager to address the additional housing development capacity constraints in parallel with the Jubilee (Saint Family Trust) high salt influx from the Marina Martinique and Aston Bay pump stations.

If the Marina Martinique and Aston Bay pump station line can be diverted to a modular WWTW located in the Apiesdraai pump station area, with the final effluent (high in salt) diverted to the Seekoei Estuary or another watercourse which already has a high salt content, it will eliminate the high salinity challenges currently experienced at the Jubilee farm and free up approximately 3 000 households' worth of capacity at the Jeffreys Bay WWTW (approximately 880 households in Marina Martinique and approximately 2 200 households in Aston Bay). This is a win-win solution, in both resolving the legal dispute currently instituted against KLM (which can also result in a high financial cost impact) and freeing up capacity for the continuation of town development in a GN 6292 compliant manner.

The environmental authorisations are, however, the critical path: a new discharge to the Seekoei Estuary will require a Water Use Licence in terms of section 21(f) of the National Water Act and, as an estuary constitutes coastal waters, potentially a Coastal Waters Discharge Permit in terms of section 69 of the Integrated Coastal Management Act, 2008 (Act 24 of 2008). Modular construction itself is relatively rapid once these authorisations are secured.

3.6 Phased implementation sequence

The phased sequence is as follows: Action 2 restores the works to its 8MI/day design capacity; Action 1 legalises the authorised discharge through the WUL update; upon written certification by the Water Services Authority, phased development approvals can resume; Action 3 frees approximately 3 000 households' worth of capacity and resolves the salinity challenge; and Actions 4 and 5 provide the long-term expansion required for the full Oceanview build-out.

4. Financial Implications

The values in the table below are order-of-magnitude estimates for the phased restoration and long-term capacity expansion of the works to keep up with the proposed housing development. The immediate intervention on the Petro-

Pond system (Action 2), estimated at approximately R1,5 million, improves capacity from 5MI/day to 8MI/day.

Item	Cost Estimate (excl. VAT)
Action 1: WUL reinstatement/update process and specialist studies (immediate)	R 500 000
Action 2: Reinstatement of the Petro-Pond System (short term)	R 1 500 000
Action 3: Modular treatment plant construction for separate treatment of the Marina Martinique and Aston Bay effluent to address the incumbent salt-content issue (medium term)	R 8 000 000
Action 4: Professional services for the Jeffreys Bay WWTW condition assessment and process performance investigation, delivering a detailed refurbishment design to improve processing capacity (long term, required for further expansion)	R 1 000 000
Action 5: Implementation of the long-term capacity expansion at the Jeffreys Bay WWTW – rehabilitation of civil structures and ancillary infrastructure as well as mechanical, electrical and process equipment refurbishment, or alternatively modular capacity expansion implementation (ZAR 3M – ZAR 5M per MI)	R 20 000 000
Estimated total programme allowance (Actions 1–5)	R 31 000 000

The budget requirement is to be accommodated through the ringfencing of municipal funding and, where applicable, an adjustments budget in accordance with the Municipal Finance Management Act, 2003 (Act 56 of 2003). The BTO funding position is reflected below. It is also recommended that the project be registered as a MIG Planning Stage project.

Completed by BTO -	
Project Description	
Ukey no.	
Budgeted Amount	
Amount spent and committed to date	
Amount Available	
Comment	

5. **Applicable Legislation**

- Water Services Act, 1997 (Act 108 of 1997), in particular section 9;
- Compulsory National Water and Sanitation Services Standards, 2025 (GN 6292, Government Gazette 52814 of 6 June 2025);
- National Water Act, 1998 (Act 36 of 1998), in particular sections 19, 21, 22, 53 and 151;
- Regulation 3630 in respect of the classification of works and supervision by registered process controllers;
- Integrated Coastal Management Act, 2008 (Act 24 of 2008), in particular section 69;
- National Environmental Management Act, 1998 (Act 107 of 1998);
- Municipal Finance Management Act, 2003 (Act 56 of 2003), and the Municipal Supply Chain Management Regulations; and
- Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013).

6. **Legal Implications**

The proposed resolutions have the following legal implications:

Statutory prohibition on development authorisation: GN 6292 prohibits the Water Services Authority from approving or authorising further expansion of housing development where sufficient drinking water supply and sufficient wastewater treatment capacity cannot be confirmed.

Unlawful water use: operation beyond the authorised discharge volume constitutes unlawful water use in terms of section 22 of the National Water Act, exposing the Municipality to directives under sections 19 and 53 and to criminal liability under section 151 of that Act.

The municipality is currently faced with a possible legal dispute in respect of a private farm property with a registered servitude to receive treated water.

Environmental authorisations: the modular WWTW and the proposed discharge point will require a Water Use Licence in terms of section 21(f) of the National Water Act and potentially a Coastal Waters Discharge Permit in terms of section 69 of the Integrated Coastal Management Act. These authorisations constitute the critical path for that intervention.

Accountability of officials: authorisation of development contrary to GN 6292 may attract personal accountability on the part of the officials concerned.

Procurement compliance: all procurement in respect of the interventions must comply with the Municipal Finance Management Act and the Supply Chain Management Policy of the Municipality.

7. **Other Implications**

Delays in addressing the capacity constraints will affect the ECDHS/ISUP-funded housing programme in Oceanview, the Oceanview 80ha formalisation and all further development within the Jeffreys Bay sewer catchment, with consequent grant-expenditure, reputational and service delivery implications.

8. **Comments by Directorates:**

8.1 **Chief Financial Officer:**

Noted

8.2 **Director: Planning & Development**

Noted

8.3 **Director: Civil & Water Services**

The growth and expansion of residential properties together with the associated demand on services (water, sanitation, roads, etc) has the effect that the municipal budget has to be aligned to support the growth experienced. This initiative will be registered as a MIG project.

8.4 **Director: Electro-Mechanical Services**

Item noted

8.5 **Director: Community Services**

Noted

8.6 **Deputy Municipal Manager**

Noted.

8.7 **Municipal Manager**

Noted.

9. **Delegated Authority**

Council

10. **Recommendations**

10.1 That council note the following critical risks linked to capacity challenges within the Jeffreys Bay WWTW:

10.1.1 That the refurbishment of the Jeffreys Bay WWTW and the reinstatement of the Water Use Licence be declared a strategic municipal infrastructure priority (estimated total programme cost R31 000 000 – refer paragraph 4 above).

10.1.2 That the Marina Martinique and Aston Bay flows be diverted from the Jeffreys Bay WWTW through the construction of a stand-alone modular WWTW in the Apiesdraai pump station vicinity, subject to the requisite environmental authorisations. This will in parallel free up approximately 3 000 households' worth of capacity at the Jeffreys Bay WWTW (approximately 880 households in Marina Martinique and approximately 2 200 households in Aston Bay) which can be used for the Oceanview

development, as well as addressing the high salinity levels which are currently causing operational and legal compliance challenges at the Jeffreys Bay WWTW.

- 10.1.3 That the Oceanview 80-hectare development, currently in pre-planning phase, may be approved on condition that civil services construction may not commence until the Jeffreys Bay WWTW has the operational capacity to deal with the anticipated effluent which will emanate from the formalisation.
- 10.1.4 That the prioritisation and ringfencing of municipal funding towards the refurbishment and reinstatement of the Jeffreys Bay WWTW be supported, in order to restore the facility to its intended operational capacity of 8ML/day and to ensure compliance with the applicable Water Use Licence requirements.
- 10.1.5 That, in terms of the Compulsory National Water and Sanitation Services Standards, 2025 (GN 6292, Government Gazette 52814 of 6 June 2025) read with section 9 of the Water Services Act, 1997, the Municipality shall not issue positive municipal comments, capacity confirmations or approvals in respect of any land development application that will discharge to the Jeffreys Bay WWTW, until the Water Services Authority has certified in writing that (a) the WWTW has been restored to sufficient verified operational treatment capacity to accommodate existing flows plus the projected additional demand, and (b) the Water Use Licence has been reinstated or updated to authorise the applicable discharge volumes; provided that statutory land use planning processes may continue on condition that no construction of internal services and no sewer connections shall commence or be permitted prior to such written certification.
- 10.1.6 That the Water Services Authority reports quarterly to the Municipal Manager and Council on the progress of the refurbishment programme, the reinstatement of the Water Use Licence and the measured operational capacity of the WWTW, so that the certification trigger is transparent and auditable.
- 10.1.7 That the Municipality proactively engages the Department of Water and Sanitation on the reinstatement of the Water Use Licence and an interim corrective action plan for the current period of operation beyond effective capacity.
- 10.1.8 That a parallel potable water supply capacity and source assessment be commissioned for the $\pm 2\,750$ units, in view of GN 6292 equally requiring confirmation of sufficient drinking water supply before further development expansion may be authorised.
- 10.2 That Council supports an intervention budget of approximately R1,5 million to restore and improve capacity at the Jeffreys Bay WWTW, to address the cleaning and repair of the Petro-Pond system by refurbishment of the civil, mechanical, electrical and process components required to improve the

current operational performance of the works during the adjustment budget process.

- 10.3 That the Upgrading of Capacity of the Waste Water Treatment Works in Jeffreys Bay be registered as a MIG Planning Stage project.

Item prepared by the: Manager: Water Services Authority



Item approved by the: Director: Civil and Water Services



Item endorsed by the Municipal Manager:



Item noted by Portfolio Chairperson:



ANNEXURE A

Signed memorandum: Motivation for Municipal Funding Commitment – Capacity Development and Reinstatement of the Water Use Licence (WUL) for the Jeffreys Bay WWTW to Enable Further Town Development, dated 17 July 2026, signed by the Manager: Water Services Authority, the Manager: Project Management Unit, the Director: Civil and Water Services, the Director: Town Planning, the Chief Financial Officer, and the Municipal Manager.

MEMORANDUM

17 July 2026

TO : MUNICIPAL MANAGER
FROM : WATER SERVICES AUTHORITY MANAGER
CC : DEPUTY MUNICIPAL MANAGER, CHIEF FINANCIAL OFFICER
DIRECTOR CIVIL & WATER, DIRECTOR TOWN PLANNING

MOTIVATION FOR MUNICIPAL FUNDING COMMITMENT: CAPACITY DEVELOPMENT AND REINSTATEMENT OF THE WATER USE LICENCE (WUL) FOR THE JEFFREYS BAY WWTW TO ENABLE FURTHER TOWN DEVELOPMENT

1. Purpose

The purpose of this memorandum is to request the Municipal Manager and Council's support and commitment to the prioritization and ringfencing of municipal funding towards the refurbishment of the Jeffreys Bay Wastewater Treatment Works (WWTW), including the necessary processes to reinstate/update the applicable Water Use Licence (WUL), to ensure that the facility can legally and sustainably accommodate existing wastewater flows as well as additional development within the Jeffreys Bay catchment.

2. Background

Jeffreys Bay has experienced significant growth over the past 20 years, with population growth estimated at approximately 45%–60%. The municipal Spatial Development Framework projects that the population may increase to approximately 36 600 people by 2030.

Kouga Local Municipality (KLM) has acquired land adjacent to Oceanview and has appointed Professional Service Providers (PSPs) to undertake pre-planning investigations in support of the formalisation of a new residential development commonly referred to as Oceanview 80ha, as well as the upgrading of the Apiesdraai sewer pumpstation.

The proposed Oceanview 80ha development, consisting of approximately 1 250 residential erven, represents a strategic municipal development initiative.

In addition, the Eastern Cape Department of Human Settlements (ECDHS) is currently funding the construction of 1 500 households (top structures) within Oceanview, with Phase 1 comprising 658 top structures of the total 1 500 top structures. Phase 1 (658 top structures) are currently mid-construction to be completed by **March 2027**. These developments will introduce additional wastewater flows into the Jeffreys Bay sewer network and place additional demand on the WWTW.

The Jeffreys Bay WWTW was originally designed as a 5MI/day facility. The WWTW was upgraded to increase the treatment capacity to approximately 8MI/day (the original Tecrovoer 5MI/day concrete structures, coupled with a 3MI/day Petro-Pond system).

The Water Use Licence associated with the WWTW was, however, not updated in accordance with the upgraded design capacity.

The authorised discharge volume under the current Water Use Licence is therefore lower than the present average daily inflow, with the result that the works is operating beyond its lawful authorisation in terms of section 22 of the National Water Act, 1998 (Act 36 of 1998), with exceedances most pronounced during peak demand periods.

3. Status Quo

Due to vandalism of the Petro-Pond system's pump system and electrical infrastructure, as well as the oxidation ponds filling up with silt due to a lack of maintenance practices, the additional capacity created through the 5MI/day to 8MI/day implementation of the Petro-Pond system is not currently fully available. The WWTW is therefore not operating at its intended design capacity under current operational conditions and is estimated to have an effective operational capacity of approximately 5MI/day.

The current average daily inflow to the WWTW is approximately 5,68MI/day, resulting in the facility operating above its effective operational capacity. During peak seasonal periods, particularly over December, the WWTW operates under significant pressure, increasing the risk of reduced treatment performance and challenges in consistently maintaining compliance with applicable Licence requirements.

The works can therefore not lawfully accept additional load, which constitutes the factual basis for the statutory bar under the Compulsory National Water and Sanitation Services Standards, 2025 (GN 6292 of 6 June 2025), discussed in Section 4 below. The spare-capacity conclusion in the Zutari Bulk Services Report, being premised on the 8MI/day design capacity rather than the effective operational capacity, is accordingly not accepted for development assessment purposes.

A further operational challenge is the elevated salinity of the influent received from the Marina Martinique and Aston Bay pump stations, which compromises the suitability of the final effluent received at the Jubilee farm (Saint Family Trust) for irrigation and gives rise to ongoing operational and compliance challenges at the works. A proposed intervention in this regard is set out in Section 6.4.

4. Legislative Requirements

The municipality is required to ensure that wastewater infrastructure capacity remains aligned with:

- current average wastewater demand;
- projected future growth;
- approved residential developments (1 500 top structures + 1 250 stands in Oceanview);

- the requirements of the National Water Act, 1998 (Act 36 of 1998); and
- conditions associated with the authorized discharge from the WWTW.

In addition, the following legislative framework applies:

- the Water Services Act, 1997 (Act 108 of 1997), read with the Compulsory National Water and Sanitation Services Standards, 2025 (GN 6292, Government Gazette 52814 of 6 June 2025), which prohibit the Water Services Authority from approving or authorising further expansion of housing development where sufficient drinking water supply and sufficient wastewater treatment capacity cannot be confirmed;
- Regulation 3630 in respect of the classification of the works and supervision by appropriately registered process controllers; and
- the Municipal Finance Management Act, 2003 (Act 56 of 2003), in respect of the appropriation of the funding required.

GN 6292 equally bars further development expansion where sufficient drinking water supply cannot be confirmed. While this memorandum primarily addresses sanitation, the potable water supply position for the ±2 750 units must be investigated through a parallel water supply assessment, including source identification (refer Section 8).

5. Risks if WWTW Capacity and WUL Requirements Are Not Addressed

Failure to proactively address the alignment between available WWTW capacity, future wastewater demand and Water Use Licence requirements may result in:

- Contravention of the Compulsory National Water and Sanitation Services Standards, 2025 (GN 6292 of 6 June 2025), which bar the issuing of positive municipal comments or authorisations for further development expansion until sufficient capacity is confirmed, thereby halting the ECDHS/ISUP-funded housing programme with attendant grant-expenditure and reputational risk;
- Enforcement action by the Department of Water and Sanitation, including directives under sections 19 and 53 and criminal liability under section 151 of the National Water Act, as well as adverse Green Drop audit findings.
- Reduced treatment performance, resulting in possible non-compliant effluent discharge and environmental impacts;
- Increased financial risk due to emergency interventions, corrective measures and delayed infrastructure investment.

6. Motivation for Funding Commitment

The proposed addition of approximately 2 750 residential units within the Jeffreys Bay sewer catchment will result in additional wastewater flows and organic loading being introduced to the Jeffreys Bay WWTW. This additional demand must be assessed against the current operational capacity, treatment performance and regulatory requirements applicable to the WWTW.

It is therefore necessary that the Municipality proactively undertakes the following:

6.1 Assessment of the current WWTW capacity and treatment performance

- Confirm actual average daily inflows and calculate anticipated future demand up to 2030;
- Assess hydraulic and biological treatment capacity;
- Identify operational constraints and required process upgrades.

6.2 Upgrade and reinstatement of the Water Use Licence

- Review the current authorisation status;
- Undertake the necessary specialist assessments;
- Submit the required applications to the Department of Water and Sanitation (DWS);
- Ensure the authorized discharge volumes and effluent quality requirements are aligned with future municipal needs.

6.3 Implementation of infrastructure upgrades

- Upgrade critical components of the WWTW to ensure that the works operate at design capacity;
- Ensure reliable operation and compliance with Licence conditions;
- Protect the receiving water resource and surrounding environment.

6.4 Diversion of Marina Martinique and Aston Bay flows to a modular WWTW

It is the recommendation of the WSA Manager to address the additional housing development capacity constraints in parallel with the Jubilee (Saint Family Trust) high salt influx from the Marina Martinique and Aston Bay pump stations.

If the Marina Martinique and Aston Bay pump station line can be diverted to a modular WWTW located in the Apiesdraai pump station area, with the final effluent (high in salt) diverted to the Seekoei Estuary or another watercourse which already has a high salt content, it will eliminate the high salinity challenges currently experienced at the Jubilee farm receiving effluent from the Jeffreys Bay WWTW, and free up approximately 3 000 households' worth of capacity at the Jeffreys Bay WWTW (approximately 880 households in Marina Martinique and approximately 2 200 households in Aston Bay). This is a win-win solution; in both solving the legal dispute currently instituted against KLM (which can also result in a high financial cost impact) and freeing up capacity for continuation of town development in a GN6292 manner.

The environmental authorisations are, however, the critical path: a new discharge to the Seekoei Estuary will require a Water Use Licence in terms of section 21 (f) of the National Water Act and, as an estuary constitutes coastal waters, potentially a Coastal Waters Discharge Permit in terms of section 69 of the Integrated Coastal Management Act, 2008 (Act 24 of 2008). Modular construction itself is relatively rapid once these authorisations are secured.

7. Cost Implications

The values in the table below are order-of-magnitude estimates for the phased restoration and long-term capacity expansion of the works to keep up with the proposed housing development.

Item	Cost Estimate (excl. VAT)
Action 1: WUL reinstatement/update process and specialist studies (immediate)	R 500 000
Action 2: Reinstatement of the Petro-Pond System (short term)	R 1 500 000
Action 3: Modular treatment plant construction for separate treatment of the Marina Martinique and Aston Bay effluent to address the incumbent salt-content issue (medium term)	R 8 000 000
Action 4: Professional Services for the Jeffreys Bay WWTW condition assessment and process performance investigation which will deliver a detailed refurbishment design to improve processing capacity at Jeffreys Bay WWTW (long term required for further expansion)	R 1 000 000
Action 5: Implementation of the long-term capacity expansion at Jeffreys Bay WWTW Rehabilitation of civil structures & ancillary infrastructure as well as mechanical, electrical and process equipment refurbishment or alternatively modular capacity expansion implementation (ZAR 3M – ZAR 5M per ML)	R 20 000 000
Estimated total programme allowance (Actions 1–5)	R 31 000 000

In the short term, the WWTW will benefit significantly from immediate maintenance interventions on the Petro-Pond system (cleaning of the oxidation ponds). Ongoing cleaning, repairs and refurbishment of critical civil, mechanical, electrical and process components will continue. The immediate intervention on the Petro-Pond system to improve operational reliability (improves capacity from 5ML/day to 8ML/day) is estimated at approximately R1,5 million. This short-term investment will assist in protecting existing infrastructure, reducing operational risk and supporting the development of a structured long-term refurbishment plan.

In summary, the phased sequence is as follows: Action 2 restores the works to its 8ML/day design capacity; Action 1 legalises the authorised discharge through the WUL update; upon written certification by the Water Services Authority, phased development approvals can resume; Action 3 frees approximately 3 000 households' worth of capacity and resolves the salinity challenge; and Actions 4 and 5 provide the long-term expansion required for the full Oceanview build-out.

8. Recommendation

It is recommended that the Municipal Manager supports, and that Council at its next available sitting adopts, the following resolution:

- a) The refurbishment of Jeffreys Bay WWTW and the reinstatement of the WUL is a strategic municipal infrastructure priority (estimated total programme cost R31 000 000 – refer Section 7);
- b) That Marina Martinique and Aston Bay flows be diverted from the Jeffreys Bay WWTW through the construction of a stand-alone modular WWTW in the Apiesdraai pump station vicinity, subject to the requisite environmental authorisations. This will in parallel free up 3000 households' worth of capacity at Jeffreys Bay WWTW (approximately 880 households in Marina Martinique and approximately 2200 households in Aston Bay) which can be used for the Oceanview development, subject to the written certification requirement in the development-assessment resolution below, as well as addressing the high salinity levels which are currently causing operational and legal compliance challenges at Jeffreys Bay WWTW;
- c) Approves the allocation of an intervention budget to restore/improve capacity at Jeffreys Bay WWTW of approximately R1,5 million to address cleaning and repair of the Petro-Pond system by refurbishment of civil, mechanical, electrical and process components required to improve the current operational performance of the WWTW;
- d) Oceanview 80 hectare can be approved on condition that civil services construction cannot commence until the Jeffreys Bay WWTW has the operational capacity to deal with the anticipated effluent which will emanate from the formalization;
- e) Supports the prioritization and ringfencing of municipal funding towards the refurbishment and reinstatement of the Jeffreys Bay WWTW to restore the facility to its intended operational capacity of 8ML/day and ensure compliance with applicable Water Use Licence requirements;
- f) That, in terms of the Compulsory National Water and Sanitation Services Standards, 2025 (GN 6292, Government Gazette 52814 of 6 June 2025) read with section 9 of the Water Services Act, 1997, the Municipality shall not issue positive municipal comments, capacity confirmations or approvals in respect of any land development application that will discharge to the Jeffreys Bay WWTW, until the Water Services Authority has certified in writing that (a) the WWTW has been restored to sufficient verified operational treatment capacity to accommodate existing flows plus the projected additional demand, and (b) the Water Use Licence has been reinstated or updated to authorise the applicable discharge volumes; provided that statutory land use planning processes may continue on condition that no construction of internal services and no sewer connections shall commence or be permitted prior to such written certification;
- g) That the Water Services Authority reports quarterly to the Municipal Manager and Council on the progress of the refurbishment programme, the reinstatement of the WUL and the measured operational capacity of the WWTW, so that the certification trigger referred to above is transparent and auditable;
- h) That the Municipality proactively engages the Department of Water and Sanitation on the reinstatement of the WUL and an interim corrective action plan for the current period of operation beyond effective capacity; and

- i) That a parallel potable water supply capacity and source assessment be commissioned for the ±2 750 units, in view of GN 6292 equally requiring confirmation of sufficient drinking water supply before further development expansion may be authorised.



R VAN DER RYST
MANAGER WATER SERVICES AUTHORITY
Recommended

17.07.2026
Date



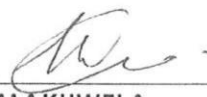
J DU TOIT
MANAGER PROJECT MANAGEMENT UNIT
Acknowledged

17/07/26
Date



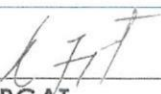
C DE KOCK
DIRECTOR CIVIL & WATER SERVICES DIRECTORATE
Supported/Not supported

20/07/2026
Date



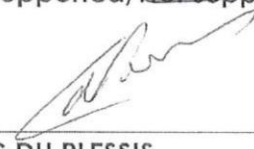
L RAMAKUWELA
DIRECTOR TOWN PLANNING DIRECTORATE
Supported/Not supported

22/07/2026
Date



R LORGAT
CHIEF FINANCIAL OFFICER: KOUGA LOCAL MUNICIPALITY
Supported/Not supported

27 July 2026
Date



C DU PLESSIS
MUNICIPAL MANAGER: KOUGA LOCAL MUNICIPALITY
Supported/Not supported

27/07/2026
Date



KOUGA MUNICIPALITY (EC 108)

ORDINARY COUNCIL MEETING

CIVIL AND WATER SERVICES

OPEN

DATE: 23 SEPTEMBER 2026

ITEM NO: **26/09/CWS3**

APPLICATION FOR APPROVAL OF KOUGA LOCAL MUNICIPALITY ASSUMING INTERIM OPERATIONAL RESPONSIBILITY FOR THE PATENSIE WASTEWATER TREATMENT WORKS

1. Introduction

The purpose of this item is to seek Council approval for Kouga Local Municipality (KLM) to assume interim operational responsibility for the Patensie Wastewater Treatment Works (WWTW), owned by and historically operated by the Department of Public Works and Infrastructure (DPWI), following a raw sewage spillage caused by the lapse of DPWI's operations and maintenance (O&M) contract. Council approval is further sought for the associated financial implications, the temporary employment of the incumbent process controllers, and the urgent finalisation of a Memorandum of Understanding/Agreement (MOU) with DPWI governing the future status of the works.

2. Background

The Patensie WWTW is situated within the Patensie Correctional Centre, approximately 3.5 km south-east of Patensie along the R331, and is owned by DPWI. The plant does not currently fall within KLM's asset base, service area, or approved operating budget.

In June 2013, the Minister of Public Works approved the subdivision and disposal, as a donation to KLM, of a portion of Farm 815 (Patensie Prison), on which the WWTW is situated, subject to conditions recorded in a Draft Memorandum of Agreement. This was preceded and followed by a series of engagements between KLM, DPWI, the Department of Correctional Services (DCS) and KLM's appointed engineers between 2010 and 2015 regarding access, subdivision, and the terms of transfer. On 30 April 2014, the then Minister of Public Works, Mr T.W. Nxesi, publicly announced the donation of the land and WWTW to KLM at a handover ceremony in Patensie, and the National Department of Public Works confirmed its in-principle support for the proposed subdivision by letter dated 8 May 2015 (refer Annexure D). However, the legal subdivision, registration and transfer process arising from that announcement was never commenced with and/or finalised. A Memorandum of Understanding for the transfer of the works to KLM was subsequently drafted but has never been signed by the parties, and the disposal and transfer process was never concluded. Because the matter was never finalised, DPWI has continued to hold full legal and operational responsibility for the works, historically discharged through an appointed O&M service provider.

On 30 June 2026, DPWI and DCS formally reported to KLM that DPWI's O&M service provider contract for the plant had lapsed and was not renewed in time, resulting in raw sewage spilling from the works, crossing the adjacent

public road, and entering the surrounding receiving environment – a matter set out in full in the Water Services Authority's memorandum to the Municipal Manager dated 1 July 2026, which was supported in principle by the Director: Civil and Water Services, the Chief Financial Officer, and the Municipal Manager.

3. Discussion

3.1 Nature and Extent of the Spillage

On 30 June 2026, DPWI (Mr S. Dlamini) and DCS (Ms P. Somi) formally reported to KLM that DPWI's O&M service provider contract for the plant had lapsed and was not renewed in time, and that raw sewage was spilling from the works, crossing the adjacent public road, and entering the surrounding receiving environment. This is a particularly sensitive area, given its proximity to citrus export agricultural land in the Gamtoos Valley. Complaints were received from surrounding community members and from the Gamtoos Irrigation Board, citing the risk of secondary pollution to agricultural land and irrigation water.

The plant and equipment had been idle for approximately four months due to non-payment of the contracted process controllers by DPWI's previous service provider. On 30 June 2026, the Area Engineer for the Gamtoos Valley and the Foreman for the Kouga WWTW assisted in unblocking the line causing the spillage, and the affected areas were cleaned and sanitised as far as possible. The system was restarted for the first time in four months, with DPWI's permission and gratitude for KLM's rapid response in preventing further spillage. DPWI has acknowledged that mechanical and electrical components at the plant require maintenance or replacement for the system to be fully restored.

3.2 Status of Engagement with DPWI

Following engagement with DPWI on 30 June 2026, KLM attended a site meeting on 3 July 2026 to assess the condition of the works and agree on immediate corrective actions, and a further virtual meeting on 7 July 2026 to discuss finalisation of the outstanding MOU and the terms under which KLM might assume operational responsibility for the works.

The Water Services Authority formally raised this matter with the Municipal Manager by way of a memorandum dated 1 July 2026. The memorandum was supported, in principle, by the Director: Civil and Water Services and the Municipal Manager. The Chief Financial Officer likewise indicated support in principle, subject to detailed financial implications being confirmed and processed through a formal adjustment budget (refer to the Chief Financial Officer's comment in section 8 below).

3.3 Proposed Immediate and Subsequent Actions

As an immediate measure, it is proposed that suitable qualified staff be appointed to operate the plant and as a subsequent measure, that a competent service provider be appointed, in compliance with the Supply Chain Management Policy, in relation to the operation of the WWTP.

3.4 Finalisation of the MOU and Effluent Billing Mechanism

Given that KLM's involvement to date rests on an informal request from DPWI rather than a signed agreement, it is proposed that the long-outstanding MOU/Memorandum of Agreement between DPWI and KLM be prioritised for urgent finalisation. This will regularise KLM's operational role, clarify asset ownership, liability, and risk allocation, and provide a legal basis for cost recovery from DPWI.

It is further proposed that a mechanism be developed to measure the volume of effluent received at the Patensie WWTW from the Department of Correctional Services (DCS), to enable DCS to be billed for its contribution to the plant's operating costs going forward.

4. Financial Implications

Completed by BTO -	
Project Description	Emergency interim operation and maintenance of the Patensie Wastewater Treatment Works, pending finalisation of a Memorandum of Understanding/Agreement with DPWI.
Ukey no.	To be allocated – a single, ring-fenced Ukey is to be created for this purpose (refer section 3.3 above).
Budgeted Amount	Not provided for in the approved 2026/27 MTREF. To be addressed by way of an adjustment budget / virement, as recommended by the Chief Financial Officer.
Amount spent and committed to date	To be confirmed by BTO once the temporary employment of the five (5) process controllers and the emergency deviation referred to in section 3.3 above have been processed.
Amount Available	Not applicable – pending the adjustment budget process referred to above.
Comment	Actual operating expenditure data has been formally requested from DPWI and remains outstanding at the time of submission of this item. The Chief Financial Officer has indicated support for the initiative in principle, subject to detailed financial implications being confirmed and processed through a formal adjustment budget (see comment in section 8 below). This item is tabled ahead of receipt of DPWI's cost data given the urgency of the environmental and public health risk; financial figures will be updated and reported to Council once confirmed.

5. **Applicable Legislation**

All actions taken pursuant to this item must comply with applicable legislation, including the Water Services Act 108 of 1997, the National Water Act 36 of 1998, the National Environmental Management Act 107 of 1998, the Local Government: Municipal Systems Act 32 of 2000, the Local Government: Municipal Structures Act 117 of 1998, the Municipal Finance Management Act 56 of 2003 (MFMA), the Preferential Procurement Policy Framework Act (PPPFA), and the Municipality's Supply Chain Management (SCM) Policy, including the requirements applicable to emergency procurement deviations. Operation of the works must further comply with the regulatory framework governing the classification, operation and process control of water and wastewater treatment works, including the relevant Government Notice regulating the competency of process controllers.

6. **Legal Implications**

The proposed arrangement between Kouga Local Municipality and DPWI, and the interim measures recommended in this item, have the following legal implications:

Unresolved Ownership and Liability: The Patensie WWTW remains legally owned by DPWI as the 2013 subdivision/donation approval was never given effect to and the 2019 MOU was never signed. KLM staff and resources will be operating DPWI-owned infrastructure without a signed agreement in place, which creates uncertainty regarding liability, insurance, and legal recourse until the MOU/Memorandum of Agreement is finalized.

Environmental and Regulatory Exposure: The sewage spillage constitutes a pollution incident under the National Water Act and the National Environmental Management Act and may expose the responsible party (currently DPWI) to regulatory directives from the Department of Water and Sanitation; KLM's interim operational role should not be construed as an assumption of DPWI's existing regulatory liability absent a signed agreement.

Unfunded Mandate: As this function was not provided for in the approved 2026/27 budget, any expenditure must be properly authorized through an approved adjustment budget in terms of the MFMA before being incurred.

Billing Mechanism for DCS: Any mechanism to measure and bill the Department of Correctional Services for effluent received will need to be underpinned by an appropriate agreement and/or tariff structure to be legally enforceable.

Delegated Authority: The Municipal Manager must act within delegated authority when negotiating and concluding any agreement with DPWI, to avoid invalid or unlawful commitments.

7. **Other Implications**

Reputational and environmental risk to the Gamtoos Valley citrus export agricultural sector should the spillage not be urgently and effectively mitigated.

8. **Comments by Directorates:**

8.1 **Chief Financial Officer:**

Comment on the memorandum dated 1 July 2026 (R. Lorgat, Chief Financial Officer, 1 July 2026): "I support the initiative, in principle, but require detailed financial implications on this decision to be able to identify and re-allocate the funds required. This will need to be done through a formal adjustment budget process."

8.2 **Director: Planning & Development**

Item noted

8.3 **Director: Civil & Water Services**

Item supported (refer to memorandum dated 1 July 2026). The process of gathering estimated financial commitments towards operational expenditure is well underway through various engagements with DPWI.

8.4 **Director: Electro-Mechanical Services**

Item noted.

8.5 **Director: Community Services**

Item noted

8.6 **Deputy Municipal Manager**

Noted.

8.7 **Municipal Manager**

Supported in principle (refer to memorandum dated 1 July 2026). – C. du Plessis, Municipal Manager.

9. **Delegated Authority**

Council

10. **Recommendations**

- 10.1 That Council approves, in principle, Kouga Local Municipality assuming interim operational responsibility for the Patensie WWTW.
- 10.2 That Council notes the following:
- 10.2.1 The urgency of the raw sewage spillage at the Patensie Wastewater Treatment Works (WWTW) on 30 June 2026, and the associated environmental and public health risk posed to the Gamtoos Valley agricultural area.
- 10.2.2 The Director Civils & Water prepare a detailed financial implication report in respect of the proposed assumption of responsibility for the operations and maintenance of this infrastructure, to inform a detailed budget adjustment proposal to Council.
- 10.2.3 The requirement to develop a mechanism to measure the effluent received from the Department of Correctional Services at the Patensie WWTW, for billing purposes. This aspect will have to be agreed upon within the SLA.
- 10.3 That the Municipal Manager be and is hereby authorised to take all actions necessary to implement the resolutions contained herein, including negotiating, and concluding the necessary agreement(s) with the Department Public Works & Infrastructure and the Department of Correctional Services regarding Kouga Local Municipality's proposed operational responsibility for the Patensie WWTW.

Item prepared by the: Manager: Water Services Authority



Item approved by the: Director: Civil and Water Services



Item endorsed by the Municipal Manager:



Item noted by Portfolio Chairperson:



Annexures

Annexure A: Memorandum: Sewage Spillage at Patensie Wastewater Treatment Works – Urgent Interim Intervention and Status of Negotiations for Kouga Local Municipality to Assume Operational Responsibility (dated 1 July 2026, signed).

Annexure B: Formal Incident Report – email correspondence between DPWI, DCS and KLM, 30 June – 1 July 2026.

Annexure C: Draft Memorandum of Understanding between the National Department of Public Works, the Department of Correctional Services and Kouga Local Municipality (undated draft).

Annexure D: Selected historic correspondence and records regarding the subdivision and proposed transfer of the Patensie WWTW, 2010–2015.

Annexure E: Patensie WWTW Phase 2 Upgrade – Technical Report (November 2019) and Close-out Report (May 2021).

ANNEXURE A

Memorandum: Sewage Spillage at Patensie Wastewater Treatment Works

Urgent Interim Intervention and Status of Negotiations – dated 1 July 2026 (signed)

INTERNAL MEMORANDUM

TO: MUNICIPAL MANAGER – Mr. Charl du Plessis

CC: DIRECTOR: CIVIL AND WATER SERVICES – Mr. C.E.Q. de Kock

FROM: MANAGER: WATER SERVICES AUTHORITY – Mr. Reinier van der Ryst

DATE: 1 July 2026

SUBJECT: Sewage Spillage at Patensie Wastewater Treatment Works – Urgent Interim Intervention and Status of Negotiations for Kouga Local Municipality to Assume Operational Responsibility

Dear Mr. du Plessis,

This memorandum serves to inform you of an urgent raw sewage spillage at the Patensie Wastewater Treatment Works (WWTW), and to formally advise that the Water Services Authority has entered into engagement and negotiation with the Department of Public Works and Infrastructure (DPWI) regarding Kouga Local Municipality (KLM) assuming interim, and potentially longer-term, operational responsibility for the facility. This step is being taken purely on the grounds of operational necessity and urgency, given the environmental and public health risk currently posed. I must, however, flag upfront that KLM has **not budgeted for this function in the 2026/27 financial year**, and your urgent guidance on funding is required before any commitment beyond emergency mitigation is made.

1. Background

The Patensie WWTW is situated within the Patensie Correctional Centre, approximately 3.5 km south-east of Patensie along the R331, and is owned by the Department of Public Works and Infrastructure (DPWI). The plant does not currently fall within KLM's asset base, service area, or approved operating budget.

This is not a new matter. In June 2013, the Minister of Public Works approved the subdivision and disposal, as a donation to KLM, of a portion of Farm 615 (Patensie Prison), including the WWTW, subject to conditions recorded in a proposed Memorandum of Agreement. This was preceded and followed by a series of engagements between KLM, DPWI, the Department of Correctional Services (DCS) and KLM's appointed engineers between 2010 and 2015 regarding access, subdivision and the terms of transfer. KLM subsequently appointed Aurecon (later Zutari) to upgrade the plant (Phase 2, completed 2021) to accommodate additional flows from Cyril Ramaphosa Village and surrounding communities, at KLM's cost, notwithstanding that ownership had not transferred. A Memorandum of Understanding for the transfer of the works to KLM was subsequently drafted (2019)

but has never been signed by both parties, and the disposal and transfer process was never concluded. Because the matter was never finalised, DPWI has continued to hold full legal and operational responsibility for the works, historically discharged through an appointed operations and maintenance (O&M) service provider.

As I have only been in the position of Manager: Water Services Authority since 1 November 2025, I was not party to this historic arrangement. I have since familiarised myself with the handover file, and this memorandum is informed by that background as well as by direct engagement with DPWI and DCS over the past two days.

2. The Immediate Trigger: Sewage Spillage

On 30 June 2026, DPWI (Mr S. Dlamini) and DCS (Ms P. Somi) formally reported to KLM that DPWI's O&M service provider contract for the plant had lapsed and was not renewed in time, and that raw sewage is spilling from the works, crossing the adjacent public road, and entering the surrounding receiving environment. This is a particularly sensitive area, given its proximity to citrus export agricultural land in the Gamtoos Valley. Complaints have already been received from surrounding community members and from the Gamtoos Irrigation Board, citing the risk of secondary pollution to agricultural land and irrigation water.

DPWI advises that it is in the process of appointing an interim contractor for a period of four (4) months, with the request for quotations closing on 2 July 2026, after an initial round of bids proved non-responsive. The procurement process for a longer-term twenty-four (24) month O&M contract is at specification stage and is anticipated to be advertised during July 2026. Pending appointment of a contractor, DPWI has formally requested KLM to mobilise available operational resources, including the process controllers currently operating the site under DPWI, to assist with interim operations and mitigation of the spillage, and has asked DCS to continue deploying its plumbing personnel to attend to sewer blockages as they arise.

On 30 June 2026, the Area Engineer for the Gamtoos Valley as well as the Foreman for Kouga Wastewater Treatment Works assisted in unblocking the line causing the spillage and uncontrolled emission of sewerage. The areas were cleaned and sanitized as best possible and the system was restarted for the first time in 4 months. The plant and equipment had been idle due to non-payment of the contracted workers (Process Controllers). The DPWI representative did give permission for this intervention and called the Kouga WSA manager to thank KLM for our rapid response and intervention, preventing further effluent and raw sewerage spillage. He also acknowledged that there were mechanical and electrical components which require maintenance or replacement for the system to be fully restored.

3. Status of Engagement and Proposed Meetings

Following engagement with DPWI on the morning of 30 June 2026, KLM has confirmed attendance at a site meeting on Friday, 3 July 2026 at 11h00, to assess the condition of the works, evaluate the extent of the spillage, and agree on immediate corrective actions. A further virtual meeting has been proposed for Tuesday, 7 July 2026, to conduct discussions on finalising the long-outstanding Memorandum of Understanding and the disposal process, and on the terms under which KLM might assume operational responsibility for the works.

I wish to stress that no agreement has been signed, and KLM's involvement to date has been limited to acknowledging DPWI's request and confirming availability for the meetings above. I am raising this matter with you now, ahead of Friday's site meeting, precisely because of the urgency involved and to ensure that any further commitment of KLM resources, whether emergency labour, equipment, chemicals, or eventual formal take-over, is properly authorised and, critically, funded.

4. Budgetary Implication – Way Forward

KLM's approved 2026/27 budget makes no provision for the operation, maintenance, staffing, chemicals, electricity, or sludge disposal costs associated with running the Patensie WWTW, as this plant has never formed part of KLM's approved service area or asset base. Should KLM be required, whether on an emergency basis now or through an eventual formal transfer, to operate this plant even temporarily, this will constitute an unfunded mandate.

Immediate action:

KLM department Civil and Water under the Water Services section proposes that the accounting officer grant permission for the 5 incumbent resources at the Patensie WWTW (who have not been remunerated by their previous employer and hence causing the lack of service) be employed by KLM on a temporary contract for a proposed duration of 6 months. The five individuals recommended for temporary contracts based on their prior experience working on the asset under discussion are:

- 1) Billy-Jean Davids
- 2) Leon Davids
- 3) Andrew Ntshali
- 4) Daniel Cornelius
- 5) Lwazi Rwayi

Subsequent action:

It is proposed that the department Civil and Water under the Water Services section compile an Emergency deviation to employ a reputable Water Services Provider under a single Ukey, hire the 5 process controllers, supply treatment chemical, conduct third party analytical testing, mechanical-, electrical-, instrumentation-maintenance on a service model for 12 months in order to ringfence all associated cost of running the Patensie WWTW effectively not tapping into/diluting

the 2026/2027 budget for the WTW and WWTW. Following this structure allows for a single Ukey which can easily be audited and the financial assistance recuperated from DPWI or other sources.

I therefore recommend that the Chief Financial Officer and Budget Office be urgently consulted on funding options – for example, a budget adjustment or virement, a request for emergency funding, or a written commitment from DPWI to reimburse KLM's costs – and that any assumption of ongoing operational responsibility for the Patensie WWTW beyond immediate emergency environmental mitigation be made conditional upon a signed agreement with DPWI that properly addresses funding, asset transfer, staffing, and legal liability.

5. Recommendation

It is respectfully recommended that the Municipal Manager:

- (a) note the urgency of the situation and the environmental and public health risk it poses to the Gamtoos Valley agricultural area;
- (b) authorise the Water Services Authority to continue engaging with DPWI and DCS on an interim emergency basis to mitigate the spillage, pending a formal decision on the way forward;
- (c) direct that any decision on KLM formally assuming operational responsibility for the Patensie WWTW, whether interim or long-term, be referred to Council or the relevant committee for approval, supported by a funding plan, before any binding commitment is made;
- (d) request the Chief Financial Officer to urgently advise on available funding mechanisms, given the unbudgeted nature of this function in the 2026/27 financial year;
- (e) urgent prioritization of finalizing the MOU between DPWI and KLM is supported by the management team by means of making the KLM legal department available for assistance in negotiating terms, and
- (f) lastly, proposing a mechanism in support of measuring the effluent received from Correctional Services for billing purposes.

I trust this provides sufficient background for your urgent attention, and I remain available to brief you further ahead of the site meeting on 3 July 2026.

Sincerely,



01-07-26

R. van der Ryst
 Manager: Water Services Authority



01/7/2026

C.E.Q de Kock

Director: Civil and Water Services

Supported/Not supported

I support the initiative, in principle, but require detailed financial implications on this decision to be able to identify and re-allocate the funds required. This will need to be done through a formal adjustment budget process.



R. Lorgat

Chief Financial Officer: Kouga Local Municipality

Supported/Not supported



C. du Plessis

Municipal Manager: Kouga Local Municipality

Supported/Not supported

ANNEXURE B

Formal Incident Report

DPWI / DCS / KLM Email Correspondence, 30 June – 1 July 2026

Formal Incident Report: Patensie Wastewater Treatment Plant Spillage and Proposed Interim Measures

Email correspondence between DPWI, DCS and Kouga Local Municipality, 30 June – 1 July 2026

Email 1

From: Sibusiso Dlamini <Sibusiso.Dlamini@dpw.gov.za>

Sent: Tuesday, 30 June 2026, 04:01

To: Savathree Moodley; Luntu Sipika; Vuyisa Ncobela; Phumeza Somi; Reinier Van Der Ryst; Charles De Kock; Andre Botha; Lulama Ntlokwana; Neliswa Ncapayi; Mninawa Madondile; Noli Gqomo; Xhanti Gqibitole (DPWI/DCS/KLM)

Cc: Nolizwi Hlengwa; Siyabonga Jikeka; Ronel Petersen; Gavin Stroebel; Thembisile Matiso; Lulama Lindi; Ayanda Gagela (DPWI)

Subject: Formal Incident Report: Patensie Wastewater Treatment Plant Spillage and Proposed Interim Measures

Dear Colleagues,

This email serves as a formal report regarding the wastewater spillage that recently occurred at the Patensie Wastewater Treatment Plant, as well as the immediate interventions proposed to mitigate the environmental impact pending the appointment of an operations and maintenance contractor.

1. Background

The Patensie Wastewater Treatment Plant is situated within the Patensie Correctional Facility, approximately 3.5 km south-east of Patensie Town along the R331, and is owned by the Department of Public Works and Infrastructure (DPWI). In June 2013, the Minister of Public Works approved the subdivision and disposal of a portion of Farm 815, Patensie Prison, including the wastewater treatment plant, as a donation to Kouga Local Municipality, subject to conditions in a Memorandum of Agreement which the Municipality was required to fulfil. Subsequently, Kouga Local Municipality appointed Aurecon as the consulting engineers to undertake the upgrade of the wastewater treatment plant to accommodate additional influent from Cyril Ramaphosa Village and surrounding communities. As the disposal process has not yet been finalised and the Memorandum of Agreement remains unsigned, DPWI has continued to assume full responsibility for the operation, maintenance and management of the wastewater treatment plant. The facility has historically experienced intermittent spillages resulting from sewer blockages, hydraulic overloading and periods during which no operations and maintenance contractor is appointed to operate the plant.

2. Status of Procurement

DPWI is currently in the process of appointing an interim contractor for a period of four (4) months. The request for quotations closes on Thursday, 2 July 2026, after the initial quotation had bids which were non-responsive. In addition, the procurement process for the long-term twenty-four (24) month operations and maintenance contract is currently at the specification stage and is anticipated to be advertised during July 2026.

3. Interim Measures to Mitigate the Environmental Impact

Following engagements held this morning with Mr Van der Ryst from Kouga Local Municipality, DPWI requested the Municipality to mobilise available resources to assist in mitigating the environmental impacts associated with the current spillage. Several complaints have been received from members of the surrounding community as well as the Gamtoos Irrigation Board, indicating that wastewater is seeping onto adjacent roads and into the receiving environment, thereby posing a significant environmental and public health risk through secondary pollution. As an interim intervention, it was proposed that Kouga Local Municipality utilise its available operational resources, including the process controllers currently operating the site under DPWI, to assist with operations until DPWI has formally appointed a contractor. This proposal remains subject to management approval. Furthermore, the Department of Correctional Services (DCS) is kindly requested to continue deploying its plumbing personnel to attend to sewer blockages as they arise, in collaboration with DPWI, to minimise further spillages.

4. Proposed Meetings

To ensure coordinated intervention and expedite resolution of the matter, the following meetings are proposed: Site Meeting on Friday, 3 July 2026, to assess the current condition of the wastewater treatment plant, evaluate the extent of the spillage and agree on immediate corrective actions; and a Virtual Meeting on Tuesday, 7 July 2026, to finalise discussions regarding the signing of the Memorandum of Agreement and the disposal process for the wastewater treatment plant.

Kind regards, Sibusiso Dlamini, DPWI

Email 2 – Reply

From: Phumeza Somi <Phumeza.Somi@dcs.gov.za>, Manager: Facilities & Security, DCS
Sent: Tuesday, 30 June 2026, 14:25
To: Sibusiso Dlamini and recipients above
Subject: RE: Formal Incident Report

Good Afternoon. Your email acknowledged and its content accepted to us, kindly advise the meeting times of the proposed 3 and 7 July 2026. Regards, Phumeza Somi.

Email 3 – Reply

From: Reinier Van Der Ryst <rvanderryst@kouga.gov.za>, Manager: Water Services Authority, KLM
Sent: Wednesday, 1 July 2026
To: Phumeza Somi, Sibusiso Dlamini and recipients above
Subject: RE: Formal Incident Report

Thank you Mr. Dlamini and Mrs. Somi, our team is available coming Friday, 3 July 2026 @ 11h00. Regards, Reinier Van Der Ryst.

Note

This annexure is a clean, formatted transcription of the original email correspondence for ease of reference; the original email thread is retained on file by the Water Services Authority.

ANNEXURE C

Draft Memorandum of Understanding

onal Department of Public Works, Department of Correctional Services and Kouga Local Municipality (undated d

MEMORANDUM OF UNDERSTANDING

BETWEEN

DEPARTMENT OF PUBLIC WORKS

AND

DEPARTMENT OF CORRECTIONAL SERVICES

AND

KOUGA MUNICIPALITY

FOR

**THE TRANSFER AND EXTENSION OF
THE PATENSIE PRISON WASTEWATER TREATMENT WORKS**

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MEMORANDUM OF UNDERSTANDING

entered into between

THE NATIONAL DEPARTMENT OF PUBLIC WORKS

herein represented by [.....]

in the capacity of delegated representative of the Minister responsible for Public Works
(hereinafter referred to as "NDPW")

and

THE NATIONAL DEPARTMENT OF CORRECTIONAL SERVICES

herein represented by [.....]

in the capacity of delegated representative of the Minister responsible for Correctional
Services (hereinafter referred to as "DCS")

and

THE KOUGA LOCAL MUNICIPALITY

established by virtue of

the Constitution of the Republic of South Africa, 1996 (Act No. 108 of 1996), and
the Local Government: Municipal Structures Act, 1998 (Act No. 117 of 1998)

herein represented by [.....]

in the capacity of [.....] and duly authorised thereto

by resolution of Council number [.....] dated [.....]

(hereinafter referred to as "KLM")

(individually referred to as "PARTY" and collectively as "PARTIES")

PREAMBLE

Whereas:

The State is the owner of the Patensie Wastewater Treatment Works, in relation to which NDPW is the custodian and DCS the user;

Kouga Local Municipality is responsible for the delivery of water and sanitation services in terms of the Constitution of the Republic of South Africa, 1996, and the Local Government: Municipal Structures Act, 1998, and has the executive authority in respect of and the right to administer the provision of water and sanitation services within its area of jurisdiction in terms of section 156(1) of the Constitution of the Republic of South Africa, 1996, and section 2 and 11 of the Water Services Act, 1997 (Act No. 108 of 1997);

The operation of the Works is not part of the core business of neither NDPW nor DCS. NDPW therefore intends to transfer the ownership of the Works and its related Wastewater Treatment Services function to Kouga Local Municipality

- The sanitation services in Patensie, which is located within the Kouga Local Municipality, need to be upgraded to comply with Department of Water Affairs & Environment (DWAE) requirements for the safe disposal of treated effluent.
- At this stage Patensie does not have a waterborne sanitation system. Existing households and businesses are served by buckets, conservancy tanks or septic tanks. (Source: *Kouga Municipality Water Services Development Plan, 2007*). The current suction tanker service is costly and inefficient as the nearest disposal facility for tankers is at the Hankey wastewater treatment works, approximately 12 km from Patensie.
- To address the housing backlog in the Kouga municipal area, an additional 1 000 low-cost houses are planned for the Cyril Ramaphosa/ Stuurmanskop area. In order to minimise the planned development's environmental impact, a waterborne sewerage system draining to a properly designed wastewater treatment works will be the most appropriate technology to serve this proposed low-cost housing scheme.
- There is thus an urgent need to provide a wastewater treatment works (WWTW) at Patensie to:

- Improve the level of sanitation service delivery (bucket eradication, etc.); and
- Permit the development of future housing schemes.
- The most feasible option as recommended by the Municipality's appointed consultants, Aurecon, to address the need outlined above is to use the existing wastewater treatment works at the Patensie prison to serve not only the prison, but also the town of Patensie and its surrounding villages. This option will however require transferring ownership of the plant from the Department of Public Works (DPW) to the Kouga Municipality before the upgrading can take place.
- Honourable Minister of Public Works (NDPW), Mr t.W. Nxesi, gave an in-principle approval on 3 June 2013 for the subdivision and disposal of a portion of the remaining Extent of farm Patensie 815 Humansdorp Registration Division, with the Patensie Prison WWTW located thereon, to Kouga Local Municipality by means of donation.
- The Ministerial in-principle approval was however given subject to a number of pre-conditions that needs to be complied with before the method and conditions of the disposal can be finalised.
- Due to the crises to deal with the additional sewerage at the town of Patensie approval was granted by NDPW for a temporary connection to and the shared use of the WWTW by KLM. A ceremonial hand over of the Works to KLM was conducted by the Minister. This hand over was conditional with the understanding that all pre-conditions set by the Minister must be complied with before the actual transfer of the WWTW will take place.

Kouga Local Municipality has the capacity and expertise to take transfer of the said ownership and function from NDPW.

NOW THEREFORE the PARTIES agree as follows:

1. DEFINITIONS

The following words, expressions and abbreviations have the meanings assigned to them, except where the context otherwise requires:

- 1.1 "Memorandum of Understanding" means the Agreement to Transfer, including all appendices and schedules thereto, as may be amended, modified or supplemented from time to time in accordance with this Agreement;
- 1.2 "NDPW" means National Department of Public Works;
- 1.3 "Effective Date" means the date which the PARTIES mutually agree upon in writing for the Transfer of the Works, irrespective of the date of last signature of this Agreement by either of the PARTIES or the date of registration of ownership of the Property or rights in Property in the name of Kouga Local Municipality;
- 1.4 "KLM" means Kouga Local Municipality;
- 1.5 "PARTIES" means NDPW, DCS and KLM;
- 1.6 "Property" means the surveyed land in the immediate vicinity of the Works, on which the Works are located, which is not larger than is necessary for the effective operation and future extensions of the Works;
- 1.7 "Transfer" means the effective transfer of possession of the Works and the related wastewater treatment services function;
- 1.8 "Works" means the Patensie Wastewater Treatment Works situated at the Patensie Correctional Services facility, a full description of which is contained in **Schedule 1 (Description of Works and Associated Land)**.
- 1.9 "Extensions" means improvements and additions to be made by KLM to ensure that the Works and the related wastewater treatment services have sufficient capacity to handle the current and future wastewater flow from the prison and surrounding area.

2. INTERPRETATION

2.1 The headings of the clauses in this Agreement are for the purpose of convenience and reference only.

2.2 In this Agreement, unless a contrary intention clearly appears:

- (a) Words importing:
 - (i) The male gender includes the female gender;
 - (ii) The singular includes the plural and *vice versa*; and
 - (iii) Natural persons include legal entities and *vice versa*;
- (b) expressions defined in this Agreement bear the same meanings in the schedules unless specifically defined in the schedules;

- (c) any reference to a PARTY includes a reference to the PARTY's delegated or authorised representative.

2.3 The headings in this Agreement are not taken into consideration in its interpretation.

2.4 Unless otherwise stated, all references to clauses are references to clauses numbered in this Agreement and not to those in any other document attached to or incorporated into this Agreement.

3. OBJECTIVE OF AGREEMENT

The objective of this Agreement is to govern the relationship between the PARTIES with a view to providing for the transfer of the ownership of the Works and the related waste water treatment services function from DPW to KLM and to safeguard the future services to be delivered to the Patensie Prison by obtaining a commitment from KLM for the extensions of the works before the capacity limit of the plant is reached. The objective is furthermore to agree on interim arrangements for the management and maintenance of the WWTW that is currently shared by NDPW and KLM after approval was given by NDPW to KLM to connect the nearby township to the WWTW at the prison.

The aim is to reach a memorandum of understanding which is efficient, cost-effective and sustainable and according to the following principles of co-operative government, which are enshrined in Chapter 3 of the Constitution of the Republic of South Africa, 1996:

- (a) To secure the well-being of the people of South Africa;
- (b) to respect the constitutional status, institutions, powers and functions of government in the various spheres;
- (c) not to assume any power or function except those conferred on them in terms of the Constitution;
- (d) to exercise their powers and perform their functions in a manner that does not encroach on the geographical, functional or institutional integrity of government in a particular sphere; and
- (e) to co-operate with one another in mutual trust and good faith by:
 - (i) Fostering friendly relations;
 - (ii) assisting and supporting one another;

- (iii) informing one another of, and consulting one another on, matters of common interest;
- (iv) co-ordinating their actions with one another;
- (v) adhering to agreed procedures; and
- (vi) avoiding legal proceedings against one another.

4. CONDITIONS OF TRANSFER

4.1 NDPW agrees, subject to the State Land Disposal Act, 1961 (Act No. 48 of 1961), to Transfer the Works to KLM on the Effective Date.

4.2 The decision to dispose of the WWTW to the Municipality is however subject to the number of pre-conditions and in terms of compliance, an assessment of each pre-condition will be made before the disposal can take place. These pre-conditions are highlighted in **Schedule 2: Pre- Condition of Disposal as per the Minister In Principle Approval dated 3 June 2013**

4.3 Once all the pre-conditions have been complied with, the method and conditions of disposal will be reviewed and finalised by NDPW.

4.4 The interim arrangements for the management and maintenance of the WWTW that is currently shared by NDPW and KLM after approval was given to KLM by NDPW to connect the nearby township to the WWTW at the prison, is captured in **Schedule 3: Interim Arrangements for the Management and Maintenance of the Patensie WWTW**. These arrangements must be adhered to at all times to ensure compliance to Green Drop legislation to the satisfaction of the Department of Water and Sanitation (DWS).

4.5 KLM acknowledges that it will inspect the Works before the Effective Date and that it will take Transfer of it as is on the Effective Date, and that from the Effective Date NDPW and DCS is not liable for any defects, whether patent, latent or otherwise, or for any damage occasioned to or suffered by KLM or any other person by reason of such defect.

4.6 No guarantees or warranties regarding the Works other than those expressly stated in **Schedule 4 (Functional Assessment of Works)**, have any force or effect.

- 4.7 Pending transfer of ownership of the Property to KLM, NDPW and DCS undertakes to grant KLM from the Effective Date free, unfettered and exclusive use of and access to the Property at all times.
- 4.8 Pending transfer of the ownership of the Property to KLM, NDPW and DCS undertakes to take any reasonable action as may be necessary to provide NMBM with access to the Property or to the rights in the Property, including without limitation servitudes, which may be required to enable NMBM to comply with its obligations in terms of this Agreement.
- 4.9 KLM must on the Effective Date take possession of the Works and undertakes to assume the related wastewater treatment services function currently provided by NDPW through the Works, which function must be undertaken by KLM in accordance with applicable legislation and its own by-laws.
- 4.10 KLM undertakes to complete the Transfer planning process in terms of the action plan contained in **Schedule 5 (Transfer Plan)**.
- 4.11 NDPW and DCS undertake to assist KLM with complying with all applicable legislative requirements and where such compliance requires any action on the part of NDPW or DCS, to undertake such action.
- 4.12 All risk in and associated with and all costs relating to the wastewater treatment provision function and the Works, as well as the responsibility for ensuring the Works pass to KLM from the Effective Date.
- 4.13 KLM must keep monthly records of all wastewater treated and these records must be made available to NDPW and DCS on request.
- 4.14 NDPW and DCS confirms that KLM is its successor in title in respect of the existing discharge licences for purposes of the National Water Act, 1998 (Act No. 36 of 1998).
- 4.15 KLM is from the Effective Date liable for the payment of any tariffs, charges or fees in respect of bulk or any other discharges from the Works. The Patensie Prison (DCS) maintains a right to use up to a maximum of 75% of the reclaimed water generated from the wastewater discharged by the prison at the Treatment Works for irrigation purposes. The water to be pumped to the irrigation dam and DCS will deal with the

water. KLM may dispose of the other water even if less than 75% is needed by the prison in any acceptable manner they prefer.

- 4.16 KLM undertakes to upgrade and extend the works in phases to accommodate any additional future projected flows to the works from both the prison and surrounding area and to ensure that raw sewerage and wastewater are treated to an acceptable level and in accordance with effluent standards; as well as acceptable and sustainable sludge handling and disposal and/or utilisation.

5. FINANCIAL IMPLICATIONS

- 5.1 NDPW and DCS undertake to offset the capital purchase value against normal tariffs in lieu of a cash payment for the Works. KLM will appoint an independent Valuer to value the land and improvements, and Treasury approval will be obtained by NDPW for the setting off of the capital purchase value against normal tariffs in lieu of a cash payment.

- 5.2 KLM must take over the outstanding portion of the Term contract together with its obligations for operation and maintenance of the Works contained in **Schedule 6 (Term Contract)**.

- 5.3 The extent of the overall financial implications to all parties is as attached hereto in **Schedule 7 (Financial Arrangements)**.

6. TAX IMPLICATIONS

- 6.1 KLM is a registered vendor in terms of the Value-Added Tax Act, 1991 (Act No. 89 of 1991).
- 6.2 NDPW is a government department and is not a registered VAT vendor.
- 6.3 The PARTIES further agree that the Works and the Property constitute an income earning activity and are transferred as a going concern on the Effective Date.

7. PERSONNEL

No NDPW or DCS personnel are to be transferred under this Agreement.

8. REPORTING

KLM must submit to NDPW and DCS such reports as NDPW and DCS may require with regard to the operation and maintenance of the Works from the Effective Date to the date of registration of ownership of the Property or rights in Property in the name of KLM.

9. OWNERSHIP OF IMMOVABLE ASSETS

9.1 The ownership of the Works and the Property vests in NDPW until such time as the ownership thereof is registered in the name of KLM.

9.2 NDPW and DCS are not liable for any payment or other consideration in respect of the Transfer of the Works and the registration of the ownership of the Property or rights in Property in the name of KLM.

9.3 KLM undertakes to affect the registration of the ownership of the Property or rights in Property in the name of KLM.

9.4 NDPW undertakes to assist KLM in effecting the registration when called upon in writing to do so.

10. OWNERSHIP OF MOVABLE ASSETS

10.1 The possession and ownership of the movable assets described in **Schedule 8 (Movable Assets)** are transferred to KLM on the Effective Date.

10.2 All risks in and associated with the movable assets as well as the responsibility for ensuring the assets pass from the Effective Date to KLM.

10.3 KLM is not liable for any payment or other consideration in respect of the transfer of any movable assets.

11. INDEMNITY

11.1 KLM acts in terms of this Agreement as an independent entity in its own right and not as an agent for NDPW or DCS.

11.2KLM acknowledges and accepts that it has no authority to bind NDPW or DCS in any agreement with a third party and hereby indemnifies both parties against any action, claim or legal proceedings together with all legal costs (including attorney-and client costs) that may be instituted against NDPW or DCS, arising from or connected with any such agreement.

12. GOVERNING LAW AND RULING LANGUAGE

12.1This Agreement is governed by and must be construed in accordance with the laws of the Republic of South Africa.

12.2All correspondence between the PARTIES and all documents pertaining to this Agreement will be in English.

13. COMMUNICATIONS AND NOTICES

13.1For the purposes of this Agreement, or regarding any matter arising from or in connection with this Agreement, the PARTIES choose as their respective *domicilia citandi et executandi*, the following addresses:

(a) NDPW:

.....

 Telephone:
 Facsimile:
 E-mail:

(b) DCS:

.....

 Telephone:
 Facsimile:
 E-mail:

(c) KLM:

.....

 Telephone:
 Facsimile:
 E-mail:

13.2A PARTY is entitled by fourteen (14) days' prior written notice to the other PARTIES to change its *domicilium citandi et executandi* so stipulated.

13.3Any notice or communication required to be given under this Agreement, is valid and effective only if in writing.

13.4Unless the contrary is proved, any notice or communication to a PARTY:

- (a) Sent by certified or registered mail in a correctly addressed envelope is deemed to have been received on the seventh (7th) Working Day after posting;
- (b) delivered by hand to a representative of the PARTY concerned during ordinary business hours against written acknowledgement of receipt, is deemed to have been received on the day of delivery;
- (c) sent by facsimile transmission to its chosen telefax number, is deemed to have been received on the Working Day after the day of despatch, if the sender maintains a log created at the time of transmission indicating receipt;
- (d) sent by electronic mail message to its chosen electronic mail address, is deemed, subject to Clause 6.3.5(b) below, to have been received on the Working Day after the day of dispatch.

13.5Notwithstanding anything to the contrary contained in this Agreement:

- (a) A written notice or communication actually received by a PARTY is an adequate written notice or communication to it notwithstanding that it was not sent to or delivered at its chosen address; and
- (b) an electronic mail message sent by one PARTY to the other is deemed to constitute an effective notice under this Agreement only if:
 - (i) The electronic mail message prominently states that it is being given under this Agreement and requests an electronic mail response acknowledging receipt;
 - (ii) the electronic mail message is addressed, and sent to the electronic mail address, of a person authorised in writing by a PARTY as the person to whom electronic mail messages under this clause may be sent; and
 - (iii) the responding electronic mail message –
 - (aa) clearly refers to the specific electronic mail message to which it is responding; and
 - (bb) includes a copy of the text of such message.

14. PARTIAL INVALIDITY OF AGREEMENT

If any part of any term or condition in this Agreement is found by an arbitrator or court or other competent authority to be void or unenforceable, such part of the term or condition is deemed to have been deleted from this Agreement and the remainder of such term or condition and the remaining terms and conditions in this Agreement continue in full force and effect.

15. REPRESENTATIONS AND WARRANTIES

The PARTIES represent and warrant to each other that –

- (a) they have the power to enter into and exercise their rights and comply with or perform their obligations under this Agreement;
- (b) their entry into and the exercise of their rights and the compliance with or performance of their obligations under this Agreement do not, to the best of their knowledge and belief –

- (i) conflict with, or result in, any breach of any of the terms and conditions of, or constitute a default under, any agreement or other instrument to which they are a party or by which they are bound;
 - (ii) contravene or conflict with the provisions of any law; and
- (c) no litigation, arbitration, tax claim or administrative proceeding is to the best of the knowledge of any of the PARTIES, threatening to restrain the entry into or exercise of any of its rights or compliance with or performance of its obligations under this Agreement.

16. ASSIGNMENT AND SUBCONTRACTING

- 16.1 No PARTY has the right to assign or transfer its rights and obligations under this Agreement, or any part thereof, without the prior written approval of the other PARTY, which approval may not be unreasonably withheld.
- 16.2 KLM may subcontract any or part of its rights and obligations in terms of this Agreement.
- 16.3 The appointment of any subcontractor does not release KLM of its duties and obligations in terms of this Agreement or in any way affect its responsibility in respect of fulfilling such duties and obligations.
- 16.4 KLM is not bound by any agreement that may exist between NDPW and a supplier of services, goods or consumables in respect of any matter addressed in this Agreement apart from taking over the Term Contract as per clause 5.2 of this Agreement.

17. VARIATION AND INDULGENCES

- 17.1 This Agreement constitutes the sole and exclusive agreement between the PARTIES relating to the transactions and matters recorded therein, and no warranties, representations or other terms and conditions of whatsoever nature not expressly recorded therein, are of any force or effect.
- 17.2 No variation of the terms and conditions of this Agreement is of any force or effect unless reduced to writing and signed by the PARTIES or their representatives.

17.3 No indulgence, extension of time, relaxation or latitude which a PARTY ("the grantor") may show, grant or allow to any other PARTY ("the grantee") constitutes a waiver by the grantor of any of its rights and the grantor may not thereby be prejudiced or prevented from exercising any of its rights against the grantor which may have then already arisen or which may thereafter arise.

18. ACCESS TO INFORMATION

The PARTIES undertake to assist each other in obtaining and sharing any information pertinent to the Transfer of the Works.

19. PUBLICITY

All publicity, public announcements and news releases pertaining to the Transfer of the Works, will be conducted jointly by the PARTIES or by one PARTY with the concurrence of the other PARTY with regard to content.

20. SETTLEMENT OF DISPUTES

20.1 Any dispute or difference between the PARTIES arising from this Agreement is resolved in accordance with the procedures contained in **Schedule 9 (Settlement of Disputes)**.

20.2 This clause is severable from the rest of this Agreement and therefore remains in effect even if this Agreement is terminated.

21. COSTS OF AGREEMENT

Each PARTY is obliged to pay its own costs and expenses incurred in relation to the preparation, negotiation and signing of this Agreement.

22. ENTRY INTO FORCE

This Agreement enters into force on the Effective Date as defined in clause 1.3 of this Agreement.

Thus, done and signed at this day of 2010.

For NDPW**As Witness**

Signature: _____

Signature: _____

Name: _____

Name: _____

Capacity: _____

Thus done and signed at this day of 2010.

For DCS**As Witness**

Signature: _____

Signature: _____

Name: _____

Name: _____

Capacity: _____

Thus, done and signed at this day of 2010.

For NMMM**As Witness**

Signature: _____

Signature: _____

Name: _____

Name: _____

Capacity: _____

SCHEDULE 1: DESCRIPTION OF WORKS AND ASSOCIATED LAND
(*Clause 1.8*)

[A full description of the works, capacity, volume, etc. including reference to position, land parcel descriptions and sizes, and SG number, title deeds, discharge licences, etc.]

Draft

SCHEDULE 2:
PRE-CONDITION OF DISPOSAL AS PER THE MINISTER IN
PRINCIPLE APPROVAL DATED 3 JUNE 2013

	Pre- Conditions	Action
4.1	Concurrence of the Client department DCS received. Following conditions to be fulfilled: a. Feasibility study be carried out by professionals conversant with WWTW regarding the current and future expansion needs of the facility, thereby ensuring that the present and future population of the Correctional services are adequately catered for b. The final treated effluent is given to DCS for optimal use in its own agricultural and recreational requirements c. An Environmental Impact assessment (EIA) is conducted prior to any upgrades of the WWTW d. The WWTW is completely fenced off with its own access road e. NDPW ensures contingency plans are in place with regards to continued operations and maintenance in the event of strikes/ industrial action	KLM KLM KLM KLM NDPW
4.2	A Feasibility study be conducted by professionals knowledgably with WWTW to determine future expansion needs	KLM
4.3	Sub-division and all transfer costs to be borne by the Kouga Local Municipality	KLM
4.4	Adherence to Legislative Requirements of the State land Disposal Act, 1961, and Government Immovable asset Management act, Act 2007, and all related business processes	NDPW
4.5	Concurrence by Minister of Land Reform and Rural Development be obtained	NDPW
4.6	Treasury Approval to be obtained for the disposal as a donation on condition that the market value of the land and WWTW be offset against future rates and taxes, environmental or user charges to be levied by the Municipality	KLM/ NDPW
4.7	The aforementioned be agreed to by both parties in writing and that a Resolution is taken by the Municipal Council endorsing such agreement. The agreement must also give DCS the option to reserve treated effluent for optimal use in its agricultural and recreational requirements	

4.8	An Environmental Impact Assessment (EIA) to be conducted by the Municipality prior to any future expansion of the WWTW	KLM
4.9	The NDPW and DCS staff component will be well briefed to address issues of transfer and redeployment after the facility is transferred	NDPW/ DCS
4.10	An agreement must be obtained in writing on how the sanitation needs of DCS will be accommodated in the short, medium and long terms as not to compromise the needs of the client	KLM/ NDPW/ DCS
4.11	Upon transferring of the WWTW, all licencing of the plant shall be borne by Kouga Local Municipality	KLM
4.12	All security measures must be agreed to in writing and borne by Kouga Local Municipality as not to compromise the Client's security once transfer has taken place	KLM/ DCS
4.13	The subject land and WWTW will be transferred together, only once all conditions of this agreement has been satisfied	KLM/ NDPW/ DCS
4.14	NDPW must be invited to comment on any future expansion proposal of the WWTW	

SCHEDULE 3:

**INTERIM ARRANGEMENTS FOR THE MANAGEMENT AND
MAINTENANCE OF THE PATENSIE WWTW BEFORE TRANSFER TO
KLM**

Draft

SCHEDULE 4: FUNCTIONAL ASSESSMENT OF WORKS
(Clause 4.3)

[A functional assessment of the works including refurbishment needs to restore the works to design capacity and upgrades needs for the works to fulfil its new role.]

Draft

SCHEDULE 5: TRANSFER PLAN*(Clause 4.7)*

[Transfer plan including process (flowchart), timeframes, etc. and covers inter alia the following:

Finalise land size

Survey & register erf diagrams for subdivision and transfer

Subdivide and rezone erf

Transfer land

Take over Term Contract

Reregister Works with DWAF etc]

Draft

SCHEDULE 6: TERM CONTRACT*(Clause 5.2)*

[Detail of remaining Term Contract conditions and Take-over Contract]

Draft

SCHEDULE 7: FINANCIAL ARRANGEMENTS*(Clause 5.3)*

[This schedule will contain inter alia the following:

Asset Value

Upgrade & Refurbishment Costs

Term Contract Costs (current service provider/operator)

Other Operation & Maintenance Costs

Municipal Tariff & Fee to NDPW (Patensie Prison) for treating prison wastewater

Interest

Payment arrangements to DPW for acquiring the asset

Subsidies, etc.]

SCHEDULE 8: MOVABLE ASSETS*(Clause 10.1)*

[List of movable assets and register including value, condition and conditions to transfer/payment.]

Draft

SCHEDULE 9: SETTLEMENT OF DISPUTES*(Clause 20.1)*

[To be inserted.]

Draft

ANNEXURE D

Selected Historic Correspondence and Records

Subdivision and Proposed Transfer of the Patensie WWTW, 2010–2015

Port Elizabeth
 Lynx Office Park
 Cnr Heugh Road & 3rd Ave
 Walmer 6070
T +27 41 503 3900
F +27 86 600 4037
E portelizabeth@af.aurecongroup.com
W aurecongroup.com

PO Box 5328
 Walmer 6065
 Port Elizabeth
 South Africa



13 April 2010

Our ref: 14308/Cor/002/JvdM

The Regional Director
 Department of Public Works
 Private Bag X3913
 PORT ELIZABETH
 6000

Attention: Mr Johan van der Walt

PATENSIE PRISON: WASTEWATER TREATMENT WORKS: POSSIBLE TRANSFER OF OWNERSHIP TO THE KOGUA LOCAL MUNICIPALITY

I refer to my e-mail dated 9 March 2010 and our follow-up telephone conversation on Thursday, 8 April 2010.

As I informed you, the Kouga Municipality needs to construct a new wastewater treatment works (WWTW) to serve the town of Patensie. However, a possibly better alternative to the construction of a new works is to discharge effluent from Patensie to the existing WWTW that serves the prison site.

It makes sense, from both an operational and environmental perspective, to have a single WWTW in the area, instead of two independent plants less than 3 km apart. Also, the cost of transferring ownership of the existing WWTW to the Kouga Municipality, plus the cost of upgrading it to accommodate the increased flow, could be considerably less than the capital outlay to construct a new plant elsewhere.

We therefore require the Department of Public Works' (DPW) provisional approval for the suggested transfer of ownership.

Should such approval be granted, we anticipate that the following actions will be required, prior to the actual upgrading of the works:

- Drafting and signing of a transfer agreement between DPW and the Kouga Municipality;
- Determining and agreeing upon the size of the land which is to be transferred, surveying thereof and registering new erf diagrams for the respective subdivided portions;
- Transferring of ownership and meeting all legal requirements;
- The Kouga Municipality taking over all operations and maintenance functions, including any existing repair-and-maintenance programme (RAMP) contracts;
- Re-registration of the existing works with the Department of Water Affairs and the Environment (DWAE).

Aurecon South Africa (Pty) Ltd Reg No 1977/003711/07
Board of Directors
 BMH Tsita (Chairperson), Dr GT Rohde (Chief Executive)
 PC Bliersch, MG Diliza, AB Geldenhuys, Dr NN Gwaqwa
 SA le Roux, AW Möhr, Dr PC Lombard, Dr Y Muthien
 Dr DM Triegaardt

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ISO 9001 Certified
 Member of CESA and SACOSP

Leading. Vibrant. Global.

I trust that you will consider this proposal favourably and inform us of the outcome as soon as priorities permit.

Regards,



Johan van der Mescht



Marius van Jaarsveld
AURECON

Copies: Mr E Oosthuizen – Kouga Municipality
Mr A Perils – Kouga Municipality
Mr M Cohen - CEN

Minister donates land and officially opens the Waste Water Treatment Works

30 April 2014

The Minister of Public Works, Mr TW Nxesi says state land should be used strategically to improve service delivery. The Minister was speaking in Patensie, in the Eastern Cape on the 30th of April 2014, where he donated a portion of land known as Farm 815, to the Kouga Local Municipality together with the Waste Water Treatment Works.

The Port Elizabeth Regional Manager, Mr Johan Van Der Walt, who accompanied Minister Nxesi to the handover ceremony, said the Waste Water Treatment Works formerly served only the needs of the Patensie Prison Precinct, including the prison employees. The members of the community under the Kouga Local Municipality which had no Treatment Works of its own were not benefiting from the Waste Water Treatment Works. Following this handover, the municipality will now be able to provide bulk water services to the public.

The Minister said the Department embarked on a series of technical feasibility studies and consultations with all stakeholders and found, among other things, that the growing municipality urgently required a waterborne sanitation system to replace the existing bucket and septic tank system; and that the cheapest and most effective option was to expand the present prison Treatment Works to serve both the prison population and the local community.

He says as part of the Turnaround Plan for the Department of Public Works (DPW), the Department has focused on the improvement of property management capacity in the DPW. "For the first time in South Africa, we have a reliable Immoveable Asset Register. We now know what we own. The task now is to develop a coherent Asset Investment Management Plan. To achieve this, we have also had to operationalize a Property Management Trading Entity (PMTE) – and to professionalise its activities. This is the core of the business of Public Works," explained Minister Nxesi.

The Minister said there could be absolutely no doubt that South Africa was a better place to live in today, than it was in 1994. "In general, I want to make the point that as Public Works – and as government – we have to use state land strategically to improve service delivery and to leverage these assets for economic and social development – and job creation. Gone are the days when we disposed of state land – without preconditions and so often it landed in the hands of speculators and private developers," clarified the Minister. He added that it gives him great pleasure to donate the property to the Kouga Local Municipality.



public works

Department:
Public Works
REPUBLIC OF SOUTH AFRICA

Private Bag X3913, North End, PORT ELIZABETH, 6056 Tel: (041) 408 2003 Fax: (041) 484 4226
e-mail: joan.vanderwalt@dpw.gov.za website: www.publicworks.gov.za

The Municipal Manager
Kouga Local Municipality
P.O.BOX 26
HUMANSDORP
6300

Attention: Mr. S. Fadi

Dear Sir

**CONSENT LETTER: PATENSIE PRISON WASTEWATER TREATMENT
WORKS: APPROVAL OF PROPOSED SUBDIVISION**

The National Department of Public Works is in principle in support of the proposed subdivision from Farm 815, Humansdorp Registration Division for the Patensie Prison Wastewater Treatment Works.

It is further requested that the draft SG-Diagram(s) indicating the proposed subdivision(s) be submitted to the National Department of Public Works – Port Elizabeth Regional Office before being sent to the Office of the Surveyor-General for approval.

The Department fully supports the initiative as it strengthens the co-operation between the two spheres of government.

The Department would also like to apologize for the delays in responding to your letter dated 23 April 2014.

Yours faithfully

DIRECTOR-GENERAL
DATE: 08 May 2015

ANNEXURE E

Patensie WWTW Phase 2 Upgrade

Technical Report (November 2019) and Close-out Report (May 2021)



**PATENSIE WASTEWATER TREATMENT WORKS UPGRADING –
PHASE 2**

TECHNICAL REPORT

25 November 2019

Prepared by:

 **aurecon**

Report Control Sheet

CLIENT: Kouga Municipality

CLIENT REPRESENTATIVE: Ashley Perils

PROJECT NUMBER: 14308

REPORT TITLE: PATENSIE WWTW UPGRADING – PHASE 2: TECHNICAL REPORT

AUTHOR(S): J VAN DER MESCHT

REPORT STATUS: n/a

PREPARED BY: J.VAN.DER.MESCHT

REPORT NUMBER: n/a

DATE: 25 November 2019

Author:



J.VAN.DER.MESCHT Pr.Eng..... **LEAD CIVIL ENGINEER**

PATENSIE WASTEWATER TREATMENT WORKS UPGRADING – PHASE 2

TECHNICAL REPORT

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PATENSIE WASTEWATER TREATMENT WORKS UPGRADING – PHASE 2

TECHNICAL REPORT

1 Introduction

1.1 Project history

Aurecon was appointed in August 1999 by the then Western District Council to design and supervise construction of a new wastewater treatment works (WWTW) to serve the town of Patensie and the nearby residential areas.

The project was later inherited by the Kouga Municipality who confirmed Aurecon's appointment as the Consulting Engineer on this project in a letter dated 14 April 2003.

The town of Patensie is situated in the Gamtoos Valley approximately 80 km to the west of Port Elizabeth. The town consists of three distinct settlements: Patensie town, Cyril Ramaphosa Village and the Citrus Village.

The town area of Patensie, including the Citrus Village, does not have a waterborne sanitation system. Existing households and businesses are served by buckets, conservancy tanks or septic tanks. Currently the suction tankers empty their contents at a sewer pump station in Patensie. (Previously the nearest disposal facility for tankers was at the Hankey WWTW, approximately 12 km from Patensie.)

To address the housing backlog in the Kouga municipal area, an additional 278 low-income houses are planned for the Stuurmanskop area. To minimise the planned development's environmental impact, a waterborne sewerage system draining to a properly designed WWTW will be the most appropriate technology to serve future housing schemes.

The need to provide a WWTW at Patensie was thus driven by two principal factors, namely to:

- Improve the level of sanitation service delivery (bucket eradication, etc.); and
- Permit the development of future housing schemes.

1.2 Site selection

Initially a site at Ripple Hill (northeast of Patensie) was selected for the construction of a new WWTW. Due to space limitations, a sequential batch reactor was considered as the most suitable technology for this particular site. In 2010 the cost to construct such a plant, including construction of an access road and earthworks, was estimated to be in the order of R12m.

The Ripple Hill option (Option 1) was however discarded. Instead, the possibility of utilising the existing WWTW at the Patensie Prison and upgrading it to also accommodate sewage flows from Patensie (Option 2) was investigated and found to be feasible.

Upgrading and utilising the existing WWTW at the prison (Option 2) was found to be more advantageous than constructing a new WWTW at Ripple Hill (Option 1) for the following reasons:

- The initial capital outlay needed to build a new WWTW (estimated at R12m) will be more than the cost of upgrading the existing works at the prison (estimated at R3m for Phase 1 and R6m for Phase 2 in 2010);
- Operating and maintenance expenditure will be much less with only one plant in commission instead of two.
- The Department of Correctional Services (DoCS) is currently responsible for operating and maintaining the WWTW at the Patensie Prison. These two functions are however not part of the Department's core business and should ideally be performed by a local authority where the primary focus is on municipal service delivery.
- It makes sense from an environmental perspective to have a single WWTW in the area, instead of two independent plants less than 3 km apart. Also, the Department of Water & Sanitation (DWS) strongly encourage regionalisation of wastewater treatment infrastructure to simplify effluent monitoring and to reduce the pollution risk.

Extensive negotiations with the Department of Public Works (DPW) and the Department of Correctional Services (DoCS) followed and agreement reached that the works should be upgraded and transferred to the Kouga Municipality. The agreement was that municipality (as the owner of the facility) will then be responsible for upgrading the works and thereafter operating and maintaining it. (Details of the subdivision and agreement falls outside the scope of this report.)

The Kouga Municipality subsequently decided to upgrade the WWTW in two phases to (1) match the pace of development in Patensie and (2) correspond with funding availability. The scope of work for each phase is discussed in more detail below.

1.3 Patensie Prison WWTW – condition prior to Phase 1 upgrading

The facilities at the prison site is served by a waterborne sewerage system which gravitates to the WWTW where it is treated in a conventional bio-filtration plant.

Prior to the initial (Phase 1) upgrading the works comprised of the following elements:

- An inlet works with a manually raked bar screen (with 25 mm openings) and two 200 mm wide grit removal channels. The flow rate is measured at a 50 mm Parshall flume using an ultrasonic

flow meter. Flow readings are recorded on a data logger. Screenings are dried on a 5 m² drying bed prior to disposal.

- A single 6 m diameter Dortmund type primary settling tank with a fixed bridge is used to remove primary sludge. Sludge and scum are manually discharged by manipulation of a valve and tilting surface half-pipe and is then pumped to an open anaerobic digester of 250 m³ capacity. The anaerobic digester is equipped with a mechanical mixer. For mixing purposes, a continuous recycle is provided from the digester to the primary sludge pump.
- Digested sludge gravitates to a set of three rectangular shaped (10 m x 5 m) sludge drying beds. Supernatant from the sludge drying beds gravitates to the outlet of the inlet works, while dried sludge is manually removed to landfill.
- Settled sewage from the primary sedimentation tank flows under gravity to the biological filter inlet box where it is mixed with recycled flow from the humus tank. Thereafter it flows under gravity through a 2 m deep circular bio-trickling filter, 18 m in diameter.
- Effluent from the biological filter is clarified in a 6 m diameter Dortmund type humus tank, similar to the primary settling tank. A portion of the effluent from the humus tank is recycled to the biological filter's inlet box by submersible pumps. Sludge from the humus tank is pumped to the inlet works by submersible pumps from where it is recycled through the works.
- The remainder of the effluent from the humus tank is disinfected by means of gas chlorination before gravitating through a 5 m x 4 m chlorine contact tank to a set of maturation ponds/irrigation dams situated some distance away from the WWTW.

1.4 Upgrading requirements

The current Average Dry Weather Flow (ADWF) in Patensie is estimated as **247 kl/day**. At full development this will increase to **379 kl/day**, also allowing for expansion of the prison facilities by 100%, from 512 inmates at present to 1,024 inmates in future.

Thus, an upgraded WWTW with a design treatment capacity of **400 kl/day** will be adequate to cater for both existing and future development in Patensie. The corresponding flow calculations are included in **Appendix A**.

The theoretical treatment capacity of the various unit processes at the WWTW was determined by Aurecon's Process Engineers after the original condition assessment was completed in 2010 and this information is provided in the table below.

What is notable in this table is that no additional flow can be permitted to the WWTW until the sludge handling facilities have been upgraded. The exiting three sludge drying beds is the limiting factor in this regard, reducing the treatment capacity of the works to 160 kl/day.

Process Unit	Capacity in terms of design parameter	Capacity in terms of average daily flow (kl/day)
Grit removal channels	60 l/s peak flow	740
Primary settling tank	16 l/s average flow, 33 l/s at peak dry weather flow	1450
Bio-trickling filter: Option 1: Effluent discharged to natural water course	220 kg/day COD loading	300
Bio-trickling filter: Option 2: Irrigation of effluent	490 kg/day COD loading	650
Humus tank	14 l/s average flow, 20 l/s at peak dry weather flow	1200
Anaerobic digester	8.4 kl sludge per day	300
Sludge drying beds	3.3 kl sludge per day at 9 days drying time	160
Chlorination	8 mg/l maximum dosing rate	750

Based on this assessment, it was then decided to limit the Phase 1 upgrading of the works to increasing the capacity of the sludge treatment facilities – as discussed in **Section 1.5** below.

1.5 Environmental Impact Assessment

CEN Environmental Consultants were appointed to deal with the required environmental compliance matters associated with the upgrading of a WWTW. The Phase 1 upgrading of the works did not trigger any listed activities – as explained in a letter to the authorities (Mr Andries Struwig of DEDEAT) dated 11 December 2013.

The Water Use Registration Forms were submitted to DWS on 1 September 2014 – refer **Appendix B** for details. The current status of this application is unknown.

1.6 Scope of work - Phase 1

The project scope for Phase 1 involved construction of the following:

- Construction platforms for new structures, including retaining walls consisting of precast concrete blocks;
- A new anaerobic digester, complete with mixer, to eventually operate in parallel with the existing one and double-up on current capacity of 8.4 kl of sludge per day;
- Four new sludge drying beds;
- A sludge pump station to lift sludge from the anaerobic digesters to the new higher-lying sludge drying beds;

- Modifications to the existing inlet works to also accommodate flow from a new sewer pump station in Patensie; and
- A new access road (precast concrete block paving) to the WWTW to replace an existing dirt track.

Funds for the Phase 1 upgrading was secured from the Department of Human Settlements in 2014. The Tender for Phase 1 (Contract no 50/2014) was advertised in June 2014 and a Contract to the value of R 3,240.905.53 (VAT included) was subsequently awarded to Liyasakha Trading/Kouga Plant & Civils JV in August 2014. Construction commenced on 1 September 2014 and was originally scheduled for completion on 27 February 2015.

A dispute was declared by the Contractor in May/June 2015 and he eventually abandoned the site without completing the Works as per the Contract. The Employer subsequently terminated the Contract. The total amount paid to the Contractor for work completed up to that date amounted to R 2,174,242.30, VAT included.

The dispute was eventually settled just prior to arbitration, but the incomplete construction works has since deteriorated to such an extent that some of the reinforced steel elements will need to be demolished and rebuilt.

2 Scope of work – Phase 2

The scope of works for the Phase 2 upgrading of the works includes the following:

- Construct 4 x sludge drying beds (see **Figure 1** below)
- Demolish existing and construct new anaerobic digester
- Complete sludge pump station
- Complete mechanical installations for sludge treatment and -handling (mixer and sludge pump)
- Construct new access road (concrete block paving)
- Demolish old sludge drying beds to allow for construction of bioreactor
- Construct new bioreactor
- Construct 2 x secondary settling tanks

3 Current status of the project

All design work on the project has been completed. The tender briefing session for Contract No 126/2019 was held on Thursday, 1 August 2019 and tenders closed on Monday, 26 August 2019.

The recommended service provider is Rudcor Engineering (Pty) Ltd, who submitted a tender offer of R 12,686,804.36, VAT included.

4 Funding

4.1 Funding secured to date

Municipal Infrastructure Grant (MIG) funding has been secured for this project for two consecutive financial years:

➤ Allocation for 2019/20 FY	R5,093,857.23
➤ Allocation for 2020/21 FY	R2,500,000.00
➤ Total	R7,593,857.23

The above amounts are inclusive of VAT.

4.2 Commitments to date

The total project budget (VAT included) is provided below:

➤ Indirect costs	R1,148,079.32
➤ Direct costs	R12,686,804.36
➤ Total	R13,834,883.67

4.3 Funding required

As can be seen in **Sections 4.1** and **4.2** above, the shortfall for the 2020/21 FY amounts to R6,241,026.44, VAT included. The intention is to apply for Water Services Infrastructure Grant (WSIG) funding from DWS to cover this amount.

The cost allocation on this shortfall is as follows:

➤ Indirect costs	R516,635.69
➤ Direct costs	R5,624,390.75
➤ Training	R100,000.00
➤ Total	R6,241,026.44

Appendix A – ADWF to Patensie WWTW up to full development

Average dry weather flow to Patensie WWTW: Status quo						
Location	Source	No of erven	No of people	Per capita wastewater production (l/day)	Flow per source (kl/day)	Total flow (kl/day)
Prison	Inmates	-	512	60	30.72	35.28
	Staff: single quarters	-	24	60	1.44	
	Staff & dependants: Family units	13	52	60	3.12	
Patensie	Patensie Town	150	600	60	36	211.56
	Cyril Ramaphosa Village	574	2870	60	172.2	
	Citrus Village	14	56	60	3.36	
	Stuurmanskop Phase 1 (Patensie 278)	182	910	0	0	
	Stuurmanskop Phase 2 (Patensie 278)	96	480	0	0	
Total ADWF (kl/day)						246.84

Average dry weather flow to Patensie WWTW: Patensie 278 Phase 1 added						
Location	Source	No of erven	No of people	Per capita wastewater production (l/day)	Flow per source (kl/day)	Total flow (kl/day)
Prison	Inmates	-	512	60	30.72	35.28
	Staff: single quarters	-	24	60	1.44	
	Staff & dependants: Family units	13	52	60	3.12	
Patensie	Patensie Town	150	600	60	36	266.16
	Cyril Ramaphosa Village	574	2870	60	172.2	
	Citrus Village	14	56	60	3.36	
	Stuurmanskop Phase 1 (Patensie 278)	182	910	60	54.6	
	Stuurmanskop Phase 2 (Patensie 278)	96	480	0	0	
Total ADWF (kl/day)						301.44

Average dry weather flow to Patensie WWTW: Patensie 278 Phase 2 added						
Location	Source	No of erven	No of people	Per capita wastewater production (l/day)	Flow per source (kl/day)	Total flow (kl/day)
Prison	Inmates	-	512	60	30.72	35.28
	Staff: single quarters	-	24	60	1.44	
	Staff & dependants: Family units	13	52	60	3.12	
Patensie	Patensie Town	150	600	60	36	294.96
	Cyril Ramaphosa Village	574	2870	60	172.2	
	Citrus Village	14	56	60	3.36	
	Stuurmanskop Phase 1 (Patensie 278)	182	910	60	54.6	
	Stuurmanskop Phase 2 (Patensie 278)	96	480	60	28.8	
Total ADWF (kl/day)						330.24

Average dry weather flow to Patensie WWTW: Full development						
Location	Source	No of erven	No of people	Per capita wastewater production (l/day)	Flow per source (kl/day)	Total flow (kl/day)
Prison	Inmates	-	1024	60	61.44	70.56
	Staff: single quarters	-	48	60	2.88	
	Staff & dependants: Family units	26	104	60	6.24	
Patensie	Patensie Town	194	776	60	46.56	307.92
	Cyril Ramaphosa Village	574	2870	60	172.2	
	Citrus Village	24	96	60	5.76	
	Stuurmanskop Phase 1 (Patensie 278)	182	910	60	54.6	
	Stuurmanskop Phase 2 (Patensie 278)	96	480	60	28.8	
Total ADWF (kl/day)						378.48

Appendix B – WULA for Patensie WWTW – proof of submission

CEN
 Integrated Environmental Management Unit
 36 River Road
 Walmer
 Port Elizabeth
 6070
 South Africa



Telephone: 041 - 581-2983 / 581-7811
 Email: steenbok@aerosat.co.za

Fax: 0865042549

Reg No: 1996/032402/23

1 September 2014

Mr J van der Mescht
 Aurecon,
 Lion Roars Office Park,
 Cnr Heugh Rd/3rd Ave,
 Port Elizabeth

**WATER USE REGISTRATION FORMS: PATENSIE PRISON WASTEWATER
 TREATMENT WORKS, KOUGA LOCAL MUNICIPALITY, EASTERN CAPE**

Dear Johan

Please find enclosed a CD copy of the Patensie Prison Wastewater Treatment Works (WWTW) Water Use Registration forms and supporting documentation submitted to the Department of Water Affairs. The following has been submitted:

1. DW757 – Registration/Licensing Part 1: Water Services Provider
2. DW765 – Registration/Licensing Part 2: Section 21(e): Engaging in a controlled activity: Irrigation of land
3. DW767 – Registration/Licensing Part 2: Section 21(g): Disposing of waste which may detrimentally impact on a water resource
4. DW901 – Supplementary Information: Property Details
5. DW902 – Supplementary Information: Property Owner Details
6. DW905 – Details of Waste Management Facility
7. Certified copy of Applicant's ID
8. Deeds Printout
9. Topographical Map (1:50 000)
10. Proposed Upgrade Works – Engineering Drawings

Please contact me should you have any queries.

Kind regards



Lucille Behrens

Kouga Local Municipality

Patensie WWTW Upgrade Phase 2

Close out Report

Reference: 14308
Revision:00

Submission date: 2021/05/14

Document control record

Document prepared by:

Zutari (Pty) Ltd

1977/003711/07

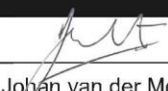
Lion Roars Office Park
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Title	Lead Civil Engineer	Title	Project Director



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Figure 1: Patensie WWTW - Locality Plan



Patensie WWTW Upgrade Phase 2: Close out Report

1 Introduction

1.1 Background

1.1.1 Project history

Zutari (previously known as Aurecon) was appointed in August 1999 by the then Western District Council to design and supervise construction of a new wastewater treatment works (WWTW) to serve the town of Patensie and the nearby residential areas. The project was later inherited by the Kouga Municipality who confirmed Aurecon's appointment as the Consulting Engineer on this project in a letter dated 14 April 2003.

The town of Patensie is situated in the Gamtoos Valley approximately 80 km to the west of Port Elizabeth. The town consists of three distinct settlements: Patensie town, Cyril Ramaphosa Village and the Citrus Village.

The town area of Patensie, including the Citrus Village, does not have a waterborne sanitation system. Existing households and businesses are served by buckets, conservancy tanks or septic tanks. Currently the suction tankers empty their contents at a sewer pump station in Patensie. (Previously the nearest disposal facility for tankers was at the Hankey WWTW, approximately 12 km from Patensie.)

To address the housing backlog in the Kouga municipal area, an additional 278 low-income houses are planned for the Stuurmanskop area. To minimise the planned development's environmental impact, a waterborne sewerage system draining to a properly designed WWTW will be the most appropriate technology to serve future housing schemes.

The need to provide a WWTW at Patensie was thus driven by two principal factors, namely to:

- Improve the level of sanitation service delivery (bucket eradication, etc.); and
- Permit the development of future housing schemes.

1.1.2 Site selection

Initially a site at Ripple Hill (northeast of Patensie) was selected for the construction of a new WWTW. Due to space limitations, a sequential batch reactor was considered as the most suitable technology for this particular site. In 2010 the cost to construct such a plant, including construction of an access road and earthworks, was estimated to be in the order of R 12m.

The Ripple Hill option (Option 1) was however discarded. Instead, the possibility of utilising the existing WWTW at the Patensie Prison and upgrading it to also accommodate sewage flows from Patensie (Option 2) was investigated and found to be feasible. Upgrading and utilising the existing WWTW at the prison (Option 2) was found to be more advantageous than constructing a new WWTW at Ripple Hill (Option 1) for the following reasons:

- The initial capital outlay needed to build a new WWTW (estimated at R 12m) will be more than the cost of upgrading the existing works at the prison (estimated at R 3m for Phase 1 and R 6m for Phase 2 in 2010).
- Operating and maintenance expenditure will be much less with only one plant in commission instead of two.
- The Department of Correctional Services (DoCS) is currently responsible for operating and maintaining the WWTW at the Patensie Prison. These two functions are however not part of the Department's core business and should ideally be performed by a local authority where the primary focus is on municipal service delivery.
- It makes sense from an environmental perspective to have a single WWTW in the area, instead of two independent plants less than 3 km apart. Also, the Department of Water & Sanitation (DWS) strongly encourage regionalisation of wastewater treatment infrastructure to simplify effluent monitoring and to reduce the pollution risk.

Extensive negotiations with the Department of Public Works (DPW) and the Department of Correctional Services (DoCS) followed and agreement reached that the works should be upgraded and transferred to the Kouga Municipality. The agreement was that municipality (as the owner of the facility) will then be responsible for upgrading the works and thereafter operating and maintaining it. (Details of the subdivision and agreement falls outside the scope of this report.)

The Kouga Municipality subsequently decided to upgrade the WWTW in two phases to (1) match the pace of development in Patensie and (2) correspond with funding availability. The scope of work per phase is discussed in more detail below.

1.1.3 Patensie Prison WWTW – condition prior to Phase 1 upgrading

The facilities at the prison site is served by a waterborne sewerage system which gravitates to the WWTW where it is treated in a conventional bio-filtration plant.

Prior to the initial (Phase 1) upgrading the works comprised of the following elements:

- An inlet works with a manually raked bar screen (with 25 mm openings) and two 200 mm wide grit removal channels. The flow rate is measured at a 50 mm Parshall flume using an ultrasonic flow meter. Flow readings are recorded on a data logger. Screenings are dried on a 5 m² drying bed prior to disposal.
- A single 6 m diameter Dortmund type primary settling tank with a fixed bridge is used to remove primary sludge. Sludge and scum are manually discharged by manipulation of a valve and tilting surface half-pipe and is then pumped to an open anaerobic digester of 250 m³ capacity. The anaerobic digester is equipped with a mechanical mixer. For mixing purposes, a continuous recycle is provided from the digester to the primary sludge pump.
- Digested sludge gravitates to a set of three rectangular shaped (10 m x 5 m) sludge drying beds. Supernatant from the sludge drying beds gravitates to the outlet of the inlet works, while dried sludge is manually removed to landfill.
- Settled sewage from the primary sedimentation tank flows under gravity to the biological filter inlet box where it is mixed with recycled flow from the humus tank. Thereafter it flows under gravity through a 2 m deep circular bio-trickling filter, 18 m in diameter.
- Effluent from the biological filter is clarified in a 6 m diameter Dortmund type humus tank, similar to the primary settling tank. A portion of the effluent from the humus tank is recycled to the biological filter's inlet box by submersible pumps. Sludge from the humus tank is pumped to the inlet works by submersible pumps from where it is recycled through the works.
- The remainder of the effluent from the humus tank is disinfected by means of gas chlorination before gravitating through a 5 m x 4 m chlorine contact tank to a set of maturation ponds/irrigation dams situated some distance away from the WWTW.

1.1.4 Upgrading requirements

The current Average Dry Weather Flow (ADWF) in Patensie is estimated as 247 kl/day. At full development this will increase to 379 kl/day, also allowing for expansion of the prison facilities by 100%, from 512 inmates at present to 1,024 inmates in future. Thus, an upgraded WWTW with a design treatment capacity of 400 kl/day will be adequate to cater for both existing and future development in Patensie.

The theoretical treatment capacity of the various unit processes at the WWTW was determined by Zutari's Process Engineers after a condition assessment done in 2010 and this information is provided in the table below.

Process Unit	Capacity in terms of design parameter	Capacity in terms of average daily flow (kl/day)
Grit removal channels	60 l/s peak flow	740
Primary settling tank	16 l/s average flow, 33 l/s at peak dry weather flow	1450
Bio-trickling filter: Option 1: Effluent discharged to natural water course	220 kg/day COD loading	300
Bio-trickling filter: Option 2: Irrigation of effluent	490 kg/day COD loading	650
Humus tank	14 l/s average flow, 20 l/s at peak dry weather flow	1200
Anaerobic digester	8.4 kl sludge per day	300
Sludge drying beds	3.3 kl sludge per day at 9 days drying time	160
Chlorination	8 mg/l maximum dosing rate	750

What is notable in this table is that no additional flow can be permitted to the WWTW until the sludge handling facilities have been upgraded. The original three sludge drying beds (since demolished) were the limiting factor in this regard, reducing the treatment capacity of the works to 160 kl/day.

Based on this assessment, it was then decided to limit the Phase 1 upgrading of the works to increasing the capacity of the sludge treatment facilities – as discussed in **Section 1.1.5** below.

1.1.5 Scope of work - Phase 1

The project scope for Phase 1 involved construction of the following:

- Construction platforms for new structures, including retaining walls consisting of precast concrete blocks,
- A new anaerobic digester, complete with mixer, to eventually operate in parallel with the existing one and double-up on current capacity of 8.4 kl of sludge per day,
- Four new sludge drying beds,
- A sludge pump station to lift sludge from the anaerobic digesters to the new higher-lying sludge drying beds,
- Modifications to the existing inlet works to also accommodate flow from a new sewer pump station in Patensie, and
- A new access road (precast concrete block paving) to the WWTW to replace an existing dirt track.

Funds for the Phase 1 upgrading was secured from the Department of Human Settlements in 2014. The Tender for Phase 1 (Contract no 50/2014) was advertised in June 2014 and a Contract to the value of R 3,240.905.53 (VAT included) was subsequently awarded to Liyasakha Trading/Kouga Plant & Civils JV in August 2014. Construction commenced on 1 September 2014 and was originally scheduled for completion on 27 February 2015.

A dispute was declared by the Contractor in May/June 2015 and he eventually abandoned the site without completing the Works as per the Contract. The Employer subsequently terminated the Contract. The total amount paid to the Contractor for work completed up to that date amounted to R 2,174,242.30, VAT included. The dispute was eventually settled just prior to arbitration, but the incomplete construction works has since deteriorated to such an extent that some of the reinforced steel elements will need to be demolished and rebuilt.

1.2 Locality

The WWTW (circled in red) is located within the existing prison complex – see locality plan below. Access to the site is via the prison's main entrance (indicated with yellow arrow).



Figure 1: Patensie WWTW - Locality Plan

1.3 Description of the Works (Phase 2)

The scope of works for the Phase 2 upgrading of the works included the following:

- Construct 4 x sludge drying beds (see Figure 1 below)
- Demolish existing and construct new anaerobic digester
- Complete sludge pump station
- Bulk earthworks inclusive of a platform and retaining walls
- Complete mechanical installations for sludge treatment and -handling (mixer and sludge pump)
- Construct new access road (concrete block paving)
- Demolish old sludge drying beds to allow for construction of bioreactor
- Construct new bioreactor
- Construct 2 x secondary settling tanks

1.4 Procurement process

An open tender process was followed. Standard Conditions of Tender used was SANS edition 1 10845-3:2015 which is identical implementation of ISO 1 10845-3:2011, and not that of the Construction Industry Development Board (CIDB).

Basic information on the tender process is provided in the table below.

Topic	Data
Tender No	126/2019
Contract type	General Conditions of Contract (GCC) 2015
Tender document prepared by	Aurecon South Africa (Pty) Ltd (now Zutari)
Tender Advertisement Date	Thursday, 18 July 2019
Advertised Tender Closing Date	Monday, 19 August 2019
Tender Closing Date/Date of Opening Tender	Monday, 26 August 2019
Date of Compulsory Tenderer's Clarification Meeting	Thursday, 1 August 2019
Number of prospective bidders attending clarification meeting	33
Number of Tender Offers submitted	17
Tender offer validity period	120 days after tender closing date
End date for validity of tender offers	Wednesday, 18 December 2019
CIDB Grading required	6 CE or higher

A one (1) envelope system was used for the submission of the tenders (Clause 4.13.5). There were no late tenders or tenders submitted by other methods. The table below shows the tender offers received, listed from lowest to highest bid and with the respective preferences points claimed.



No	Tenderer	Tender Price	B-BBEE Status Level	Points Claimed
1	ZAMISANANI PROJECTS	R 4 349 058.50	1	20
2	MFINGO DEVELOPMENTS	R 4 955 321.25	1	20
3	ZEDEK TRADINGS 580	R 6 216 398.00	2	18
4	RUDCOR ENGINEERING (PTY) LTD	R 12 686 804.36	2	18
5	KHUBEKA CONSTRUCTION	R 12 745 926.00	2	18
6	W A ROADS CONSTRUCTION & STAR TIME TRADINGS JV	R 12 906 367.23	1	20
7	TAINAMA CIVILS (PTY) LTD	R 13 372 886.68	1	20
8	LRC CIVIL	R 13 945 338.37	2	18
9	ASCON TRADING	R 13 955 318.78	1	20
10	TECHNI CIVILS (PTY) LTD	R 14 253 362.49	1	20
11	LEJAMO CONSTRUCTION	R 14 633 369.58	2	18
12	KAYALIHLE TRADING	R 15 840 858.06	1	20
13	WILLVEST TWENTY THREE (PTY) LTD	R 16 112 578.19	1	20
14	B R O CIVILS	R 17 863 893.18	1	20
15	HT PELATONA PROJECTS JV BUNICORP	R 18 726 150.09	1	20
16	NTLEMO PROJECTS (PTY) LTD	R 19 438 074.00	1	20
17	AMADWALA TRADING 363 CC	R 28 330 923.04	2	18

The scoring of the responsive tenders are shown in the table below.

Tenderer	Preference Points		Financial Offer				Total
	B-BBEE Status Level	Points awarded N_p	Offer Amount	W_1	$A = 1 - ((P - P_m) / P_m)$	N_{Fo}	$(N_{Fo} + N_p)$
1 Rudcor Engineering (Pty) Ltd	2	18	R 12 686 804.36	80	1.00	80.00	98.00
2 Khubeka Construction	2	18	R 12 745 926.00	80	1.00	79.63	97.63
3 Ascon Trading	1	20	R 13 955 318.78	80	0.90	72.06	92.00
4 Techni Civils (Pty) Ltd	1	20	R 14 253 362.49	80	0.88	72.00	90.12
5 LRC Civils	2	18	R 13 945 338.37	80	0.90	72.06	90.06
6 Lejamo Construction	2	18	R 14 633 369.58	80	0.85	67.73	85.73
7 Willvest Twenty Three (Pty) Ltd	1	20	R 16 112 578.19	80	0.73	58.40	78.40
8 Ntlemo Projects (Pty) Ltd	1	20	R 19 438 074.00	80	0.47	37.43	57.43

The recommendation to the Kouga Municipality's Bid Evaluation Committee was that Rudcor Engineering (Pty) Ltd be appointed for this Contract, which was subsequently accepted.

1.5 Contract summary

The Contract details are provided below.

Employer	Kouga Local Municipality
Employer's Agent	Zutari (Pty) Ltd
Contractor	Rudcor Engineering (Pty) Ltd
Contract Title	UPGRADE OF THE PATENSIE WWTW – PHASE 2
Contract Number	126/2019
Contract type	General Conditions of Contract (GCC) 2015
Commencement date	10 February 2020
Time for completion	8 months
Original completion date	9 October 2020
Contract Amount	R 12,686,804.36 VAT included

1.6 Stakeholders

1.6.1 Employer (Kouga Local Municipality)

Client Representative : Mr. A Perils
 Telephone : 042 200 2200 / 042 200 8300
 Address : P O Box 21, Jeffreys Bay, 6330
 E-mail : aperils@kouga.gov.za

1.6.2 Employer's Agent (Zutari)

Employers Agent (EA) : Mr. J van der Mescht
 Telephone : 084 581 9964
 Address : Lions Roars Office Park, Walmer, Port Elizabeth, 6065
 E-mail : johan.vandermescht@zutari.com

EA's Representative : Mr. P Heine
 Telephone : 041 503 3900
 Address : Lions Roars Office Park, Walmer, Port Elizabeth, 6065
 E-mail : phil.heine@zutari.com

1.6.3 Employer's Health & Safety Representative

H&S Officer : Mr. D Naude
 Telephone : 081 686 5346
 Address : Port Elizabeth
 E-mail : dawid@safepractice.co.za

1.6.4 Contractor (Rudcor Engineering)

Contracts Manager : Mr F du Toit
 Telephone : 041 379 3024 / 071 480 5208
 Address : 78 Bendor Drive, Beverley Grove, 6070
 E-mail : fanie@rudcor.co.za

Contractor's Site Agent : Mr C Fortuin
 Telephone : 041 379 3024 / 071 480 5208
 Address : 78 Bendor Drive, Beverley Grove, 6070
 E-mail : clayton@rudcor.co.za

1.6.5 Other stakeholders

Other stakeholders involved are listed in the table below.

Organisation	Representative
Department of Water & Sanitation	Mr Stephan Oosthuysen
Department of Public Works (DPW)	Mr Sibusiso Dlamini
Department of Correctional Services (DCS)	Ms Phumza Tyopo
Municipal Infrastructure Support Agency (MISA)	Ms Sandra Mutangadura

2 Project execution

2.1 Construction programme

The Contractor's original Base Construction Programme (Revision 00) was submitted after the initial COVID-19 lockdown period and was approved by the Employer's Agent on 3 September 2020. This programme (attached as **Appendix A**) gave the completion date as 4 December 2020 and was used for the duration of the Contract.

2.2 Contract meetings

The progress of the Works and all contractual issues were dealt with the monthly Contract Meetings. A total of ten (10) meetings were held on the dates indicated below:

- Meeting No 1: 18 February 2020
- Meeting No 2: 21 May 2020
- Meeting No 3: 3 July 2020
- Meeting No 4: 28 July 2020
- Meeting No 5: 25 August 2020
- Meeting No 6: 30 September 2020
- Meeting No 7: 20 October 2020
- Meeting No 8: 9 December 2020
- Meeting No 9: 2 February 2021
- Meeting No 10: 30 March 2021

2.3 Contractual obligations

A brief overview of certain contractual matters is provided below:

- A copy of the Contract Document was delivered to the Contractor on 10 February 2020.
- The instruction to commence with the Works and take possession of the site was issued on 10 February 2020 in terms of Clauses 5.3 and 5.4 of the Contract.
- Construction drawings were originally issued on 18 February 2020 with new drawings and revisions issued periodically during the contract.
- The Contractor's Health & Safety Plan was approved on 2 February 2020.
- A Performance Guarantee (PG) was delivered on 18 February 2020. The PG was kept in safe custody by the Employer.
- The necessary Insurance policies were taken out and kept in force for the duration of the Contract.

- A written instruction for the Contractor to suspend the Works as required by the national lockdown regulations due to the COVID-19 pandemic was issued on 26 March 2020.
- A written instruction for the Contractor to commence with the Works was subsequently issued on 7 May 2020.

2.4 Status of construction

The Works has been completed to the satisfaction of the Employer.

2.5 Delays and frustrations

Various events and activities occurred during construction, which delayed the execution of the Works. These events are listed below:

- The COVID19 pandemic and the resultant lockdown conditions.
- Dealing with incoming sewage (peak flows).
- Delay with the delivery of mechanical equipment.
- Unexpected hard rock excavation.
- Delay with the supply and delivery of reinforcing steel to site.
- Managing with the impact of COVID19 on a daily basis.

2.6 Completion dates

The following dates were applicable to the Contract:

- Commencement date: 10 February 2020.
- Original due completion date in terms of the Contract: 9 October 2020.
- Revised completion date after agreed extension of time periods: 1 March 2021.
- Practical Completion: 15 March 2021.
- Completion (with snag list): 19 April 2021.
- Completion (with snags attended to): 20 May 2021.

The completion certificate is appended as **Appendix B** to this Report.

3 Quality control

3.1 Contractor's quality control

The Contractor used *Outeniqua Lab* to conduct compressive strength tests on concrete cubes and *Tosca Lab (Pty) Ltd* to do compressive strength tests on the masonry bricks used for construction of the sludge drying beds. Both service providers have materials testing facilities in Port Elizabeth.

3.2 Employer's Agent's acceptance control

All record keeping, and quality control checks were carried out by the Employer's Agent's Representative, on a part time basis, as per the requirements of the Zutari Site Management System.

3.3 Drawings

The construction drawings issued to the Contractor are listed in the table below.

Drawing No	Title
14308-0000-DRG-CB-001	Bulk Earthworks Layout Plan and Setting Out Details
14308-0000-DRG-CB-002	Bulk Earthworks - Sections and Details
14308-0000-DRG-GEN-001	Existing Services Layout
14308-0000-DRG-GEN-002	Scope of Works Layout
14308-0000-DRG-GEN-010	Standard Details - General Notes
14308-0000-DRG-GEN-011	Standard Details - Concrete Joints
14308-0000-DRG-GEN-012	Standard Details - Gratings and Stairways
14308-0000-DRG-GEN-013	Standard Details – Hand Railings
14308-0000-DRG-GEN-014	Standard Details - Pipe Beddings
14308-0000-DRG-GEN-016	Anaerobic Digester - Plans, Sections and Details
14308-0000-DRG-GEN-017	Sludge Drying Bed - Plans, Sections and Details
14308-0000-DRG-RDS-001	Access Road - Layout & Details
14308-BS-001	Anaerobic Digester Base & Wall Reinforcement Layout
14308-BS-001A	Anaerobic Digester Roof Slab Reinforcement Layout
14308-SCH-001	Anaerobic Digester Reinforcement
14308-SCH-001A	Anaerobic Digester Roof Reinforcement

Drawing No	Title
14308-0000-DRG-CC-001	Global Site Layout
14308-0000-DRG-CC-003	Interconnecting Pipe Layout Plan
14308-0000-DRG-CC-007	Standard Details, Anchor (Thrust) Blocks
14308-0000-DRG-CC-010	Biological Reactor - General Arrangement
14308-0000-DRG-CC-011	Biological Reactor - Sections
14308-0000-DRG-CC-012	Biological Reactor - Details & Sections
14308-0000-DRG-CC-013	Secondary Settling Tanks - General Arrangement
14308-0000-DRG-CC-014	Secondary Settling Tanks - Plan, Sections & Details
14308-0000-DRG-CC-015	Raw Sewerage Lift Pump Station - Plan, Sections & Details
14308-0000-DRG-CC-016	Miscellaneous Structures - Plan, Sections & Details
14308-0000-DRG-SS-014a	Secondary Settling Tank 1 Reinforcement Details
14308-0000-DRG-SS-014b	Secondary Settling Tank 2 Reinforcement Details
14308-0000-DRG-SS-015	Biological Reactor Reinforcement 1
14308-0000-DRG-SS-020	Raw Sewerage Pump Station
14308-0000-DRG-SS-016	Biological Reactor: Roof Slab & Ancillary Structures Reinforcement Details
14308-0000-DRG-SS-017	Miscellaneous Structures: Base & Walls – Reinforcement Details
14308-0000-DRG-GEN-020	Holding chamber at inlet

3.4 Site instructions

Twelve site instructions were issued during construction. Details are provided in the table below.

SI No	Date issued	Topic
001	18/03/20	Importation, placement & compaction of G5 material in parking area inside WWTW premises.
002	15/05/20	Use of spoil material for internal road repairs
003	08/07/20	Repairs to ultrasonic flow meter at inlet
004	14/07/20	Removal of lamppost in the way of the lifting pump station
005	29/07/20	Removal of tree to allow for construction of access road
006	29/07/20	Investigate flooding of the Works under peak flow conditions
007	14/07/20	Quotation for flame arrester
008	15/07/20	Service & recommission standby generator

SI No	Date issued	Topic
009	05/10/20	Patensie Sewer Pump Stations Nos 1 & 2: Re-adjustment of level control switches to design levels
010	06/10/20	Patensie Sewer Pump Station Rising Mains: Servicing of air valves (x9)
011	09/11/20	Installation of a Direct Connection Between the Balancing Tank & Raw Sewage Pump Station
012	02/02/21	Floodlight installation

4 Contractor's staff

4.1 Own staff

The Contractor's key staff employed on this Contract are depicted in the table below.

Staff member	Designation
Fanie du Toit	Contracts Manager
Clayton Fortuin	Site Agent
Eben van Niekerk	OHS Construction Supervisor

4.2 Sub-contractors

The following sub-contractors did work on this Contract:

- *All Electrical* was appointed as the subcontractor for the electrical installations. Assembly at their premises has commenced.
- *Lectratek* did the bridge installations at the SSTs.
- Four local (Kouga based) Emerging Contractors were employed on this Contract. Three were involved with construction of the retaining walls and one did the paving for the access road.

4.3 Local contractors & local labour

The contract required that ten (10%) percent of the work be subcontracted to Emerging Enterprise/s with registered offices in the Kouga Municipal area with a CIDB grade designation of 1 or higher in the appropriate

class of construction works. The Contractor therefore subcontracted some of the work on site to the following four (4) local emerging enterprises:

- Central Bridge Trading,
- Olinns Construction,
- Ceduma Trading and
- Lutitype.

They assisted with construction of the retaining walls and the paved access road.

The Contractor also employed six (6) local people on site, one as a CLO and five (5) as labourers. Of these, four were male and two were female.

5 Health & Safety compliance

Safe Working Practice was the appointed Health and Safety (H & S) Agent on this project. The services performed by the H & S Agent on behalf of the client included the following:

- Prepare a baseline risk assessment for an intended construction work project;
- Prepare a suitable, sufficiently documented and coherent site-specific Health and Safety Specification for the intended construction work based on the baseline risk assessment contemplated in paragraph (a);
- Provide the designer with the Health and Safety Specification contemplated in paragraph (b);
- Ensure that the designer takes the prepared Health and Safety Specification into consideration during the design stage;
- Ensure that the designer carries out all responsibilities contemplated in Regulation 6;
- Include the Health and Safety Specification in the tender documents;
- Ensure that potential principal Contractors submitting tenders have made adequate provision for the cost of health and safety measures;
- Ensure that the principal Contractor to be appointed has the necessary competencies and resources to carry out the construction work safely;
- Take reasonable steps to ensure co-operation between all Contractors appointed by the client to enable each of those Contractors to comply with these Regulations;
- Ensure before any work commences on a site that every principal Contractor is registered and in good standing with the compensation fund or with a licensed compensation insurer as contemplated in the Compensation for Occupational Injuries and Diseases Act, 1993 (Act No 130 of 1993);
- Appoint every principal Contractor in writing for the project or part thereof on the construction site;

- Discuss and negotiate with the principal Contractor the contents of the principal Contractor's Health and Safety Plan contemplated in regulation 7(1), and must thereafter finally approve that plan for implementation;
- Ensure that a copy of the principal Contractor's Health and Safety Plan is available on request to an employee, inspector or Contractor;
- Take reasonable steps to ensure that each Contractor's Health and Safety Plan contemplated in Regulation 7(1)(a) is implemented and maintained;
- Ensure that periodic health and safety audits and document verification are conducted at intervals mutually agreed upon between the principal Contractor and any Contractor, but at least once every 30 days;
- Ensure that a copy of the Health and Safety Audit Report contemplated in paragraph (o) is provided to the principal Contractor within seven days after the audit;
- Stop any Contractor from executing a construction activity which poses a threat to the health and safety of persons which is not in accordance with the Client's Health and Safety Specifications and the principal Contractor's Health and Safety Plan for the site;
- Where changes are brought about to the design or construction work, make sufficient health and safety information and appropriate resources available to the principal Contractor to execute the work safely; and
- Ensure that the health and safety file contemplated in Regulation 7(1)(b) is kept and maintained by the principal Contractor.

The H & S Close-out Report is attached as **Appendix C** to this document.

6 Environmental matters

CEN Environmental Consultants were originally appointed to deal with the required environmental compliance matters associated with the upgrading of a WWTW. It was confirmed that the upgrading of the works did not trigger any listed activities – as explained in a letter to the authorities (Mr Andries Struwig of DEDEAT) dated 11 December 2013.

An official from the Department of Water and Sanitation (DWS) confirmed during an audit inspection on 20 May 2021 that the current licence, with the Department of Public Works (DPW) as license holder, is still valid. A new license application will need to be submitted to DWS when the Works is transferred to the Kouga Local Municipality.

7 Financial data

7.1 Payment certificates

A total of 13 payments were certified by the Employer's Agent on this Contract. The Contractor provided a Retention Money Guarantee, which enabled the Employer to also pay the 2.5% retention amount (as required in terms of Clause 6.10.5 of the Contract).

Details of Payment Certificates are provided in the table below.

Payments certified by the Employer's Agent	
Pment Cert 1	R662,123.43
Pment Cert 2	R413,425.92
Pment Cert 3	R1,002,735.00
Pment Cert 4	R1,797,615.12
Pment Cert 5	R627,773.48
Pment Cert 6	R1,627,821.43
Pment Cert 7	R1,532,218.80
Pment Cert 8	R1,866,481.67
Pment Cert 9	R799,106.39
Pment Cert 10	R1,392,341.25
Pment Cert 11	R604,979.84
Pment Cert 12	R333,591.98
Pment Cert 13	R317,170.11
Total	R12,977,384.43

7.2 Extra work & Variation Orders

Two Variation Orders were issued under this Contract:

- VO1, issued on 20 May 2020 to the amount of R 286,440.00 (VAT excluded), was for the Contractor's additional costs for compliance with COVID19 OHS Requirements.
- VO2, issued on 1 February 2021 to the amount of R 39,387.50 (VAT excluded), was for the construction of a holding tank upstream of the inlet works.

7.3 Dayworks

No Dayworks were performed under this Contract.

7.4 Disputes

There were no disputes on this Contract.

7.5 Claims

7.5.1 Claim no 1

A 46-day extension of time was granted for delays incurred due to the COVID19 Lockdown. The due completion date was thus extended from 9 October 2020 to 4 December 2020, allowing for 8 public holidays. Total financial compensation amounted to:

- R 77,625.00 for scheduled time related items; and
- R 255,886.42 for proven costs incurred.

7.5.2 Claim no 2

A 28-day extension of time was granted for delays incurred due to the non-availability of reinforcing steel. The due completion date was thus extended from 4 December 2020 to 25 January 2021. Total financial compensation amounted to:

- R 47,250.00 for scheduled time related items.

7.5.3 Claim no 3

An 18-day extension of time was granted for delays incurred due to the issuing of an additional work instruction near the end of the construction period. The due completion date was thus extended from 26 January 2021 to 12 February 2021. Total financial compensation amounted to:

- R 30,375.00 for scheduled time related items.

7.5.4 Claim no 4

A 17-day extension of time was granted for delays incurred due to the issuing of an additional work instruction near the end of the construction period. The due completion date was thus extended from 13 February 2021 to 1 March 2021. Total financial compensation amounted to:

- R 28,687.50 for scheduled time related items.

7.6 Penalties

The due completion date, after approval of the Contractor's Claim no 4, was 1 March 2021. However, practical completion was only achieved on 16 March 2021, therefore penalties for late completion were charged in terms of Clause 5.13.1 of the Contract Data.

The Employer agreed with the Employer's Agent's recommendation that:

- In terms of Clause 5.13 of the Contract a reduction of penalty for delay (instead of the rate of R 10,000.00 per day as per Clause 5.13.1) is allowable, and
- Only actual damages suffered by the Employer to be recovered from the Contractor.

The costs recovered from the Contractor amounted to R 86,355.00, VAT excluded, and was deducted in one of the interim Payment Certificates.

7.7 Financial summary

Total expenditure under Contract No 126/2019 is shown in the table below.

Patensie WWTW Phase 2 upgrade - cash flow for full funding application				
Contract Amount (VAT included)				R 12,686,804.36
Month	Amount (VAT included)	Cumulative	Percentage expenditure	Comments
Feb-20	R 662,123.43	R 662,123.43	5.2%	P/ment Cert 1
Mar-20	R 413,425.92	R 1,075,549.35	8.5%	P/ment Cert 2
Apr-20	R -	R 1,075,549.35	8.5%	Lockdown
May-20	R 1,002,735.00	R 2,078,284.35	16.4%	P/ment Cert 3
Jun-20	R 2,425,388.60	R 4,503,672.95	35.5%	P/ment Certs 4 & 5
Jul-20	R 1,627,821.43	R 6,131,494.38	48.3%	P/ment Cert 6
Aug-20	R -	R 6,131,494.38	48.3%	No claim submitted
Sep-20	R 1,532,218.80	R 7,663,713.18	60.4%	P/ment Cert 7
Oct-20	R 1,866,481.67	R 9,530,194.85	75.1%	P/ment Cert 8
Nov-20	R 799,106.39	R 10,329,301.24	81.4%	P/ment Cert 9
Dec-20	R 1,392,341.25	R 11,721,642.50	92.4%	P/ment Cert 10
Jan-21	R 604,979.84	R 12,326,622.34	97.2%	P/ment Cert 11
Apr-21	R 333,591.98	R 12,660,214.32	99.8%	P/ment Cert 12
Jun-21	R 317,170.11	R 12,977,384.43	102.3%	P/ment Cert 13 - Retention (2.5%)
Over-expenditure:		R 290,580.07	2.3%	

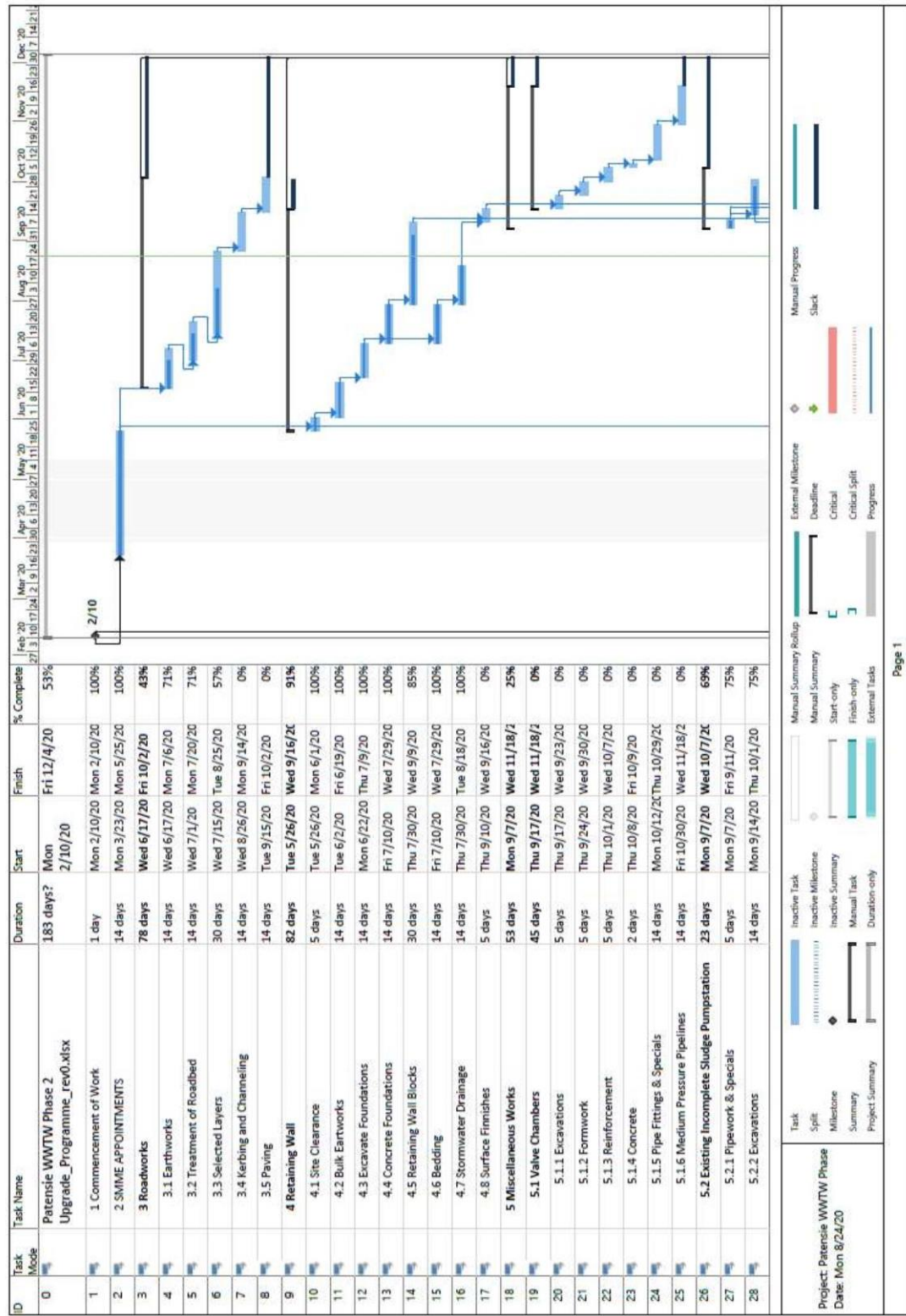
8 Photos

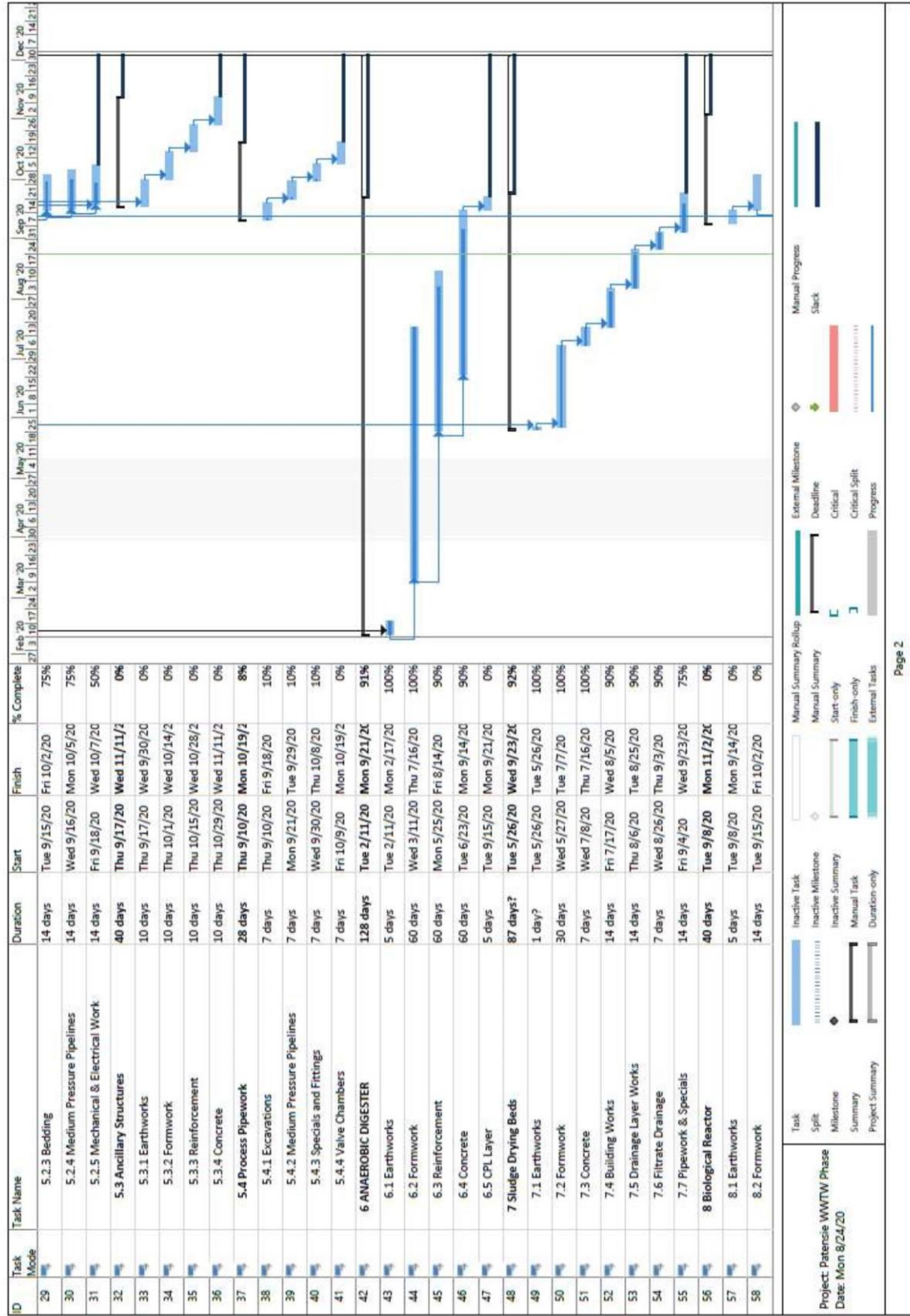
The following photographs show the completed Works.

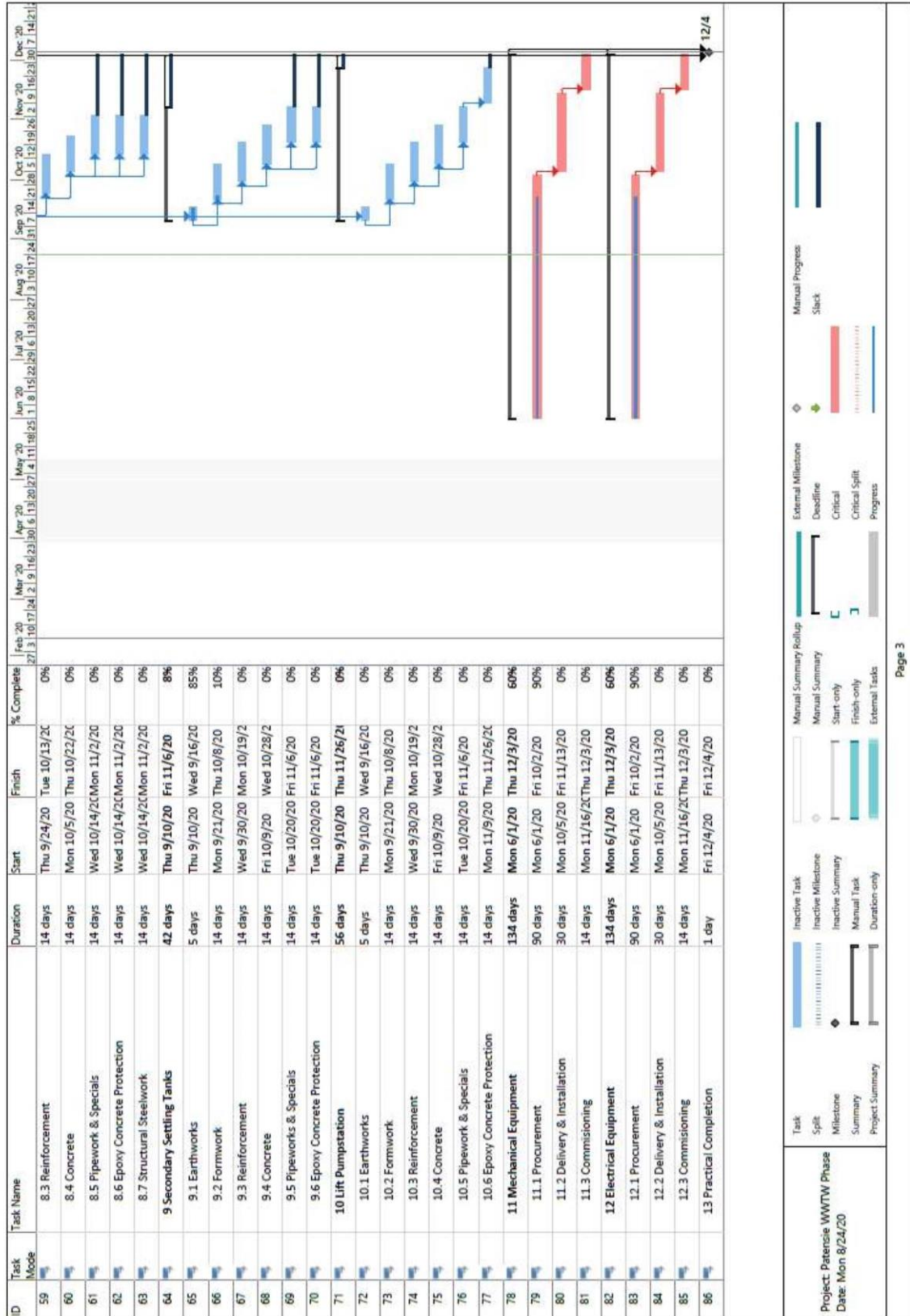
	
Bio-reactor	Secondary sedimentation tank (1 of 2)
	
Bio-reactor (centre) and sludge pump station (foreground)	Sludge drying beds
	
New access road	Motor control centre



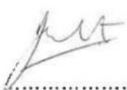
Appendix A – Construction Programme







Appendix B – Completion certificate

	Certificate of Completion No. CC/001 Zutari Site Management System	
CONTRACT NUMBER : 126/2019		
CONTRACT DESCRIPTION : UPGRADE OF THE PATENSIE WWTW – PHASE 2		
EMPLOYER : KOUGA LOCAL MUNICIPALITY		
CONTRACTOR : RUDCOR ENGINEERING (PTY) LTD		
EMPLOYER'S AGENT : ZUTARI (PTY) LTD		
DATE OF PRACTICAL COMPLETION : 16 March 2021		
DATE OF COMPLETION : 19 April 2021		
COMMISSIONING: FINAL INSPECTION : 20 May 2021		
START OF DEFECTS LIABILITY PERIOD : 19 April 2021		
END OF DEFECTS LIABILITY PERIOD : 18 April 2022		
[GCC 2015 Clauses 4.1.4, 5.14.4 – 5.14.6, 7.8]		
I.T.O. THE GENERAL CONDITIONS OF CONTRACT FOR CONSTRUCTION WORKS 2015 (GCC 2015) CLAUSE 5.14.4, COMPLETION IS HEREBY CERTIFIED FOR THE WHOLE OF THE ABOVE CONTRACT WORKS:		
- All civil works: Earthworks & retaining walls, access road, holding chamber at inlet, raw sewage pump station, bioreactor, anaerobic digester, secondary settling tanks (x2), sludge drying beds (x4), miscellaneous structures (valve chambers, etc.), interconnecting pipes & fittings. - Mechanical installations, including raw sewage pumps (x2), sludge pumps (x2), chopper pump (x1), aerators (x2), return activated sludge pumps (x2), mixer (x1), rotating bridge structures over SSTs (x2). - All electrical installations, including power supply cables, electronic equipment and instrumentation.		
INCOMPLETE OR UNACCEPTABLE WORK (PLUS EXTRA WORK IF ANY) Attached is ADDENDUM A: LIST OF WORK REQUIRED TO JUSTIFY COMPLETION , containing items which are either incomplete or unacceptable and should, in accordance with GCC 2015 Clause 5.14.4, be completed or rectified in accordance with the Specifications, Drawings and relevant instructions before further inspection/s can be held to verify Completion. The list may also indicate extra work items which shall be executed prior to the required date stated.		
Certificate of Completion issued by  For: EMPLOYER'S AGENT Date: 19 April 2021	Witnessed by  For: CONTRACTOR Date: 19 April 2021	Accepted by  For: EMPLOYER Date: 19 April 2021

ADDENDUM A: LIST OF WORK REQUIRED TO JUSTIFY COMPLETION



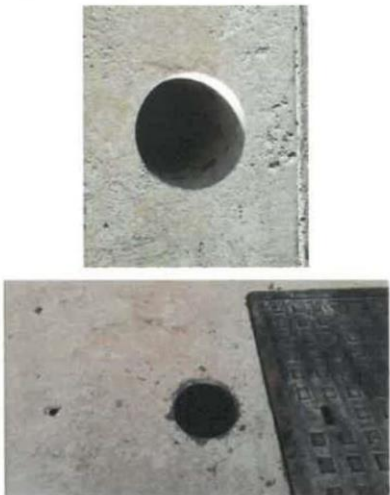


ZUTARI
 IMPACT. ENGINEERS.

ADDENDUM A: To Certificate of Practical Completion No. CC/001
List of Work Required To Justify Completion

INCOMPLETE OR DEFECTIVE WORK (PLUS EXTRA WORK IF ANY) TO BE COMPLETED TO JUSTIFY COMPLETION – see photographs attaced

Item No	Date	Item	Incomp	Defect	Extra	Due Date	State of Completion	
							Status	Date inspected
1	16 Mar 2021	Complete connecting pipework to and from sludge drying beds	X			31 March 2021	Done	19 April 2021
2	16 Mar 2021	Complete Terraforce block retaining wall	X			31 March 2021	Done	19 April 2021
3	16 Mar 2021	Construct corrugated iron shelter over chopper pump installation			X	31 March 2021	Done	19 April 2021
4	16 Mar 2021	Complete all valve chambers	X			31 March 2021	Done	19 April 2021
5	16 Mar 2021	Drill access holes (Ø90 mm min.) for valve keys at raw sewage p/stn	X			31 March 2021	Done	19 April 2021
6	16 Mar 2021	Complete backfilling over pipes and against structures	X			31 March 2021	Done	19 April 2021
7	16 Mar 2021	Repair/replace Ultrasonic Flow Meter (as per Site Instruction no 003)			X	31 March 2021	Inadequate funds	-
8	16 Mar 2021	Install floodlights (as per Site Instruction no 012)	X			31 March 2021	Done	19 April 2021
9	16 Mar 2021	General site clearance	X			31 March 2021	Done	19 April 2021
10	19 Apr 2021	Exposed reinforcing steel to be protected against corrosion			X	3 May 2021	Done	20 May 2021
11	19 Apr 2021	Paving around manhole to be completed, add grouting along access rd.	X			3 May 2021	Done	20 May 2021
12	19 Apr 2021	Complete gabion structures along exposed foundation of sludge p/stn	X			3 May 2021	Done	20 May 2021
13	19 Apr 2021	Close up hole through retaining wall	X			3 May 2021	Done	20 May 2021
14	19 Apr 2021	Plant must be fully commissioned	X			3 May 2021	Done	20 May 2021
15	19 Apr 2021	Add more grouting (sand/cement dry mix) along access road & clean surface	X			3 May 2021	Done	20 May 2021

	
Item 10 – 19 April 2021 (top) & 20 May 2021 (bottom)	Item 11 – 19 April 2021, has since been fixed
	
Item 12 – 19 April 2021, backfilling behind wall has been completed	Item 13 - 19 April 2021 (top) & 20 May 2021 (bottom)



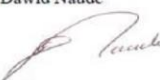
	
Item 14 - 19 April 2021 (top) & 20 May 2021 (bottom)	Item 15 – has been attended to.
	
Plant fully commissioned (20 May 2021)	



Appendix C – Health & Safety Close Out Report



safe working practice
OCCUPATIONAL HEALTH AND SAFETY GROUP

CLOSE OUT AUDIT: Evaluation of the Principal Contractor's health and safety file on conclusion of the Safety Agent's involvement on the project	
Site Name	Kouga Local Municipality - Contract No 126/2019 Patensie WWTW upgrade - Phase 2
Principal Contractor	Rudcor Engineering 78 Bendor Drive, Beverley Grove, Port Elizabeth, 6070 Fanie du Toit fanie@rudcor.co.za 071 480 5208
Date	2021-05-03
Comment	Rudcor Engineering's safety file for the above project has been evaluated and found to be in order by Safe Working Practice. Approval of the contents of the safety file is limited to information that is known to have been applicable to the project up to the cessation of Safe Working Practice's involvement as Construction OHS agent for the project. It is the legal responsibility of the Principal Contractor to hand over the safety file to the Project Client on completion of the project and must be kept for three years after project completion.
Positive Aspects of Project	Documentation was kept up to date during the project.
Improvements / Recommendations	N/A
Compiled By	Dawid Naude 

Item	Answer	Comment
Temporary services and installations decommissioned or made safe at end of project? e.g. water, electricity, sewer etc.	Yes	All services are isolated locked or closed off from members of the public and restored to its original state. All temporary electrical installations to site offices, storage containers and workshops have been decommissioned and disconnected. All temporary water and sewer connection to site yard/site have been disconnected.
Site camp, mobile toilets and containers removed from site, site camp cleared, temporary constructed storage sheds demolished and rehabilitated to original state?	Yes	The site camp and containers were removed from site, the site camp cleared and rehabilitated to the original state.
Housekeeping on site in good order and waste skips removed?	Yes	Site, site yard, material lay down areas and bulk mixing areas rehabilitated to satisfaction of client/engineer. All waste, rubble and HCS waste disposed of. All excess material removed from site. Disposal slips on file. Site/site yard perimeter fencing, barricading and demarcations removed. Stacking and storage areas were rehabilitated.
Excavations, pits, manholes covered or backfilled?	Yes	All constructed excavations, pits, manholes and openings are back-filled, openings and re-bar covered, and is safe for members of the public
All material (bricks, blocks, pipes, spoil heaps, stockpiles, building rubble etc.) removed from site?	Yes	All material were removed from site.
All tools and equipment removed from site?	Yes	All site tools and equipment have been removed and updated registers placed in the safety file. Designated storage areas were rehabilitated to its original state.
All scaffold, temporary works and access ladders dismantled and removed from site?	Yes	All scaffold were dismantled and removed from site, registers and handover certificates were available on file.



All mobile plant, construction vehicles, mobile cranes, bulk mixing plant, crushers and small plant removed from site?	Yes	Plant and vehicles are removed from site and all applicable registers placed in the safety file.
Safety File : Construction Health And Safety Specification on file?	Yes	A copy of the signed project safety specification on display in safety file.
Safety File : Construction Health And Safety Plan, Risk Assessments, Fall protection plan, Traffic Management Plan and Environmental Management Plan (as applicable) on file?	Yes	A copy of the project safety plan, risk assessments and fall protection plan is available in the safety file.
Safety File : Copy Of Principal Contractor Letter Of Appointment and 37.2 Mandatory Agreement on file?	Yes	
Safety File : Notification of Construction work to Department Of Labour on file?	Yes	A signed and stamped or proof of fax for the Notification of Construction work to Department Of Labour is on display in the safety file.
Safety File : Principal Contractor's Appointment Letters on file and cancelled?	Yes	Principal contractor/s and contractor/s contract appointment letter/s on display in file.
Safety File : Letter of Good Standing for Principal Contractor on file?	Yes	Principal contractor/s and contractor/s Workman's Compensation Registration, Copy of 37.2 Mandatory Agreements Between Principal Contractor and Client and Principal Contractors and contractor/s as well as a list appointed Contractors are displayed in file.
Safety File : All Training Certificates on file?	Yes	All training and competency certificates for scaffolders, plant operators, risk assessors, incident investigators, first aiders, temporary works designers, safety officers, safety representatives, fire team members, construction managers and excavation supervisors are displayed in the safety file.
Safety File : Competency and Appointment Organogram on file?	Yes	Updated site organogram displayed in safety file.



Safety File : Employee Name Register, Training Register, Induction Register and Emergency numbers on file?	Yes	All Employee Name Registers, Induction Registers and Emergency numbers on display in safety file.
Safety File : Site Safety Audit Reports on file?	Yes	All site audits conducted on the principal contractor from the client health and safety agent and all audits conducted on the contractors from the principal contractor are displayed in safety file.
Safety File : Hazardous Substance Data Sheets and proof of employee induction on file?	Yes	Detailed Hazardous substance used register and Data Sheet displayed in safety file
Safety File : Accident/Incident Records on file?	Yes	Updated registers for all incidents and accidents are displayed in safety file.
Safety File : Maintenance and/or Information Manuals for Products Installed on file?	Yes	All maintenance manuals indicating maintenance intervals and schedules available on file for specialised machinery, air conditioners, heat pumps, specialised security systems, lifts, generators, water purifying equipment
Safety File : Test Certificates for Products Installed on file?	Yes	COC displayed for electrical installations.
Safety File : General Correspondence, Safety Representative Checklists and Meeting Minutes on file?	Yes	Registered minutes of safety committee meeting and weekly toolbox talks on display in file.
Safety File : Registers up to date and on file?	Yes	Relevant registers for all construction activities and works are completed updated, signed off and placed within the safety file.
Safety File : Letter of Appointment of Contractors, 37.2 Mandatory Agreements Between Principal Contractor and Contractors, Letter of Good Standing of Contractors and List of Sub Contractors (including works description) used on file?	Yes	Letter of Appointment of Contractors, 37.2 Mandatory Agreements Between Principal Contractor and Contractors, Letter of Good Standing of Contractors and List of Sub Contractors used was on file.



Safety File : Monthly Contractor Audits on file?	Yes	Safety File : Monthly Contractor Audits were on file.
Safety File : Contractors' File Close Out done? All competency certificates on file and appointments cancelled?	Yes	Safety File : Contractors' File Close Out were done. All competency certificates were on file and appointments cancelled.

Project Close Out Summary
Positive Aspects of Project
Documentation was kept up to date during the project.
Improvements / Recommendations
N/A

Statistics							
Audit Date	%Physical	%Admin	Number of Principal Contractors	Number of Contractors	Number of Incidents	Number of Accidents Reportable to DoL	Number of Stop Work Recommendations
2021-03-09	90.83	100	1	0	0	0	0
2021-02-09	91.47	100	1	0	0	0	0
2021-01-13	100	95.83	1	0	0	0	0
2020-12-08	100	100	1	0	0	0	0
2020-11-19	94.44	100	1	0	0	0	0
2020-10-16	100	100	1	0	0	0	0
2020-09-08	57.69	97.66	1	0	0	0	0
2020-08-19	95.56	97.74	1	0	0	0	0
2020-07-13	98.33	93.87	1	0	0	0	0
2020-06-17	96.58	92.59	1	0	0	0	0
2020-05-28	95.06	93.08	1	0	0	0	0
2020-03-09	55.56	69.92	1	0	0	0	0
Average % Score Achieved	89.63	95.06					



In diversity there is beauty
and there is strength.

MAYA ANGELOU

Document prepared by:

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1977/003711/07

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KOUGA MUNICIPALITY (EC 108)

ORDINARY COUNCIL MEETING

CIVIL & WATER SERVICES

OPEN

DATE: 23 SEPTEMBER 2026

ITEM NO: **26/09/CWS4**

RE-ALLOCATION OF INTERNAL FUNDS WITHIN CIVIL AND WATER SERVICES DIRECTORATE FOR THE 2026/27 FY

1. Introduction

The purpose of this report is to seek approval for the re-allocation of funds earmarked for Internal Projects for the 26/27 FY.

2. Background

Kouga Local Municipality received Municipal Disaster Recovery Grant (MDRG) funding during the 2024/2025 financial year for the reinstatement of flood-damaged infrastructure. The related projects were implemented during the 2025/2026 financial year.

Due to unforeseen costs and changes in project scope, the funding allocated to the projects proved insufficient. Kouga Local Municipality consequently co-funded one of the projects, namely the Reinstatement of George Road Embankment.

The projects were completed on 30 June 2026. It was intended that the funding shortfall be addressed through the 2026/2027 financial year budget.

The purpose of this report is to request Council approval for the re-allocation of funds within the 2026/2027 internal budget allocation.

3. Discussion

The amounts currently allocated in the 2026/2027 budget do not fully address the funding shortfalls on individual projects that were previously funded by MDRG. It is therefore necessary to re-allocate funds within the internal budget in order to align the available funding with the actual financial requirements of each project.

The proposed re-allocation will allow the Municipality to prioritize projects where additional funding is required, while reducing allocations on projects where the available budget exceeds the anticipated requirement. This approach promotes efficient use of municipal resources, ensures that completed flood-rehabilitation works are adequately funded, and supports proper financial management within the approved 2026/2027 internal budget allocation.

Project Name	2026/27 Budget (Excl VAT) - 01/07/26	Actual Expenditure to date (Excl VAT) - 30/08/26	Available Balance (Excl. VAT)	2026/2027 Proposed Adjustments (Excl. VAT)	Motivation	Total Adjusted Budget (Excl VAT)
Re-instatement of George Road Embankment	69 452,00	-	69 452,00	+96 012,63	Additional funding required due to additional costs on rockfill	165 464,00
Re-instatement of Mountain Road	84 294,00	-	84 294,00	-84 294,00	Project completed. Original MDRG was sufficient to complete the project	-
Re-instatement of Meyer Street & Stormwater	92 446,00	-	92 446,00	-33 314,38	Project completed. Additional costs were incurred due to additional site supervision claimed, as multiple sites were running simultaneously.	59 131,62
Re-instatement of Da Gama Road	96 700,00	-	96 700,00	-96 700,00	Project completed. Original MDRG was sufficient to complete the project	-
Re-instatement of Nanto Street & Stormwater	117 721,00	-	117 721,00	-82 658,25	Project completed. Additional costs were incurred due to additional subsoil and a mitre drain required as necessitated by groundwater conditions after heavy rains	35 062,75
Sea Vista Access Ring Road Damaged Pavement Layers	70 611,00	-	70 611,00	+147 971,78	Project completed. Additional costs were incurred due to shoring of the trench required and dayworks for handling of water pipe crossing trench.	218 582,78
Re-instatement of Ketse Street & Stormwater	104 972,00	-	104 972,00	+227 369,26	Project completed. Additional costs were incurred due to changing scope from paving to asphalt surfacing.	332 341,26
Re-instatement of Sherley Street	141 905,00	-	141 905,00	-22 067,04	Project completed. Additional costs were incurred due to walkways over the V-drain and lowering of sewer pipe house connection.	119 837,96
Re-instatement of Phillip Street Low Level Water Bridge	152 320,00	-	152 320,00	-152 320,00	Project completed. Original MDRG was sufficient to complete the project	-

4. **Financial Implications**

Completed by BTO -	Not applicable
Project Description	
Ukey no.	
Budgeted Amount	
Amount spent and committed to date	
Amount Available	
Comment	
BTO Signature	

5. **Applicable Legislation**

Division of Revenue Act No. 9 of 2026

Local Government: Municipal Finance Management Act No. 56 of 2003

6. **Legal Implications**

Failure to comply with the funding requirements may pose financial risk for the Municipality and failure to comply with the legislative provisions of the MFMA may result financial misconduct and/or adverse audit findings.

7. **Other Implications**

None.

8. **Comments by Directorates:**

8.1 **Chief Financial Officer:**

Report noted

8.2 **Director: Planning & Development**

Noted

8.3 **Director: Civil & Water Services**

Item supported. The proposed re-allocation of funds within the 2026/2027 financial year budget, as it will assist in addressing funding shortfalls on the identified flood-rehabilitation projects and ensure that the available budget is aligned with project requirements.

8.4 **Director: Electro-Mechanical Services**

Item noted

8.5 **Director: Community Services**

Noted

8.6 **Deputy Municipal Manager**

Noted.

8.7 **Municipal Manager**

Noted.

9. **Delegated Authority**

Council.

10. **Recommendations**

- 10.1 That the accounting officer request the Executive Mayor to recommend to the Council, by resolution taken by the majority of its full number, and in terms of Section 30(2) of the Local Government: Municipal Structures Act No. 117 of 1998 (as amended), read in conjunction with Section 28 of the Local Government: Finance Management Act, Act 56 of 2003, approves the following proposed amendments to the 2026/2027 Capital Budget:

Project Name	2026/2027 Budget (Excl. VAT)	2026/2027 Proposed Adjustments (Excl. VAT)	Increase	Decrease
Re-instatement of George Road Embankment	69 452,00	1 65 464,00	+96 012,63	
Re-instatement of Mountain Road	84 294,00	-		-84 294,00
Re-instatement of Meyer Street & Stormwater	92 446,00	59 131,62		-33 314,38
Re-instatement of Da Gama Road	96 700,00	-		-96 700,00
Re-instatement of Nanto Street & Stormwater	117 721,00	35 062,75		-82 658,25
Sea Vista Access Ring Road Damaged Pavement Layers	70 611,00	218 582,78	+147 971,78	

Project Name	2026/2027 Budget (Excl. VAT)	2026/2027 Proposed Adjustments (Excl. VAT)	Increase	Decrease
Re-instatement of Ketse Street & Stormwater	104 972,00	332 341,26	+227 369,26	
Re-instatement of Sherley Street	141 905,00	119 837,96		-22 067,04
Re-instatement of Phillip Street Low Level Water Bridge	152 320,00	-		-152 320,00

Item prepared by the: PMU Manager



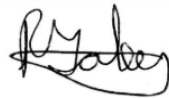
Item approved by the: Civil and Water Services



Item endorsed by the Municipal Manager:



Item noted by Portfolio Chairperson:





KOUGA MUNICIPALITY (EC 108)

ORDINARY COUNCIL MEETING

CIVIL & WATER SERVICES

OPEN

DATE: 23 SEPTEMBER 2026

ITEM NO: **26/09/CWS5**

RE-ALLOCATION OF MIG FUNDS WITHIN CIVIL AND WATER SERVICES DIRECTORATE FOR THE 26/27 FY

1. Introduction

The purpose of this report is to seek approval of the re-allocation of funds earmarked for MIG-funded projects for the 26/27 FY.

2. Background

Kouga LM receives MIG funding from DORA, which must be spent on infrastructure projects.

MIG funding has been allocated to Kouga LM for the 26/27 FY to the value of R38 619 000.00.

A MIG Project Implementation Plan (PiP) is prepared for each FY and approved by Council and COGTA. However, it is nearly impossible to reach 100% expenditure exactly as per the original PiP. As such, re-allocation of the MIG budget is subsequently required at times to ensure 100% expenditure is achieved. This re-allocation focuses on transferring funds from projects that are underperforming to projects that are performing well. This revision to the PiP is allowed by DORA for the MIG programme.

At the end of the 25/26 FY, funds were reallocated between MIG projects to ensure our expenditure target of 100% was met. Most of the re-allocation of funds went into the High Mast Lights (R1,200,000.00 excl VAT) to purchase material for the 26/27 FY High Mast Lights installation. From the Gravel Roads Phase 2 project, R827 869,60 (excl VAT) was transferred to the High Mast Lights project at the end of the 25/26 FY. Smaller amounts were also moved between other projects.

The funding that was re-allocated at the end of the 25/26 FY is now being re-allocated back into the project budgets for the 26/27 FY, except where savings occurred (such as the purchasing of the specialized Waste Management Vehicle).

3. Discussion

The purpose of this Item is to re-allocate funds that were transferred at the end of the 25/26 FY back into the project budgets for the 26/27 FY. Where savings were incurred, funds are re-allocated into multi-year projects, such as the Phillipsville Sportsfield.

Project Name	2026/27 Budget (Excl VAT) – 01/07/26	Actual Expenditure by 30/08/26 (Excl VAT)	Available Balance (Excl. VAT)	2026/2027 Proposed Adjustments (Excl. VAT)	Motivation	Total Adjusted Budget (Excl VAT)
Specialized Waste Management Vehicles	1 530 899,00	1 455 374,79	75 524,21	-75 524,21	Savings on the vehicle purchased in the 26/27 FY is being reallocated to other projects.	1,455,374.79
Upgrade of Phillipsville Sports field	6 275 775,00	-	6 275 775,00	-	No changes required.	6 275 775,00
Upgrading of Kouga Gravel Roads	10 337 344,00	2 216 352,35	8 120 991,65	827 869,60	Funds that were moved from this project to the High Mast Lights in the 25/26 FY are moved back into this project.	11,165,213.60
Arcadia Street: Refurbishment of Sewer Pump Station	2 623 983,00	-	2 623 983,00	184 875,92	The appointment of the PSP was lower than expected. Funds were moved away from this project in the 25/26 FY to achieve expenditure targets and were moved back into this project in the 26/27 FY.	2 808 858,92
La Mer: Construction of New Sewer Rising Main	80 000,00	-	80 000,00	-	No changes required.	80 000,00
Jeffreys Bay: Upgrade of Ocean View Sewer Pipe	6 123 131,00	-	6 123 131,00	77 150,00	This is a planning-stage project. Funds were moved away from this project in the 25/26 FY to achieve expenditure targets and were moved back into this project in the 26/27 FY. The PSPs costs to get to tender stage were lower than anticipated.	6 200 281,00
Infrastructure Management Plan	583 689,00	-	583 689,00	185 628,69	The PSP's cash flow was lower than expected in the 25/26 FY. As such, funds were moved away from this project in the 25/26 FY to achieve expenditure targets and were moved back into this project in the 26/27 FY. The project is being completed in the 26/27 FY.	769 317,69
Design of New High Mast Lights - Construction	4 347 825,00	651 504,43	3 696 320,57	-1 200 000,00	Funds that were moved into this project in the 25/26 FY are reallocated to other projects in the 26/27 FY.	3,147,825.00

4. **Financial Implications**

Completed by BTO -	Not applicable
Project Description	
Ukey no.	
Budgeted Amount	
Amount spent and committed to date	
Amount Available	
Comment	
BTO Signature	

5. **Applicable Legislation**

Division of Revenue Act No.9 of 2026

Local Government: Municipal Finance Management Act No. 56 of 2003 – Section 28.

6. **Legal Implications**

Failure to comply with the funding requirements may pose financial risk for the Municipality and failure to comply with the legislative provisions of the MFMA may result financial misconduct and/or adverse audit findings.

7. **Other Implications**

None.

8. **Comments by Directorates:**

8.1 **Chief Financial Officer:**

Noted

8.2 **Director: Planning & Development**

Noted

8.3 **Director: Civil & Water Services**

Item supported. The re-allocation of funds towards projects mentioned will ensure that expenditure in the current financial year will be achieved.

8.4 **Director: Electro-Mechanical Services**

Item noted

8.5 **Director: Community Services**

Noted

8.6 **Deputy Municipal Manager**

Noted.

8.7 **Municipal Manager**

Supported.

9. **Delegated Authority**

Council.

10. **Recommendations**

- 10.1 That the accounting officer request the Executive Mayor to recommend to the Council, by resolution taken by the majority of its full number, and in terms of Section 30(2) of the Local Government: Municipal Structures Act No. 117 of 1998 (as amended), read in conjunction with Section 28 of the Local Government: Finance Management Act, Act 56 of 2003, approves the following proposed amendments to the 2026/2027 Capital Budget:

Project Name	2026/27 Budget (Excl VAT) – 01/07/26	2026/2027 Proposed Adjustments (Excl. VAT)	Increase	Decrease
Specialized Waste Management Vehicles	1 530 899,00	(75 524,21)		(75 524,21)
Upgrade of Phillipsville Sports field	6 275 775,00	-		
Upgrading of Kouga Gravel Roads	10 337 344,00	827 869,60	827 869,60	
Arcadia Street: Refurbishment of Sewer Pump Station	2 623 983,00	184 875,92	184 875,92	
La Mer: Construction of New Sewer Rising Main	80 000,00	-		
Jeffreys Bay: Upgrade of Ocean View Sewer Pipe	6 123 131,00	77 150,00	77 150,00	
Infrastructure Management Plan	583 689,00	185 628,69	185 628,69	
Design of New High Mast Lights - Construction	4 347 825,00	(1 200 000,00)		(1 200 000,00)

Item prepared by the: PMU Manager



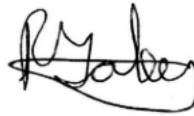
Item approved by the: Civil and Water Services



Item endorsed by the Municipal Manager:



Item noted by Portfolio Chairperson:



REPORTS BY THE CHAIRPERSON: PLANNING & DEVELOPMENT SERVICES



KOUGA MUNICIPALITY (EC 108)

ORDINARY COUNCIL MEETING
PLANNING & DEVELOPMENT
OPEN

DATE: 23 SEPTEMBER 2026

ITEM NO: **26/09/PD1**

REQUEST FOR COUNCIL'S FINAL APPROVAL FOR THE ALIENATION (LEASE) OF UNREGISTERED ERF 3292, HUMANSDORP

1. **Introduction**

The purpose of this item is to request Council's final approval for the lease of unregistered Erf 3292, Humansdorp to the applicant, Mr. Bernard Palmer, on behalf of Ten-to-Nine Funeral Services.

2. **Background**

An application was received from Mr. Bernard Palmer from Ten-to-Nine Funeral Services to lease unregistered erf 3292, Humansdorp with the intention of developing a coffin and furniture manufacturing facility. ****See attached Annexure "A"**

On 29 April 2026 the Council resolved as follows:

26/04/PD6 REQUEST FOR COUNCIL'S IN-PRINCIPLE APPROVAL AND AUTHORISATION TO ADVERTISE FOR THE ALIENATION (LEASE) OF UNREGISTERED ERF 3292, HUMANSDORP

1. That Council **grants in-principle** approval for the lease of unregistered Erf 3292, Humansdorp to Ten-to-Nine Funeral Services for a period of 9 years and 11 months.

2. That Council authorises the Accounting Officer to advertise the intended alienation of the immovable property.

3. That Council confirm that in terms of Section 14 and 90 of the MFMA and departmental inputs, the property is not needed in future to provide the minimum level of basic municipal services.

4. That Council authorises the Accounting Officer to obtain market-related valuation for the property contemplated herein.

3. **Discussion**

The applicant is currently operating a funeral parlor in Humansdorp under the name of Ten-to-Nine Funeral Services. This property applied for is located in Humansdorp Industrial Area and zoned for "Industrial" purposes. The applicant indicates that this development will provide much-needed employment opportunities for the youth in the Humansdorp Area.

Notice 129 of 2026, attached as **Annexure “B”** was published and no comments and/or objections were received.

The Section 14 comments have been finalized and attached as **Annexure “C”**.

****See annexure “D”**

The Valuation report, to determine the market related rental, was obtained from a professional valuer and is attached as **Annexure “E”**.

4. **Financial Implications**

Completed by BTO -	
Project Description	Land Valuations & surveyor & planning services
Ukey no.	20240212015325
Budgeted Amount	2 000 000.00
Amount spent and committed to date	R 178 587.50 
Amount Available	R 1 821 412.50
Comment	

5. **Applicable Legislation**

Municipal Finance Management Act No. 56 of 2003
Municipal Asset Transfer Regulations, 2008
Spatial Planning and Land Use Management Act No. 13 of 2013
Kouga, Spatial Planning and Land Use Management By-law, 2016
Policy on the Disposal and Leasing of Council Owned Immovable Property, as approved by Council (2025)

6. **Legal Implications**

Should the Council resolve the recommendation below, the Accounting Officer will be authorized to enter into an appropriate Lease Agreement with the approved applicants.

It should be noted that the erf is unregistered and may place a restriction on building plan approvals until separate registration or a Certificate of Registered Title is finalized. The applicant shall be required to comply with the provisions of the SPLUM By-law and ensure that the zoning of the property compatible to the intended use of the leased property.

Any non-compliance with the applicable legislative provisions may lead to adverse audit findings and/or administrative review, and officials may be held personally liable for any financial implications resulting from such non-compliance.

7. **Other Implications**

None

8. **Comments by Directorates:**

8.1 **Chief Financial Officer:**

Report noted

8.2 **Director: Planning & Development**

Recommendation supported.

8.3 **Director: Civil & Water Services**

Item noted.

8.4 **Director: Electro-Mechanical Services**

Item noted

8.5 **Director: Community Services**

Item noted

8.6 **Deputy Municipal Manager**

Noted.

8.7 **Municipal Manager**

Supported.

9. **Delegated Authority**

Council

10. **Recommendations**

10.1 That Council **grant final** approval for the lease of unregistered Erf 3292, Humansdorp to Ten-to-Nine Funeral Services for a period of 9 years and 11 months.

10.2 That in terms of Section 14 and 90 of the MFMA and departmental inputs, Council hereby confirms that the property is not needed in future to provide the minimum level of basic municipal services.

- 10.3 That Council considers the market-related rental valuation of R920,00 monthly rental for the immovable property, subject to annual increase as provided for in the Policy on the Disposal and Leasing of Council Owned Immovable Property, as approved by Council (2025).
- 10.4 That the property be used for the purposes applied for, subject to the required approvals in line with the intended use.
- 10.5 That the property may not be used for any other purposes without the prior consent of the municipality.
- 10.6 That the Applicant provide all the required company registration documentation in relation to the business – Ten to Nine Funeral Services.
- 10.7 That Council authorizes the Accounting Officer to enter into a lease agreement with Ten-to-Nine Funeral Services for a period of 9 years and 11 months.

Item prepared by the: The Manager: Land & Property Administration



Item approved by the: Director Planning & Development



Item endorsed by the Municipal Manager:



Item noted by Portfolio Chairperson:



Annexure "A"



Cape St Francis
Hankkey
Humansdorp
Jeffreys Bay
Lorrie
Oyster Bay
Patensie
St Francis Bay
Thornhill

Postal: PO Box 21, Jeffreys Bay, 6330
Tel: 042 200 2200 / 042 200 8300
Fax: 042 200 8606
Email: registry@kouga.gov.za
Website: www.kouga.gov.za

APPLICATION FOR MUNICIPAL LAND

APPLICATION TO PURCHASE/LEASE/CONSENT USE OF VACANT KOUGA MUNICIPAL LAND – INDIVIDUALS/PRIVATE

NAME: BERNARD ENRICO PALMER

ID NUMBER: 8410285060086

CONTACT DETAILS: 0834413255 / 0834413245

ERF/PROPERTY APPLYING FOR:

AREA: HUMANSDORP

ERF NUMBER: 2094

ADDRESS: AGRIC. PROD. DORP

3292, Humansdorp

KOUGA

Municipality / Munisipaliteit / uMasipala

2025 -01- 30

LAND & PROPERTY ADMINISTRATION
ing Development & Tourism

PURPOSE OF APPLICATION:

TO LEASE THE PROPERTY TO ESTABLISH
A MANUFACTURING FACILITY TO BUILD
COTTIES AND FURNITURE

MOTIVATION:

TEN TO NINE HANSA KANNE FUNERAL BPAIRN CITIES
OF BERNARD PALMER AND HIS FATHER AND HAS
BEGN PROVIDING FUNERAL SERVICE TO LOCAL COMMUNIT
IN THE KOUGA Municipality. WE WANT TO BUILD
FACTORY FACILITY FOR UNEMPLOYED YOUTH AND
DEMANDS. IN THE KOUGA AREA.

NAME: BERNARD Palmer

SIGNATURE: [Signature]

DATE: 30/01/2025

Annexure "B"



KOUGA
local municipality
Good Governance through Service Excellence

NOTICE NO. 129/2026

PUBLIC PARTICIPATION NOTICE

**PUBLIC INVITATION FOR COMMENTS AND OBJECTIONS TO COUNCIL'S
INTENDED ALIENATION OF MUNICIPAL PROPERTIES**

Notice is hereby given that at a Council Meeting held on 29 April 2026, the following was resolved:

RESOLUTION 26/04/PD4, the council resolved to call for public comments and objections on the intended alienation of a portion of Erf 499, Humansdorp by way of a long-term right-to-use (lease) to the Humansdorp SPCA Assisi for the purpose of operating a facility for preventing animal cruelty and assisting the underprivileged with their animals.

RESOLUTION 26/04/PD5, the council resolved to call for public comments and objections on the intended alienation of Erf 13, Patensie (Municipal House) for residential purposes.

RESOLUTION 26/04/PD6, the council resolved to call for comments and objections on the intended alienation of unregistered Erf 3292, Humansdorp to Ten-to-Nine Funeral Services by way of a long-term lease for the purpose of developing a coffin and furniture manufacturing facility.

RESOLUTION 26/04/PD7, the council resolved to call for public comments and objections on the intended alienation of a portion of Erf 8783, Jeffreys Bay by way of a long-term right-to-use (lease) to the Jeffreys Bay Animal Rescue for the purpose animal cruelty prevention and assisting especially the underprivileged with their animals.

RESOLUTION 26/04/PD10, the council resolved to call for public comments and objections on the intended permanent disposal of a portion of erf 238, Pellsrus (a portion of road in Pellsrus to Victory 4 All Foundation Trust that will be consolidated with erven 190 and 197 Pellsrus currently occupied by a crèche and foster home where four classrooms will be built as an extension.

RESOLUTION 26/04/PD11, the council resolved to call public comments and objections on the intended re-advertisement for the permanent disposal by way competitive sale of portion 1 of Farm 184 Humansdorp RD (218 3343m2) and remainder of Farm 182 Humansdorp RD (81 9073m2).

Members of the public or interested parties are hereby invited to submit comments and objections, on the intention of the municipality to alienate the above municipal properties in writing to the Municipal Manager, 33 Da Gama Road, Jeffreys Bay, cgrootboom@kouga.gov.za on or before 30 days of this publication.

Further particulars are available for inspection at the office of the Directorate Planning and Development: Municipal Offices, 16 Woltemade Street, Jeffreys Bay. Contact: Mr. S. Grootboom: 0422002168

MR. D de JAGER - DEPUTY MUNICIPAL MANAGER

11399

Annexure "C"

ERF	AREA	LAND USE SCHEME	BUILDING CONTROL	MANAGEMENT
Erf 3292	Humansdorp	No objection. Proposal is in line with zoning.	Supported on condition that the applicant complies with Town Planning and Service Departments requirements before submitting a building plan application to Building Control for approval.	L.S: Check for any servitudes Environmental: Supported. Applicant to be made aware that certain trees are protected and may not be damaged or removed without a permit from the DFFE. All Members: support consider availing both erven to applicant

Annexure "D"



Properties Incidents Assets Planning Projects Layers General Support My Profile			
Land Parcel Information Edit Audit Trail			
Ext 3292 of Humansdorp		Zoning: Financials Zoning Kouga Municipality Land Use Scheme - Industrial Zone 1	
Address C03400050000329200000		Land Usage: Financials Land Usage: Financials Kouga Municipality Land Use Scheme - Industrial Zone 1	
SG Number C03400050000329200000		Ward: Financials Ward: Financials Kouga 15	
Township/Holding: Title Deed Humansdorp		Ward: Demarcation Board Ward: Demarcation Board Kouga 15	
Centroid 34.020192186345495 24.777309053345276		Sources Sources Surveyor General	
Sectional Title No		Effective Effective	
Extent 1879sqm			
Extent (SQ) 1879sqm			
Extent (Title Deed)			
Linked Documents			
Comments			
Tasks and Questions and eForms			
Land Parcels for Incident			
Properties			
Unit: 26 Digit Code C0340005000032920000000000			
Owner(s) and Id(s)			
Scheme			
Scheme Number			
Businesses Operating on this Land Parcel			

ovvio

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[Print](#)
[Export](#)
[Documents](#)
[Comments](#)
[Tasks and Questions](#)
[Incidents](#)
[Non-Sectional Units](#)
[Businesses](#)
[Title Deed Search](#)
[Google Map View](#)
[Google Street View](#)
[Mapillary](#)

Annexure "E"

Valuation Report



Clive Errol Francis T/A CEF Valuations

VALUATION CERTIFICATE

FIXED PROPERTY: ERF 3292 HUMANSDORP, EASTERN CAPE PROVINCE (1859m²)

My client, Marius Gysman, on behalf of the Kouga Municipality, has requested a 1-Page Certificate of the Present Market Rent of the subject property.



Market Rent

The market rent is defined as the estimated amount for which a property should be leased on a specific date, between a willing landlord and tenant, under specific market conditions. These conditions include an arm's length transaction, appropriate lease terms, and the parties acting knowledgeably, prudently, and without compulsion. Essentially, it's the rent a property would fetch in the open market, reflecting fair value based on current market conditions. (The Royal Institution of Chartered Surveyors - RICS)

Taking into account all the aspects of the subject property the Market Rental value is concluded at:

R920 (Nine Hundred and Twenty Rand) – per month (Land only)

I the undersigned, Clive Errol Francis, consider this valuation to be a true reflection and a fair assessment of the subject property as at the effective date of valuation.

Clive Errol Francis (SACPVP Reg. No. 5181/3)
Professional Associated Valuer
ND: Real Estate: Property Valuation
20/07/2026

Caveats

This one-page valuation certificate has been prepared on the basis that full disclosure of all information and factors, which may affect the valuation should have been made available to ourselves and we cannot accept any liability or responsibility whatsoever for the valuation if any information was withheld.

We have assumed that the property and its value are unaffected by any statutory notice, and that neither the property nor its condition, current use or intended use, is or will be unlawful.

I, Clive Errol Francis have no interest in this property or any other properties which would affect the statements or values contained in this valuation report. All figures quoted are exclusive of Value Added Tax.

Clive Errol Francis T/A CEF Valuations – Cel: 083 663 2633 – valuerclive@outlook.com



KOUGA MUNICIPALITY (EC 108)

ORDINARY COUNCIL MEETING

PLANNING & DEVELOPMENT

OPEN

DATE: 23 SEPTEMBER 2026

ITEM NO: **26/09/PD2**

REQUEST FOR RESCISSION OF COUNCIL RESOLUTION AND IN PRINCIPLE APPROVAL FOR ALIENATION (SALE) OF ERF 843, JEFFREYS BAY

1. **Introduction**

The purpose of this item is to request Council approval for the rescission of council resolution 24/03/PD13 and to grant in-principle approval for the alienation (sale) of Erf 843, Jeffreys Bay, to Smhart Guards Family Trust, represented by Mr. Carl Trahms.

2. **Background**

On 27 March 2024, the Council resolved (24/03/PD13) to alienate (lease) Erf 843, Jeffreys Bay, to Smhart Guards Family Trust (2/2012), represented by Mr. Carl Trahms, and it is attached as **Annexure "A"**.

Smhart Security has informally used the property for an extended period for purposes of parking the company and employee vehicles. The lease agreement was never finalized, but Mr. Trahms subsequently submitted an application to acquire by way of sale, Erf 843, Jeffreys Bay, for parking purposes for the business, Smhart Security, situated on Erf 842, Jeffreys.

3. **Discussion**

Erf 843, Jeffreys Bay is located on the corner of St. Francis Drive and Disa Avenue. The property is zoned as "Open Space Zone 1", and measures approximately 601 m² in extent. The subject property has no direct access from St Francis Drive. Although the property measures 601 m², it is linear in shape and cannot be practically developed due to its shape and proximity to a service servitude.

The applicant intends to consolidate the subject property with Erf 842 Jeffreys Bay for parking purposes. A view is maintained that the property is not developable for any other purpose. The applicant must also comply with town planning requirements for the proposed use.

The application, as well as previous communication confirming the zoning of the adjacent property, is attached as **Annexure "B"**.

The Section 14 process was concluded and is attached below as **Annexure "C"**.

4. **Financial Implications**

Completed by BTO -	Not applicable
Project Description	
Ukey no.	
Budgeted Amount	
Amount spent and committed to date	
Amount Available	
Comment	All costs for valuation, departure, etc. will be for the Applicant.

5. **Applicable Legislation**

Municipal Finance Management Act No. 56 of 2003
Municipal Asset Transfer Regulations, 2008
Spatial Planning and Land Use Management Act No. 13 of 2013
Kouga, Spatial Planning and Land Use Management By-law, 2016
Policy on the Disposal and Leasing of Council Owned Immovable Property, approved by Council (June 2025)

6. **Legal Implications**

Should the Council rescind the previous Council resolution, said resolution shall become null and void.

It is of importance to confirm that the resolutions to be rescinded have in no way been implemented yet. If it has been implemented, the permission of the third party must be obtained or the resolution should be rescinded by way of a judicial review.

Any non-compliance with the applicable legislative provisions may lead to adverse audit findings and/or administrative review, and officials may be held personally liable for any financial implications resulting from such non-compliance.

Should Council approve the in principle approval to alienate by way if a sale, the Accounting Officer shall be authorized to commence with a public participation process to obtain public comments and/or objections.

7. **Other Implications**

Kouga Municipality's Climate Change Strategy was developed in 2022, and section 5.5 of the strategy looks at short-term actions for climate change management. One of the short-term actions states that KLM should retain public open spaces and that POS should not be sold.

8. **Comments by Directorates:**

8.1 **Chief Financial Officer:**

Report noted

8.2 **Director: Planning & Development**

Recommendation supported.

8.4 **Director: Civil & Water Services**

Item noted.

8.5 **Director: Electro-Mechanical Services**

Item noted

8.5 **Director: Community Services**

Noted

8.6 **Deputy Municipal Manager**

Noted.

8.7 **Municipal Manager**

Supported.

9. **Delegated Authority**

Council

10. **Recommendations**

10.1 That Council rescind Council Resolution 24/03/PD13 and **grant in-principle approval** for the alienation (sale) of Erf 843, Jeffreys Bay to Smhart Guards Family Trust.

10.2 That Council grant authorization to the Accounting Officer to commence with the public participation process and advertise Council's intention to alienate the property in 10.1.

- 10.3 That in terms of Section 14 and 90 of the MFMA and departmental inputs, Council hereby confirms that the property is not needed to provide the minimum level of basic municipal services.
- 10.4 That Council grant authorization to the Accounting Officer to obtain market-related valuation for the property.
- 10.5 That the land use application be submitted by the applicant and all other administrative costs be for the applicant.

Item prepared by the: The Manager: Land & Property Administration



Item approved by the: Director: Planning & Development



Item endorsed by the Municipal Manager:



Item noted by Portfolio Chairperson:



Annexure "A"

24/03/PD13

REQUEST FOR COUNCIL'S FINAL APPROVAL FOR ALIENATION (LEASE) OF ERF 843, JEFFREYS BAY

Resolved (27 March 2024)

1. That Council **grant final approval** for the lease of Erf 843, Jeffreys Bay for 9 years and 11 months to SMHART Guards Family Trust (2/2012) represented by Mr. Carl Trahms.
 2. That in terms of Section 14 and 90 of the MFMA and departmental inputs, Council hereby confirms that the property is not needed in future to provide the minimum level of basic municipal services.
 3. That Council approves the market-related rental valuation of R930.00 per month in line with the provisions of the approved Asset and Disposal Policy of Council.
 4. That town planning activities and all other administrative processes be finalized at the cost of the applicant.
 5. That the property be used for the purpose applied for, and for no other purpose whatsoever, unless prior written consent has been obtained from the Lessor.
 6. That the lease be cancelled if the property is not being used for the purposes for which it has been applied for and is not implemented within 3 years from the date of signed lease agreement.
-
7. That Council authorizes the Accounting Officer to enter into a long-term lease agreement with SMHART Guards Family Trust (2/2012), represented by Mr. Carl Trahms and that an annual escalation clause be included in the written lease agreement.



Cape St Francis
Hankey
Humansdorp
Jeffreys Bay
Loerie
Oyster Bay
Patentia
St Francis Bay
Thornhill

Postal: PO Box 21, Jeffreys Bay, 6330
Tel: 042 200 2200 / 042 200 8300
Fax: 042 200 8606
Email: registry@kouga.gov.za
Website: www.kouga.gov.za

APPLICATION FOR MUNICIPAL LAND

APPLICATION TO PURCHASE/LEASE/CONSENT USE OF VACANT KOUGA MUNICIPAL LAND – INDIVIDUALS/PRIVATE

NAME: Carl Trahms on behalf of SMHART GUARDS FAMILIE TRUST.

ID NUMBER: 620914 5015 088

CONTACT DETAILS: 082 414 9053

ERF/PROPERTY APPLYING FOR:

AREA: Jeffreys Bay

ERF NUMBER: 843

ADDRESS: 2 Disa Avenue

PURPOSE OF APPLICATION:

The purpose of the application is to purchase municipal land, Erf 843, Jeffreys Bay, to allow the rezoning and consolidation of the property with Erf 842 to be used for parking for the existing office building on Erf 842.

MOTIVATION:

Mr Trahms currently holds a lease agreement with the Municipality for the use of Erf 843 as a parking area. He now proposes to incorporate Erf 843 into the adjacent Erf 842 in order to formalise and upgrade the parking area and, in doing so, enable the addition of a third floor to the existing office building on Erf 842. This addition is permitted under the property's current Business Zone 2 zoning; however, it is presently restricted due to insufficient on-site parking.

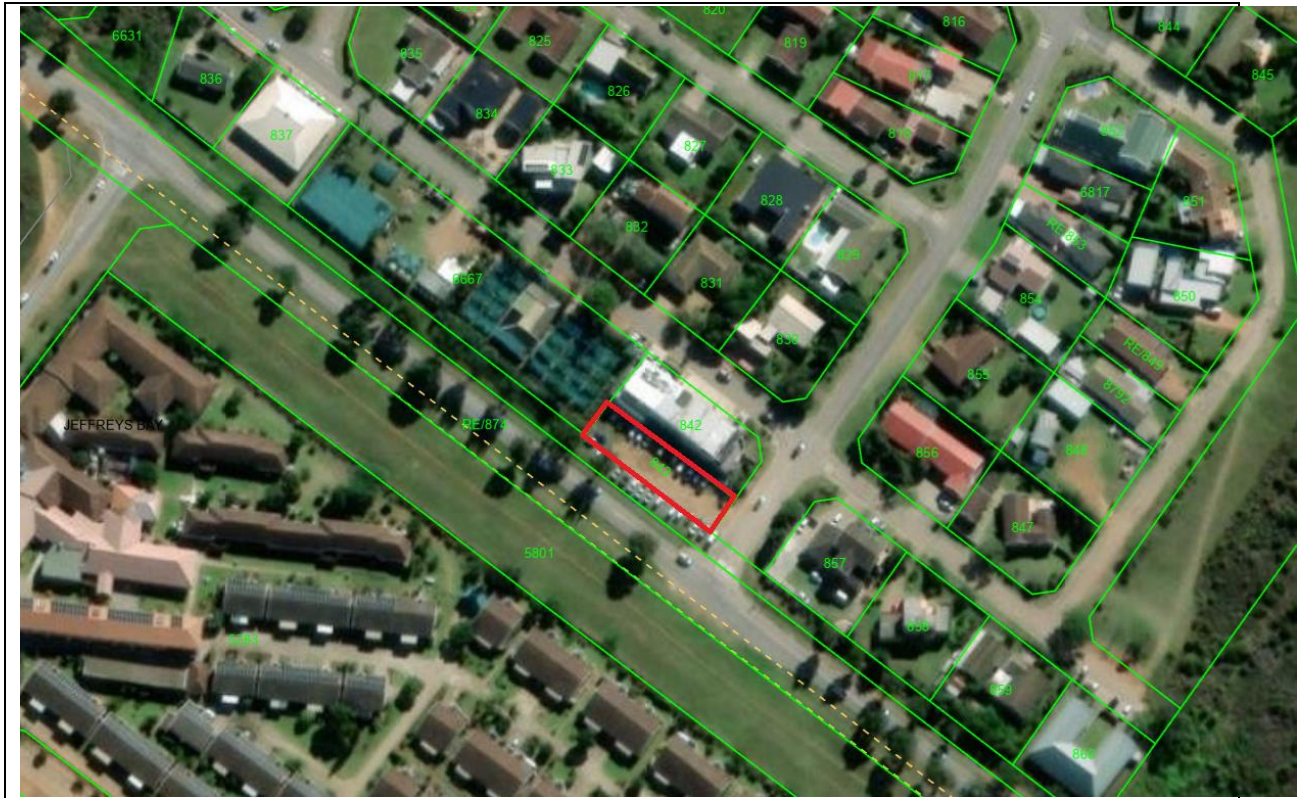
The consolidation of Erven 842 and 843 would provide the necessary parking to support the proposed expansion and allow Mr Trahms to fully realise the development potential of his property, while also making productive use of underutilised municipal land.

NAME: Carl Trahms

SIGNATURE:

DATE: 31/07/2025

Annexure "B"



Land Parcel

20 May 2023 22:29

Erf	843 of Jeffreys Bay	Zoning: Financials		PUBOS		
Address	Aandblom Avenue	Zoning		Kouga Municipality Land Use Scheme - Open Space Zone 1		
SG Number	C03400060000084300000	Land Usage: Financials				
Municipality	Kouga	Ward: Financials				
Township/Holding: Title Deed	Jeffreys Bay	Ward: Demarcation Board		Kouga 11		
Suburb: Financials	Jeffreys Bay-Ext 7 (40005)	Sources		Deeds Office, Surveyor General, Financials		
Centroid	34.042472997932094S 24.91154930443331E	Effective				
Sectional Title	No					
Extent	601sqm					
Extent (SG)	594sqm					
Extent (Title Deed)	601.0000SQM					
Comments						
Comment		Type	User Name	Date Made		
Title Deed search from WinDeed requested by regardt.			regardt (Regardt van Vuuren)	25 Jul 2017 15:35		
Title Deed search from WinDeed requested by regardt.			regardt (Regardt van Vuuren)	14 Jun 2019 10:02		
Title Deed search from OVVIO Resource Centre requested by regardt.			regardt (Regardt van Vuuren)	14 Jun 2019 10:02		
Title Deed search from OVVIO Resource Centre requested by brenadg.			brendadg (Brenda de Groot)	19 May 2021 14:20		
Title Deeds						
Owner	Title Deed	Share	Purchased	Registered	Price (Alpha)	New No
Fews Kinderuitrusters Pty Ltd (195800250607)	T30724/1971C TN	0.0000		18 Nov 1971	T/T	
Financial Accounts						
Account	Debtor	ID Number	Debtor Type	Owner Tenant		
004000843003	Fews Kinder Uitrusters Pty Ltd	195800250607	Departmental (DEPAR)	Owner (Kouga)		
Properties						
Unit	26 Digit Code	Owner(s) and Id(s)	Scheme	Scheme Number		
0	C03400060000084300 00000000	Fews Kinderuitrusters Pty Ltd (195800250607)				
Current Municipal Information						
Valuation Date	Valuation Category	Valuation Category Tariff	Land Value	Improvements Value	Land Area	Improvements Area
		Type POS	0	6000	601	0
Valuations and Surveys						
Project	Category / Usage	H Area	P / C	Status	Current Value	
2008 GV (from TruVal data)	Sect 8(2)(h) - Municipal (As Per MPRA)	CC		Valued	230,000.00	
2013 - 2018_DDP Valuation Roll as Printed	2h-05 (Municipal-Public Open Spaces (P.O.S.)) (Kouga)	Unknown		Valued	6,000.00	
2018 General Valuation	PRIVATE OPEN SPACE (GV2018)	Unknown		Valued	6,000.00	

Annexure “C”

Section 14 comments by the Directorates

ERF	AREA	LAND USE SCHEME	BUILDING CONTROL	MANAGEMENT
Erf 843	Jeffreys Bay	Proposed disposal of property supported on condition that the purchaser/developer obtains the appropriate land use rights and that the property be consolidated for use in conjunction with Erf 842.	Supported, on condition that the applicant complies with all town planning requirements and submits building plans.	SPATIAL: Supported on condition that the necessary land use right be obtained. HUMAN SETTLEMENTS: No objection CIVILS & WATER: Supported ASSETS: Support on condition that all legislative requirements are adhered to. COMMUNITY SERVICES: Not Supported, KLMs' climate change strategy was developed in 2022, and section 5.5 of the strategy looks at short-term actions for climate change management. One of the short-term actions states that KLM should retain public open spaces and that

				POS should not be sold.
--	--	--	--	-------------------------



KOUGA MUNICIPALITY (EC 108)

ORDINARY COUNCIL MEETING

PLANNING & DEVELOPMENT

OPEN

DATE: 23 SEPTEMBER 2026

ITEM NO: **26/09/PD3**

REQUEST FOR COUNCIL SUPPORT FOR THE RE-DIRECTION OF HSDG FUNDING FROM HANKEY 990 CIVIL SERVICES PHASE 3 TO HANKEY WESTON 550 PHASE 2

1. Introduction

The purpose of this report is to obtain a Council approval in support of the re-direction of R9 856 917,54 in Human Settlements Development Grant (HSDG) funding reserved for Hankey 990 Civil Services Phase 3 to the implementation of Hankey Weston 550 Phase 2, subject to approval by the Eastern Cape Department of Human Settlements (ECDHS).

2. Background

Kouga Local Municipality (KLM) is the Implementing Agent for the construction of internal services in respect of the Hankey 990 Housing Project. KLM received advances to the value of R40 545 256,12 for PSP services and the construction of roads, stormwater, water, and sewer networks. Phases 1 and 2 have been completed, resulting in 727 fully serviced residential erven.

An Addendum to the Funding Agreement reserved a further R9 856 917,54 for Hankey 990 Civil Services Phase 3. ECDHS as Implementing Agent for the construction of top structures, has, however, appointed a contractor for only 300 top structures at this time, and implementation over a 36-month period. Due to the phased approach of the DOHS in the erection of top structures, it is proposed that Phase 3 be kept in abeyance until the completion of the top structures for phases 1 and 2 by the DOHS.

Hankey Weston 550 Housing Project is being implemented in phases and Phase 1 comprises of the refurbishment of the Weston Wastewater Treatment Works (WWTW) and associated sewer infrastructure. Phase 2 is required to extend the civil services to the balance of the development and enable the investment in the WWTW to serve its intended housing beneficiaries.

3. Discussion

The proposed re-direction represents a more effective use of the existing Provincial human settlements funding allocation. Hankey 990 presently has sufficient serviced sites to accommodate the current top-structure programme, while Hankey Weston 550 requires further civil infrastructure to unlock the next phase of the housing development.

The proposal therefore does not cancel Hankey 990 Phase 3 but defers the Phase 3 civil services until additional serviced sites are required, with the understanding that the funding requirement for Hankey 990 Phase 3 will be reconsidered by ECDHS when the need arises.

Re-directing the R9 856 917,54 allocation to Hankey Weston 550 Phase 2 will allow existing HSDG funding to be applied where it can achieve a more immediate service-delivery benefit. It will also protect and maximize the value of the investment already made in the Weston WWTW and associated infrastructure.

The re-direction is subject to the written approval of ECDHS and the necessary amendment or adjustment to the applicable Funding Agreement and/or Addendum and the approval of an Adjustment Budget accordingly. Council approval is therefore sought to formally support a written request from the Municipality to ECDHS and to authorize the Municipality to proceed with the required funding reallocation process.

All the projects referenced herein are contained in the Integrated Development Plan of the Municipality.

4. **Financial Implications**

Completed by BTO -	Not applicable
Project Description	
Ukey no.	
Budgeted Amount	
Amount spent and committed to date	
Amount Available	
Comment	
BTO Signature	

5. **Applicable Legislation**

Municipal Finance Management Act, 2003 (Act 56 of 2003)
Local Government: Municipal Structures Act, 1998 (Act 117 of 1998);
and applicable HSDG conditions; and
Applicable Funding Agreements and Addenda concluded between KLM and ECDHS.

The Housing Code

6. **Legal Implications**

The proposed re-direction may only be implemented after written approval by ECDHS and completion of any required amendment or adjustment to the applicable Funding Agreement and/or Addendum as well as an approval of an adjustment budget and subsequent amendment of the approved SDBIP. The Council resolution will constitute Municipal support to submit a written

application for the proposed reallocation of funds and does not, on its own, amend the Provincial funding allocation.

7. **Other Implications**

The re-direction will defer Hankey 990 Civil Services Phase 3 until additional serviced sites are required, and the availability of funding from the DoHS. Future funding requirement for Phase 3 will therefore need to be reconsidered with ECDHS at the appropriate time.

8. **Comments by Directorates:**

8.1 **Chief Financial Officer:**

Report noted

8.2 **Director: Planning & Development**

Recommendation supported.

8.3 **Director: Civil & Water Services**

Item noted.

8.4 **Director: Electro-Mechanical Services**

Item noted

8.5 **Director: Community Services**

Item noted

8.6 **Deputy Municipal Manager**

Noted.

8.7 **Municipal Manager**

Supported.

9. **Delegated Authority**

Council.

10. **Recommendations**

- 10.1. That the Accounting Officer request the Executive Mayor to recommend to Council, by resolution taken by the majority of its full number and in terms of Section 30(2) of the Local Government: Municipal Structures Act, 1998, that Council supports the re-direction of R9 856 917,54 in HSDG funding reserved for

Hankey 990 Civil Services Phase 3 towards Hankey Weston 550 Phase 2, subject to the written approval of the Eastern Cape Department of Human Settlements (ECDHS).

- 10.2 That Council supports the deferment of Hankey 990 Civil Services Phase 3 on the basis that 727 serviced residential erven are already available to accommodate the current top-structure programme of 300 units (36-month contract).
- 10.3 That ECDHS be requested to confirm that the funding requirement for Hankey 990 Civil Services Phase 3 will be reconsidered when the need for additional serviced sites arises.
- 10.4 That the Accounting Officer be authorised to conclude the necessary funding agreement amendment/addendum and administrative processes with ECDHS to give effect to the re-direction, subject to all applicable legislative and grant conditions.

Item prepared by the: PMU Contract Officer

Item approved by : Planning & Development Directorate

Item endorsed by the Municipal Manager:

Item noted by Portfolio Chairperson:








KOUGA MUNICIPALITY (EC 108)

ORDINARY COUNCIL MEETING

PLANNING & DEVELOPMENT

OPEN

DATE: 23 SEPTEMBER 2026

ITEM NO: **26/09/PD4**

REQUEST FOR COUNCIL'S IN-PRINCIPLE APPROVAL & AUTHORISATION TO ADVERTISE: ALIENATION (LEASE) OF A PORTION OF ERF 406, PARADISE BEACH FOR A HIGH TELECOMMUNICATIONS MAST

1. **Introduction**

The purpose of this item is to request Council's in-principle approval for the alienation (lease) of a portion of Erf 406, Paradise Beach to IHS Towers South Africa for an existing freestanding telecommunications mast.

2. **Background**

In January 2001, the Municipality entered into an agreement with Mobile Telephone Networks (Proprietary) Limited (MTN) to allow the installation of telecommunications infrastructure on Erf 406, Paradise Beach. See attached **Annexure "A"**. The lease agreement has since expired, and it is now the intention of the applicant to obtain approval for a long-term lease agreement.

3. **Discussion**

IHS Towers South Africa took over all MTN's Towers. See attached **Annexure "B"**. The application in consideration is for alienation (lease) to allow the existing telecommunication infrastructure on Erf 406, Paradise Beach. The existing tower is mounted on Municipal infrastructure.

Currently, the Municipality receives no income from the existing telecommunication mast on Municipal property. Approval of this application will allow the Municipality to enter into a new lease agreement with the mobile operator.

The application was circulated for departmental comments and was supported by all internal departments.

Land Parcel information and Section 14 comments is attached as **Annexure "C"**.

4. **Financial Implications**

Completed by BTO -	
Project Description	Land Valuations & surveyor & planning services

Ukey no.	20240212015325
Budgeted Amount	2 000 000.00
Amount spent and committed to date	R 178 587.50 
Amount Available	R 1 821 412.50
Comment	

5. **Applicable Legislation**

Municipal Finance Management Act No. 56 of 2003
Municipal Asset Transfer Regulations, 2008
Spatial Planning and Land Use Management Act No. 13 of 2013
Kouga, Spatial Planning and Land Use Management By-law, 2016
Policy on the Disposal and Leasing of Council Owned Immovable Property,
approved by Council (June 2025)

6. **Legal Implications**

Any non-compliance with the applicable legislative provisions may lead to adverse audit findings and/or administrative review, and officials may be held personally liable for any financial implications resulting from such non-compliance.

Should Council approve the in principle approval to alienate by way of a long term lease, the Accounting Officer shall be authorized to commence with a public participation process to obtain public comments and/or objections.

7. **Other Implications**

None

8. **Comments by Directorates:**

8.1 **Chief Financial Officer:**

Report noted

8.2 **Director: Planning & Development**

Recommendation supported.

8.3 **Director: Civil & Water Services**

Item noted.

8.4 **Director: Electro-Mechanical Services**

Item noted

8.5 **Director: Community Services**

Noted

8.6 **Deputy Municipal Manager**

Noted.

8.7 **Municipal Manager**

Supported.

9. **Delegated Authority**

Council

10. **Recommendations**

- 10.1 That Council **grant in-principle approval** for the lease of a portion of Erf 406, Paradise Beach Bay to IHS (MTN) and formalize the already existing Telecommunications Mast and Base Station for 9 years and 11 months.
- 10.2 That Council grant authorization to the Accounting Officer to commence with the public participation process and advertise Council's intention to alienate the property in 10.1.
- 10.3 That in terms of Section 14 and 90 of the MFMA and departmental inputs, Council hereby confirms that the land is not needed to provide the minimum level of basic municipal services.
- 10.4 That Council grant authorization to the Accounting Officer to obtain market-related valuation for the property.
- 10.5 That the land use application be submitted by the applicant and all other administrative costs be for the applicant.

Item prepared by the: The Manager Land & Property Administration



Item approved by the: Director: Planning & Development



Item endorsed by the Municipal Manager:

A handwritten signature in black ink, appearing to read "du Plessis", written in a cursive style.

Item noted by Portfolio Chairperson:

A handwritten signature in black ink, appearing to be a stylized "R", written in a cursive style.

Annexure "A" – Previous Agreement



SUPPLEMENTARY AGREEMENT

Between

KOUGA MUNICIPALITY

(Including its successors in title and assigns, hereinafter referred to as the "Lessor")

Registration/Identity number

560605 5158 082

represented herein by

DR EDWARD MARTIN RANKWANA

in his/her capacity as

KOUGA MUNICIPAL MANAGER

who is duly authorised to do so

And

MOBILE TELEPHONE NETWORKS (PTY.) LTD. (including its successors in title and assign, hereinafter referred to as the "Lessee")

Registration number 1993/001436/07, represented herein by

SHANETTE HITCHINSin her capacity as SENIOR PROPERTYNEGOTIATOR who is duly authorised to do so

In terms of a Lease Agreement entered into on 26 November/18 December 1997 (hereinafter the "Principal Agreement"), the Lessor let to the Lessee a certain Premises, as more fully described in the Principal Agreement. In terms of the Principal Agreement, the Lessee has the option to renew the leased period as per the attached Schedule.

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SCHEDULE OF AGREEMENT	1
1. COMMENCEMENT AND DURATION	3
2. RENTAL	3
3. NON ACCESSION OF MOVEABLES	3
4. REMAINING CONDITIONS	3
5. EXECUTION	3

SCHEDULE OF AGREEMENT

SITE DETAILS	
Clause	Information
1.5.3	Site Name
	PARADISE BEACH WATER TOWER
	Site Number
	T1950
	MTN Region
	EC
	Type of Site (Greenfield, Rooftop, pCell or uCell)
	WATER TOWER
	Extent of Leased Premises, e.g. 35 m ²
	EXISTING
1.5.3 1.5.4 1.5.5	Property Description
	Title Deed Number
LESSEE DETAILS	
Clause	Information
1.5.1	Lessee

Mobile Telephone Networks (Pty.) Ltd.
Postal Address
MTN Property Department
Private Bag X 9955
SANDTON
2146
Domicilium (Physical) Address
MTN Property Department
216 14 th Avenue
FAIRLAND
2195

LESSOR DETAILS	
Clause	Information
	Lessor
5.1	Kouga Municipality represented by E.M. RANKUMA
	Registration / Identity Number
	560605 5158 082
	Postal Address
	P.O. Box 21
	JEFFREYS BAY
	6320
	Domicilium (Physical) Address
	33 DARYAMA ROAD
	JEFFREYS BAY
	Telephone Number
	042 293 1111
	Fax Number
	042 293 1114
	Cellular Number
	082 894 7711
	E-Mail Address
	LSIMANGA@ec108.019.29
	Alternative Contact Person & Contact Number
	LINDA SIMANGA
	082 894 1099
3.3	VAT Registration Number (Enter 10 digit number, or "Not Registered")

	Payment Method, e.g. Cheque / Electronic Transfer
	ELECTRONIC TRANSFER
	Payment Frequency, e.g. Monthly in advance
	MONTHLY IN ADVANCE
	Name of Payee
	Bank Name
	Branch Name
	Branch Code
	Account Number

SAME BANKING DETAILS

FINANCIAL DETAILS	
Clause	Information
	Lease Commencement Date
	17 October 2007
	Lease Period In Months, e.g. 119 Months
2.	119 60 months
	Lease Expiry Date
	16 September 2012
	Option Period In Months
	119 months 60
3.1	Monthly Rental Amount (excl. VAT), e.g. R500.00 (Five Hundred Rand)
	R1556.25
3.2	Annual Escalation Percentage
	10%
	First Escalation Date
	17 OCTOBER 2008
4.1	Electricity Supplier, e.g. Eskom, Local Council, or Lessor
4.2.2	Electricity Amount (excl. VAT), e.g. R300.00 (Three Hundred Rand)

Electricity Escalation Percentage, e.g. 8% or "Metred"
Banking Details for Electricity Payment, if different from Rental Payment Account
Name of Payee
Bank Name
Branch Name
Branch Code
Account Number

Notwithstanding all the terms and conditions contained and the Principal Agreement, and for the purposes of substantiating on the conditions contained in the Schedule, the Lessor and Lessee confirm the following:

1. COMMENCEMENT AND DURATION

This Supplementary Agreement shall be for the period as stipulated in the Schedule (the "initial period") with an option to renew for a further period, also as stipulated in the Schedule (the "renewal period"), which option shall be exercised in writing by the Lessee no less than 3 (three) months prior to the expiry of the initial period. The renewal period will be subject to the same terms and conditions contained in the Principal Agreement as well as this Supplementary Agreement.

2. RENTAL

1. The rental shall be payable monthly in advance not later than the 7th (seventh) day of the Month as stipulated in the Schedule.
- 3.2 The monthly rental will escalate on the anniversary of the renewal date, and thereafter every subsequent anniversary at the rate stipulated in the Schedule.
- 3.3 The rental shall be paid in accordance with the instructions contained in the Schedule.

3. NON ACCESSION OF MOVEABLES

The Lessor acknowledges that all Equipment installed on the Premises by the Lessee, whether a mast, antenna, electronic equipment or other, shall be deemed to be

moveable property, and shall remain as the property of the Lessee, and that all such property does not and shall not accede to the immovable property of the Lessor.

4. REMAINING CONDITIONS

All terms and conditions, Annexures and Schedules as contained in the Principal Agreement, will remain of force and effect to this Supplementary Agreement.

5. EXECUTION

This done and signed by or on behalf of the Lessor at J/RA on this the _____ day of _____ in the presence of the undersigned witnesses:

[Signature]
Signature

By _____
being so duly authorised on behalf of the Lessor

[Signature]
Witness 1 for the Lessor

[Signature]
Witness 2 for the Lessor

This done and signed by or on behalf of the Lessee _____ on this the _____ day of _____ in the presence of the undersigned Witnesses:

Signature

By SHANETTE HITCHINS being so duly authorised on behalf of the Lessee

Witness 1 for the Lessee

Witness 2 for the Lessee

Initials

Annexure "B"

MOBILE TELEPHONE NETWORKS PROPRIETARY LIMITED
 (Registration number: 1993/001436/07)
 216 14th Avenue, Fairland, 2195
 Private Bag 9955, Cresta, 2118, South Africa
 Tel +2711 912 3000 Fax +2711 912 4670



11 July 2024

Dear Sir/Madam,

RE : NOTIFICATION OF SALE AND CONSENT TO TRANSFER – T5020 – BOERBOON STR J-BAY

MTN has concluded a sale and leaseback transaction with IHS Holding Ltd (IHS Holding) for the sale and leaseback by MTN of its telecommunications infrastructure i.e. cell mast towers and rooftop installations to IHS Holding, through its South African subsidiary, IHS Towers South Africa Proprietary Limited (IHS SA).

IHS Holding is listed on the New York Stock Exchange and is one of the largest telecommunications infrastructure providers in Africa, Latin America and the Middle East by tower count, and currently operates towers infrastructure in a number of other African countries. It has an established track record in operating infrastructure of this nature, including comparable transactions with MTN Group in Zambia and Nigeria.

The sale involves, amongst others, the transfer (cession and delegation) by MTN to IHS SA of MTN's rights and obligations under the lease agreement between us relating to the above-mentioned site (Site Lease).

Against the preceding background, this letter hereby serves to:

1. notify you of the sale and leaseback transaction;
2. notify you of the cession from MTN to IHS SA of the Site Lease; and
3. request, pursuant to the terms of the Site Lease, that you consent to the transfer of the Site Lease as set out in this letter by returning the completed consent form below. In this regard, we kindly draw to your attention to the fact that, in terms of the Site Lease, this consent (or declination) should be given acting reasonably and without delay.

Please note that the transfer does not change the terms and conditions of the Site Lease and merely substitutes IHS SA as lessee in MTN SA's stead. MTN will then also continue as a sub-tenant of IHS SA under the leaseback agreement.

Directors: MJ Harper (Chairman), CS Molapisi (Chief Executive Officer), D Molefe (Chief Financial Officer), MJ Bosman, SA Fakie, N Khan, T Leoka, TBL Molefe, FJ Moolman, RT Mupita, PD Norman, R Ramashla, J Schulte-Bockum, and SA Zinn
Company Secretary PT Sishuba-Bonoyi
Reg. No. 1993/001436/07
VAT Reg. 4630140434

Should consent be withheld by you, reasonable valid reasons for such will need to be furnished to MTN.

Please return the signed consent, alternatively, valid and reasonable reasons to the sender of the email containing this letter, within 7 (seven) business days of receipt of this letter.

Following such consent, the transfer of the Site Lease will occur once (and only if) the sale agreement becomes unconditional and will be affected on implementation of the sale. The sale agreement is presently expected to become unconditional and be implemented in quarter 1 (one) of 2022.

On implementation of the transfer, IHS SA will be in contact with you regarding the continued administration of the Site Lease and to provide you with their FICA documents and any further necessary details you may reasonably require. IHS SA shall also send to you a countersigned copy of this letter, for your records.

Signature:

A handwritten signature in cursive script that reads "Ernest F Paul".

Full Names: Ernest Furstenberg Paul

Designation: General Manager: Network Deployment



Cape St Francis
Hankkey
Humansdorp
Jeffreys Bay
Laerie
Oyster Bay
Pahensie
St Francis Bay
Thornhill

Postal: PO Box 21, Jeffreys Bay, 6330
Tel: 042 200 2200 / 042 200 8300
Fax: 042 200 8606
Email: registry@kouga.gov.za
Website: www.kouga.gov.za

APPLICATION FOR MUNICIPAL LAND

APPLICATION TO PURCHASE/LEASE/CONSENT USE OF VACANT KOUGA MUNICIPAL LAND – INDIVIDUALS/PRIVATE

NAME: Sabe Madaza From IHS TOWERS

ID NUMBER: 8208295491089

CONTACT DETAILS: 0829980392 - sabe.madaza@ihstowers.com

ERF/PROPERTY APPLYING FOR:

AREA: Paradise Beach - Jeffreys Bay

ERF NUMBER: Erf 406

ADDRESS: Paradise Beach , Between St Francis Bay and Jeffreys Bay

PURPOSE OF APPLICATION:

Lease Agreement title T1950 (erf:406) for land owned by Kouga Municipality. Lease to MTN for Telecommunications

Infrastructure, Please be advised that MTN has sold Tecomss Infrastructure to IHS Towers. Kindly Acknowledge Cession

Attached, We are aware that the Lease has since expired, hence the application to renew a further period.

MOTIVATION:

From our meeting dated 11 May 2023 at your offices, we understand a LU application may be required prior to lease renewal.

The Contract has since expired according to our records supplied to the Municipality, and IHS Towers would like to renew

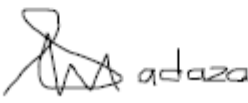
the Lease for a further period of 9 years 11 Months, The Tecomms Infrastructure is active.

We also making the Municipality aware that the contract has been ceded which can be done by signing a Lease and

and attached Cession document Letter.

Supporting Documents required include a Bank Confirmation Letter and ID Copy of the Authorized Signatory.

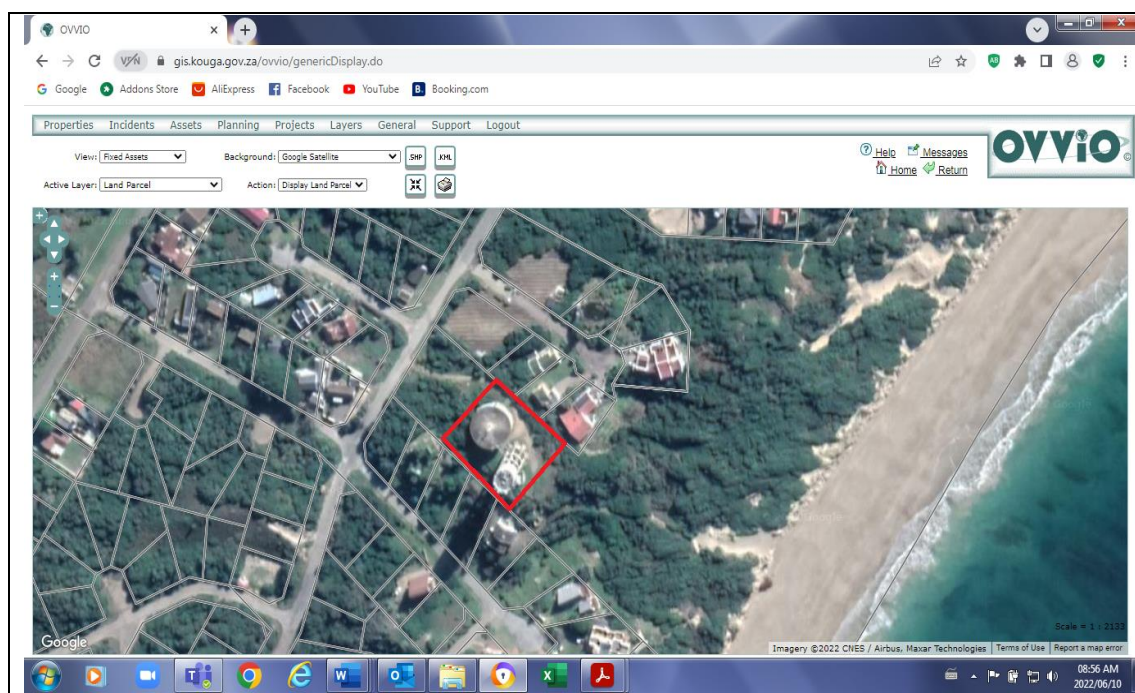
NAME: Sabe Madaza

SIGNATURE:  adaza

DATE: 15 May 2028

Annexure “C”

Aerial image of property:



Aerial image of property:

ERF	AREA	LAND USE SCHEME	BUILDING CONTROL	MANAGEMENT
Erf 406	Paradise Beach	Proposed lease renewal supported on condition that developer/operator obtain the appropriate land use rights i.t.o. Kouga SPLUM By-law.	Supported.	Land: Must be a new lease agreement: Before entering into lease agreement that payment is up to date Civil infrastructure not affected – no objection. Assets: have a criteria, upfront have a condition Legal needs agreement to check cession. HS: Supported General: Avail lease agreement to Linda.

				Land Use rights to be corrected - process has started.
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KOUGA MUNICIPALITY (EC 108)

ORDINARY COUNCIL MEETING

PLANNING & DEVELOPMENT

OPEM

DATE: 23 SEPTEMBER/2026

ITEM NO: **26/09/PD5**

REQUEST FOR COUNCIL'S IN-PRINCIPLE APPROVAL & AUTHORISATION TO ADVERTISE: ALIENATION (LEASE) OF A PORTION OF ERF 873, JEFFREYS BAY FOR A HIGH TELECOMMUNICATIONS MAST

1. **Introduction**

The purpose of this item is to request Council's in-principle approval for the alienation (lease) of a portion of Erf 873, Jeffreys Bay, to IHS Towers South Africa for an existing freestanding telecommunications mast.

2. **Background**

In January 2001, the Municipality signed a lease agreement with Mobile Telephone Networks (Proprietary) Limited (MTN) for a portion of Erf 873, Jeffreys Bay, to permit a freestanding telecommunications mast. See attached **Annexure "A"**. A 36m freestanding lattice telecommunications mast was erected after approval by Council. The lease agreement has since expired, and the applicant now seeks approval to reinstate the agreement.

3. **Discussion**

IHS Towers South Africa took over all MTN's Towers. See attached **Annexure "B"**. The application in consideration is for alienation (lease) of the same portion of Erf 873, Jeffreys Bay. The applicant does not intend to build additional structures. However, the municipality did not grant land use approval for the existing structures. Therefore, the applicant must submit an application under SPLUMA to regularise the existing telecommunication mast.

Currently, the municipality receives no income from the existing telecommunication mast on municipal property. Approval of this application will allow the municipality to enter into a new agreement with the mobile operator. If the application is not approved, the applicant will have to remove the infrastructure on municipal property.

The application was circulated for departmental comments and was supported by all internal departments.

Land Parcel information and Section 14 comments are attached as **Annexure "C"**.

4. Financial Implications

Completed by BTO -	
Project Description	Land Valuations & surveyor & planning services
Ukey no.	20240212015325
Budgeted Amount	2 000 000.00
Amount spent and committed to date	R 178 587.50 
Amount Available	R 1 821 412.50
Comment	

5. Applicable Legislation

Municipal Finance Management Act No. 56 of 2003
Municipal Asset Transfer Regulations, 2008
Spatial Planning and Land Use Management Act No. 13 of 2013
Kouga, Spatial Planning and Land Use Management By-law, 2016
Policy on the Disposal and Leasing of Council Owned Immovable Property,
approved by Council (June 2025)

6. Legal Implications

Any non-compliance with the applicable legislative provisions may lead to adverse audit findings and/or administrative review, and officials may be held personally liable for any financial implications resulting from such non-compliance.

Should Council approve the in principle approval to alienate by way of a long term lease, the Accounting Officer shall be authorized to commence with a public participation process to obtain public comments and/or objections.

7. Other Implications

None.

8. Comments by Directorates:

8.1 Chief Financial Officer:

Report noted

8.2 Director: Planning & Development

Recommendation supported.

8.3 **Director: Civil & Water Services**

Item noted.

8.4 **Director: Electro-Mechanical Services**

Item noted

8.5 **Director: Community Services**

Item noted

8.6 **Deputy Municipal Manager**

Noted.

8.7 **Municipal Manager**

Supported.

9. **Delegated Authority**

Council

10. **Recommendations**

- 10.1 That Council **grant in-principle** approval for the lease of a portion of Erf 873, Jeffreys Bay to IHS (MTN) and formalize the already existing Telecommunications Mast and Base Station for 9 years and 11 months.
- 10.2 That Council grant authorization to the Accounting Officer to commence with the public participation process and advertise Council's intention to alienate the property in 10.1.
- 10.3 That in terms of Section 14 and 90 of the MFMA and departmental inputs, Council hereby confirms that the land is not needed to provide the minimum level of basic municipal services.
- 10.4 That Council grant authorization to the Accounting Officer to obtain market-related valuation for the property.
- 10.5 That the land use application be submitted by the applicant and all other administrative costs be for the applicant.

Item prepared by the: The Manager Land & Property Administration



Item approved by the: Director: Planning & Development



Item endorsed by the Municipal Manager:



Item noted by Portfolio Chairperson:



Annexure "A" – Previous Agreement

SUPPLEMENTARY AGREEMENT

(JEFFREYS BAY T0380)

SUPPLEMENTARY AGREEMENT made and entered into by and between JEFFREYS BAY TRANSITIONAL COUNCIL ("the Landlord") hereinafter represented by

JOHANN WESSELS Vlok

in his capacity as JEFFREYS BAY ADMIN UNIT HEAD

AND

MOBILE TELEPHONE NETWORKS (PROPRIETARY) LIMITED (REG. NO. 93/01436/07)

("the Tenant") herein represented by PULUHELO MATUMBA in his capacity as NATIONAL PROPERTY MANAGER PROPERTY NEGOTIATOR SHANETTE HITCHINS

WHEREAS, in terms of Lease Agreement dated 28 December 1994 / 27 January 1995 (hereinafter referred to as "the Principal Agreement") the Landlord let to the Tenant certain premises as more fully described in "the Principal Agreement" subject to certain terms and conditions.

AND WHEREAS in terms of clause 1 of the Principal Agreement, the Tenant has the option to renew the lease period for a further period of 5 (Five) years.

AND WHEREAS it has become necessary to incorporate certain additional clause/s in the Principal Agreement.

NOW THEREFORE IT IS AGREED AS FOLLOWS:-

1. That the Lease be extended for a further period of 5 (five) years commencing on 1 December 1999

The monthly rental payable in advance shall be R161.05 (ONE HUNDRED AND SIXTY ONE RAND FIVE CENTS) escalating at 10% (Ten percent) per annum compounded for the duration of the period payable free of charge and monthly in advance.

Unless otherwise arranged by the parties in writing, the Tenant shall deposit any amount due in terms of this agreement in the Landlord's chosen banking account being:

Payee: Kouga Municipality T/A JEFFREYS BAY ADMIN UNIT
 Account type: First N. cheque
 Bank: First National Bank
 Branch: Jeffrey Bay
 Branch code: 210515
 Account no: 52540033504

Invoices in respect of rental must be addressed to:

MTN, FINANCE DEPARTMENT (BTS),
PRIVATE BAG X30,
BENMORE
2010

2. To amend clause 17 of the Principal Agreement (domicilium) as follows:

the parties chose the following addresses for all purposes under this lease as the respective domicilia citandi et executandi:

TENANT

15 Alice Lane
Sandown

Extension 38

SANDTON

2196

Tel: (011) 301-6579

Fax: (011) 301-6151

Private Bag X9955, Sandton, 2144

LANDLORD

P.O. Box 21

JEFFREYS BAY

33 Dargamoo

JEFFREYS BAY

Tel: 042 2931111

Fax: 042 2931114

P.O. Box: 21. JEFFREYS BAY 6330

3. Otherwise the remaining terms and conditions of the Principal Agreement remain of force and effect heretofore.

Signed at: JEFFREYS BAY on: 29 JANUARY 2001

AS WITNESSES:

1. P. Makgala

2. Kruger

ON BEHALF OF MTN being duly
authorised thereto

Signed at: JEFFREYS BAY on: 29 JANUARY 2001

AS WITNESSES:

1. _____

2. _____

JEFFREYS BAY TRANSITIONAL
COUNCIL being duly authorised thereto

Kouga Municipality SUCCESSOR TO ALL RIGHTS & LIABILITIES
OF JEFFREYS BAY MUNICIPALITY.

29/1/2001

Annexure "B"

MOBILE TELEPHONE NETWORKS PROPRIETARY LIMITED
 (Registration number: 1993/001436/07)
 216 14th Avenue, Fairland, 2195
 Private Bag 9955, Cresta, 2118, South Africa
 Tel +2711 912 3000 Fax +2711 912 4670



11 July 2024

Dear Sir/Madam,

RE : NOTIFICATION OF SALE AND CONSENT TO TRANSFER – T5020 – BOERBOON STR J-BAY

MTN has concluded a sale and leaseback transaction with IHS Holding Ltd (IHS Holding) for the sale and leaseback by MTN of its telecommunications infrastructure i.e. cell mast towers and rooftop installations to IHS Holding, through its South African subsidiary, IHS Towers South Africa Proprietary Limited (IHS SA).

IHS Holding is listed on the New York Stock Exchange and is one of the largest telecommunications infrastructure providers in Africa, Latin America and the Middle East by tower count, and currently operates towers infrastructure in a number of other African countries. It has an established track record in operating infrastructure of this nature, including comparable transactions with MTN Group in Zambia and Nigeria.

The sale involves, amongst others, the transfer (cession and delegation) by MTN to IHS SA of MTN's rights and obligations under the lease agreement between us relating to the above-mentioned site (Site Lease).

Against the preceding background, this letter hereby serves to:

1. notify you of the sale and leaseback transaction;
2. notify you of the cession from MTN to IHS SA of the Site Lease; and
3. request, pursuant to the terms of the Site Lease, that you consent to the transfer of the Site Lease as set out in this letter by returning the completed consent form below. In this regard, we kindly draw to your attention to the fact that, in terms of the Site Lease, this consent (or declination) should be given acting reasonably and without delay.

Please note that the transfer does not change the terms and conditions of the Site Lease and merely substitutes IHS SA as lessee in MTN SA's stead. MTN will then also continue as a sub-tenant of IHS SA under the leaseback agreement.

Directors: MJ Harper (Chairman), CS Molapisi (Chief Executive Officer), D Molefe (Chief Financial Officer), MJ Bosman, SA Fakie, N Khan, T Leoka, TBL Molefe, FJ Moolman, RT Mupita, PD Norman, R Ramashia, J Schulte-Bockum, and SA Zinn
Company Secretary PT Sishuba-Bonoyi
Reg. No. 1993/001436/07
VAT Reg. 4630140434

Should consent be withheld by you, reasonable valid reasons for such will need to be furnished to MTN.

Please return the signed consent, alternatively, valid and reasonable reasons to the sender of the email containing this letter, within 7 (seven) business days of receipt of this letter.

Following such consent, the transfer of the Site Lease will occur once (and only if) the sale agreement becomes unconditional and will be affected on implementation of the sale. The sale agreement is presently expected to become unconditional and be implemented in quarter 1 (one) of 2022.

On implementation of the transfer, IHS SA will be in contact with you regarding the continued administration of the Site Lease and to provide you with their FICA documents and any further necessary details you may reasonably require. IHS SA shall also send to you a countersigned copy of this letter, for your records.

Signature:

A handwritten signature in cursive script that reads "Ernest F Paul".

Full Names: Ernest Furstenberg Paul

Designation: General Manager: Network Deployment



Cape St Francis
Hankey
Humansdorp
Jeffreys Bay
Loerie
Oyster Bay
Patensie
St Francis Bay
Thornhill

Postal: PO Box 21, Jeffreys Bay, 6330
Tel: 042 200 2200 / 042 200 8300
Fax: 042 200 8606
Email: registry@kouga.gov.za
Website: www.kouga.gov.za

APPLICATION FOR MUNICIPAL LAND

APPLICATION TO PURCHASE/LEASE/CONSENT USE OF VACANT KOUGA MUNICIPAL LAND – INDIVIDUALS/PRIVATE

NAME: Sabe Mada

ID NUMBER: 8208295491089

CONTACT DETAILS: 0829980392 sabe.madaza@ihstowers.com

ERF/PROPERTY APPLYING FOR:

AREA: Jeffreys Bay - As per Agreement

ERF NUMBER: Erf 873 - Jeffreys Bay

ADDRESS: _____

PURPOSE OF APPLICATION:

Lease Agreements title T0380, is for land owned by Kouga Municipality, leased to MTN for Telecommunications Infrastructure.

Infrastructure on the site to IHS, we request acknowledgment of the cession Notification attached.

We are aware that the original terms have expired, and we would like to renew a lease for another term.

MOTIVATION:

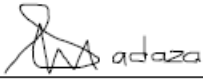
From our communication dated 11th May 2024, we understand a LU application may be required prior to lease renewal.

The Contract has since expired, according to our records and we request to renew these on new terms determine on the new contract. We also need to ensure the Municipality is aware that the Contract has been ceded which can be done by

signing the attached Cession Notification Letter.

Supporting documents required include Bank Confirmation Letter and ID Authorized.

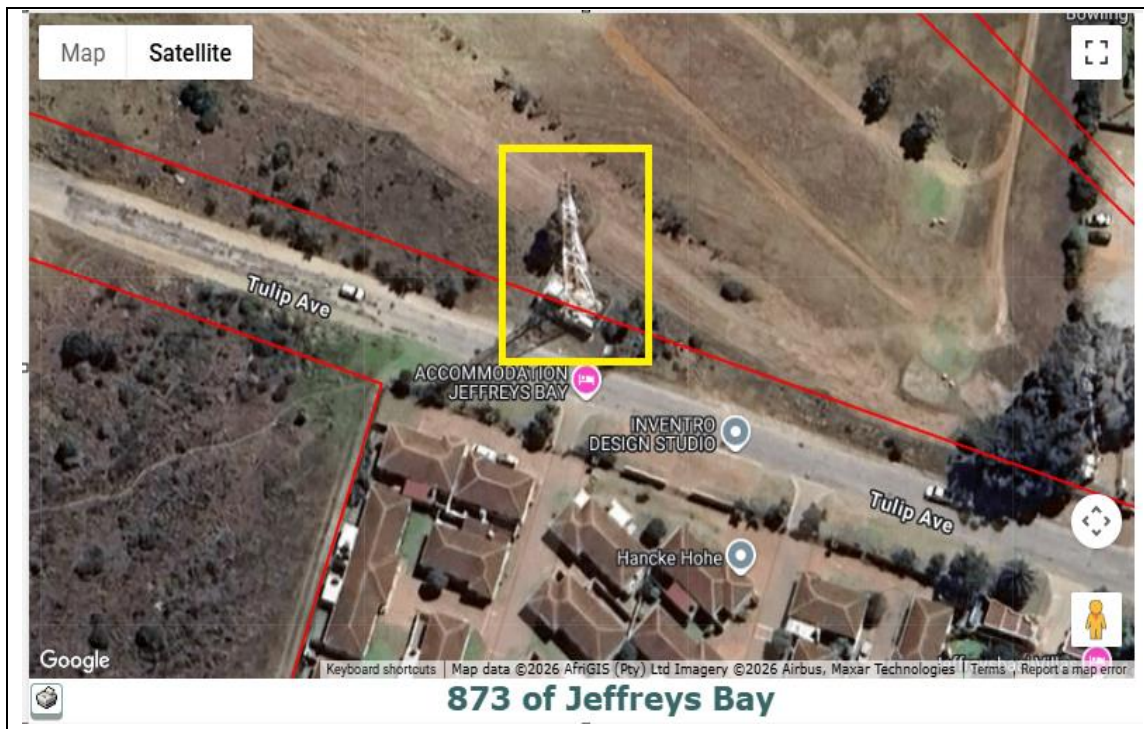
NAME: Sabe Madaza

SIGNATURE:  adaza

DATE: 15 May 2026

Annexure “C”

Aerial image of property:



Comments by the Directorates (Sect. 14)

ERF	AREA	LAND USE SCHEME	BUILDING CONTROL	MANAGEMENT
Erf 873	Jeffreys Bay	Proposed lease renewal supported on condition that developer/operator obtain the appropriate land use rights i.t.o. Kouga SPLUM By-law.	Supported.	Land: Must be a new lease agreement: Before entering into lease agreement that payment is up to date Civil infrastructure not affected – no objection. Assets: have a criteria, upfront have a condition Legal needs agreement to check session. HS: Supported

				General: Avail lease agreement to Linda. Land Use rights to be corrected - process has started.
--	--	--	--	--



KOUGA MUNICIPALITY (EC 108)

ORDINARY COUNCIL MEETING

PLANNING & DEVELOPMENT

OPEN

DATE: 23 SEPTEMBER 2026

ITEM NO: **26/09/PD6**

REQUEST FOR COUNCIL'S IN-PRINCIPLE APPROVAL & AUTHORISATION TO ADVERTISE: ALIENATION (LEASE) OF A PORTION OF ERF 2147, JEFFREYS BAY FOR A TELECOMMUNICATIONS MAST

1. Introduction

The purpose of this item is to request Council's in-principle approval for the alienation (lease) of a portion of Erf 2147, Jeffreys Bay to IHS Towers South Africa for an existing freestanding telecommunications mast.

2. Background

In September 2003, the Municipality signed a lease agreement with Mobile Telephone Networks (Proprietary) Limited (MTN) to permit a telecommunications mast on Erf 2147 Jeffreys Bay. See attached **Annexure "A"**. The lease agreement has since expired, and it is now the intention of the applicant to obtain approval to reinstate the agreement.

3. Discussion

IHS Towers South Africa took over all MTN's Towers. See attached **Annexure "B"**. The application in consideration is for alienation (lease) of the same portion of Erf 2147 Jeffreys Bay. The applicant does not intend to build additional structures. However, it is noted that there was no land use approval granted by the municipality for the existing structures. Therefore, an application must be submitted in terms of SPLUMA to regularise the existing telecommunication mast.

Currently, the municipality receives no income from the existing telecommunication mast on municipal property. Approval of this application will allow the municipality to enter into a new agreement with the mobile operator.

The application was circulated for departmental comments and was supported by all internal departments.

Land Parcel information and Section 14 comments is attached as **Annexure "C"**.

4. Financial Implications

Completed by BTO -	
Project Description	Land Valuations & surveyor & planning services
Ukey no.	20240212015325
Budgeted Amount	2 000 000.00
Amount spent and committed to date	R 178 587.50 
Amount Available	R 1 821 412.50
Comment	

5. Applicable Legislation

Municipal Finance Management Act No. 56 of 2003
Municipal Asset Transfer Regulations, 2008
Spatial Planning and Land Use Management Act No. 13 of 2013
Kouga, Spatial Planning and Land Use Management By-law, 2016
Policy on the Disposal and Leasing of Council Owned Immovable Property,
approved by Council (June 2025)

6. Legal Implications

Any non-compliance with the applicable legislative provisions may lead to adverse audit findings and/or administrative review, and officials may be held personally liable for any financial implications resulting from such non-compliance.

Should Council approve the in principle approval to alienate by way of a long term lease, the Accounting Officer shall be authorized to commence with a public participation process to obtain public comments and/or objections.

7. Other Implications

None.

8. Comments by Directorates:

8.1 Chief Financial Officer:

Report noted

8.2 Director: Planning & Development

Recommendation supported.

8.3 Director: Civil & Water Services

Item noted.

Director: Electro-Mechanical Services

Item noted

8.5 Director: Community Services

Noted

8.6 Deputy Municipal Manager

Noted.

8.7 Municipal Manager

Supported

9. Delegated Authority

Council

10. Recommendations

- 10.1 That Council **grant in-principle approval** for the lease of a portion of Erf 2147, Jeffreys Bay to IHS (MTN) and formalize the already existing Telecommunications Mast and Base Station for 9 years and 11 months.
- 10.2 That Council grant authorization to the Accounting Officer to commence with the public participation process and advertise Council's intention to alienate the property in 10.1.
- 10.3 That in terms of Section 14 and 90 of the MFMA and departmental inputs, Council hereby confirms that the land is not needed to provide the minimum level of basic municipal services.
- 10.4 That Council grant authorization to the Accounting Officer to obtain market-related valuation for the property.
- 10.5 That the land use application be submitted by the applicant and all other administrative costs be for the applicant.

Item prepared by the: The Manager Land & Property Administration



Item approved by the: Director: Planning & Development



Item endorsed by the Municipal Manager:



Item noted by Portfolio Chairperson:



Annexure "A"

ORIGINAL

1. PARTIES

MONTHLY LEASE AGREEMENT

between

Mobile Telephone Networks (Pty) Ltd.

(Reg. No. 1993/01436/07) ("the Lessee")

HEREIN REPRESENTED BY: B. B. KOTZEIN HIS CAPACITY AS: **Authorised Representative**

AND
Kouga Municipality (EC108).
JOHANN WESSELS VLOK

HEREIN REPRESENTED BY:

JOHANN WESSELS VLOKIN HIS CAPACITY AS: ACTING MUNICIPAL MANAGER ("the Lessor")

being the registered owner / ~~lawful occupier~~ / authorised representative of
certain Premises, namely

Physical Address / Description of property:

SUBSTATION BOERBOON STREET (ERF 2147)
JEFFREYS BAY

Erf No. (where applicable): 2147 Size of leased area: AS PER PLANSDeed of Transfer No: T43975/1974 (Erf size 24 m²)

Name of registered owner (if Lessor is the lawful occupier / authorised representative)

as indicated in Annexure A attached hereto (hereinafter referred to as "the
 Premises") SUBJECT to the following terms and conditions:

2. INTERPRETATION

- 2.1 Clause headings appear in this lease for purposes of reference only and shall not influence the proper interpretation of the subject matter.

Blank Lease

1

Previous Agreement

23. CONFIDENTIALITY

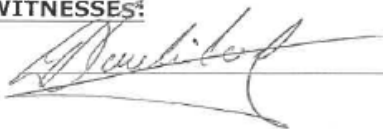
The parties shall not disclose to any third party, other than their respective employees or professional advisors, in their capacity as such, any information relating to the terms and conditions of this Agreement except:-

- 23.1 to the extent necessary for purposes of instituting legal proceedings by one party against the other.
- 23.2 to the extent necessary to comply with any law, valid court order or the requirements of any recognized stock exchange; or
- 23.3 as part of its normal reporting or review process to its auditors and its attorneys; or
- 23.4 to the extent required by any regulatory authority; or
- 23.5 to the extent necessary for purposes of instituting legal proceedings by one party against the other.

Signed at Jeffers Bay on 17 July 2003.

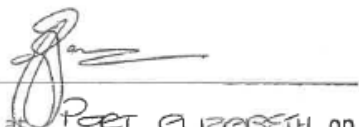
AS WITNESSES:

1.



J.W. Vlok
For and on behalf of the Lessor
by J.W. Vlok who
warrants his authority hereto.

2.



Signed at Piet Claassen on 22 September 2003

AS WITNESSES:

1.



B.B. Kotze
For and on behalf of the Lessee
by B.B. Kotze who
warrants his authority hereto.

2.



Annexure "B"

MOBILE TELEPHONE NETWORKS PROPRIETARY LIMITED
 (Registration number: 1993/001436/07)
 216 14th Avenue, Fairland, 2195
 Private Bag 9955, Cresta, 2118, South Africa
 Tel +2711 912 3000 Fax +2711 912 4670



11 July 2024

Dear Sir/Madam,

RE : NOTIFICATION OF SALE AND CONSENT TO TRANSFER – T5020 – BOERBOON STR J-BAY

MTN has concluded a sale and leaseback transaction with IHS Holding Ltd (IHS Holding) for the sale and leaseback by MTN of its telecommunications infrastructure i.e. cell mast towers and rooftop installations to IHS Holding, through its South African subsidiary, IHS Towers South Africa Proprietary Limited (IHS SA).

IHS Holding is listed on the New York Stock Exchange and is one of the largest telecommunications infrastructure providers in Africa, Latin America and the Middle East by tower count, and currently operates towers infrastructure in a number of other African countries. It has an established track record in operating infrastructure of this nature, including comparable transactions with MTN Group in Zambia and Nigeria.

The sale involves, amongst others, the transfer (cession and delegation) by MTN to IHS SA of MTN's rights and obligations under the lease agreement between us relating to the above-mentioned site (Site Lease).

Against the preceding background, this letter hereby serves to:

1. notify you of the sale and leaseback transaction;
2. notify you of the cession from MTN to IHS SA of the Site Lease; and
3. request, pursuant to the terms of the Site Lease, that you consent to the transfer of the Site Lease as set out in this letter by returning the completed consent form below. In this regard, we kindly draw to your attention to the fact that, in terms of the Site Lease, this consent (or declination) should be given acting reasonably and without delay.

Please note that the transfer does not change the terms and conditions of the Site Lease and merely substitutes IHS SA as lessee in MTN SA's stead. MTN will then also continue as a sub-tenant of IHS SA under the leaseback agreement.

Directors: MJ Harper (Chairman), CS Molapisi (Chief Executive Officer), D Molefe (Chief Financial Officer), MJ Bosman, SA Fakie, N Khan, T Leoka, TBL Molefe, FJ Moolman, RT Mupita, PD Norman, R Ramashia, J Schulte-Bockum, and SA Zinn
Company Secretary PT Sishuba-Bonoyi
Reg. No. 1993/001436/07
VAT Reg. 4630140434

Should consent be withheld by you, reasonable valid reasons for such will need to be furnished to MTN.

Please return the signed consent, alternatively, valid and reasonable reasons to the sender of the email containing this letter, within 7 (seven) business days of receipt of this letter.

Following such consent, the transfer of the Site Lease will occur once (and only if) the sale agreement becomes unconditional and will be affected on implementation of the sale. The sale agreement is presently expected to become unconditional and be implemented in quarter 1 (one) of 2022.

On implementation of the transfer, IHS SA will be in contact with you regarding the continued administration of the Site Lease and to provide you with their FICA documents and any further necessary details you may reasonably require. IHS SA shall also send to you a countersigned copy of this letter, for your records.

Signature:

A handwritten signature in cursive script that reads "Ernest F Paul".

Full Names: Ernest Furstenberg Paul

Designation: General Manager: Network Deployment



Cape St Francis
Hankey
Humansdorp
Jeffreys Bay
Loerie
Oyster Bay
Potensie
St Francis Bay
Thornhill

Postal: PO Box 21, Jeffreys Bay, 6330
Tel: 042 200 2200 / 042 200 8300
Fax: 042 200 8606
Email: registry@kouga.gov.za
Website: www.kouga.gov.za

APPLICATION FOR MUNICIPAL LAND

APPLICATION TO PURCHASE/LEASE/CONSENT USE OF VACANT KOUGA MUNICIPAL LAND – INDIVIDUALS/PRIVATE

NAME: Sabe Madaza

ID NUMBER: 8208295491089

CONTACT DETAILS: 0829980392 - sabe.madaza@gmail.com

ERF/PROPERTY APPLYING FOR:

AREA: As per exisitinf Agreement

ERF NUMBER: Erf 2147, Jeffrefys Bay

ADDRESS: 14 Boerboon Street with co-ords

PURPOSE OF APPLICATION:

Lease agreement title T5020-BOERBOON STR J-Bay is for land owned by the Kouga Municipality, leased to MTN
Telecoms Infrastructure. Please be advised that MTN has sold the Telecommunication infrastructure on the site to IHS
We are aware that the original term on the lease has expired however IHS requests a renewal agreement

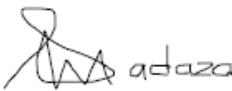
MOTIVATION:

From our our communication dating back from 11 May 2023 , we understand a LU application may be required prior to lease renewal
the contract that has since expired while waiting for Council to approve, further renewal of agreements.

We also need to ensure that the Municipality knows about cession that by signing the attached cession is also a form of
a cession Notification Letter

Supporting Documents are required include Bank Confirmation Letter and ID of Authorised signatoty.

NAME: Sabe Madaza

SIGNATURE:  adaza

DATE: 15 May 2026

Annexure “C”

Aerial image of property:



Comments by the Directorates (Sect. 14)

ERF	AREA	LAND USE SCHEME	BUILDING CONTROL	MANAGEMENT
Erf 2147	Jeffreys Bay	Proposed lease renewal supported on condition that developer/operator obtain the appropriate land use rights i.t.o. Kouga SPLUM By-law.	Supported.	Land: Must be a new lease agreement: Before entering into lease agreement that payment is up to date Civil infrastructure not affected – no objection. Assets: have a criteria, upfront have a condition Legal needs agreement to check cession. HS: Supported General: Avail lease agreement to Linda. Land Use rights to be

				corrected - process has started.
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KOUGA MUNICIPALITY (EC 108)

ORDINARY COUNCIL MEETING

PLANNING & DEVELOPMENT

OPEN

DATE: 23 SEPTEMBER 2026

 ITEM NO: **26/09/PD7**

REQUEST FOR APPROVAL OF THE DRAFT HUMAN SETTLEMENTS SECTOR PLAN & PERMISSION TO CONDUCT PUBLIC PARTICIPATION
1. Introduction

The purpose of this item is to request Council's approval of the Draft Human Settlements Sector Plan and additionally to obtain authorization to commence public participation in respect of the draft Plan.

2. Background

The current Human Settlements Sector Plan is outdated and no longer reflects the prevailing socio-economic, spatial, and infrastructural conditions of the Kouga region. Kouga Local Municipality is responsible for planning and facilitating appropriate human settlement development within the municipal area of jurisdiction, in accordance with the applicable national and provincial legislative and policy framework.

3. Discussion

The Human Settlements Sector Plan links the Municipality's strategic planning framework, the IDP, the Spatial Development Framework (SDF), Municipal infrastructure planning, available land, housing demand, and the implementation of human settlements programs.

The Municipality has therefore reviewed its existing Human Settlements Sector Plan to ensure that it reflects and aligns with the current circumstances, priorities, housing demand, project opportunities, infrastructure constraints, available resources, and the Municipality's long-term human settlements objectives.

The review also provides an opportunity to strengthen alignment between the Eastern Cape Department of Human Settlements, other spheres of government, relevant sector departments, and communities.

4. Financial Implications

Completed by BTO -	Not applicable
Project Description	
Ukey no.	
Budgeted Amount	

Amount spent and committed to date	
Amount Available	
Comment	

5. **Applicable Legislation**

- Constitution of the Republic of South Africa, 1996
- Housing Act, 107 of 1997
- National Housing Code, 2009
- Local Government: Municipal Structures Act, 117 of 1998
- Spatial Planning and Land Use Management Act, 16 of 2013
- Kouga Local Municipality Integrated Development Plan
- Kouga Local Municipality Spatial Development Framework.

6. **Legal Implications**

Should Council resolve to approve the Draft Human Settlements Sector Plan as reviewed, the draft Plan may be subjected to public participation after which process the final draft may be referred to Council for final adoption.

7. **Other Implications**

None

8. **Comments by Directorates:**

8.1 **Chief Financial Officer:**

Report noted.

8.2 **Director: Planning & Development**

Recommendation supported.

8.3 **Director: Civil & Water Services**

Item noted.

8.4 **Director: Electro-Mechanical Services**

Item noted.

8.4 **Director: Community Services**

Noted

8.6 **Deputy Municipal Manager**

Noted.

8.7 **Municipal Manager**

Supported.

9. **Delegated Authority**

Council

10. **Recommendations**

10.1 That Council approves the Draft Human Settlements Sector Plan.

10.2 That the approved draft Human Settlements Plan be published for public inputs as required in terms of the Municipal Systems Act, Act 32 of 2000, as amended.

10.3 That the draft approved Human Settlements Plan be referred back to Council after completion of the public participation process.

.

Item prepared by the: Manager: Manager: Human Settlements



Item approved by the: Director: Planning and Development



Item endorsed by the: Municipal Manager



Item noted by Portfolio Chairperson:



KOUGA

MUNICIPAL HUMAN SETTLEMENTS SECTOR PLAN

2025

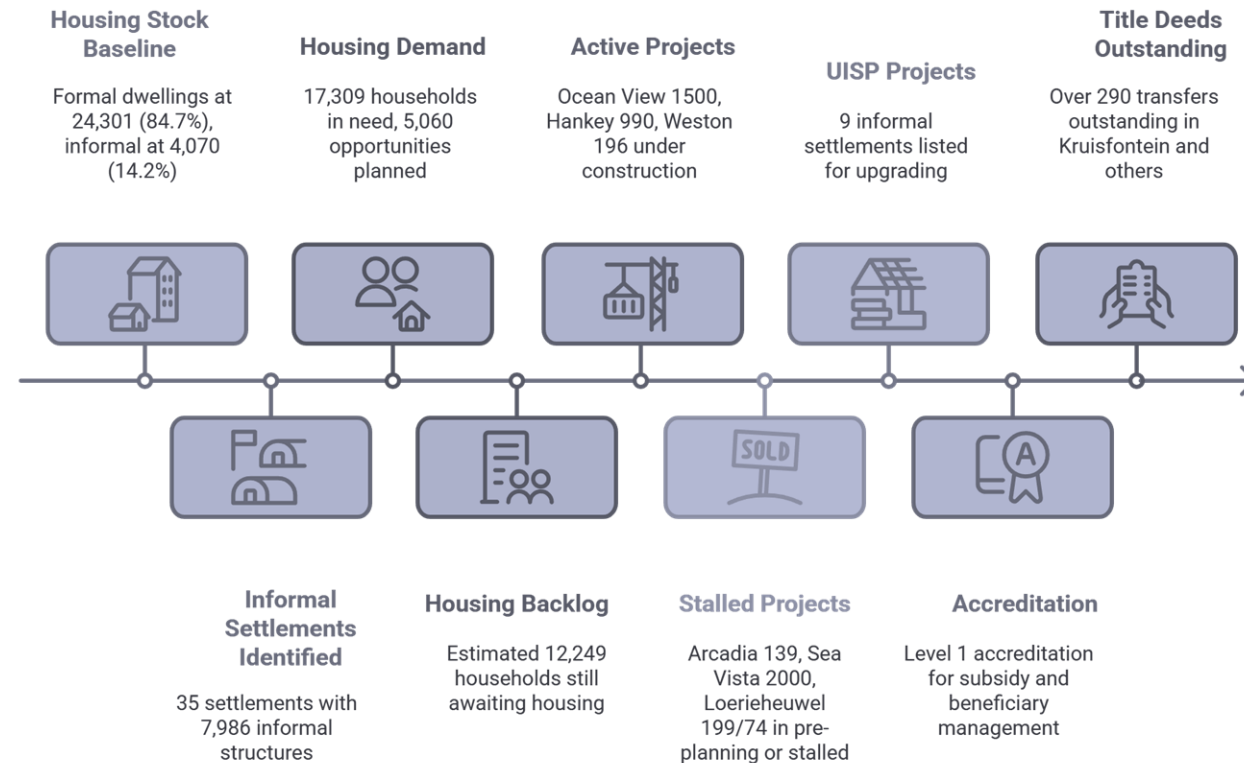
REVIEW OF CURRENT HUMAN SETTLEMENT SECTOR PLAN

FINAL DRAFT



SUMMARY OF HOUSING STATUS

The figure presents a consolidated overview of key housing-related statistics for Kouga Local Municipality. This includes current housing stock, informal settlements data, housing demand figures, project pipeline updates, and institutional capacity. The data is drawn from the Kouga Housing Sector Plan (HSP), the Integrated Development Plan (IDP) 2022–2027, the Spatial Development Framework (SDF), and updated municipal reports as referenced in the appointment letter and project documentation.



395 ensuring constant consideration of the various scales of planning, highlighting the links between policymaking and delivery at national, regional, and local scales.

Human Settlements Planning

Human Settlements Planning is the integrated, strategic process of identifying, assessing, and guiding the spatial, social, economic, and institutional dimensions of housing delivery and settlement development. It aims to ensure the provision of sustainable, inclusive, well-located, and adequately serviced human settlements that address historical backlogs, respond to current housing needs, and anticipate future population growth.

In the context of Kouga Municipality, Human Settlements Planning supports the vision of creating liveable, integrated, and economically viable communities, by aligning:

- ➔ Housing development with spatial planning instruments (e.g., SDF, IDP),
- ➔ Infrastructure and social services with housing demand,
- ➔ Land use with environmental sustainability and economic opportunity,
- ➔ And institutional roles with national and provincial housing mandates.

This definition aligns with the National Housing Code (2009), the Breaking New Ground (BNG) policy, and provincial Human Settlements Plans which emphasise:

- ➔ The shift from housing delivery to human settlement development,
- ➔ The promotion of spatial restructuring and social cohesion, and
- ➔ The creation of settlements that offer access to economic opportunities, education, healthcare, and transport.

RACI Classification

A RACI matrix is a document that clarifies which individuals or groups are responsible for a project's successful completion, and the roles that each will play throughout the project. The acronym RACI stands for the different responsibility types: Responsible, Accountable, Consulted, and Informed

ABBREVIATIONS

BNG	Breaking new Ground
COGTA	Department of Cooperative Governance and Traditional Affairs
DDG	Deputy Director General
DDM	District Development Model
DEDEAT	Department of Economic, Development, Environmental Affairs and Tourism
DM	District Municipality
EC	Eastern Cape Province
GIS	Geographic Information System
HOD	Head of Department
HSP	Human Settlements Plan
ICT	Information and Communication Technology
IDP	Integrated Development Plan
LM	Local Municipality (Kouga)
NDP	National Development Plan
NGO	Non-Government Organisation
NSDF	National Spatial Development Framework
PSC	Project Steering Committee
SACN	South African Cities Network
SALGA	South African Local Government Association
SDF	Spatial Development Framework
SDG(s)	Sustainable Development Goals
SEZ	Special Economic Zone
SLA	Service Level Agreement
SOPA	State of the Province Address (EC Province)

GLOSSARY OF TERMS

Integrated Planning

In recent years, calls for cross-sectoral coordination and integrated planning approaches have echoed across different fields of planning. Internationally recognised, one of spatial planning's primary roles is to enhance the integration between sectors such as housing, transport, energy, and industry, and to integrate planning policy within the often-complex hierarchy of plans. It is therefore crucial that the approach to the preparation of a regional strategy must facilitate cross-sectoral analysis and institutional arrangements while also

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1 INTRODUCTION

1.1 BACKGROUND

The current Human Settlements Sector Plan (HSP) for the Kouga Local Municipality is outdated and no longer reflects the prevailing socio-economic, spatial, and infrastructural conditions of the region. In response, the municipality has initiated the preparation of a new, integrated, and implementable Housing Strategy Plan (HSP) to more effectively guide housing delivery, spatial planning, and infrastructure investment. This revised plan is being developed in alignment with key legislative and policy frameworks, including the Housing Act (1997), Municipal Systems Act (2000), and the Spatial Planning and Land Use Management Act (SPLUMA, 2013), as well as the National Housing Code, Breaking New Ground (BNG) Policy, and the Sustainable Development Goals (SDGs).

A desktop analysis conducted during the inception phase reveals that the municipality continues to face significant challenges, notably the proliferation of informal settlements, a substantial housing backlog (currently estimated at approximately 12,249 housing opportunities), and limited access to well-located and adequately serviced land. While an estimated 84.7% of households reside in formal dwellings, over 4,000 informal structures persist across 35 identified settlements, accommodating nearly 8,000 households. Furthermore, significant infrastructure deficits—particularly concerning bulk water supply, sanitation, and electricity—continue to impede the development of sustainable human settlements. While some projects, such as Ocean View 1500 and Hankey 990, are currently active, others remain in early planning stages or have stalled due to various implementation constraints.

Kouga's Level 1 Accreditation for housing subsidy administration positions the municipality to assume a more proactive and decentralised role in housing delivery. This includes responsibility for beneficiary management, informal settlement upgrading, and land use planning. The revised HSP seeks to capitalise on this capacity by developing a spatially aligned and prioritised project pipeline, identifying key land parcels for development, and promoting strategic partnerships with key stakeholders such as the Housing Development Agency (HDA) and private developers. Additionally, the HSP will prioritise tenure security, environmental sustainability, and inclusive community participation, in line with the principles of integrated development and spatial justice.

1.2 PURPOSE OF THE REVIEW OF THE CURRENT HOUSING SECTOR PLAN REPORT

The purpose of the **REPORT** (From Herewith Referred to as the Status Quo Report) is to provide a comprehensive overview of the current conditions relating to human settlements within the Kouga Local Municipality. It represents a critical first step in the planning process by establishing a factual, evidence-based baseline from which informed strategic decisions can be made.

A key objective of the report is to document the existing spatial and socio-economic conditions, including the distribution and typology of housing, levels of basic service delivery, infrastructure availability, and the socio-economic characteristics of communities. This baseline enables planners and decision-makers to understand the current reality—what exists, where, and under what conditions—thereby facilitating a more grounded, context-specific approach to future development.

The report also plays a vital role in identifying challenges, gaps, and opportunities within the human settlements system. This includes assessing housing backlogs, informal settlement patterns, infrastructure shortfalls, and institutional constraints. In doing so, the report highlights areas requiring urgent intervention and helps uncover structural issues that must be addressed to improve human settlement outcomes.

The status quo report informs the development of a responsive and realistic Human Settlements Sector Plan. It ensures alignment with the municipality's Integrated Development Plan (IDP), Spatial Development Framework (SDF), and other relevant policy and regulatory frameworks. By guiding the prioritisation of programmes and projects, the report helps ensure that public investment is directed to where it is most needed and will be most impactful.

The report provides a benchmark for monitoring and evaluation. It offers a reference point against which future progress can be measured and the effectiveness of human settlements interventions can be assessed. As such, the status quo report is not only foundational to planning but also essential for tracking performance and informing adaptive planning over time.

1.3 PROJECT OBJECTIVES

The development of the Human Settlements Sector Plan (HSSP) for the Kouga Local Municipality stems from the need to establish a strategic, integrated, and implementable framework to address current and emerging housing challenges. The plan seeks to integrate human settlement planning within the

broader Integrated Development Plan (IDP) and guide targeted investment in housing, infrastructure, and social amenities across the municipal area.

The municipality's existing Human Settlements Plan is now outdated and no longer reflects the socio-economic, spatial, and infrastructural realities of Kouga. Like many municipalities in South Africa, Kouga continues to experience increasing pressure from urbanisation, the expansion of informal settlements, limited housing delivery capacity, and entrenched spatial inequalities. There is also an urgent need to provide diverse housing options that accommodate a wide range of income groups, including those within the so-called "gap market"—households that earn too much to qualify for fully subsidised housing but too little to access private mortgage finance.

In line with national legislation, including the Housing Act (No. 107 of 1997) and the Municipal Systems Act (No. 32 of 2000), municipalities are mandated to plan for housing in a manner that is integrated, participatory, and sustainable. Specifically, the Housing Act requires municipalities to prioritise the housing needs of the poor, provide a range of tenure and typology options, and align housing development with broader spatial and economic planning objectives

In response, Kouga Municipality has initiated the development of a new HSSP that will:

- Serve as a chapter of the IDP.
- Support effective resource allocation and prioritisation of housing investments.
- Strengthen institutional planning capacity.
- Guide the formulation of human settlement strategies that are spatially just, economically viable, and socially inclusive.

The plan is to be developed in accordance with the National Housing Code, the Resource Book on Housing Chapters (2008), and the latest guidelines provided by the Department of Human Settlements. It is also expected to incorporate alignment with the Sustainable Development Goals (SDGs), particularly Goal 11: "Make cities and human settlements inclusive, safe, resilient and sustainable."

1.3.1 OBJECTIVES

The overarching objective of the project is to develop a credible and actionable Human Settlements Sector Plan that integrates with the IDP and supports the municipality's vision for spatial transformation, housing equity, and sustainable development. The specific objectives are:

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- **Status Quo Assessment:** Analyse the current housing environment, including tenure options, housing types, informal settlements, and access to basic infrastructure.
- **Housing Demand and Backlog Analysis:** Establish a detailed and data-driven understanding of the current and projected housing demand, disaggregated by income level, housing typology, and geographical location.
- **Institutional and Delivery Capacity Assessment:** Review the Municipality's housing delivery mechanisms, structures, staffing, and partnerships to assess institutional readiness and capacity constraints.
- **Project Pipeline Development:** Identify, prioritise, and package housing and human settlement projects across the municipality for inclusion in the IDP and funding pipelines.
- **Spatial Integration and Land Identification:** Identify land parcels suitable for housing development and assess their alignment with the SDF, infrastructure availability, and tenure status.
- **Stakeholder Engagement:** Facilitate participatory processes with communities, sector departments, and key stakeholders to validate findings, capture needs, and build support for the implementation of the plan.
- **Alignment with National and Provincial Policy:** Ensure the plan aligns with the National Development Plan (NDP), Breaking New Ground Policy (BNG), and the Provincial Human Settlements Framework.
- **Policy and Strategy Formulation:** Formulate strategic goals, objectives, and recommendations to enhance housing delivery, promote spatial justice, and support sustainable settlements.
- **Integrated Planning:** Ensure integration with other sectoral plans and capital investment programmes to foster coordinated development and efficient service delivery.

The successful development and implementation of the HSSP will ultimately enable the Kouga Local Municipality to respond more effectively to housing needs, optimise resource utilisation, and strengthen its developmental mandate.

1.3.2 PURPOSE OF THE PROJECT

The purpose of the Human Settlements Plan Project is to:

- Assess and update the current Human Settlements Plan.

- Identify housing needs, backlogs, and project pipelines.
- Align human settlement planning with the Integrated Development Plan (IDP), SDF, and national/provincial policies.

Kouga Municipality adopts a hands-on approach to human settlement development, ensuring that services are accessible and aligned with housing policy priorities. Through targeted outreach and structured programmes, the municipality aims to promote inclusive, lawful, and efficient housing delivery across the region. The table below provides a detailed breakdown of the expected outcomes of the updated Human Settlements Plan

Table 1: Expected Key Outcomes of the Human Settlements Plan (HSP)

Outcome Area	Expected Outcome
Housing Needs Identification	→ A comprehensive analysis of current and future housing needs across all settlement types and income groups.
Beneficiary Management	→ An updated and verified database of housing applicants linked to the National Housing Needs Register (NHNR).
Informal Settlement Upgrading	→ Identification, prioritisation, and phased upgrading plans for informal settlements in line with UISP principles.
Spatial and Land Planning	→ Spatially aligned land identification for future housing projects, ensuring integration with SDF and IDP priorities.
Title Deed Delivery	→ Clear strategies and targets for resolving historical title deed backlogs and enabling secure tenure.
Housing Programme Pipeline	→ A prioritised pipeline of housing projects aligned with national and provincial funding programmes (e.g., IRDP, FHF, EEDBS).
Institutional Alignment	→ Clear roles for municipal, provincial, and national stakeholders in implementation and support.
Policy and Compliance Framework	→ Development or refinement of local housing policies to ensure legal compliance and effective regulation.
Consumer Education & Engagement	→ Ongoing community education and participation strategies to enhance transparency and manage expectations.
Monitoring & Reporting Tools	→ Mechanisms for tracking implementation, evaluating impacts, and reporting progress on housing delivery.

Kouga Municipality's Human Settlements Department is responsible for planning and delivering sustainable housing solutions. The department focuses on improving access to adequate shelter, upgrading informal settlements, and ensuring efficient beneficiary and land administration. Services are taken directly to communities through outreach programmes to improve transparency, accessibility, and responsiveness.

Table 2: Key Services and Activities

Service Category	Key Activities
Beneficiary Management	→ Capturing on NHNR → Processing housing and plot applications → Ownership verification
Property and Title Administration	→ Title deed queries and Deeds of Sale → Transfers of RDP and pre-1994 houses
Informal Settlement Management	→ Monitoring and upgrading of informal settlements → Prevention of illegal land invasions
Policy and Planning	→ Housing needs identification → Multi-year housing delivery plans → Policy alignment with IDPs
Consumer Education & Outreach	→ Community education on housing matters → Ward-based outreach sessions

Kouga Municipality adopts a hands-on approach to human settlement development, ensuring that services are accessible and aligned with housing policy priorities. Through targeted outreach and structured programmes, the municipality aims to promote inclusive, lawful, and efficient housing delivery across the region.

1.4 METHODOLOGY

The development of the Human Settlements Plan Status Quo Analysis employed a structured, multi-disciplinary approach to ensure that the resulting strategies are evidence-based, locally relevant, and aligned with municipal, provincial, and national planning frameworks. The methodology comprised the following key components:

- ➔ Policy and Strategic Document Review: A comprehensive review of relevant legislation, policies, and strategies.
- ➔ Population growth and household formation trends to project future housing need.
- ➔ Demand Analysis: A housing demand analysis was undertaken using a combination of data sources, including the most recent Census data, municipal housing waiting lists, and informal settlement profiles. The analysis considered:
 - ➔ Population growth and household formation trends to project future housing need.
 - ➔ Income segmentation to determine eligibility across various housing programmes (e.g., BNG, FHF, social housing).
 - ➔ Spatial distribution of demand, with a focus on areas with concentrated informal settlements, backyard dwellings, and overcrowding.
 - ➔ Special needs groups, including farm workers, the elderly, and people with disabilities, to inform inclusive housing responses.
- ➔ Spatial and Land Use Analysis: GIS-based spatial analysis was used to identify strategically located land parcels suitable for housing development, taking into account proximity to services, transport routes, and existing urban footprints.
- ➔ Project Pipeline and Implementation Assessment: The current housing project pipeline was reviewed to assess project status, funding sources, alignment with demand, and institutional readiness. This enabled the identification of delivery gaps and the prioritisation of projects based on feasibility and impact.

This integrated methodology ensured that the Human Settlements Plan responds effectively to real housing needs, leverages available land and infrastructure, and supports inclusive, sustainable human settlement development.

1.4.1 STUDY AREA

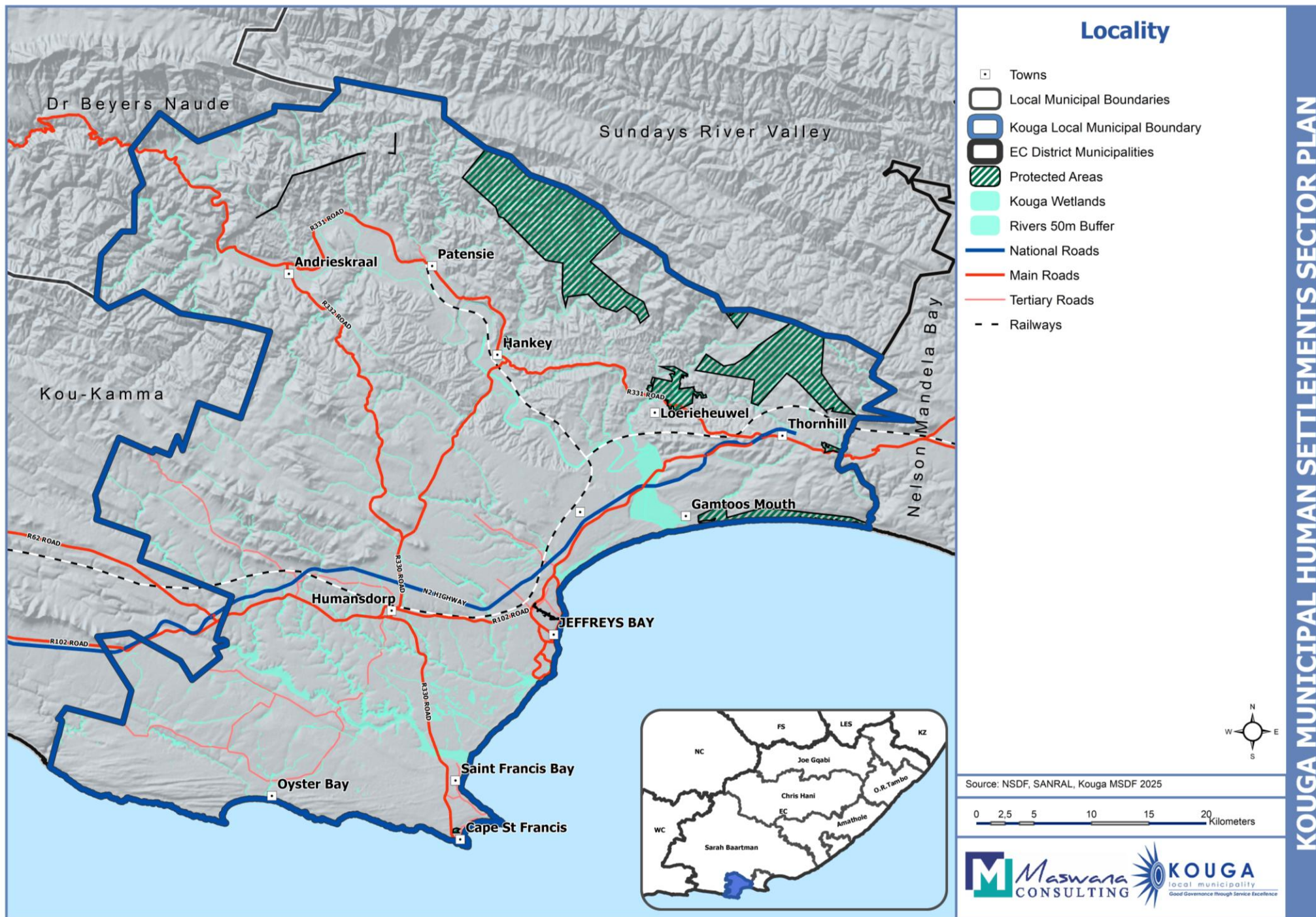
1.4.1.1 KOUGA LOCAL MUNICIPALITY

The Kouga Local Municipality, located in the Sarah Baartman District of the Eastern Cape, spans a diverse area that includes urban centres, rural towns, coastal settlements, and agricultural hubs. Major urban nodes such as Jeffreys Bay and Humansdorp function as economic and administrative centres and are experiencing rapid population growth. This urban expansion has led to increased demand for housing, basic services, and land, particularly in areas surrounding the existing urban footprint.

Coastal towns like St Francis Bay and Cape St Francis are tourism-driven and characterised by high-value housing markets. However, they also present growing pressure for affordable housing to support service-sector workers. In contrast, rural areas such as Hankey, Patensie, Loerie, and Thornhill are agriculturally focused, with significant housing needs tied to seasonal labour, land tenure issues, and limited infrastructure.

The municipality's economy is supported by key sectors including agriculture, tourism, and renewable energy, each of which influences population movement and housing demand. Urban-rural migration, tourism seasonality, and farmworker mobility all contribute to informal settlement growth, overcrowding, and service delivery backlogs, particularly on the urban-rural fringes.

Given this spatial and socio-economic diversity, the Housing Settlement Plan must apply area-specific, context-sensitive strategies. These include densification and upgrading in urban areas, incremental housing delivery in rural towns, and affordable rental options in coastal settlements. The plan must also focus on in-situ upgrading of informal settlements and aligning housing delivery with infrastructure capacity and spatial restructuring goals.



2 POLICY AND LEGISLATIVE FRAMEWORK

The delivery of sustainable, integrated human settlements in Kouga is framed within a robust national and international policy and legislative environment. This framework provides the constitutional, legislative, and strategic basis for planning, financing, implementing, and managing housing and human settlement programmes at the municipal level.

2.1 NATIONAL AND INTERNATIONAL CONTEXT

2.1.1 THE CONSTITUTION OF THE REPUBLIC OF SOUTH AFRICA, 1996

The Constitution establishes the right to access adequate housing (Section 26) and mandates the state to take reasonable legislative and other measures, within available resources, to progressively realise this right. Section 26 also prohibits arbitrary evictions. In addition, the Constitution outlines local government's developmental mandate (Section 152), which includes promoting social and economic development, ensuring service delivery, and creating a safe and healthy environment. **Rights related to adequate housing are also supported through:**

- ➔ **Section 24: Right to an environment that is not harmful to health or well-being**
- ➔ **Section 25: Property rights and equitable access to land**
- ➔ **Section 27: Access to water, health care and social services.**

These rights collectively support integrated, inclusive and sustainable settlement development at the local level.

2.1.2 HOUSING ACT, 1997 (ACT NO. 107 OF 1997) AND HOUSING AMENDMENT ACT, 2001

The Housing Act operationalises the constitutional right to housing and defines the responsibilities of all three spheres of government. Section 2 promotes a pro-poor, participatory and sustainable approach to housing development. Section 9 requires municipalities to plan and implement housing projects as part of their Integrated Development Plans (IDPs), ensuring alignment with national and provincial policy.

The 2001 Amendment Act clarifies the mandate of municipalities as housing developers and underscores the role of national and provincial governments in supporting and capacitating local government for effective implementation.

2.1.3 PREVENTION OF ILLEGAL EVICTION FROM AND UNLAWFUL OCCUPATION OF LAND ACT (PIE ACT), 1998

The PIE Act regulates eviction procedures and protects unlawful occupiers from arbitrary removal, ensuring that evictions are conducted in a just and lawful manner. This legislation is critical in managing informal settlement growth and ensuring that upgrading processes are guided by legal and human rights principles.

2.1.4 SPATIAL PLANNING AND LAND USE MANAGEMENT ACT (SPLUMA), 2013

SPLUMA provides the overarching framework for spatial governance, integrating land use management and spatial planning. The Act introduces spatial principles such as spatial justice, sustainability, efficiency and good governance, which are essential to transforming the spatial form of towns and cities. The Kouga Municipality is required to align housing development with SPLUMA principles and municipal spatial planning instruments, including the MSDP and LSDFs.

2.1.5 NATIONAL HOUSING CODE

The National Housing Code, under the Housing Act, consolidates national housing policies and implementation guidelines for housing subsidy programmes. It supports municipalities in accessing conditional grants such as the Human Settlements Development Grant (HSDG) and the Informal Settlements Upgrading Partnership Grant (ISUPG). The Code also outlines norms and standards for sustainable human settlement planning and provides the framework for beneficiary management, tenure, and housing product types. A revised Human Settlements Code is under development and will inform future updates to this Sector Plan.

2.1.6 NATIONAL DEVELOPMENT PLAN (NDP)

The NDP provides the long-term national vision for spatial transformation and housing. Chapter 8 calls for the restructuring of South Africa's spatial economy to promote inclusion, access, efficiency and resilience. It sets out a vision of compact, connected and inclusive settlements supported by integrated public investment. **Key objectives include:**

- ➔ Integrated spatial planning and land governance.
- ➔ Upgrading of informal settlements.
- ➔ Well-located, affordable rental and ownership options.
- ➔ Strengthening municipal and institutional capacity.

The Kouga Human Settlements Plan directly contributes to the implementation of NDP objectives at the local level.

2.1.7 MEDIUM-TERM DEVELOPMENT PLAN 2024–2029

The Medium-Term Development Plan (MTDP) 2024–2029 outlines South Africa's five-year strategic focus to advance the goals of the National Development Plan. It prioritises inclusive economic growth, infrastructure-led development, and improved access to basic services. In the human settlements sector, the MTDP emphasises upgrading informal settlements, expanding access to affordable housing, particularly rental options, improving spatial integration, and promoting environmentally sustainable development. The plan also calls for strengthening municipal capacity and leveraging innovative finance mechanisms to accelerate housing delivery.

Aligned with these priorities, the Kouga Human Settlements Plan supports the transformation of human settlements through targeted investment in Priority Development Areas (PDAs), enhanced planning for informal settlement upgrading, and the promotion of well-located, mixed-use housing opportunities. The Plan aims to ensure that housing development contributes to spatial justice, climate resilience, and improved quality of life for all residents.

2.1.8 NATIONAL SPATIAL DEVELOPMENT FRAMEWORK (NSDF)

The NSDF, mandated by SPLUMA and the NDP, is the highest-level spatial policy in South Africa. It guides public sector investment and fosters spatial transformation through regional development, corridor-based growth and settlement hierarchy rationalisation. The NSDF promotes differentiated and targeted investment across municipal spaces, which has direct implications for the spatial prioritisation of housing delivery in Kouga.

2.1.9 INTEGRATED URBAN DEVELOPMENT FRAMEWORK (IUDF)

The IUDF guides urban transformation through nine policy levers aimed at achieving compact, connected, and inclusive urban spaces.

Relevant levers for housing include:

- Integrated spatial planning.
- Sustainable human settlements.
- Efficient land governance and management.
- Inclusive economic development.
- Good governance and responsive institutions.

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The IUDF provides a holistic policy base for urban settlement development and promotes alignment across sectoral departments and spheres of government.

2.1.10 DEPARTMENT OF HUMAN SETTLEMENTS PRIORITIES FOR THE 7TH TERM OF ADMINISTRATION

At the national level, the Department of Human Settlements has identified 11 key focus areas for the current term. **These priorities reflect a shift towards more inclusive, community-centred housing delivery:**

- Providing housing for those most in need, including vulnerable groups such as the destitute, military veterans, and survivors of gender-based violence.
- Creating jobs and building skills, particularly by supporting small and micro-enterprises in the human settlements sector.
- Strengthening partnerships with the private sector to attract more investment into housing.
- Supporting local building material suppliers to boost local economies.
- Acquiring and releasing land to enable sustainable and well-located housing development.
- Upgrading informal settlements, ensuring better living conditions and integrated service delivery.
- Helping municipalities deliver, through support and accreditation programmes that build local capacity.
- Speeding up the issuing of title deeds, giving homeowners legal security and ownership.
- Promoting innovative and sustainable building methods, to improve quality and environmental sustainability.
- Investing in community education and engagement, to build awareness and strengthen participation.
- Improving the internal functioning of the department, so that housing delivery is more effective and responsive.

These priorities provide a clear roadmap for the Kouga Municipality to align its housing initiatives with national and provincial goals, focusing on dignity, sustainability, and economic opportunity for all residents.

2.1.11 SUSTAINABLE DEVELOPMENT GOALS (SDGs)

The SDGs, adopted globally under the United Nations 2030 Agenda, provide an international framework to which South Africa is a signatory. **The Kouga Human Settlements Plan supports the following SDGs:**

- Goal 1: No Poverty
- Goal 3: Good Health and Well-being
- Goal 6: Clean Water and Sanitation
- Goal 9: Industry, Innovation and Infrastructure
- Goal 11: Sustainable Cities and Communities
- Goal 15: Life on Land

These goals reinforce the commitment to environmentally sustainable, socially just and economically inclusive housing and human settlements.

2.1.1 Supporting Legislative and Policy Instruments

A range of other legislative and policy frameworks further support the implementation of human settlements in Kouga:

- Division of Revenue Act (Annually Updated): Governs the allocation of national housing grants.
- Municipal Finance Management Act, 2003: Guides municipal budgeting and expenditure on housing.
- Rental Housing Act, 1999: Provides a framework for tenant rights and rental housing regulation.
- Social Housing Act, 2008: Supports the delivery and regulation of affordable rental stock.
- Consumer Protection Act, 2008: Ensures protection for housing beneficiaries.
- Housing Development Agency Act, 2008: Establishes the HDA's mandate to facilitate land and project packaging.
- National Environmental Management Act, 1998: Requires environmental consideration in housing planning.
- National Building Regulations and Building Standards Act, 1977: Sets minimum building standards for residential development.
- Sectional Titles Schemes Management Act, 2011: Regulates shared residential property management.
- Home Loan and Mortgage Disclosure Act, 2000: Enhances transparency in housing finance access.

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- Climate Change Bill (2021): Establishes climate resilience as a housing and development imperative.

2.2 PROVINCIAL & DISTRICT CONTEXT

2.2.1 EASTERN CAPE PROVINCIAL POLICY PRIORITIES (2024–2029)

The Eastern Cape Government has outlined a set of priorities aimed at building a more inclusive, resilient, and capable province. These priorities provide an important framework for how housing delivery should align with broader development goals:

- **Inclusive Economic Growth and Job Creation:** There is a strong focus on growing the economy in ways that benefit everyone, with specific attention to infrastructure development, investment in sectors like agriculture and the ocean economy, and tackling the impacts of climate change.
- **Reducing Poverty and the Cost of Living:** Efforts are aimed at improving social protection, expanding access to quality education and healthcare, and addressing food security.
- **Building a Capable and Ethical State:** A major cross-cutting focus is on improving the effectiveness and accountability of government institutions to better serve communities.
- **Promoting Social Cohesion and Safety:** Strengthening justice and crime prevention systems is also a priority to create safer and more cohesive communities.

These provincial priorities reinforce the importance of linking housing development to economic growth, social support systems, good governance, and community wellbeing.

2.3 LOCAL CONTEXT

2.3.1 KOUGA INTEGRATED DEVELOPMENT PLAN (IDP)

The following strategic goals are drawn from the Kouga IDP (2022–2027, review 2025–2026) and directly inform the planning and implementation of human settlements within the Municipality:

- Facilitate the development of sustainable, inclusive, and integrated human settlements through infrastructure-led and environmentally conscious planning.
- Reduce the housing backlog and respond to future demand by unlocking priority projects such as Hankey 990, Ocean View 1500, and Arcadia 139.

- Formalise informal settlements and secure tenure through the Upgrading of Informal Settlements Programme (UISP) and land acquisition partnerships.
- Strengthen institutional capacity and intergovernmental coordination, including use of Kouga's Level 1 Accreditation to manage housing subsidies internally.
- Ensure the alignment of housing delivery with spatial planning tools, such as the SDF and IDP, and prioritise nodal development in growth areas like Humansdorp, Jeffreys Bay, and Hankey.
- Promote affordable housing options, including Social and FHF housing, through strategic partnerships with entities such as Own Haven and the Housing Development Agency (HDA).
- Accelerate the transfer of title deeds and ownership to promote tenure security and long-term property investment.
- Improve beneficiary verification and targeting using systems such as Survey123 and the National Housing Needs Register (NHNR).

2.3.2 SPATIAL DEVELOPMENT FRAMEWORK (SDF)

The Draft SDF (2025) provides regional and local guidelines directing development in a sustainable manner. The Draft SDF consists of 3 main components, namely:

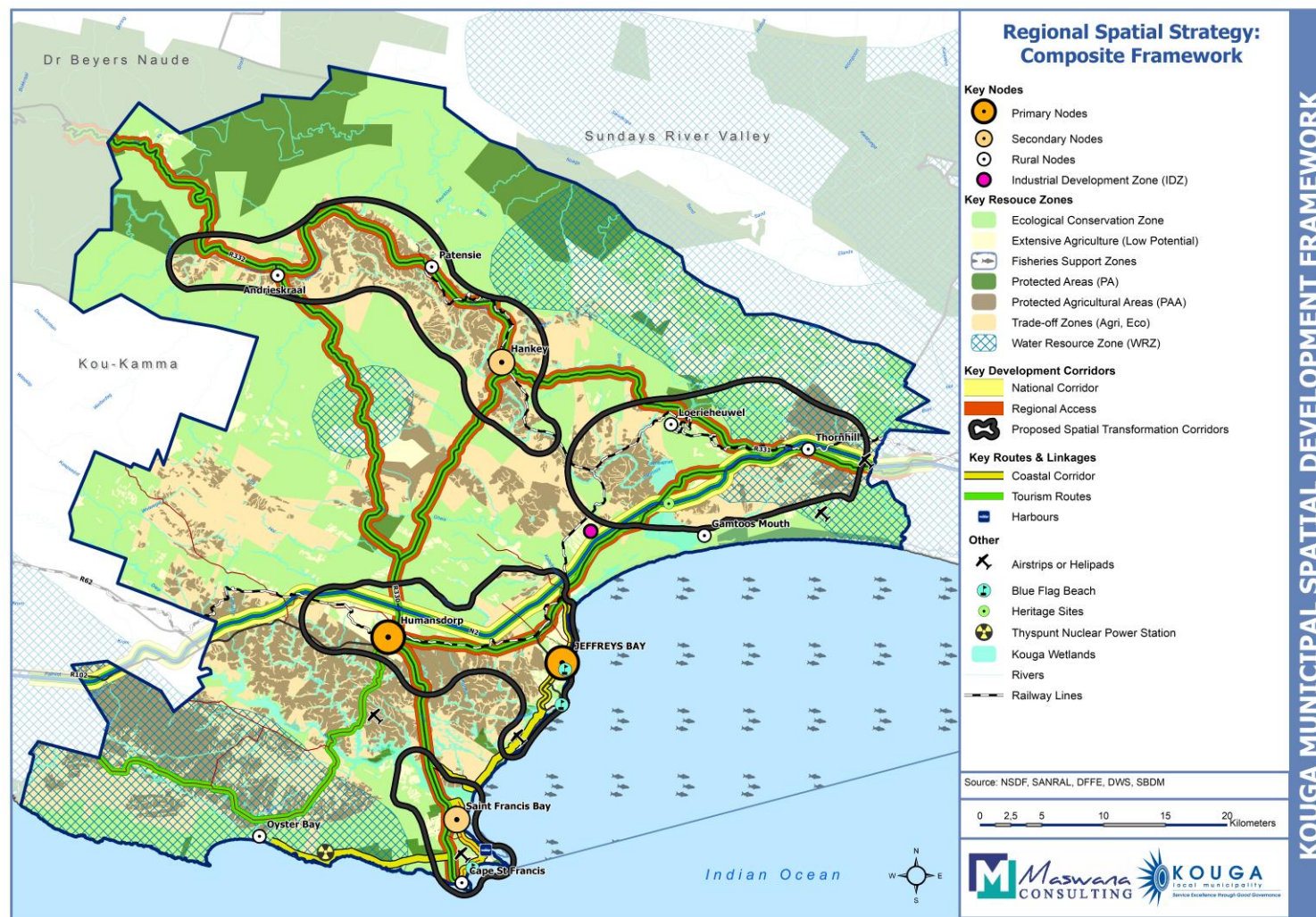
- Strategic Levers: The levers identify key strategic interventions to unlock development by focusing on key components such as infrastructure investment to accommodate spatial proposals, while ensuring adherence to sustainable practices regarding environmental considerations.
- Transformation Corridors: The Transformation Corridors focus on key functional regions with additional

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development guidelines aimed at stimulating economic growth while preserving the character of urban and rural settlements or regions.

- Local Proposals: The local proposals provide detailed guidelines for development per settlement, emphasising areas suitable for expansion and human settlement development.

The Human Settlements Plan must therefore align with the strategic vision for settlements and integrate local development proposals. This alignment will, in turn, positively influence the implementation of housing projects and the related town planning processes.



Map 2: Draft SDF Composite Framework

3 SITUATIONAL ANALYSIS

The situational analysis provides a comprehensive snapshot of the current conditions, challenges, and opportunities influencing housing and human settlement development within the Kouga Municipality. It examines the broader socio-economic context, spatial development patterns, infrastructure capacity, land availability, and institutional factors that collectively shape the municipality's ability to deliver sustainable and inclusive housing. This analysis highlights key trends such as rapid urbanisation, informal settlement growth, service delivery backlogs, and socio-spatial inequalities. It also identifies priority areas for intervention and serves as the foundation for formulating responsive and targeted strategies in the Human Settlements Plan.

3.1 KEY ECONOMIC TRENDS

Kouga Local Municipality is a significant economic contributor within the Sarah Baartman District, accounting for 30% of the district's GDP in 2016. Key sectors driving economic activity include trade, agriculture, and community services, with agriculture alone contributing R0.7 billion to the local economy, reflecting its importance to livelihoods and food security. The local economy experienced consistent growth from 2006 to 2016, averaging 4.25% annually, though growth slowed to 2.11% between 2016 and 2021.

The Tress Index of 44.9 indicates moderate economic diversity, while the Location Quotient confirms Kouga's comparative advantage in agriculture, construction, and trade. These sectors outperform national averages locally, suggesting focused development potential.

Labour dynamics show a 67.1% participation rate in 2016, up from 2006, yet the unemployment rate also

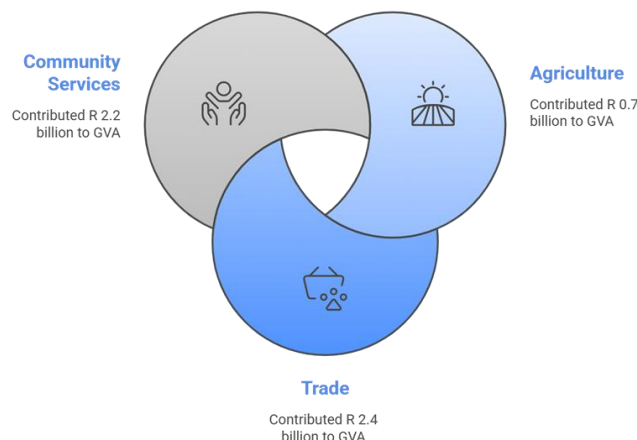
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increased slightly to 14.7%. Kouga employed 39,700 people, representing the largest share of employment in the district. Formal employment dominated (73.33%), especially in agriculture, while informal employment was most prevalent in trade. However, data on informal employment remains limited in some sectors.

Household income levels have improved, with the proportion of households earning R30,000 or less per year dropping from 33.41% in 2006 to 14.42% in 2016. The most common income range shifted to R54,000–R72,000 annually, reflecting a growing middle-income population.

Kouga's Human Development Index (HDI) reached 0.654 in 2016, outperforming both the district and provincial averages, and aligning closely with the national HDI. However, the municipality's HDI growth rate (1.49%) lagged behind the

MAIN GVA CONTRIBUTIONS



GDP TRENDS

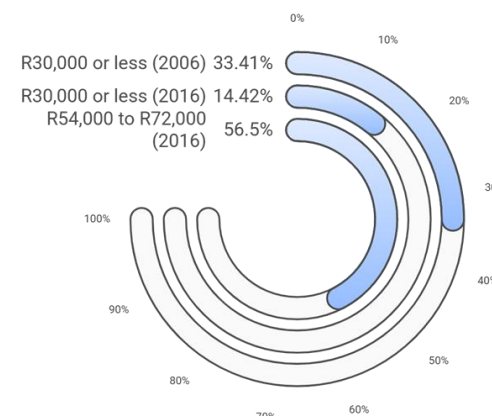
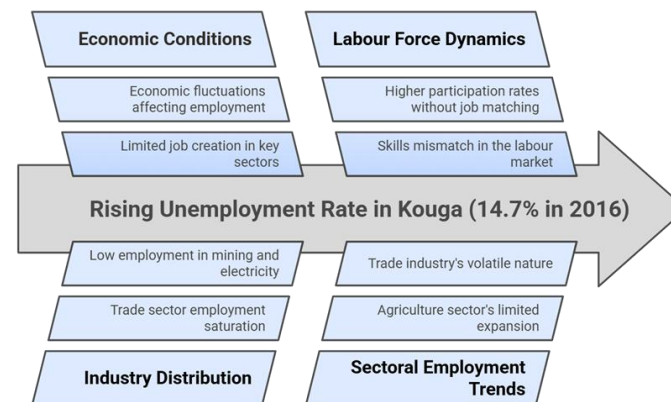
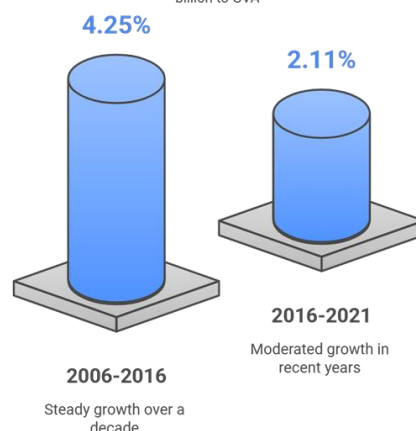


Figure 3: Key Economic Trends (StatsSA, 2011;2016;2022)

national rate (1.79%), indicating slower progress in human development indicators.

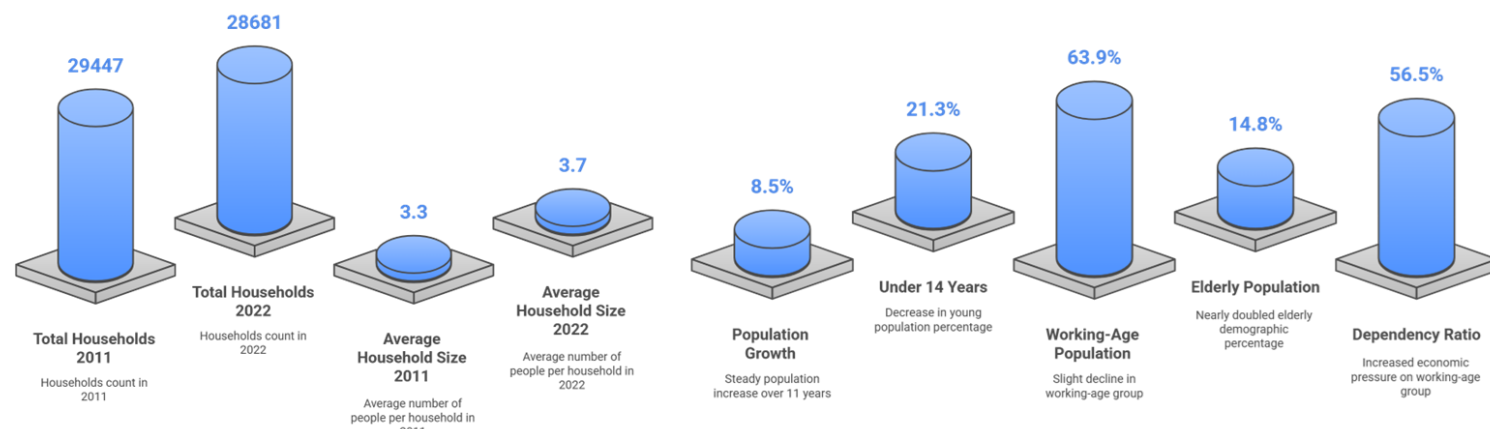
Despite these gains, income inequality remains a concern, with a Gini coefficient of 0.628 in 2016, matching the national figure and signalling persistent disparities in income distribution. Furthermore, poverty levels increased, with 52,500 individuals (32.25% higher than in 2006) living below the upper poverty line, underscoring the need for inclusive economic growth and poverty alleviation strategies.

3.2 KEY SOCIO-ECONOMIC TRENDS

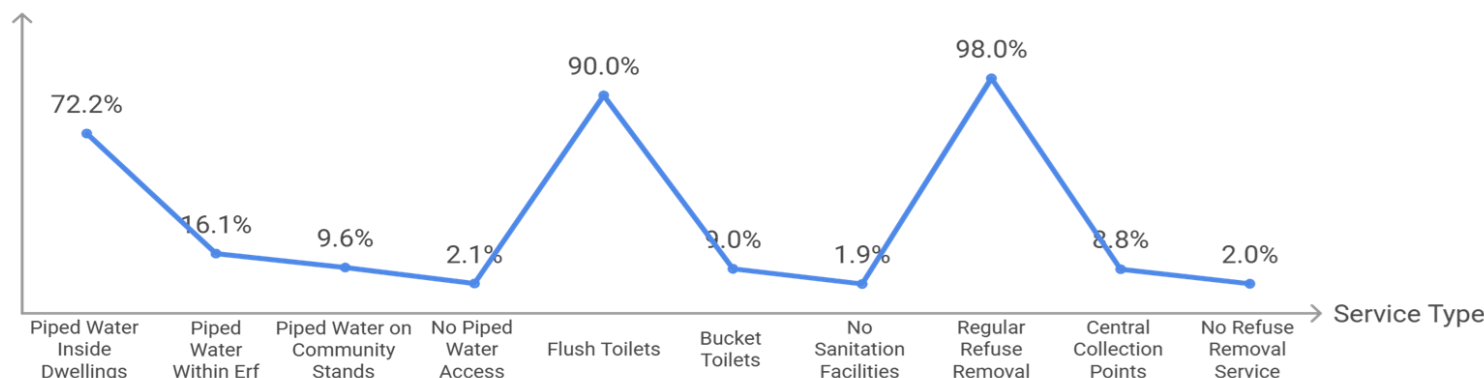
The Kouga Local Municipality has experienced moderate population growth, increasing by 8.5% from 2011 to 2022, indicating a steady rise in demand for housing, services, and infrastructure. While the overall population has grown, the age distribution is shifting: the youth population is declining, and the elderly population has nearly doubled. This ageing trend calls for more age-friendly infrastructure, healthcare, and housing options for seniors.

The dependency ratio has risen to 56.5%, indicating growing economic pressure on the working-age population. Household dynamics have also changed, with fewer households but larger average household sizes (rising from 3.3 to 3.7 people), pointing to a need for larger, more affordable housing units and adequate social amenities.

SERVICE ACCESS LEVELS



Percentage of Households



SERVICE ACCESS LEVELS

Figure 4: Key Socio-economic trends (StatsSA, 2011;2016;2022)

3.3 GROWTH PROJECTIONS AND IMPLICATIONS

Population growth plays a pivotal role in the growth of settlements and the increase in housing demand. Detailed growth projections of settlements have been made by the Draft SDF, where StatsSA data provides adequate detail pertaining to population sizes.

Table 3: 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

3.3.1 SPATIAL RESPONSE TO PROJECTED GROWTH

The spatial planning priorities outlined in the KMSDF provide critical guidance for the Human Settlements Sector Plan by highlighting how land, services, and infrastructure must be managed and allocated to support integrated, inclusive, and sustainable settlements across Kouga. As a means to address the future growth scenarios, the KMSDF identifies suitable areas for human settlement development within the local proposals. The following table provides a summary of the number of hectares earmarked for human settlement development as well as areas where densification will aid in addressing housing supply.

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Table 4: Total Hectares Identified for Housing and Densification Developments by the Draft SDF 2025

Settlements	Area Housing Identified (Ha)	Area Densification Identified (Ha)	Total Area Identified (Ha)
Humansdorp	669,6	356,46	1026,06
Jeffreys Bay	1566,28	89,26	1 655,54
St Francis Bay	133,18	0,6	133,78
Cape St Francis	1,004	N/a	1,004
Aston Bay & Marina Martinique	77,79	N/a	77,79
Paradise Beach	37,63	N/a	37,63
Oyster bay	32,73	N/a	32,73
Hankey	39,9	9,57	49,47
Patensie	12,61	1,12	13,73
Loerieheuwel	36,16	N/a	36,16
Thornhill	39,89	N/a	39,89

3.3.2 GROWTH IMPLICATIONS ON SOCIAL SERVICES

The following matrix, extracted from the Draft SDF, 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 5: Social Service Requirement per settlement

Facility	Thornhill	Patensie	Hankey	St Francis	Humansdorp	Jeffreys Bay
Crèche / Nursery / Pre-Primary	–	–	–	–	–	–
Primary School	✓	✓	✓	✓	✓	✓

appointment of Kouga as an Implementing Agent for several informal settlement upgrading projects.

3.4.1 STATUS OF CURRENT HUMAN SETTLEMENT PROJECTS

The Kouga Municipality is implementing a range of housing and infrastructure projects that reflect varying levels of progress, complexity, and strategic importance. These initiatives include greenfield developments, informal settlement upgrading (UISP), rectification, and land acquisition, aimed at addressing both historical housing backlogs and emerging spatial dynamics. The following overview provides a consolidated analysis of current project status and priorities across key settlements:

3.4.1.1 HANKEY

Hankey 990 is a major integrated housing initiative comprising internal services and top-structure delivery:

- ➔ Phase 2 (services) is being implemented by Rudcor Engineering (R17.7 million), focusing on roads, stormwater, and partial water and sanitation infrastructure.
- ➔ Phase 1 (top structures) involves the construction of 300 houses by LM Developments (R49.8 million). MJM Consulting Engineers has been appointed as PSP.
- ➔ 288 beneficiaries have been verified on HSS; the beneficiary process is ongoing.
- ➔ Several informal settlements—Mountain View, Stofwolk, and Sewende Laan—are being integrated into the Hankey 990 project through UISP support mechanisms.
- ➔ Weston 196 benefits from a R23.3 million bulk infrastructure upgrade, including the refurbishment of the local WWTW. Imvu Construction is the appointed contractor.

3.4.1.2 PATENSIE

- ➔ A R5.2 million UISP allocation has been approved, including reservoir development and a R600,000 sewer pumpstation upgrade.
- ➔ Informal settlement verification is in progress using Survey 123, and the NHNR is being updated.
- ➔ Due to rising housing demand, additional land procurement is being pursued via the HDA.
- ➔ A rectification programme is set to begin in January 2025.

Facility	Thornhill	Patensie	Hankey	St Francis	Humansdorp	Jeffreys Bay
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)

3.4 CURRENT HOUSING REALITIES

The Kouga Municipality is actively working to deliver sustainable and integrated human settlements across its jurisdiction. The Human Settlements Division, within the Department of Planning and Development, is tasked with implementing projects that improve access to housing and basic services, particularly for vulnerable communities.

Since 2009, the municipality has made progress on a number of housing initiatives, with support from the Provincial Department of Human Settlements (PDoHS). Key achievements include the successful completion of Pellsrus 220 and Kruisfontein 391, the rollout of internal services in Ocean View 1500, and the

3.4.1.3 LOERIEHEUWEL

- Projects Loerieheuvel 199 and Loerieheuvel 74 have completed 174 and 52 units, respectively. Phase 3 preparation, including verification, will commence in 2025.
- Rectification assessments are underway.
- The informal settlement where partial electrification was completed by Eskom.

3.4.1.4 THORNHILL

- Thornhill 390 (greenfields project) is stalled due to unresolved bulk infrastructure issues.
- The Thornhill 160 informal settlement is undergoing upgrading via a R3.7 million UISP allocation and a R8.9 million bulk-linked services project, including a new reservoir and WWTW upgrades. Lukhozi Consulting Engineers has been appointed.
- Thornhill (Los Angeles) 197 remains an unformalised informal settlement with limited formal interventions to date.

3.4.1.5 OCEAN VIEW (JEFFREYS BAY)

- Internal infrastructure for the Ocean View 1500 project has been successfully completed.
- Top-structure Phase 1 (200 units) is being implemented by Imvu Construction, and Phase 2 (368 units) by Uphala Construction.
- Supporting structures are in place: CLO and PSC have been appointed, and building plans approved.
- Beneficiary relocations include households from Ebumnyameni and No R10 informal settlements.

3.4.1.6 PELLSRUS

- Pellsrus 220: 218 houses have been completed; finalisation of the remaining houses and conveyancing is pending.
- Additional infill projects, including Pellsrus Destitute 23 and Galjoen Street 53, are undergoing town planning via GIC.

3.4.1.7 KRUISFONTEIN

- Kruisfontein 391: 391 houses delivered; 99 title deeds transferred. Township establishment and the remainder of the 2,500-unit vision are underway.

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- Kruisfontein 219 and 208: Construction complete but transfers pending. Applications are being made to expedite IA appointments and finalise township establishment.
- Donkerhoek 234 is incorporated into the broader 2,500-unit Kruisfontein framework under UISP. Zutari has been appointed to oversee bulk water infrastructure (Gill Marcus Reservoir).
- Budgets include R5.4 million for permanent services and R11 million for bulk-linked services.

3.4.1.8 LONDON (80HA PROJECT)

- A Land Availability Agreement was issued in July 2024. Town planning and engineering design are underway.
- CVW is responsible for electrical design; Zutari is leading civil works and supervision.
- The site will accommodate relocations from No R10, Ebumnyameni, and Transit Camp.

3.4.1.9 KWANOMZAMO (HUMANSDORP) INFORMAL SETTLEMENTS

- Settlements including Shukushukuma, Bungalows, and Pola Park are receiving upgrades under the UISP (R5.9 million for services, R34.4 million for bulk infrastructure).
- Appointed consultants include Engineering Advise and Services and CVW Electrical.
- Preliminary design stages are complete, with procurement nearing finalisation.
- Pola Park Sewer and Beda Street are excluded from UISP; relocation to Geelhoudte is planned.
- KwaNomzamo 400 is a formal UISP-supported housing area; EIA approval is pending before top-structure construction can begin.

3.4.1.10 GEELHOUDTE HOUSING PROJECT

- Urban Dynamics has been appointed for layout planning; GIC Consultants are conducting pre-feasibility assessments.
- Environmental compliance is being handled via a 24G application.

3.4.1.11 SEA VISTA (ST FRANCIS BAY)

- The 2,000-unit project is blocked due to land sensitivity and infrastructure constraints.
- Informal settlements in Malema, Cosovo, and Zwelitsha are undergoing Survey 123 mapping and have been proposed for UISP inclusion. Completion is expected by January 2025.

3.4.1.12 OYSTER BAY

- Due to increasing pressure in the low-income area, the settlement is being considered for inclusion in the next UISP business plan.
- Further feasibility work is required.

3.4.1.13 STRATEGIC LAND ACQUISITIONS

- Farm Geelhoudte and Farm Klaarenfontein have been purchased by the HDA to support future housing development.
- PPC has donated land in Hankey, enabling the expansion of residential development.

3.4.1.14 SOCIAL AND FHF HOUSING

Own Haven has been appointed to implement social and FHF-linked housing in Jeffreys Bay. The site is planned to accommodate beneficiaries relocated from the Transit Camp.

This comprehensive pipeline of human settlements projects reflects Kouga's commitment to addressing a diverse array of housing needs, from informal settlement upgrading and formalisation of greenfield developments and rectification. Continued integration of infrastructure, land availability, and beneficiary administration is critical to realising inclusive and sustainable human settlements.

3.4.1.15 IMPLEMENTATION READINESS

The table presents the readiness status of various housing or settlement sites in terms of key planning, infrastructure, and funding indicators. It evaluates whether essential elements like infrastructure, service providers, environmental approvals (EIA), town planning, surveys, and funding are in place for each site.

Table 6: Implementation Readiness Indicators

Name	Infrastructure Available	Service Provider Appointed	EIA In Place	General Plan (Town Planning Activities)	Survey Required	Funding Secured
Arcadia 139	Yes	No	No	Yes	No	No
Beda Street 51	No	No	No	No	Yes	No
Bungalows 103	No	No	No	No	No	Yes
Donkerhoek 663 (234)	No	Yes	No	No	No	Yes
Ebumnyameni 795	No	No	No	No	No	No
Galjoen STR 51	No	No	No	Yes	No	No
Geelhoudte	No	Yes	No	No	No	No
Hankey 990	No	Yes	No	No	No	Being Constructed
Hopeville 200	No	No	No	Yes	Yes	No
Kruisfontein 219 & 208	No	Yes	No	No	No	No
Kruisfontein 2500(391)	No	No	No	No	No	No
Kwanomzamo 400	No	No	No	No	No	No
Loeriehuwel 74	No	No	No	No	No	No
Loeriehuwel 199	No	No	No	No	No	No
Loeriehuwel Informal Settlement	No	No	No	No	No	No
Loeriehuwel Informal Settlement	No	No	No	No	No	No
London (80 HA)	No	Yes	No	No	No	No

3.4.2 HOUSING DEMAND

Kouga's current housing demand stands at 17,309 registered beneficiaries on the National Housing Needs Register (NHNR). The current pipeline accounts for 5060 units, resulting in a remaining backlog 12 249 units.

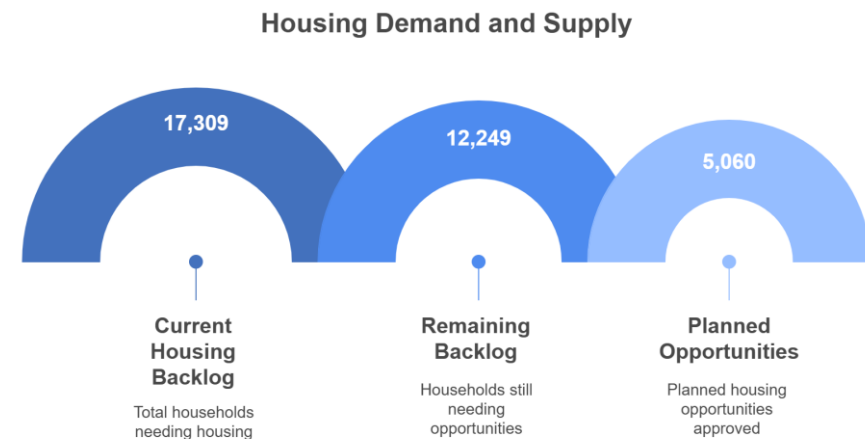


Figure 1: Summary of Housing Demand

3.4.2.1 INFORMAL HOUSING STATUS

The growth of informal settlements in Kouga shows just how serious the housing need has become. With many families unable to access affordable homes or serviced land, informal areas have become the only option for shelter, often in places not meant for residential use and without basic services. This growing trend highlights the gap between what people need and what is currently available, and points to the urgency of speeding up housing delivery, releasing more land for development, and making sure communities are properly planned and supported. The following table indicates the estimated amount of informal structure within each informal settlement.

Table 7: Informal structure count per settlement

Main Area	Settlement Name	Estimated No. Of Structures
Kruisfontein	Donkerhoek	363
	Mooituisig	300
	Hopeville	200
	98	98

Mountain View Informal Settlement	No	No	No	No	No	No
New Rest 78	No	No	No	No	Yes	No
No R10 Informal Settlement	No	No	No	No	No	No
Oyster Bay	No	No	No	No	Yes	No
Oyster Bay	No	No	No	No	Yes	No
Pellsrus 220	No	No	No	No	No	No
Pellsrus Destitute 23	No	No	No	Yes	No	No
Pola Park 257	Yes	Yes	No	No	No	Yes
Pola Park Sewer 296	No	No	No	No	Yes	No
Sea Vista 2000	No	No	No	No	No	No
Sewende Laan Informal Settlement	No	No	No	No	No	No
Shukuskukuma 93	No	No	No	No	No	Yes
Thornhill 160	No	Yes	No	No	No	No
Thornhill 197	No	No	No	No	No	No
Thornhill 390	No	No	No	No	No	No
Transit Camp 234	No	No	No	No	No	No
Triangle 108	No	No	No	No	Yes	No
Weston 196	No	Yes	No	No	No	No
Stofwolk Informal Settlement	No	No	No	No	No	No

	Subtotal	961
Kwanomzamo	Emergency Houses	50
	Sewer Line	296
	Upper Golf Course	148
	Lower Golf Course	54
	Beda Street	51
	KW 400	400
	Golf Course 153	153
	Shukushukuma	93
	Pola Park	257
	Bungalows	103
	Subtotal	1,605
Ocean View	Ebumnyameni	795
	London	493
	No R10	226
	Triangle	108
	Police Camp	20
	Chris Hani	51
	TRA	234
	Subtotal	1,927
Weston	Lower	100
	Upper	100
	Subtotal	200
Loerie	Block B	147
	Block C	76
	Subtotal	223
Thornhill	Tjoks	160
	Outside Boundary	50
	Upper	147
	Subtotal	357
Hankey	Mountain View	100
	Stofwolk	110

	7de Laan	26
	Subtotal	236
Patensie	Block A	403
	Block B	369
	Block C	226
	Subtotal	998
Oyster Bay	Umzamawethu	34
	Upper	60
	Subtotal	94
Sea Vista	SFB 1/5	1,275
Grand Total		7986

3.4.2.2 HOUSING DEMAND TYPOLOGY ANALYSIS

This section presents a comprehensive demand typology analysis for human settlements across Kouga Municipality. The analysis disaggregates the total housing backlog of 12 249 units by income band and settlement location, enabling targeted programme allocation and resource prioritisation. The methodology incorporates both informal settlement enumeration data and broader housing need captured through the National Housing Needs Register (NHNR).

3.4.2.2.1 HOUSING TYPOLOGY FRAMEWORK

The following housing typologies have been identified to address the diverse spectrum of housing needs within the municipality:

3.4.2.2.1.1 Breaking New Ground (BNG)

- Income threshold: R0 - R3,500 per month
- Target market: Households qualifying for fully subsidised housing
- Delivery mechanism: Provincial housing programme

3.4.2.2.1.2 Social and Community Residential Units (CRU)

- Income threshold: R1,500 - R7,500 per month
- Target market: Households requiring affordable rental accommodation
- Delivery mechanism: Social housing institutions and municipal programmes

3.4.2.2.1.3 Finance Linked Individual Subsidy Programme (FHF)

- Income threshold: R3,501 - R22,000 per month
- Target market: Gap market households with mortgage capacity
- Delivery mechanism: Public-private partnerships

3.4.2.2.1.4 Serviced Sites

- Income threshold: Variable
- Target market: Households seeking incremental housing development
- Delivery mechanism: Municipal land release programme

3.4.2.2.1.5 Emergency and Transitional Housing

- Income threshold: Not applicable
- Target market: Households in crisis or awaiting permanent accommodation
- Delivery mechanism: Disaster management and interim relief programmes

3.4.2.2.2 COMPREHENSIVE HOUSING BACKLOG DISTRIBUTION

The total housing backlog of 12,249 units comprises informal structures (7,986 units) and additional housing need from overcrowding, backyard dwellings, and hidden demand (4,263 units). Table 23 presents the comprehensive demand typology distribution across all settlements.

Table 8: Comprehensive Housing Demand Typology by Settlement

Settlement/Area	Total Housing Demand	BNG Units (75%)	Social/Rental Units (10%)	FHF Units (5%)	Serviced Sites (8%)	Emergency Units (2%)
Informal Settlement Areas						
Kruisfontein	961	721	96	48	77	19
KwaNomzamo	1,605	1,204	161	80	128	32
Ocean View	1,927	1,445	193	96	154	39
Weston	200	150	20	10	16	4
Loerie	223	167	22	11	18	5
Thornhill	357	268	36	18	29	6

Hankey		236	177	24	12	19	4
Patensie		998	749	100	50	80	19
Oyster Bay		94	71	9	5	8	1
Sea Vista		1,275	956	128	64	102	25
Sub-total: Informal Areas		7,876	5,908	789	394	631	154
Additional Housing Need							
Humansdorp (formal areas)		1,5	1,125	150	75	120	30
Jeffreys Bay (formal areas)		1,8	1,35	180	90	144	36
St Francis Bay (formal areas)		400	300	40	20	32	8
Rural settlements		673	505	67	34	54	13
Sub-total: Additional Need		4,373	3,28	437	219	350	87
TOTAL BACKLOG		12,249	9,188	1,226	613	981	241

3.4.2.2.3 URBAN CENTRE DEMAND ANALYSIS

3.4.2.2.3.1 Greater Humansdorp

Incorporating both informal and formal housing needs:

- Total demand: 3,400 units
- BNG allocation: 2,550 units (75%)
- Social housing: 510 units (15%)
- FHF allocation: 170 units (5%)
- Serviced sites: 136 units (4%)
- Emergency housing: 34 units (1%)

3.4.2.2.3.2 Greater Jeffreys Bay

Combined formal and informal demand:

- Total demand: 3,727 units
- BNG allocation: 2,795 units (75%)
- Social housing: 559 units (15%)
- FHF allocation: 186 units (5%)

3.4.3.1 EDUCATION PROFILES

The education levels within Kouga's informal settlements have a clear impact on residents' ability to access both economic and housing opportunities. In many of these areas—such as KwaNomzamo, Pola Park, and Sea Vista—the majority of individuals have only completed primary or secondary education. Very few have matriculated or obtained any form of tertiary qualification. This limits access to formal employment, skills-based income opportunities, and the ability to participate in housing finance options, such as bonded housing or government-subsidised programmes.

Education Profiles of Informal Settlement

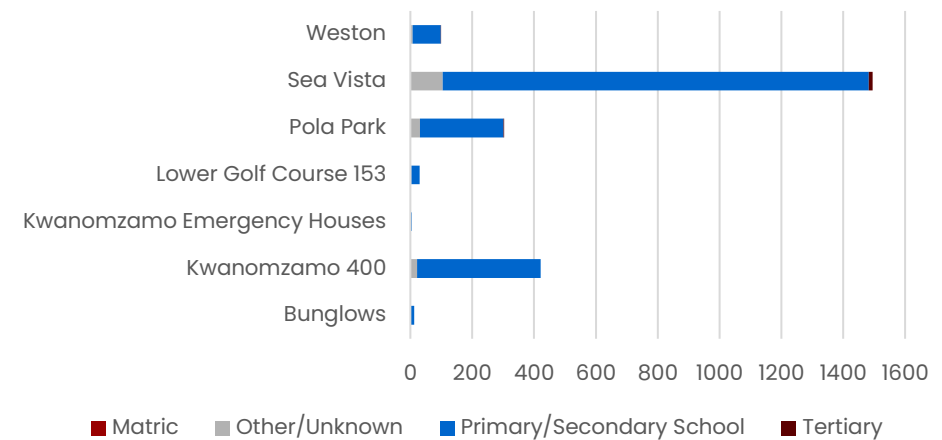


Figure 2: Education Profile of Surveyed Informal Settlements

For the Kouga Human Settlements Plan, this presents a key challenge. Households with low education and skill levels are often unable to meet the criteria for formal housing programmes, and their limited earning potential affects long-term affordability and sustainability. Addressing housing needs in isolation is therefore not sufficient. An integrated approach is required—one that combines housing delivery with targeted support for education, training, and skills development to ensure that residents are better equipped to improve their livelihoods and transition into secure, formal living environments.

3.4.3.2 GENDER DISTRIBUTION

The gender disparity in housing beneficiaries is shaped by a combination of migration patterns, traditional norms, and economic structures. Male-dominated settlements often reflect labour migration and economic

- Serviced sites: 149 units (4%)
- Emergency housing: 38 units (1%)

Coastal Settlements (St Francis Bay Complex)

- Total demand: 1,675 units
- BNG allocation: 1,256 units (75%)
- Social housing: 168 units (10%)
- FHF allocation: 84 units (5%)
- Serviced sites: 134 units (8%)
- Emergency housing: 33 units (2%)

3.4.2.2.4 PROGRAMME DELIVERY TARGETS

Based on the comprehensive backlog analysis, the municipality should target the following annual delivery rates to address the backlog within a 5-year planning horizon:

Table 9: 5-Year Delivery Targets by Programme

Housing Programme	Total Units Required	Annual Target	Priority Areas
BNG	9188	1838	KwaNomzamo, Ocean View, Humansdorp, Kruisfontein
Social/CRU	1226	245	Jeffreys Bay, Humansdorp CBDs, St Francis Bay
FHF	613	123	Urban extensions, coastal towns, Pellsrus
Serviced Sites	981	196	All settlements (rapid land release)
Emergency	241	48	High-density informal areas, Sea Vista
Total	12249	2450	

3.4.3 SOCIO-ECONOMIC PROFILES AND REALITIES OF INFORMAL SETTLEMENTS

The following section provides an overview of key socio-economic indicators of informal residents as captured during the Survey123 assessments of settlements. The Survey123 assessments are still in progress; as such, not all informal settlement profiles are available.

opportunity zones, whereas more gender-balanced or female-majority areas are typically associated with family-based households. These imbalances may expose both women and men to different forms of vulnerability and highlight the need for gender-sensitive housing planning, including:

- ➔ Better beneficiary registration processes that reflect household realities.
- ➔ Targeted support for female-headed households.
- ➔ Consideration of the temporary nature of male migrant housing needs and their integration into planning.

Informal Settlement Beneficiary Gender Profile

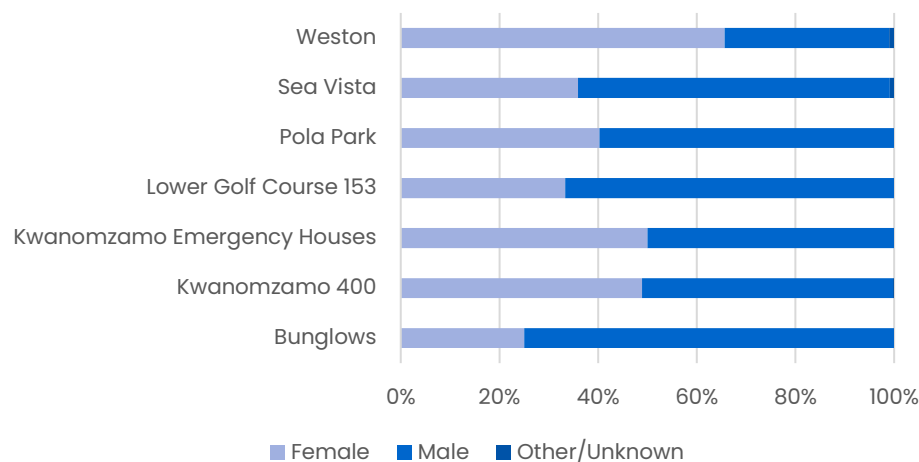


Figure 3: Beneficiary Gender Profile of Surveyed Informal Settlements

3.4.3.3 MIGRATION PROFILES

The migration data reflects a broad and complex pattern of inward movement into Kouga's informal settlements, with the highest number of individuals originating from King William's Town (366), followed by Mqanduli, Mthatha, Port Elizabeth, and several other Eastern Cape towns. This trend suggests that many residents of Kouga's informal areas are not long-term locals, but rather migrants from other towns and rural areas—often in search of better economic opportunities, services, or improved living conditions.

This pattern of migration has several implications for housing delivery in the context of the Kouga Human Settlements Plan:

- ➔ **Increased Demand for Housing:** The steady influx of people into informal settlements puts continuous pressure on the municipality to provide

housing and basic services. This demand often outpaces supply, contributing to the expansion of informal settlements and the emergence of backyard dwellings and overcrowding.

- ➔ **Unpredictable Settlement Growth:** Migration-driven growth is difficult to plan for, particularly when it occurs informally and rapidly. This can challenge infrastructure development timelines, service delivery planning, and land use management, making it harder to implement structured housing interventions.
- ➔ **Complex Beneficiary Administration:** Many migrants arrive without formal documentation, proof of long-term residence, or inclusion in local housing demand databases. This complicates the process of verifying housing eligibility and increases the risk of social tension between local residents and newcomers competing for the same resources.
- ➔ **Strain on Urban Infrastructure:** Migration from rural and peri-urban areas into Kouga's settlements increases pressure on water, sanitation, roads, and other infrastructure systems, particularly in settlements that were not originally planned to accommodate large populations.
- ➔ **Need for Regional Housing Coordination:** The high concentration of migrants from towns such as Mthatha, King William's Town, and Mqanduli indicates a need for better coordination between local municipalities and the provincial government. A more regional approach to housing and economic development could help manage migration push factors at the source.

The Kouga Human Settlements Plan must recognise that informal settlement growth is closely tied to internal migration patterns. Effective housing delivery requires a forward-looking, adaptive approach—one that not only focuses on the physical provision of units but also addresses the social and economic drivers of informal urbanisation. Integrating migration data into planning processes is essential for improving targeting, service alignment, and long-term sustainability of housing interventions.

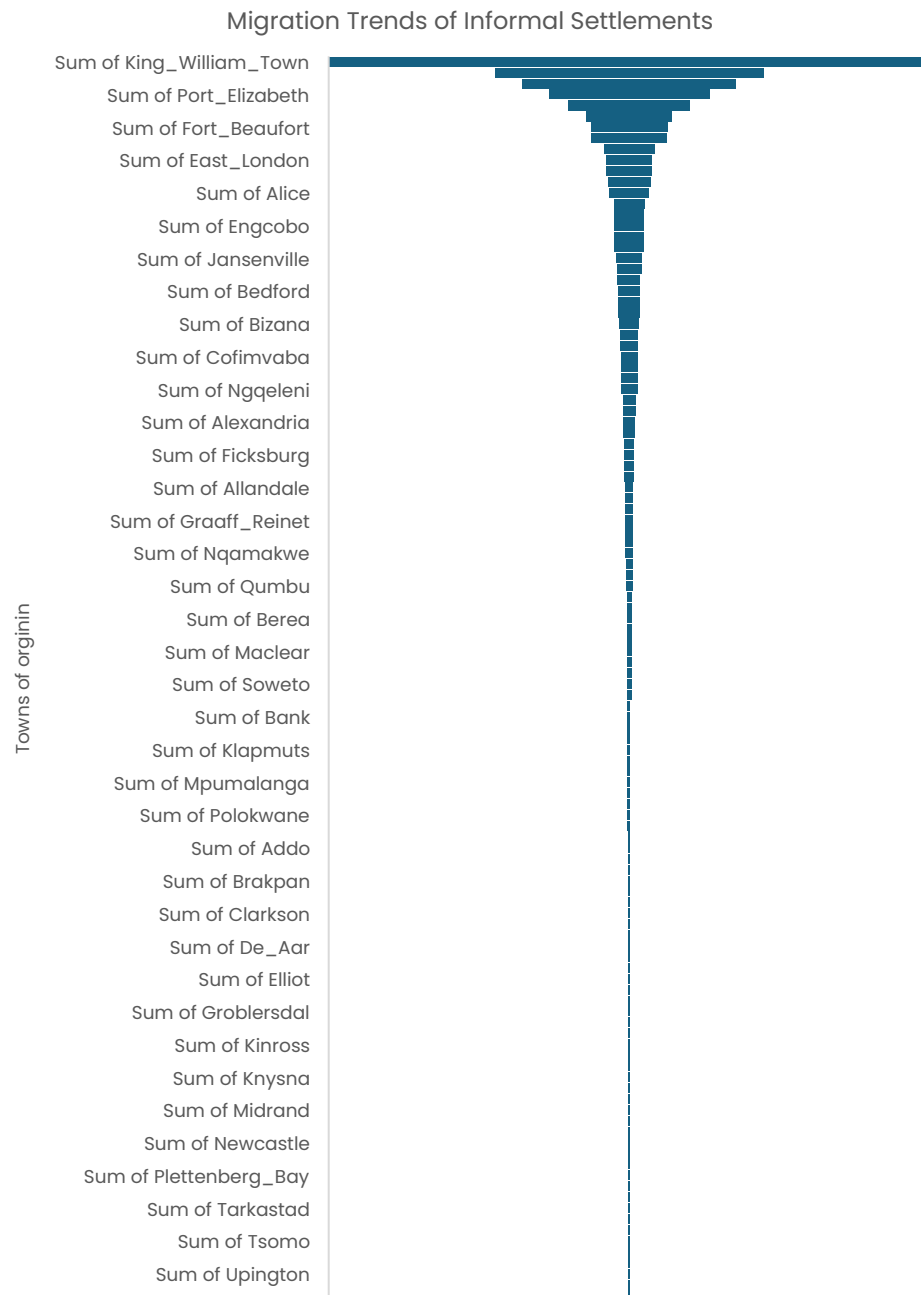


Figure 4: Migration Trends of Surveyed Informal Settlements

3.4.3.4 SOCIAL GRANT PROFILES

The social grant data from Kouga's informal settlements reveals a high level of economic vulnerability, with many residents relying heavily on state assistance. Areas such as Sea Vista, KwaNomzamo_400, and Pola Park show significant numbers of Child Support Grant recipients, suggesting a large proportion of households are led by single parents or caregivers with limited income. At the same time, there is minimal access to formal employment, as reflected by the very low numbers of UIF contributions and alternative income sources. This points to widespread unemployment or informal work, which severely limits the ability of residents to contribute financially toward housing or municipal services.

For the Kouga Human Settlements Plan, this has direct implications. The majority of households cannot afford market-based housing or partial-subsidy options, creating high demand for fully subsidised housing such as BNG units. However, the limited municipal and provincial housing budgets mean delivery is often delayed, and waiting lists continue to grow. This places pressure on existing informal settlements, leading to overcrowding, service backlogs, and further strain on infrastructure.

In addition, the high dependence on social grants without corresponding opportunities for education, skills development, or formal employment increases the risk of long-term dependency and intergenerational poverty. As a result, the Human Settlements Plan must not only focus on the provision of shelter but also align housing delivery with broader social development programmes. Integrating housing with services such as early childhood development, skills training, and access to economic opportunities will be essential to build sustainable, inclusive communities in Kouga.

Social Grant distribution trends within Informal Settlements

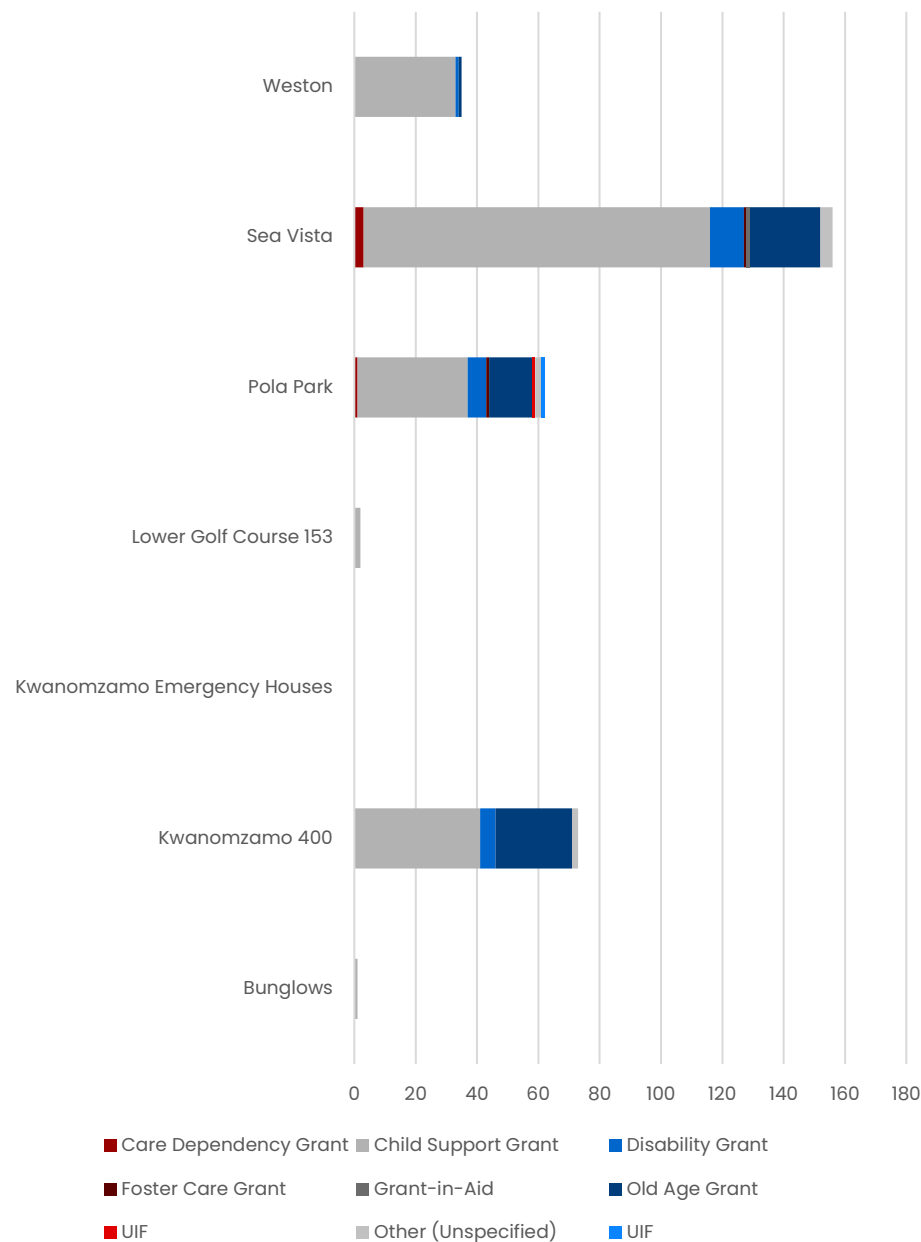


Figure 5: Social Grant Profiles of Surveyed Informal Settlements

3.4.3.5 INCOME PROFILES

The income data across informal settlements in Kouga Municipality highlights widespread income vulnerability, with a significant proportion of households reporting no income or earning less than R1,500 per month. Settlements such as Sea Vista and Kwanomzamo have especially high concentrations of households in the lowest income brackets. This indicates a strong need for fully subsidised housing interventions, particularly through programmes such as the Breaking New Ground (BNG) initiative and the Upgrading of Informal Settlements Programme (UISP), to provide adequate shelter and basic services for the poorest households.

There is limited representation of households earning between R3,501 and R22,000 – the typical eligibility range for FHF and gap market housing. This suggests that homeownership options linked to mortgage finance or credit-based schemes are currently not viable for most informal settlement residents in Kouga.

However, a small segment of households—particularly in settlements like Sea Vista, Pola Park, and Lower Golf Course—earn between R2,501 and R3,500. While not qualifying for BNG, these households also struggle to access formal housing markets. This indicates a gap that could be addressed through affordable rental options, including Community Residential Units (CRUs) and transitional housing programmes.

Each informal settlement exhibits a distinct income profile, reinforcing the need for a differentiated housing response. Settlements with extremely low-income households, such as Bungalows and Kwanomzamo emergency housing, require urgent delivery of basic shelter and services. Meanwhile, settlements with a broader income spread, like Sea Vista, may support a more integrated approach combining subsidised ownership, rental, and incremental upgrading. The Human Settlements Plan must therefore align delivery models and development priorities with the unique socio-economic realities of each community to ensure inclusive and sustainable human settlement development.

Income Distribution within Informal Settlement

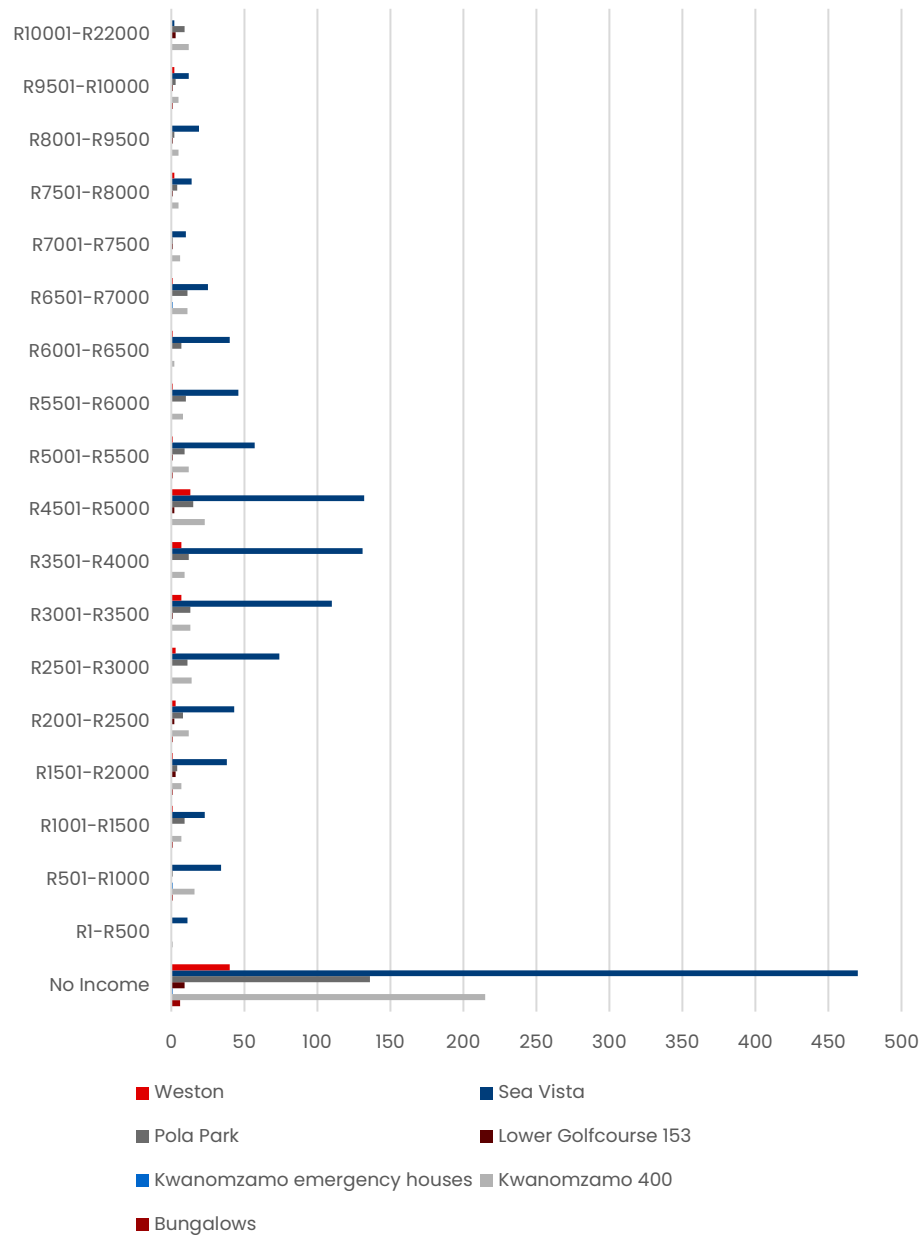


Figure 6: Income Profiles of Surveyed Informal Settlements

The Survey123 data highlights the diverse housing circumstances within Kouga's informal settlements. It indicates a significant number of residents are formally registered as main beneficiaries on the housing needs database, many others occupy informal or secondary structures, either as renters or backyard dwellers, without being listed for housing assistance.

Settlements such as Sea Vista, KwaNomzamo_400, and Pola Park have particularly high numbers of informal renters (390, 134, and 71, respectively), along with a considerable presence of backyard dwellers. This indicates a layered demand for housing, where not all residents in need are formally captured in the housing pipeline.

This pattern reflects two key challenges for the Kouga Human Settlements Plan. First, housing delivery must go beyond serving only those already listed in the official housing demand database. There is a growing population of informal renters and secondary occupants who are equally vulnerable but often overlooked in planning and allocation processes. Second, the presence of backyard dwellers and sub-tenants suggests ongoing informal densification, which can place additional pressure on infrastructure, services, and land use, especially in areas not originally planned to accommodate such density.

Distribution of Dweller Types within Informal Settlements

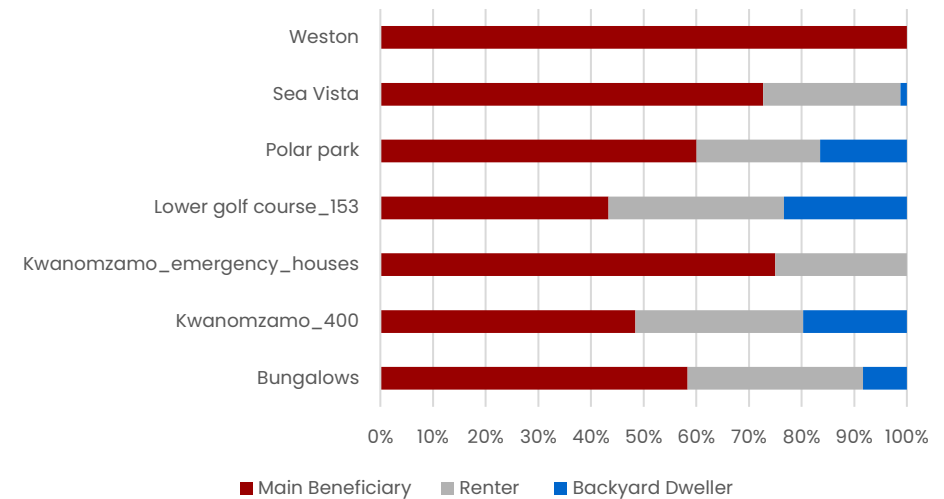


Figure 7: Dweller Type Distribution of Surveyed Informal Settlements

3.4.3.7 RENTAL COST BRACKETS

The rental data from Kouga's informal settlements highlights significant affordability constraints among residents. Most households pay between R351 and R1000 per month, with very few paying more. Settlements like Sea Vista, KwaNomzamo_400, and Pola Park show particularly high numbers of low-income renters, while many others, especially in Weston and Bungalows, have unspecified rental terms, suggesting informal or undocumented arrangements.

This indicates a widespread reliance on low-cost, informal rental housing, often without secure tenure or services. For the Kouga Human Settlements Plan, this underscores the need to diversify housing delivery beyond ownership models. Affordable rental options—such as Community Residential Units, transitional housing, and serviced sites—are essential to accommodate renters who are not listed as main beneficiaries but still form part of the housing need.

The housing strategy must address both formal demand and the hidden rental population by promoting inclusive, affordable, and flexible housing solutions.

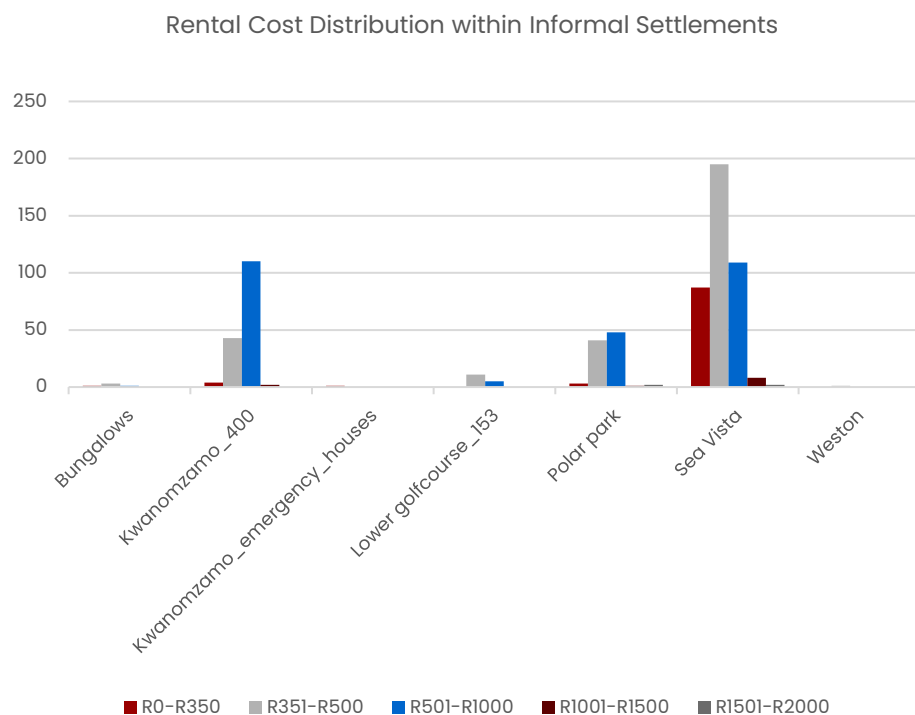


Figure 8: Rental Cost Distribution within Surveyed Informal Settlements

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3.4.3.8 ACCESS TO PIPED WATER

Access to piped water remains a critical issue across several informal settlements in Kouga Municipality, with many households relying on communal standpipes, often located at varying distances from their homes. Settlements such as Sea Vista show relatively better access, with 53 households having piped water inside their dwellings and 356 within their yards. However, over 90 households still rely on standpipes more than 200 metres away, and 20 households lack access to piped water altogether, indicating service gaps even in better-performing areas.

In contrast, Weston reflects a severe lack of basic water infrastructure, with 79 households having no access to piped water and the majority relying on distant standpipes or limited tank supply. Similarly, Pola Park, Lower Golf Course, and Kwanomzamo 400 have large populations depending on communal water points, with hundreds of households accessing standpipes within 200 metres, but very few with water on-site or in their yards.

Settlements such as Bungalows and Kwanomzamo emergency houses have minimal infrastructure, with most residents depending entirely on shared standpipes or limited temporary water supply, posing risks to health, hygiene, and dignity. These conditions highlight the urgent need for infrastructure upgrading, especially for settlements lacking even the most basic water access.

The Human Settlements Plan must therefore prioritise the provision and upgrading of water infrastructure as a foundational element of informal settlement upgrading. In-situ upgrading projects and new housing developments should ensure all households have at least yard-level water access, with long-term goals of providing water inside dwellings.

3.4.3.9 ACCESS TO SANITATION

The sanitation data across Kouga's informal settlements reveals widespread inadequacies, with many households lacking access to safe, dignified, and hygienic toilet facilities. Sea Vista, despite being one of the larger and relatively better serviced settlements, has 560 households with no toilet access, and 617 using pit latrines, which raises serious concerns about public health, environmental contamination, and dignity. Only 25 households have access to waterborne sanitation, indicating a critical infrastructure gap in a densely populated area.

In Weston, 94 households are reported to have no toilet facilities at all, and the remaining few rely on basic pit latrines. Similarly, Kwanomzamo 400 reflects significant sanitation backlogs, with 173 households using bucket toilets, 41 without any toilet, and only 17 accessing waterborne toilets. The use of bucket systems and shared pit latrines remains high across several settlements, notably in Lower Golf Course and Kwanomzamo emergency houses, which rely entirely on rudimentary sanitation.

The widespread use of non-ventilated pit latrines, and the limited presence of public chemical toilets or VIP systems, indicate a lack of both interim and long-term sanitation solutions. Settlements like Bungalows have minimal facilities, with only 5 bucket toilets and 6 pit latrines serving the entire community, further highlighting the need for urgent interventions.

These findings underscore the need for the Human Settlements Plan to prioritise the provision of adequate sanitation services through both interim basic services and permanent infrastructure delivery. For informal settlements earmarked for in-situ upgrading, implementing safe, shared sanitation facilities and gradually introducing waterborne systems should be a key component. This will improve health outcomes, environmental sustainability, and ensure compliance with national minimum service standards.

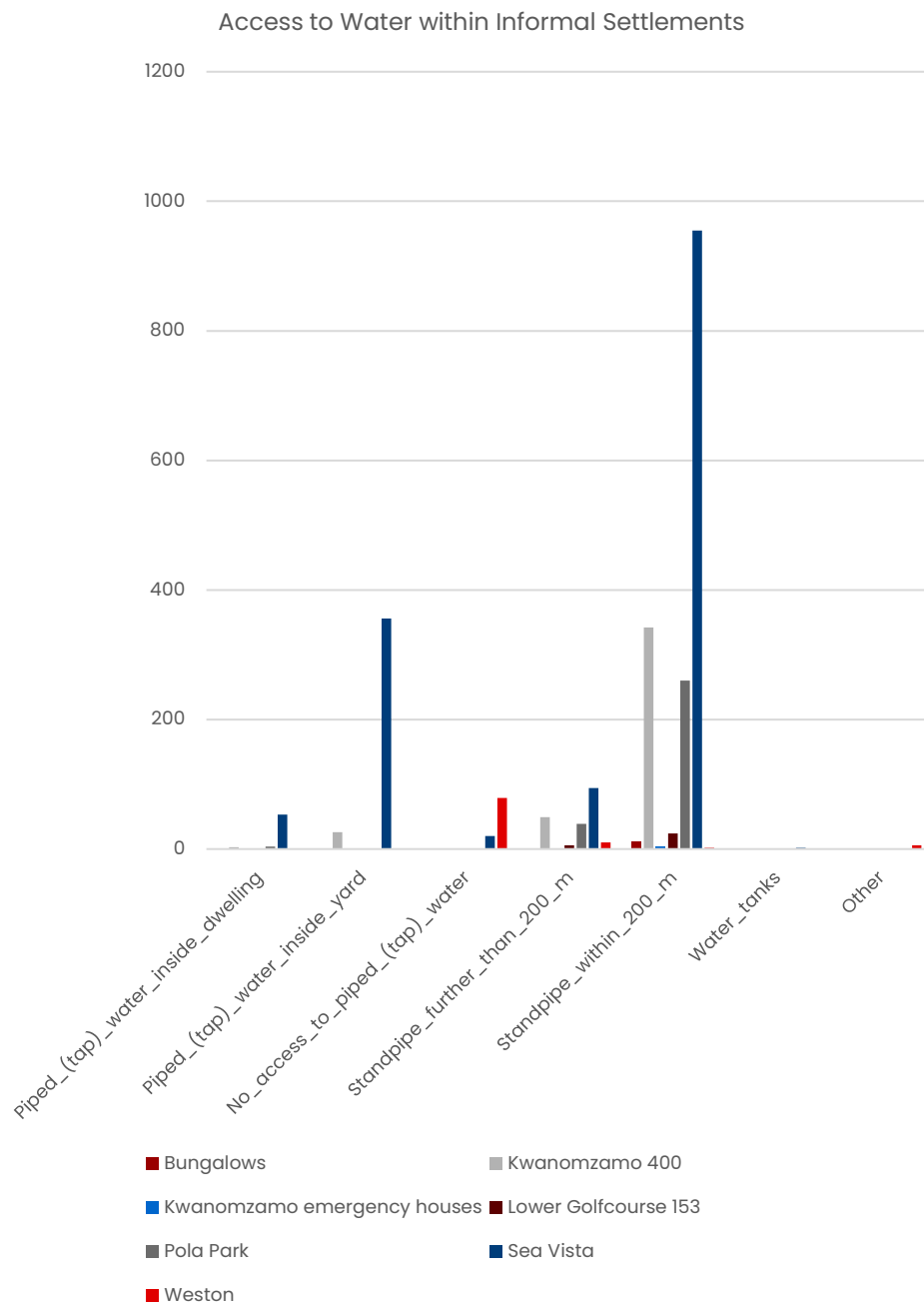


Figure 9: Water Access within Surveyed Informal Settlements

3.4.3.10 ROAD ACCESSIBILITY

Road infrastructure across Kouga's informal settlements is largely inadequate, with the majority of areas relying on gravel roads or having no formal roads at all. Sea Vista, one of the largest settlements, reports 933 households with no road access, severely limiting access for emergency services, waste collection, and public transport.

Other settlements such as Pola Park, Kwanomzamo 400, and Weston also rely heavily on gravel roads, with very limited or no access to tarred roads, reflecting the low connectivity levels faced by residents. Lower Golf Course, Bungalows, and Kwanomzamo emergency houses have no surfaced roads at all, indicating complete reliance on basic or informal pathways.

The absence of road infrastructure contributes to mobility challenges, poor service delivery, and increased costs for construction and maintenance during upgrading processes. It also limits accessibility for vulnerable groups and emergency response.

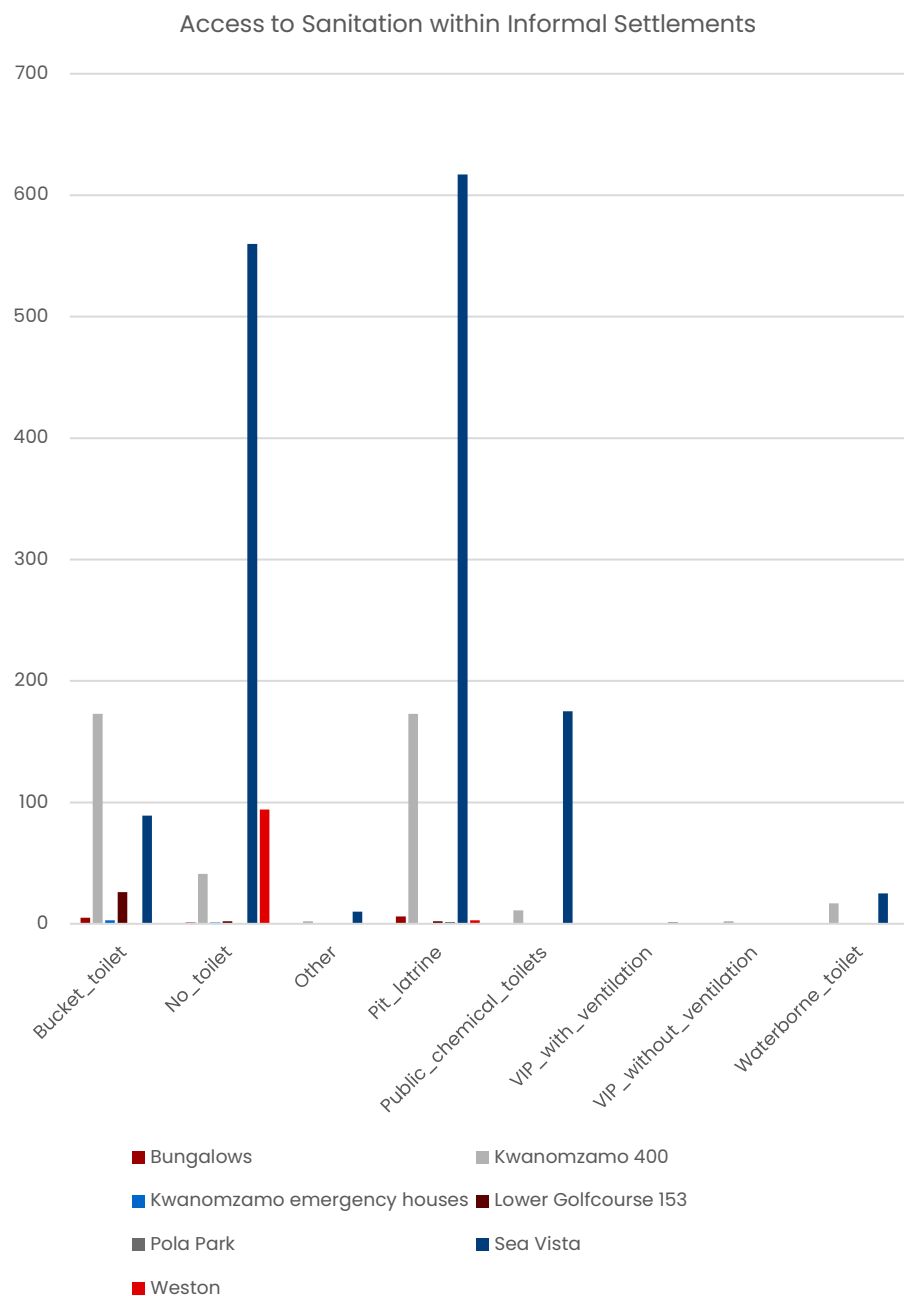


Figure 10: Sanitation Access within Surveyed Informal Settlements

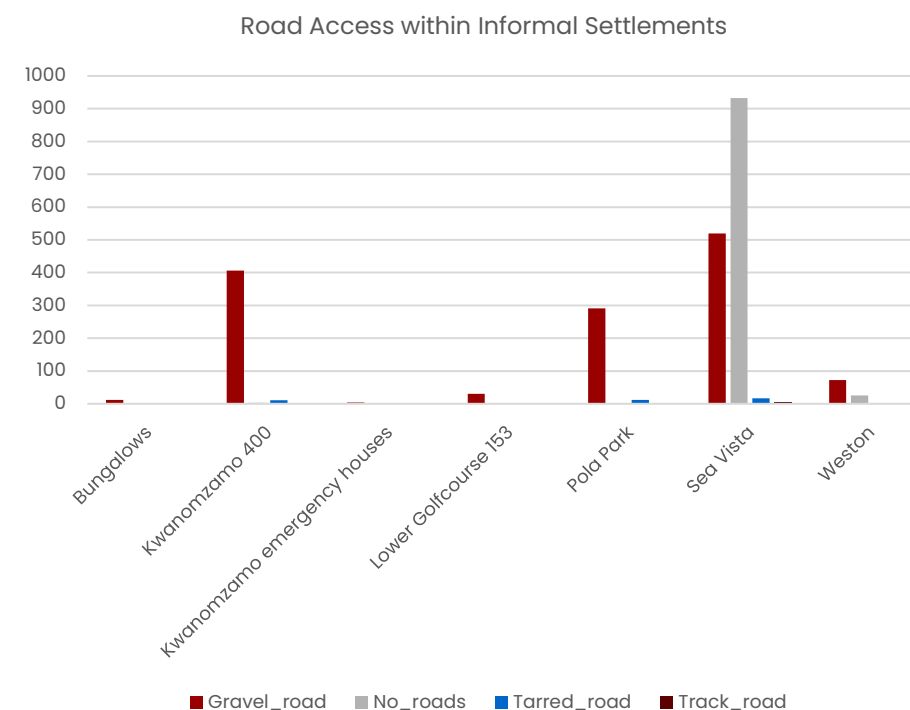


Figure 11: Road Access within Surveyed Informal Settlements

3.4.3.11 ACCESS TO ELECTRICITY

Access to electricity across Kouga's informal settlements remains uneven, with a significant number of households still lacking individual electricity meters. Sea Vista and Weston are the most severely affected, with 1,480 and 97 households respectively, having no electricity meters, indicating complete reliance on informal or unsafe connections or no access at all.

Other settlements, such as Kwanomzamo 400 and Pola Park, show better coverage, with 274 and 237 households, respectively, having electricity meters, although a notable number of households in both areas remain unmetered. Lower Golf Course, Kwanomzamo emergency houses, and Bungalows also reflect partial coverage, with a few households still without access to formal electricity.

The lack of electricity meters presents risks, including fire hazards, unsafe wiring, and limited access to basic energy services such as lighting, cooking, and heating. It also undermines safety, education, and economic activities within these communities. To improve living conditions and support formalisation, the Human Settlements Plan should prioritise the rollout of safe, metered electricity connections in informal settlements. This includes planning for infrastructure upgrades and coordinated electrification as part of broader in-situ upgrading and incremental service delivery strategies.

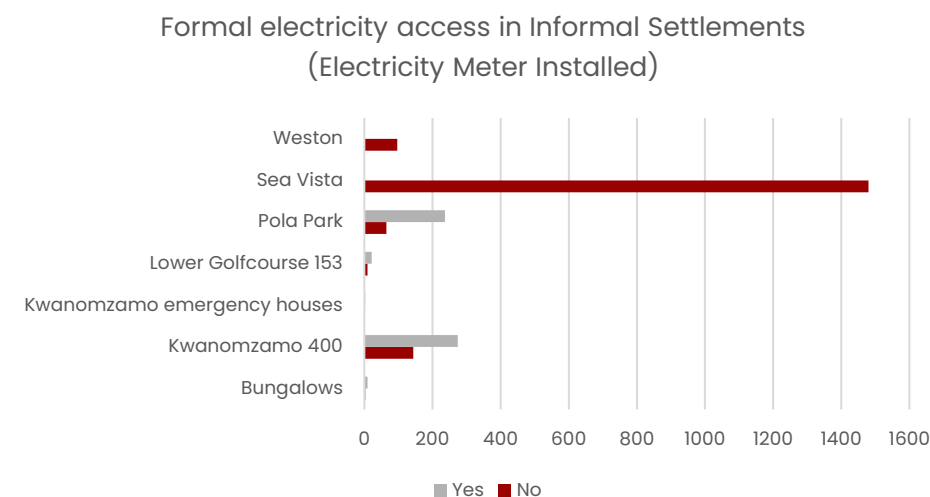


Figure 12: Formal electricity meters installed within Surveyed Informal Settlements

3.4.3.12 SUMMARY OF HOUSING DEVELOPMENT POTENTIAL

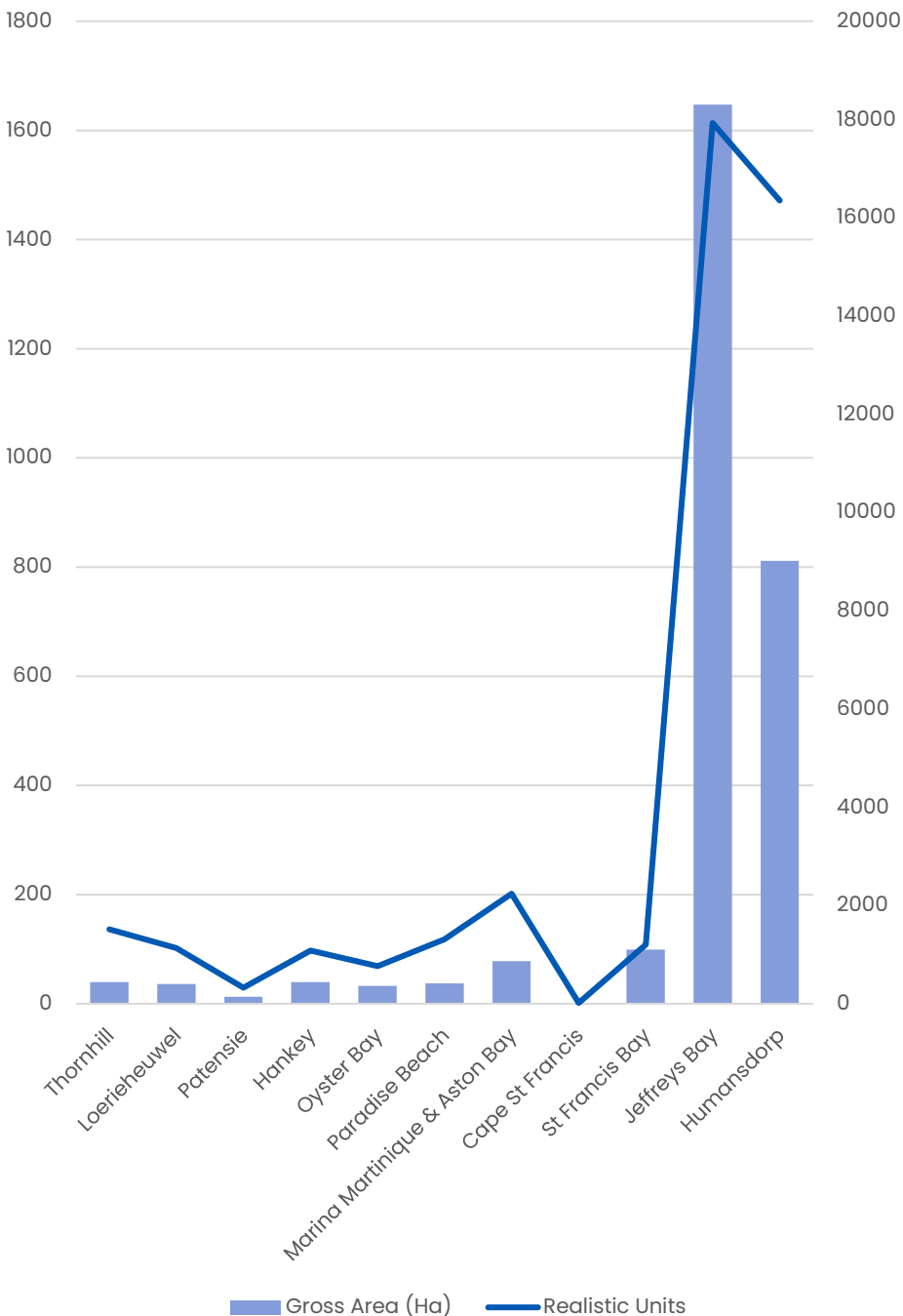
The assessment of strategic land across eleven towns in Kouga Municipality reveals a total gross development area of approximately 2,835 hectares, with the potential to deliver ±43,873 residential units at realistic net densities, after accounting for 20% land loss for infrastructure and open space.

The average development density across all areas is approximately 15.5 dwelling units per hectare (du/ha), with notable variances between coastal resorts like St Francis Bay (lower densities) and urban centres like Thornhill, Marina Martinique, and Humansdorp (higher densities).

Jeffreys Bay and Humansdorp emerge as the two key housing delivery zones, contributing over 34,000 units combined, underlining their strategic importance in municipal settlement planning and bulk infrastructure prioritisation. These figures provide a robust spatial foundation for aligning human settlements policy with practical land release, zoning, and phased development interventions.

Table 10: Summary of Housing Development Potential per Town

Town	Gross Area (Ha)	Realistic Units	Average Density (du/ha)
Thornhill	39.89	1,513	37.9
Loerieheuwel	36.17	1,135	31.4
Patensie	12.61	329	26.1
Hankey	39.90	1,080	27.1
Oyster Bay	32.74	762	23.3
Paradise Beach	37.63	1,310	34.8
Marina Martinique & Aston Bay	77.78	2,240	28.8
Cape St Francis	1.00	16	16.0
St Francis Bay	99.00	1,206	12.2
Jeffreys Bay	1,647.27	17,928	10.9
Humansdorp	811.42	16,354	20.2
Total	2,835.41	43,873	15.5 (overall average)



3.5 BROAD INFRASTRUCTURE AND SERVICES STATUS

The built environment analysis provides insight into the current state of infrastructure and the possible challenges faced that hinder the sustainable growth of the Kouga municipality.

3.5.1 MOBILITY AND CONNECTIVITY INFRASTRUCTURE

3.5.1.1 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 11: Road surface quality rating of the Kouga LM 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.

A significant issue in the maintenance of roads within the municipality is the uncertainty surrounding road ownership, responsibility for maintenance, and authorisation for refurbishing certain road sections. An in-depth study is required to clarify the ownership status of various roads within the municipality.

3.5.1.4 WATER AND SANITATION INFRASTRUCTURE

The towns of Loerie, 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.

3.5.1.4.1 BLUE AND GREEN DROP ASSESSMENTS

3.5.1.4.1.1 BLUE DROP SCORES

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%.

3.5.1.4.1.2 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, 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 demonstrate they are operating within the design parameters. Due to insufficient 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 pose 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 for Greater Jeffreys Bay. Funding is also necessary to enhance treatment capacity to accommodate future housing developments in Thornhill. Additionally, funding is required to increase treatment capacity for future housing developments in Loerie. Funding is also needed to eradicate VIP/Bucket systems in Weston Hankey.

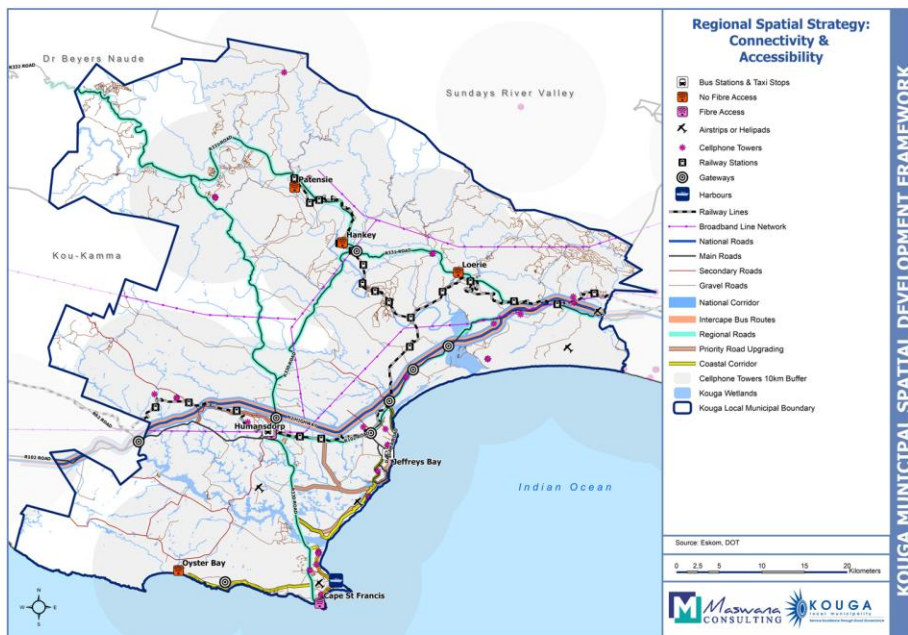
3.5.1.4.1.3 WATER SERVICE DEVELOPMENT PLAN 2010

A Master Water Plan is currently being developed, as the 2010 document is no longer relevant due to changes in the demographic and infrastructure dynamics. Proposals for the Master Plan will be included once the document is approved for external use.

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.

3.5.1.2 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 transport that is provided by the various schools in the area and the Department of Basic Education.



Map 5: Draft SDF Connectivity and Mobility Proposals

3.5.1.3 ICT INFRASTRUCTURE

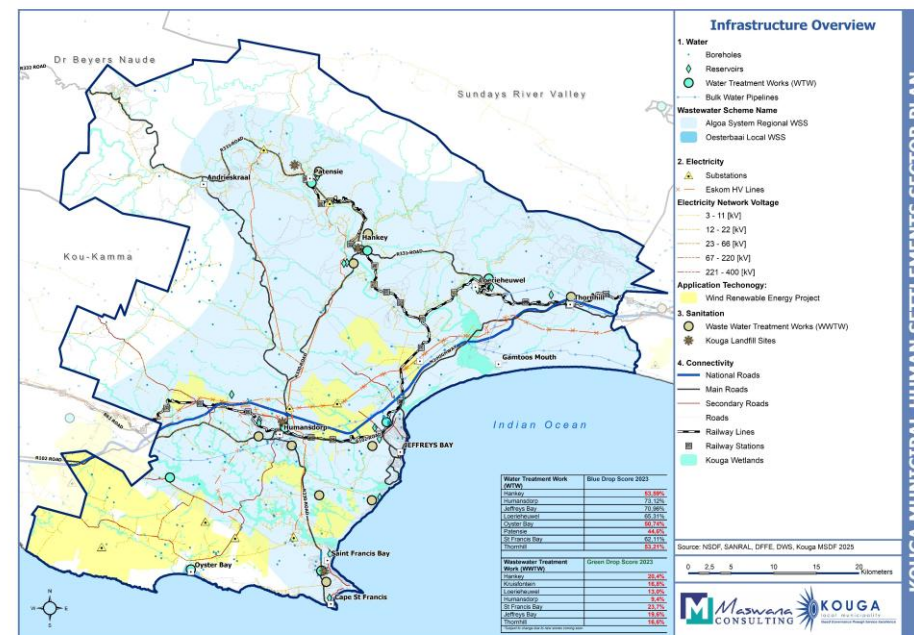
Only major settlements such as Jeffreys Bay, Humansdorp and St Francis Bay have access to fibre infrastructure. Remaining settlements rely on cellphone coverage, which results in economic barriers to opportunities due to high data costs.

3.5.1.5 ELECTRICITY AND ENERGY INFRASTRUCTURE

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 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 Department of Energy approval and are currently in operation or under construction:

- ➔ Jeffreys Bay Wind Farm (Between Humansdorp and Jeffreys Bay)
- ➔ Kouga Wind Farm (Northeast 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 6: Kouga Local Municipality general infrastructure overview

3.6 WARD BASED INFRASTRUCTURE ANALYSIS

The table presented provides a comprehensive ward-level infrastructure profile for the Kouga Local Municipality, compiled from the Ward-Based Plans (2023/24), Integrated Development Plan (IDP 2025/26), and Integrated Waste Management Plan (IWMP 2024). The analysis focuses on the five key infrastructure sectors critical for sustainable human settlements: waste management, water, sanitation, roads, and electricity.

Each ward's infrastructure status is summarised based on available municipal data and planned interventions. The towns or communities within each ward are listed, followed by a brief description of challenges, infrastructure availability, and ongoing or proposed projects.

Table 12: Ward-Based Infrastructure Analysis

Ward	Towns	Waste	Water	Sanitation	Roads	Electricity
1	Oyster Bay, Sea Vista, Umzamazethu, Leeubos, Lower Golf Course, surrounding farms	Limited recycling, daily illegal dumping cleanup, reliance on EPWP; waste education planned (IWMP)	Access available but stormwater drainage issues noted; feasibility study underway for sewer upgrades	Still using bucket system in parts; feasibility studies for waterborne sewer underway	Roads to be assessed and upgraded; part of municipality's resealing strategy (R200 mil investment)	Access available; Lower Golf Course requested for high mast lighting, to be investigated
2	Jeffreys Bay (Pellsrus, Madiba Bay, Marina Martinique, Aston Bay)	Waste services operational; environmental awareness prioritised but illegal dumping and recycling not directly addressed	Stormwater infrastructure upgrade is a top priority; ongoing municipal programmes target water management	Upgrading of sewer systems included in municipal programmes (linked to stormwater interventions)	Gravel road upgrades underway in several streets (Oliver Tambo, Robert Dennis, etc.); phase-based implementation	Streetlights (solar) to be investigated; CCTV systems and safety upgrades planned
3	Jeffreys Bay (Wavecrest, Kabeljous, Noorsekloof)	No direct mention: environmental committee active, but no new IWMP projects or recycling initiatives noted	Aging infrastructure; pipeline replacement underway (Mimosa pipeline); budgeted R16.3m over 3 years	Ageing sewerage infrastructure leads to frequent blockages; part of ongoing infrastructure renewal needs	Road resealing (e.g., Kiepersol St), pothole repairs and stormwater maintenance prioritised, awaiting road transfers	Ageing infrastructure; ongoing upgrades for sustainable bulk supply; 3 safety cameras planned
4	Kruisfontein, Jeugkamp, Die Berg, 7de Laan, Maak 'n Las, Donkerhoek, Gill Marcus	Mini skip bins funded for 2023/24; recycling partnerships under investigation; illegal dumping and animal control noted	New water connections for agriculture; JoJo tanks prioritised; water reserves identified; ageing bulk supply infrastructure	Containerised toilets planned for Donkerhoek; bucket system still in use in parts	Major road upgrades planned (R40m over 3 years); key roads identified including Freezia, Aalwyn, Fynbos, etc.	High mast lighting project registered; scheduled to begin 2024/25 under MIG funding
5	Humansdorp (Arcadia, Bo-Blok, Van Lingen Park, Ext 391 South, Vaaldam.	Not directly mentioned; assumed to be managed through municipal services; no specific interventions listed	Bulk infrastructure assessment planned; stormwater flooding areas identified and submitted for MIG funding	Waterborne sewer system planned for Bo-Blok, Prins Street; feasibility and costing underway	Sidewalk paving under feasibility study; stormwater drainage a key focus under MIG application	Streetlights in place, dark spots under review; CCTV poles with two cameras planned
6	Humansdorp (KwaNomzamo Eastside, Vergenoeg, Shukushukuma, Boskloof, Phola Park, Humansdorp Town)	No specific interventions mentioned; environmental portfolio and beautification programme active	Stormwater management prioritised; assessment to be followed by a MIG funding application	Interim water and sewer services for informal areas (Phola Park, Shukushukuma, Bungalows); bucket system eradication planned	Gravel roads to be identified for future upgrades; part of the municipal road upgrading programme	High mast lighting registered under MIG; CCTV installation and street naming in progress
7	Loerie, Thornhill, Gamtoos Mouth	Recycling and sanitation projects identified as opportunities; no current	Thornhill bulk water feasibility study underway; Loerie historically linked to	Lack of waterborne sanitation noted as a threat; feasibility work part of bulk infrastructure planning	3 roads in Loerie earmarked for upgrade in 2023/24; recent upgrades in Thornhill completed	Bulk electricity feasibility for Thornhill underway; NMBM is responsible for

Ward	Towns	Waste	Water	Sanitation	Roads	Electricity
		dedicated waste programmes detailed	regional water system via dam infrastructure			supply in Thornhill; streetlights reported
8	Jeffreys Bay (Upper Wavecrest)	No specific waste or recycling projects mentioned; general infrastructure described as adequate	Asbestos water pipe replacement needed; no budget allocated currently	Some houses not connected to the sewer system; internal reticulation to be assessed	Major upgrades and resealing scheduled for Dogwood and Blombos Streets (R10m per year for 3 years)	Solar streetlights requested; existing lights in place, CCTV with two cameras planned
9	Phillipsville, Hankey Town, Rosedale, Kleinfontein, Old Hankey, Stofwolk, Silvertown, Smartietown, Ext 3	Recycling and renewable energy flagged as development opportunities; waste issues not well serviced	Water security prioritised; package plant installed at Hankey WTW; additional boreholes drilled	Ongoing sewer blockages and eradication of bucket system noted as major weaknesses	Major gravel roads (Nzongo, Thangana, McCabe Streets) earmarked for upgrades across 3-year period	Load-shedding a concern; CCTV pole with two cameras planned; renewable solar flagged as opportunity
10	Patensie, Andrieskraal, surrounding citrus farms and settlements	No dedicated waste programme noted; general rural servicing challenges; chemical toilets in use	Water Master Plan to be developed; no capital water projects yet; Kouga Dam upgrade raised at IGR	Bulk sewer and water shortfalls flagged; Patensie WWTW recently upgraded; chemical toilet needs ongoing	Road 331 upgrade is a priority; resealing and stormwater maintenance planned	Eskom is the electricity supplier; streetlights managed via logging dark spot requests
11	Jeffreys Bay Central, C-Place, The Sands	High service access (94.5% refuse collection); issues with litter, beach clean-ups, and overgrown erven	93% access; concerns around poor water security and quality; Jeffreys Bay Waterworks present	98.1% flush toilet access; sewer spillage issues near Koraal pumpstation; oxidation dam to be upgraded	Tarring/resealing needed (e.g. Dolley Varden, Nerita); CBD pedestrian pavements prioritised	Jeffreys Bay electrical substation in place; CCTV cameras planned in open spaces
12	St Francis Bay, Cape St Francis, Paradise Beach	Wastewater pump stations being upgraded; maintenance ongoing; illegal signage under enforcement	Water security a top priority; leaking Paradise Beach reservoir flagged; old asbestos pipes to be replaced	Sewer reticulation planned for 64 erven; 3-day turnaround for septic tank trucks targeted	R10m annually for upgrades (Johan Muller, Protea, Derek, Grand Camore); road collapses in Seebries; gravel roads & causeway repairs needed	Street names and signage upgrades planned; no explicit electricity supply issues raised
13	Weston, Vergenoeg, surrounding rural areas	No dedicated waste management initiatives listed; rural setting implies basic servicing needs; illegal dumping likely	Access to piped water stands at 72.6% (Census 2011); infrastructure upgrade needed	Weston WWTW and reticulation upgrade in planning; poor conditions and vandalism affecting service delivery	Street and stormwater drainage upgrades prioritised; Madlwabanga and Thangana Streets identified for tarring/resealing (R10m/yr)	Eskom supplies the area; high mast lights requested for Weston and Vergenoeg (e.g. Matodlana & Thangana Streets)
14	Tokyo Sexwale, Ocean View (Jeffreys Bay South)	Illegal dumping a key issue; some sites considered for conversion into churches; clean-up initiatives ongoing	Infrastructure adequate to support development; interim water services planned for No. R10 and Ocean View	VIP toilets installed; bucket system eradication underway; sanitation to be implemented via HDA project	Major road upgrades planned (Griffiths Mxenge, Vavi, Mahlangu, Naude, etc.); multi-year budgeted intervention	INEP approved bulk and internal electrification (R25.1m over 3 yrs); backyard dwellers electrification proposed

Ward	Towns	Waste	Water	Sanitation	Roads	Electricity
15	Panorama, Arcadia, Graslaagte, Humansdorp Central, Westside, Moerasrivier, Boskloof, Upper Golf Course	Illegal dumping and bush clearing are concerns; monthly clearing operations scheduled	Informal settlements have standpipes; backlog assessments ongoing; water infrastructure adequate in older areas	Bucket system eradication part of informal settlement upgrading programme	Main road resealing; gravel road tarring ongoing (Phase 2); KwaNomzamo entrance complete; pothole fixing continuous	Streetlight rollout planned (location identification required); CCTV poles with cameras planned for 2023/24

3.6.1 HOUSING NEED PRIORITIES AND INFRASTRUCTURE READINESS ASSESSMENT

This table provides a ward-level assessment of housing need and infrastructure readiness across Kouga Local Municipality.

It is designed to support the prioritisation of human settlement interventions by aligning housing demand with the current capacity of infrastructure to accommodate development.

Housing need was classified as High, Medium or Low, based on factors such as the presence of informal settlements, use of interim services (e.g. bucket or chemical toilets), and evidence of overcrowding or inadequate shelter. Wards with high-density informal areas, poor sanitation, and service backlogs were prioritised as having high housing need.

Infrastructure readiness was evaluated by examining the availability and quality of bulk services, the presence of upgrading projects or MIG registrations, and functional accessibility (roads, stormwater, electricity). Wards with active service upgrades or formal infrastructure in place were considered more development-ready. The assessment considered:

- Informal vs formal settlement patterns
- Sanitation type (VIP, sewer, bucket system)
- Water and electricity network status
- Road and stormwater conditions
- Readiness of land and current project planning (e.g. HDA, UISP, IRDP alignment)

This enables Kouga Municipality to match housing investment with infrastructure capacity for sustainable, phased development.

3.6.1.1 WARD-BASED HOUSING NEED & INFRASTRUCTURE READINESS

The following table provides a summary of housing needs and infrastructure readiness on a ward level.

Table 13: Ward-Based Housing Need & Infrastructure Readiness

Ward	Housing Need Priority	Infrastructure Readiness	Key Observations
1	High	Low	Informal areas with limited services, high density, and limited development-ready land
2	Medium	Medium	Mixed infrastructure, some informal areas, active road upgrades, moderate growth
3	Medium	Medium	Older suburbs with ageing infrastructure, sewer and water upgrades ongoing
4	High	Low	Severe service gaps in sanitation and roads; widespread bucket system usage
5	Medium	Medium	Roads and sanitation in planning, medium density, semi-formal, with development potential
6	High	Low	High demand with poor bulk services; interim sanitation and bucket system in place
7	Medium	Medium	Rural/peri-urban area, bulk infrastructure constraints; feasibility work ongoing
8	Low	High	Well-developed formal suburb; minor service issues; development-ready

Ward	Housing Need Priority	Infrastructure Readiness	Key Observations
9	High	Low	High-density informal settlements, sewer blockages, and water security issues
10	High	Low	Rural area with underdeveloped bulk services; sanitation reliant on chemical toilets
11	Medium	Medium	Formal area with good infrastructure, minor sewer risks, and moderate housing demand
12	Low	High	Coastal suburb with a strong infrastructure base; minor sanitation access issues
13	Medium	Medium	Rural mixed settlements: WWTW upgrades needed; moderate pressure for growth
14	High	Low	Informal settlements expanding; sanitation and electrification still in rollout
15	High	Medium	Mixed formal/informal setting; active service upgrades underway; service backlogs remain

3.6.1.1.1 KEY INTERPRETATIONS:

- **High Housing Need + Low Readiness** (e.g. Wards 1, 4, 6, 9, 10, 14): These are critical intervention zones requiring urgent planning and infrastructure investment to support housing delivery (e.g. UISP, IRDP).
- **High Housing Need + Medium Readiness** (e.g. Ward 15): Suitable for phased development, provided upgrades continue.
- **Medium Need + High Readiness** (e.g. Ward 8, 12): Suitable for FHF or GAP market housing.
- **Low Need + Medium/High Readiness**: Not immediate priorities but ideal for infill or catalytic support.

4 SPATIAL SYNTHESIS

This spatial synthesis consolidates the findings from the situational analysis, demand typology assessment, and strategic assessment of strengths, weaknesses, opportunities and threats to present an integrated framework for human settlements development in Kouga Municipality. The synthesis identifies strategic spatial interventions that align housing delivery with infrastructure capacity, environmental constraints, and socio-economic opportunities.

4.1 SWOT ANALYSIS

4.1.1 STRENGTHS

4.1.1.1 ACCREDITED INSTITUTIONAL CAPACITY

Kouga Municipality holds Level 1 Housing Accreditation, enabling it to exercise localised control over core functions including beneficiary management, project initiation, and informal settlement upgrading. This institutional status enhances responsiveness and supports the acceleration of delivery.

4.1.1.2 ESTABLISHED PROJECT PIPELINE

The Municipality has an active and expanding pipeline of housing projects, including Ocean View (1,500 units), Hankey (990 units), and Kruisfontein (391 units). These initiatives demonstrate institutional commitment to housing delivery and reflect a growing implementation capacity.

4.1.1.3 HIGH PROPORTION OF FORMAL DWELLINGS

As per recent data, 84.7% of households reside in formal structures. This reflects a relatively successful historical delivery record, particularly in comparison with neighbouring rural municipalities.

4.1.1.4 DEDICATED HUMAN SETTLEMENTS UNIT

The Municipality has instituted a decentralised Human Settlements function, with dedicated officials responsible for ward-level engagement, beneficiary verification, project administration, and NHNR (National Housing Needs Register) data management. This structure facilitates improved coordination and community interface.

4.1.1.5 ALIGNMENT WITH SPATIAL PLANNING INSTRUMENTS

The Human Settlements Plan (HSP) aligns closely with the Municipality's Spatial Development Framework (SDF), Integrated Development Plan (IDP), and

SPLUMA-compliant land identification processes. This promotes compact urban development and supports spatial transformation objectives.

4.1.2 WEAKNESSES

4.1.2.1 SIGNIFICANT HOUSING BACKLOG

Kouga faces a considerable housing backlog, estimated at 12,249 units, including approximately 7,986 informal structures. Current delivery levels remain insufficient to meet demand, particularly among low-income households.

4.1.2.2 LIMITED IMPLEMENTATION READINESS

Several planned developments face administrative and technical barriers to implementation. These include the absence of environmental authorisations, bulk infrastructure, general plans, and town planning approvals – as evident in projects such as Sea Vista (2,000 units) and London (80ha site).

4.1.2.3 NARROW HOUSING PRODUCT MIX

Delivery to date has remained largely confined to Breaking New Ground (BNG) units. There is insufficient diversification of typologies, including FHF, Community Residential Units (CRUs), serviced sites, and transitional housing – limiting the Municipality's ability to respond to varying household needs.

4.1.2.4 UNRECORDED INFORMAL RENTAL DEMAND

A growing number of residents live in informal backyard or sub-let structures. These occupants are not captured in official beneficiary systems, thereby representing an underserved and largely invisible group within current planning frameworks.

4.1.2.5 GAPS IN BENEFICIARY DATA

Although the NHNR reflects 17,309 registered beneficiaries, the system does not fully capture informal settlement residents, many of whom face documentation challenges. This results in delivery delays, potential duplication, and misalignment of housing allocations.

4.1.3 OPPORTUNITIES

4.1.3.1 STRATEGIC LAND FOR HIGH-DENSITY DEVELOPMENT

More than 800 hectares of strategic land have been identified in Humansdorp and surrounds, with potential yield in excess of 40,000 units. These sites are well

located within key urban corridors and are suitable for integrated, high-density development.

4.1.3.2 STRENGTHENING PARTNERSHIPS FOR SOCIAL AND AFFORDABLE HOUSING

There is significant potential to scale up social and FHF housing through partnerships with entities such as Own Haven, the Housing Development Agency (HDA), and provincial agencies. Priority areas include Jeffreys Bay and Sea Vista, where well-located land and demand intersect.

4.1.3.3 ADDRESSING THE 'GAP' MARKET

A substantial proportion of households earn above the BNG threshold but fall short of accessing private mortgage finance. This provides an opportunity to develop bridging housing products, including affordable rental and ownership options, to respond to this underserved segment.

4.1.3.4 UISP-LINKED INFORMAL SETTLEMENT UPGRADING

Several informal settlements, such as in Patensie, Hankey, and KwaNomzamo, are earmarked for upgrading through the Upgrading of Informal Settlements Programme (UISP). These interventions can facilitate tenure security, basic service provision, and improved living conditions.

4.1.3.5 TARGETED RESPONSES FOR VULNERABLE GROUPS

Opportunities exist to develop differentiated housing responses for vulnerable groups, including youth-headed households, female-headed households, and farmworker communities, ensuring inclusive and equitable access to housing.

4.1.4 THREATS

4.1.4.1 RAPID INFORMAL SETTLEMENT GROWTH

In-migration from towns such as Mthatha and King William's Town, without proportional housing provision, continues to drive the expansion of informal settlements. This undermines spatial planning and places pressure on municipal infrastructure.

4.1.4.2 ENVIRONMENTAL AND LAND CONSTRAINTS

Sensitive environmental areas, particularly in Sea Vista, Cape St Francis, and Paradise Beach, constrain greenfield housing delivery near economic nodes and essential services, complicating spatial integration efforts.

4.1.4.3 INFRASTRUCTURE DEFICITS

Many identified housing sites remain undevelopable in the short term due to the lack of bulk water, sewer, and electricity infrastructure. This significantly hampers readiness and delays implementation timelines.

4.1.4.4 STALLED OR NON-COMPLIANT PROJECTS

A number of projects remain stalled due to compliance or infrastructure-related blockages. Notable examples include Thornhill (390 units) and Sea Vista (2,000 units) – both of which have high demand but lack critical delivery enablers.

4.1.4.5 ESCALATING COSTS AND FISCAL CONSTRAINTS

Rising construction costs and insufficient capital allocations from both municipal and provincial sources limit the scale and pace of delivery. Inflationary pressures and funding delays further exacerbate the backlog.

4.2 SWOT-INFORMED DEVELOPMENT FRAMEWORK

The spatial response directly addresses the SWOT findings through targeted interventions:

4.2.1 LEVERAGING STRENGTHS THROUGH SPATIAL PLANNING

4.2.1.1 MAXIMISING ACCREDITATION BENEFITS

- Establish decentralised housing hubs in each priority zone
- Create ward-based implementation teams
- Develop local contractor capacity programmes

4.2.1.2 BUILDING ON EXISTING PIPELINE

- Ocean View: Expand on the planned 1 500 units through densification
- Hankey: Create agricultural worker villages linked to the 990-unit project
- Kruisfontein: Complete outstanding phases and plan 2,500-unit extension

4.2.1.3 ENHANCING SPATIAL ALIGNMENT

- Integrate LSDF proposals into project planning
- Ensure IDP capital budget alignment

4.2.2 ADDRESSING WEAKNESSES THROUGH SPATIAL INTERVENTIONS

4.2.2.1 TACKLING THE HOUSING BACKLOG

Spatial distribution of 12,249 units based on demand concentration:

- Jeffreys Bay-Humansdorp Corridor: 7,127 units (58%)
- Hankey-Patensie Belt: 1,234 units (10%)
- Coastal Tourism Belt: 1,675 units (14%)
- Rural Settlements: 2,213 units (18%)

4.2.2.2 IMPROVING IMPLEMENTATION READINESS

Priority readiness interventions by area:

- Immediate (infrastructure ready): Ocean View, Kruisfontein, Hankey
- Short-term (minor upgrades needed): KwaNomzamo, Pellsrus, Weston
- Medium-term (major infrastructure required): Sea Vista, Thornhill, London

4.2.2.3 DIVERSIFYING HOUSING PRODUCTS

Designated typology zones:

- BNG Zones: Informal settlement areas (70% of delivery)
- Social Housing Corridors: CBDs and transport routes (15%)
- FHF Precincts: Urban extensions (5%)
- Serviced Sites: All settlements (8%)
- Emergency Areas: High-density informal areas (2%)

4.2.3 CAPITALISING ON SPATIAL OPPORTUNITIES

4.2.3.1 STRATEGIC LAND DEVELOPMENT PROGRAMME

Humansdorp Development

- Total potential: 40,000 units on 800+ hectares
- Phase 1 (Years 1-5): 10,000 units on 200 hectares
- Phase 2 (Years 5-15): 15,000 units on 300 hectares
- Phase 3 (Years 15-25): 15,000 units on 300 hectares

4.2.3.2 PARTNERSHIP AREAS

- Own Haven Social Housing: Jeffreys Bay (500 units)

- HDA Catalytic Projects: Humansdorp (1,000 units)
- Private Sector FHF: Coastal towns (300 units)

4.2.3.3 UISP IMPLEMENTATION FRAMEWORK

Priority informal settlement upgrades:

- KwaNomzamo (1,605 structures): Full services by 2027
- Patensie (998 structures): Incremental upgrading 2026-2028
- Ocean View (1,927 structures): In-situ development 2025-2027
- Sea Vista (1,275 structures): Phased relocation and upgrade 2026-2030

4.2.4 MITIGATING SPATIAL THREATS

4.2.4.1.1 MANAGING INFORMAL SETTLEMENT GROWTH

4.2.4.1.1.1 Proactive Land Allocation Strategy

- Identify 50 hectares for managed settlement
- Establish transit camps in each major town
- Create a rapid land release mechanism
- Monitor migration patterns quarterly

4.2.4.1.1.2 Early Warning System

- Ward councillor reporting system
- Aerial surveillance quarterly
- Community intelligence networks
- Rapid response teams

4.2.4.1.1.3 Environmental Compliance Framework

High-Risk Areas Management

- Sea Vista: Alternative inland site identification
- Cape St Francis: Densification only
- Paradise Beach: Limited infill development
- Coastal setback enforcement

4.2.4.1.1.4 Pre-emptive Studies Programme

- Strategic Environmental Assessments for all zones
- Geotechnical investigations for priority sites
- Heritage and archaeological surveys

→ Climate and disaster risk assessments

5 STRATEGIC FRAMEWORK

The Kouga Human Settlements Strategic Framework sets out a clear and actionable response to the complex and evolving housing challenges faced by the municipality. Building on the findings of the Status Quo and Synthesis phases—including spatial analysis, project readiness, institutional assessments, and stakeholder feedback—this strategy outlines the vision, goals, and implementation direction required to deliver dignified, inclusive, and sustainable human settlements across Kouga.

Over 17,000 households remain on the National Housing Needs Register (NHNR), with nearly 8,000 living in informal dwellings across more than 35 settlements. While significant delivery progress has been achieved—particularly through projects such as Ocean View, Hankey, Kruisfontein, and Pellsrus—the scale of housing demand, informal growth, and implementation constraints demands a transformative shift in approach.

This strategic framework therefore aims to:

- Translate the municipal vision and IDP priorities into targeted housing interventions.
- Provide spatial and institutional direction for the coordinated delivery of housing and services.
- Diversify the housing response to meet the needs of low-income, gap-market, and vulnerable groups.
- Align land availability and infrastructure investment with a structured housing pipeline.
- Strengthen municipal capacity and leverage partnerships to scale up delivery across all typologies.

The strategy is structured around five interrelated components:

- **A Shared Vision** for human settlements that aligns with Kouga's IDP, SDF, and national development frameworks.
- **Refined Strategic Objectives and Outcomes** that respond to local realities and guide programme development.
- **Strategic Goals** that articulate high-level delivery priorities and long-term outcomes.
- **Development Direction and Directives** to inform implementation, land planning, and institutional strengthening.

- Alignment with the Spatial Development Framework, ensuring that housing growth supports compact, sustainable and integrated settlement patterns.

Together, these components form a roadmap that enables Kouga Municipality to move from reactive delivery to proactive planning—ensuring that every investment in human settlements contributes to long-term spatial transformation, economic inclusion, and improved quality of life for all residents.

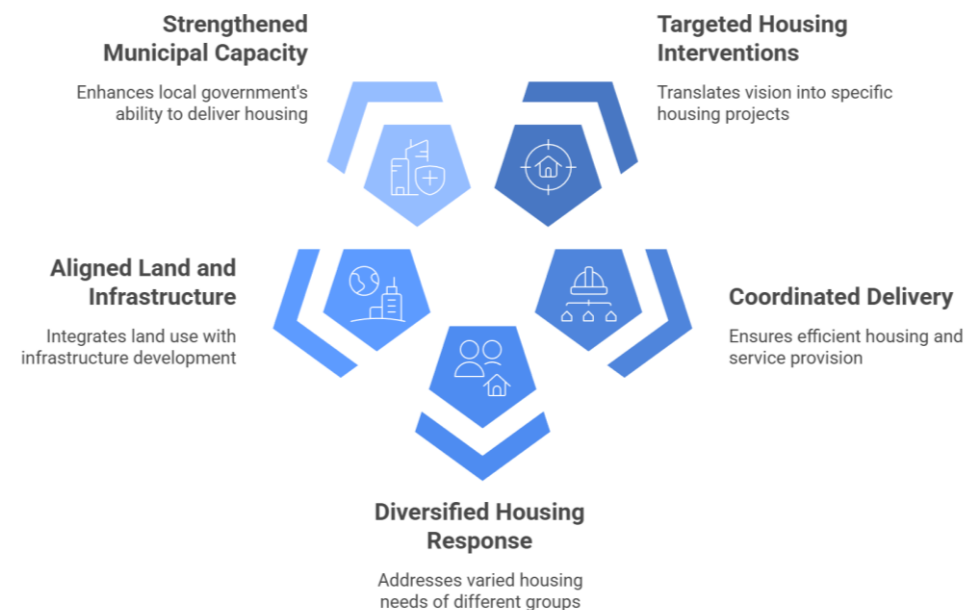


Figure 13: Strategic Framework Objectives

5.1 DEVELOPMENT VISION

5.1.1 VISION STATEMENT FOR HUMAN SETTLEMENTS IN KOUGA

“Towards a dignified, inclusive, and sustainable living environment for all – where every resident of Kouga has access to safe, affordable, and well-located housing opportunities that support social cohesion, economic growth, and environmental stewardship.”

This Human Settlements vision supports the Kouga Municipality’s broader institutional vision of **“Service Excellence through Good Governance”** by reinforcing sustainable, people-centred development aligned with principles of accountability, inclusivity, and spatial transformation.

5.1.2 STRATEGIC VISION BUILDING BLOCKS

The Human Settlements vision is grounded in five interlinked pillars, derived from Kouga’s IDP values and the findings of the spatial synthesis phase:

Pillar	Strategic Focus	Alignment with IDP
Dignified Living for All	Eliminate informal and unsafe housing conditions through upgraded, tenure-secure, serviced settlements.	Reflects IDP value: “All of its people living in dignity” and addresses weaknesses like informal settlements and data gaps.
Housing Diversity and Choice	Deliver a full spectrum of housing typologies including BNG, FHF, social rental, serviced sites, and emergency units.	Responds to the narrow housing product mix and the need for inclusive options for the “gap market” and vulnerable groups.
Strategic Land and Infrastructure Alignment	Enable well-located development on strategic land, supported by forward-planned infrastructure.	Leverages strategic land in Humansdorp and addresses implementation readiness and bulk deficits.
Resilient and Integrated Communities	Foster mixed-income, mixed-use communities with access to social infrastructure, mobility, and livelihood opportunities.	Supports compact, connected settlements and aligns with environmental and spatial transformation objectives.
Collaborative Governance and Partnerships	Strengthen municipal capacity, intergovernmental coordination, and private-sector delivery partnerships.	Builds on Kouga’s Level 1 accreditation and project pipeline while addressing delivery blockages and funding shortfalls.

5.1.3 LONG-TERM HUMAN SETTLEMENTS DEVELOPMENT VISION (2050 HORIZON)

By 2050, Kouga aims to:

- Reduce the housing backlog by at least 50%, with over 15,000 new housing opportunities delivered.
- Achieve zero growth in unmanaged informal settlements, through a proactive land release and service upgrade programme.
- Shift to a housing portfolio where at least 25% of delivery is non-BNG typologies (social housing, FHF, rental, serviced sites).
- Realise spatial integration through the development of mixed-use nodes along key corridors – especially Jeffreys Bay-Humansdorp and Hankey-Patensie.
- Ensure all future settlements are climate resilient, environmentally compliant, and aligned with Kouga’s SDF and sustainability goals.

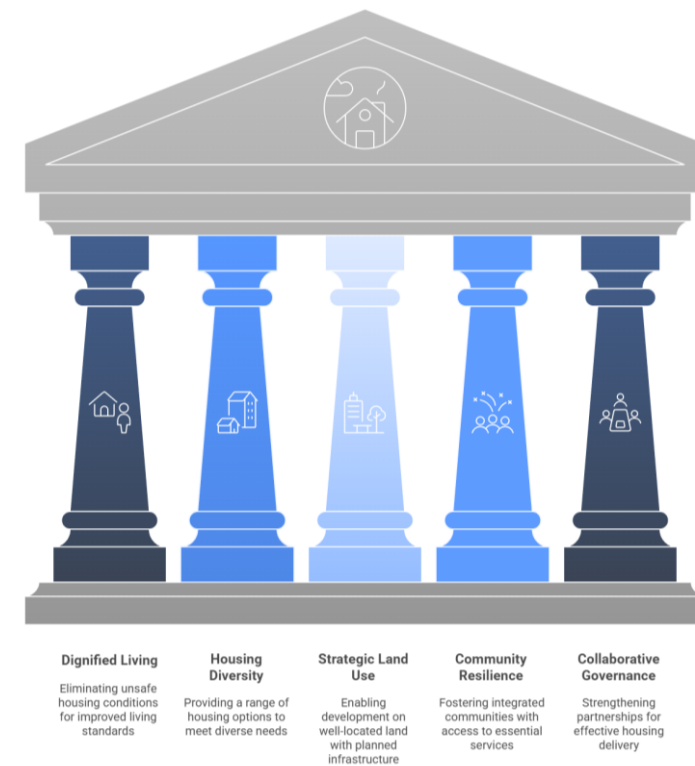


Figure 14: Strategic Vision Pillars

5.2 STRATEGIC OBJECTIVES AND OUTCOMES

To achieve Kouga's long-term Human Settlements vision, five strategic objectives have been formulated. These objectives are directly informed by the status quo analysis, implementation challenges, and IDP outcomes. Each objective is supported by a set of key strategies aimed at enabling delivery, strengthening institutional capacity, and addressing the housing backlog in a sustainable and inclusive manner.

5.2.1 STRATEGIC OBJECTIVE 1: STRENGTHEN INSTITUTIONAL CAPACITY FOR HUMAN SETTLEMENTS DELIVERY

Strategy	Expected Outcome
a) Strengthen Kouga Municipality's Level 1 Accreditation through operational resourcing, systems strengthening, and skills development.	Institutional autonomy to manage housing delivery more efficiently, especially at the local project level.
b) Expand the Human Settlements Project Management Unit (PMU) to drive planning, approvals, and implementation.	Dedicated capacity to manage multiple projects concurrently and ensure delivery targets are met.
c) Implement a centralised Housing Project Dashboard for real-time tracking of approvals, funding, land status, and beneficiary processes.	Improved accountability, monitoring, and project readiness assessment.

5.2.2 STRATEGIC OBJECTIVE 2: DIVERSIFY HOUSING TYPOLOGIES AND DELIVERY INSTRUMENTS

Strategy	Expected Outcome
a) Develop a Housing Typology Framework aligned to local income brackets, including BNG, Social Housing, FHF, serviced sites, and emergency housing.	Responsive delivery aligned to varying household needs and income levels.
b) Formalise and implement partnership agreements with the HDA, Own Haven, and private FHF providers.	Scaled-up delivery through non-state actors, reducing reliance on public funding.
c) Pilot incremental upgrading approaches in UISP settlements with in-situ upgrades and reblocking.	Inclusive delivery for informal households without requiring full relocation.

5.2.3 STRATEGIC OBJECTIVE 3: ALIGN INFRASTRUCTURE INVESTMENT WITH PRIORITY HOUSING PROJECTS

Strategy	Expected Outcome
a) Develop a 5-Year Housing Infrastructure Investment Pipeline, linked to MIG, WSIG, INEP and sector department funding.	Infrastructure aligned to pipeline project phasing, unlocking readiness for top structures.
b) Implement bulk infrastructure enabling projects for high-potential zones (KwaNomzamo, Patensie, Hankey, Sea Vista, Ocean View).	Strategic catalytic infrastructure investment to reduce backlog and unlock large-scale development.
c) Establish a cross-departmental Housing Infrastructure Task Team to fast-track approvals and design coordination.	Reduced delays in planning approvals and increased efficiency in project delivery.

5.2.4 STRATEGIC OBJECTIVE 4: SECURE, RELEASE AND DEVELOP STRATEGIC LAND FOR INTEGRATED HUMAN SETTLEMENTS

Strategy	Expected Outcome
a) Finalise the Kouga Land Management Strategy and identify priority land parcels for housing development.	A clear spatial pipeline of land ready for development or acquisition.
b) Establish a Municipal Land Release Protocol and Land Assembly Programme with HDA and private landowners.	Predictable land release process for housing, especially in land-locked towns and corridors.
c) Undertake proactive rezoning, township establishment and environmental authorisations for identified land.	Increased number of developable sites with statutory compliance to shorten implementation timelines.

5.2.5 STRATEGIC OBJECTIVE 5: STRENGTHEN BENEFICIARY MANAGEMENT AND INFORMAL SETTLEMENT UPGRADING

Strategy	Expected Outcome
a) Expand and maintain the NHNR through continuous ward-based registration drives and Survey123 digital mapping.	Accurate, real-time beneficiary data to inform planning, allocation, and prioritisation.
b) Develop an Informal Settlements Regularisation Framework, prioritising security of tenure, basic services, and community-driven upgrading.	Formalisation and improvement of at least 50% of the 7,986 informal structures by 2030.

c) Introduce a Beneficiary Transfer Acceleration Programme to finalise outstanding title deeds.	Secure tenure and legal ownership for thousands of residents in completed housing projects.
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5.2.6 OUTCOME INDICATORS ALIGNED TO THE IDP AND STRATEGY VISION

Strategic Outcome	Indicator	Target by 2030
Reduced housing backlog	% reduction in NHNR waiting list	≥ 30% reduction (from 17,309 to <9,000)
Improved housing diversity	% non-BNG housing opportunities in annual delivery	≥ 15% of all new delivery
Enhanced implementation readiness	% of projects with bulk infrastructure in place	≥ 40% by 2027
Increased land availability	Number of hectares released or acquired for human settlements	≥ 150 hectares
Formalised informal settlements	% of informal structures upgraded or formalised	≥ 50% of current 7,986
Improved beneficiary administration	% of eligible beneficiaries with approved subsidy status	≥ 50% NHNR coverage
Efficient project delivery	Annual top structure delivery	≥ 2,450 units/year

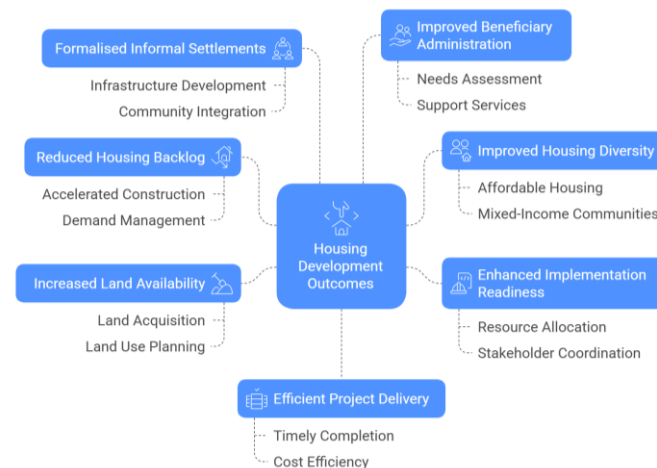


Figure 15: Strategy Outcomes

5.3 STRATEGIC GOALS

The strategic goals serve as overarching outcome statements that guide the alignment of human settlements interventions in Kouga Municipality. These goals are informed by the status quo findings, housing backlog dynamics, land and infrastructure constraints, institutional capacities, and socio-economic realities across the region. They respond directly to the spatial and institutional challenges identified during the synthesis phase and reinforce the Vision and Strategic Objectives outlined in Sections 1 and 2.

Strategic Goals Framework

Strategic Goal	Intent	Key Focus Areas
Enable Universal Access to Be Dignified, Adequate, and Secure Housing Opportunities	Reduce the housing backlog, eliminate informal housing conditions, and ensure inclusive access for all residents.	→ BNG and serviced site delivery → Emergency housing provision → In-situ informal settlement upgrading (UISP) → Beneficiary verification and tenure transfer
Diversify Housing Typologies to Support Inclusive and Mixed-Income Communities	Develop a responsive housing portfolio for all income groups, especially the “gap market” and vulnerable households.	→ FHF and Social Housing delivery → Affordable rental programmes → Typology alignment to income and spatial context → Transitional housing for informal and vulnerable groups
Unlock and Align Strategic Land and Infrastructure to Support Sustainable Settlement Growth	Align housing delivery to available, developable land and planned infrastructure investment to ensure spatial transformation.	→ Land acquisition and release programmes → Infrastructure planning and prioritisation → Township establishment and rezoning → Environmental approvals and pre-feasibility work
Strengthen Local Government Capacity and Institutional	Build municipal capability to manage housing projects effectively, leveraging Kouga’s	→ Establish a Human Settlements PMU → Institutional staffing, systems, and training

Strategic Goal	Intent	Key Focus Areas
Readiness for Delivery	Level 1 Accreditation.	→ Housing Project Dashboard and monitoring tools → Internal coordination mechanisms
Formalise, Upgrade, and Integrate Informal Settlements into the Urban Fabric	Improve conditions in informal settlements through in-situ upgrading, basic services, and tenure security.	→ UISP-linked upgrading of priority settlements → Relocation and land access strategies → Vulnerable group inclusion → Survey123 and NHNR-based planning
Promote Coordinated, Integrated, and Partner-Driven Human Settlements Delivery	Mobilise public-private partnerships and ensure alignment across spheres of government for accelerated delivery.	→ Partnerships with HDA, Own Haven, FHF developers → Community social compacts → Land development agreements → Intergovernmental budget alignment and advocacy

5.4 ALIGNMENT TO THE SPATIAL DEVELOPMENT FRAMEWORK (SDF)

The Human Settlements Strategic Framework is fully aligned with the spatial objectives and transformation principles outlined in the Kouga Spatial Development Framework (SDF). It reinforces the spatial logic of compact, connected, and sustainable settlement development by directing housing investment to locations that support accessibility, integration, and long-term resilience.

5.4.1 SUPPORTING SPATIAL TRANSFORMATION AND INTEGRATION

The strategy prioritises the delivery of housing in areas that:

- Align with identified growth corridors and urban nodes (e.g., Jeffreys Bay–Humansdorp Corridor, Hankey–Patensie Belt, Thornhill, and urban renewal areas like Ocean View and KwaNomzamo);
- Advance spatial justice by integrating low-income communities into well-located areas;
- Support densification and land optimisation, particularly around transport routes and employment zones;

- Contribute to urban compaction, reducing urban sprawl and associated service delivery costs.

These directions are consistent with **SPLUMA principles**, which call for "a spatially just development pattern that balances urban efficiency with equity."

5.4.2 SETTLEMENT DENSITIES AND LAND USE MIX

In accordance with best practice, including the CSIR Guidelines for Human Settlement Planning, the following density and typology ranges are proposed to guide land development:

Typology	Suggested Density	Net Development Form
BNG / RDP Units	30–40 units/ha	Stand-alone or row housing in township layout
Social Housing	80–120 units/ha	Multi-storey walk-ups near CBDs and transport corridors
FHF Housing	40–60 units/ha	Semi-detached or cluster housing in middle-income extensions
Serviced Sites	20–30 units/ha	Incremental or self-build neighbourhoods
Emergency Housing	25–35 units/ha	Transitional settlements with temporary accommodation

These proposed densities will be refined in the Implementation Phase and integrated into the land development applications, project designs, and layout planning frameworks.

5.4.3 SOCIAL FACILITY AND INFRASTRUCTURE PLANNING

Each housing area must be integrated with a minimum package of public and social amenities, including:

- Primary schools, ECD centres, and clinics within a 1.5 km walking radius;
- Parks and recreational spaces, aligned with community needs and safety design principles;
- Access roads and NMT routes, connected to the local movement framework;
- Bulk infrastructure planning, consistent with MIG, WSIG, and IDP prioritisation frameworks.

Best practice indicates that integrated human settlements must balance shelter provision with access to education, safety, health, and public transport to enhance social inclusion and reduce urban inequality.

5.4.4 SPATIAL SUPPORT FOR LAND USE AND TENURE DIVERSITY

The Human Settlements Strategy enables:

- Mixed-use precincts in growth nodes (e.g., Jeffreys Bay and Humansdorp CBDs) where housing can be combined with retail, services, and employment;
- Secure tenure through title deed transfers, serviced site provision, and incremental upgrading;
- Inclusionary planning, where FHF and Social Housing are integrated into higher-income neighbourhoods;
- Land stewardship partnerships, particularly in rural contexts (e.g., farmworker accommodation in Hankey–Patensie).

5.4.5 ENABLING MECHANISMS AND SDF LINKAGES

To support spatial alignment, the following enabling mechanisms will be pursued:

- Land Use Scheme alignment with housing typologies and tenure forms;
- Amendments to Local Spatial Development Frameworks (LSDFs) to accommodate new settlements and extensions;
- Precinct-level planning and layout development, especially in mixed-income nodes;
- Prioritisation of land parcels within the SDF's hierarchy of development areas (Primary Nodes, Secondary Nodes, and Strategic Infill Areas).

This strategic alignment ensures that housing delivery is not implemented in isolation but rather contributes directly to the realisation of the SDF's long-term vision: spatially integrated, inclusive, and sustainable human settlements across Kouga Municipality.

5.5 STRATEGIC LAND IDENTIFICATION AND SUITABILITY ASSESSMENT FRAMEWORK

In support of effective human settlements planning, Kouga Municipality is introducing a strategic approach to identify, assess, and prioritise land for housing development. This process forms a critical link between the current strategy and the forthcoming implementation phase.

5.5.1 IDENTIFICATION OF STRATEGICALLY LOCATED LAND PARCELS

As part of this strategy, a range of strategically located land parcels have been identified across all major settlements. These parcels reflect areas with potential to support integrated, sustainable housing development and have been preliminarily assessed for their alignment with existing housing demand and spatial planning objectives.

The identified land parcels will form the basis for future settlement planning, land release, and housing project packaging.

5.5.2 SUITABILITY ASSESSMENT BASED ON SPATIAL AND DEVELOPMENT INDICATORS

Each parcel will be further assessed against a standardised set of **spatial and development indicators** to determine suitability and prioritisation. These indicators include:

- Environmental constraints and resilience
- Access to infrastructure and municipal services
- Proximity to economic opportunities and social facilities
- Location relative to town centres and growth corridors
- Land use compatibility and zoning status
- Legal status, ownership, and statutory readiness
- Topography, geology, and engineering feasibility
- Vulnerability to risk, informality, and displacement pressures
- Alignment with the Municipal SDF, LSDFs and IDP priorities

This assessment will inform a categorisation of land parcels based on development readiness and unlock potential.

5.5.3 LAND READINESS CATEGORISATION AND PLANNING DIRECTIVES

The assessment process will classify land parcels into the following readiness categories:

Category	Description	Planning and Delivery Directive
Immediate Term Development	Parcels with no major barriers to development (e.g., infrastructure, zoning, approvals).	Advance to project packaging and funding application for top structures. Prioritise for UISP, BNG and FHF delivery.
Short-Term Development (1–2 years)	Parcels requiring minor interventions, such as environmental approvals, subdivision or service upgrades.	Initiate enabling processes, coordinate with sector departments, and prepare layout plans and bulk designs.
Medium-Term Development (3–5 years)	Parcels needing substantial upgrades or planning interventions (e.g., rezoning, major bulk, land acquisition).	Package projects into the Medium-Term Implementation Framework; seek provincial/national support and pre-feasibility funding.
Long-Term Potential Sites	Sites with environmental constraints, landownership complexity, or dependency on broader infrastructure planning.	Retain as strategic land reserve for long-term growth; consider for integration into corridor plans or LSDFs.

5.5.4 LINKING LAND POTENTIAL TO HOUSING TYPOLOGIES AND GRANT PROGRAMMES

The categorised land parcels will serve as a platform for aligning **appropriate housing typologies** to the most suitable locations, informed by local demand, land characteristics, and available funding mechanisms.

Housing Typology	Preferred Characteristics	Location	Applicable Grants / Mechanisms
Breaking New Ground (BNG)	Peri-urban land; large, serviced parcels with high informal demand		HSDG, UISP
Social Housing	Urban centres, corridors, and economic nodes		SHRA, Institutional Subsidy, Municipal Infrastructure Grant
FHF Housing	Urban extensions near income-diverse neighbourhoods		FHF Subsidy, Developer Finance, NHFC
Serviced Sites	Rural towns, upgrading zones, transitional settlement areas		IRDP, Municipal Services Grants

Emergency Housing	Temporarily secured sites for disaster relocation or risk mitigation	Emergency Housing Grant
Farmworker Housing	Agricultural belt areas such as Patensie–Hankey	IRDP, Employer Contributions

This typology–location matching approach ensures that land resources are used optimally, aligned with household needs and project viability.

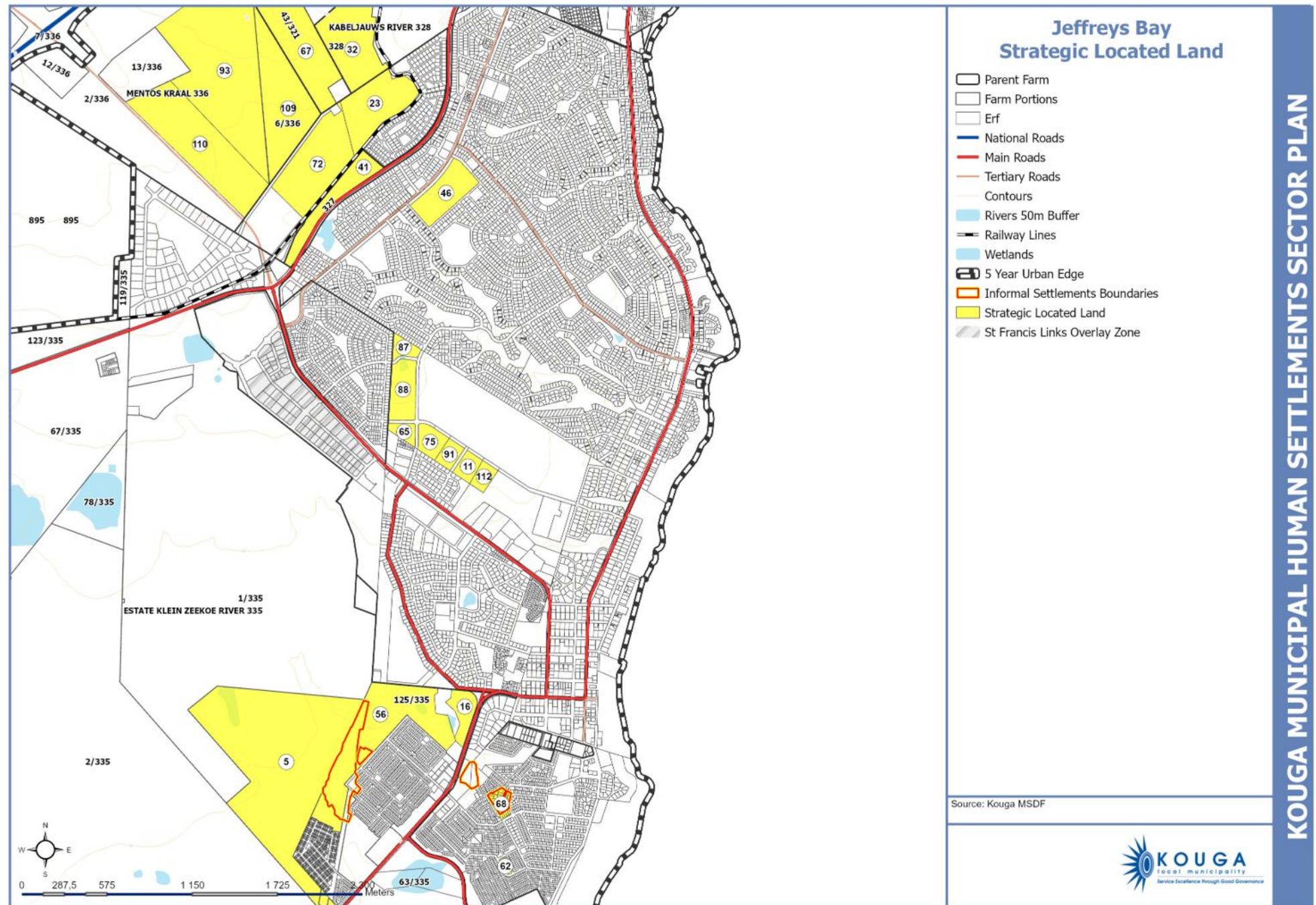
5.5.4.1 OUTPUT: SETTLEMENT-LEVEL HOUSING TYPOLOGY PLANNING

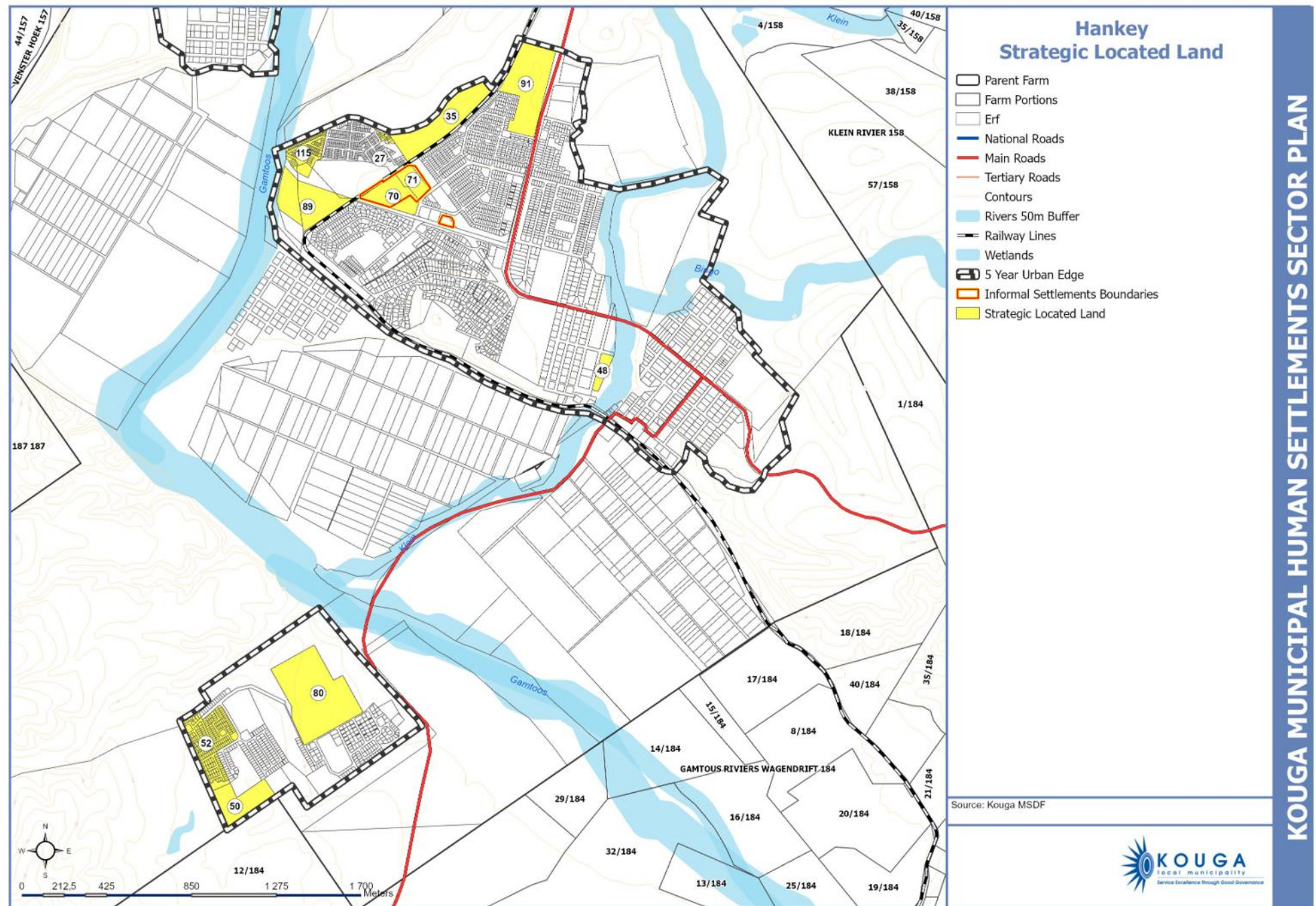
In the implementation phase, the assessment of land readiness and typology suitability will inform a detailed **settlement-level allocation matrix**, which will:

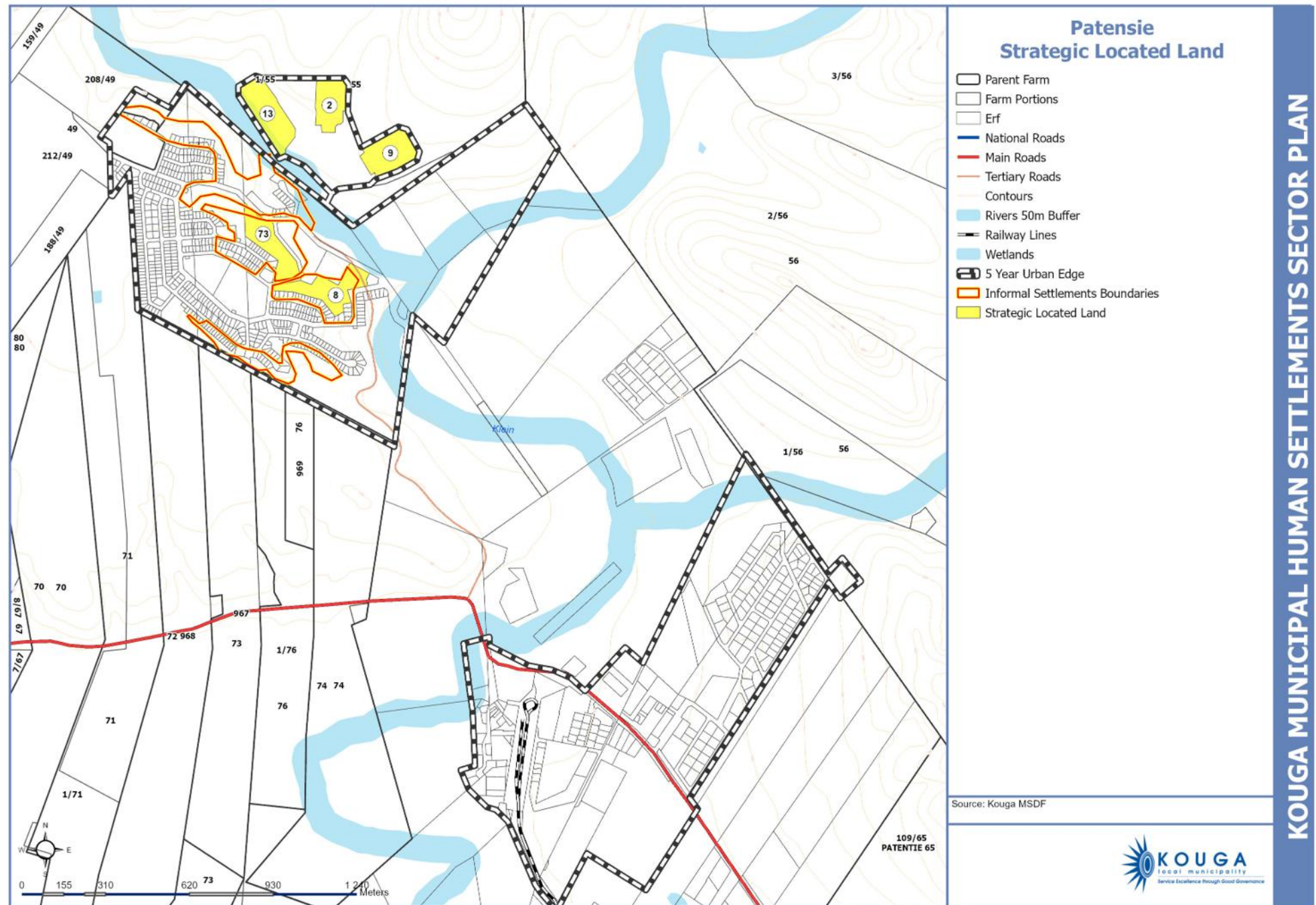
- ➔ Identify which towns and land parcels are suitable for which housing types
- ➔ Recommend short-, medium- and long-term delivery targets per typology
- ➔ Align land use and zoning proposals with the Human Settlements Pipeline
- ➔ Support municipal and intergovernmental budgeting for priority projects

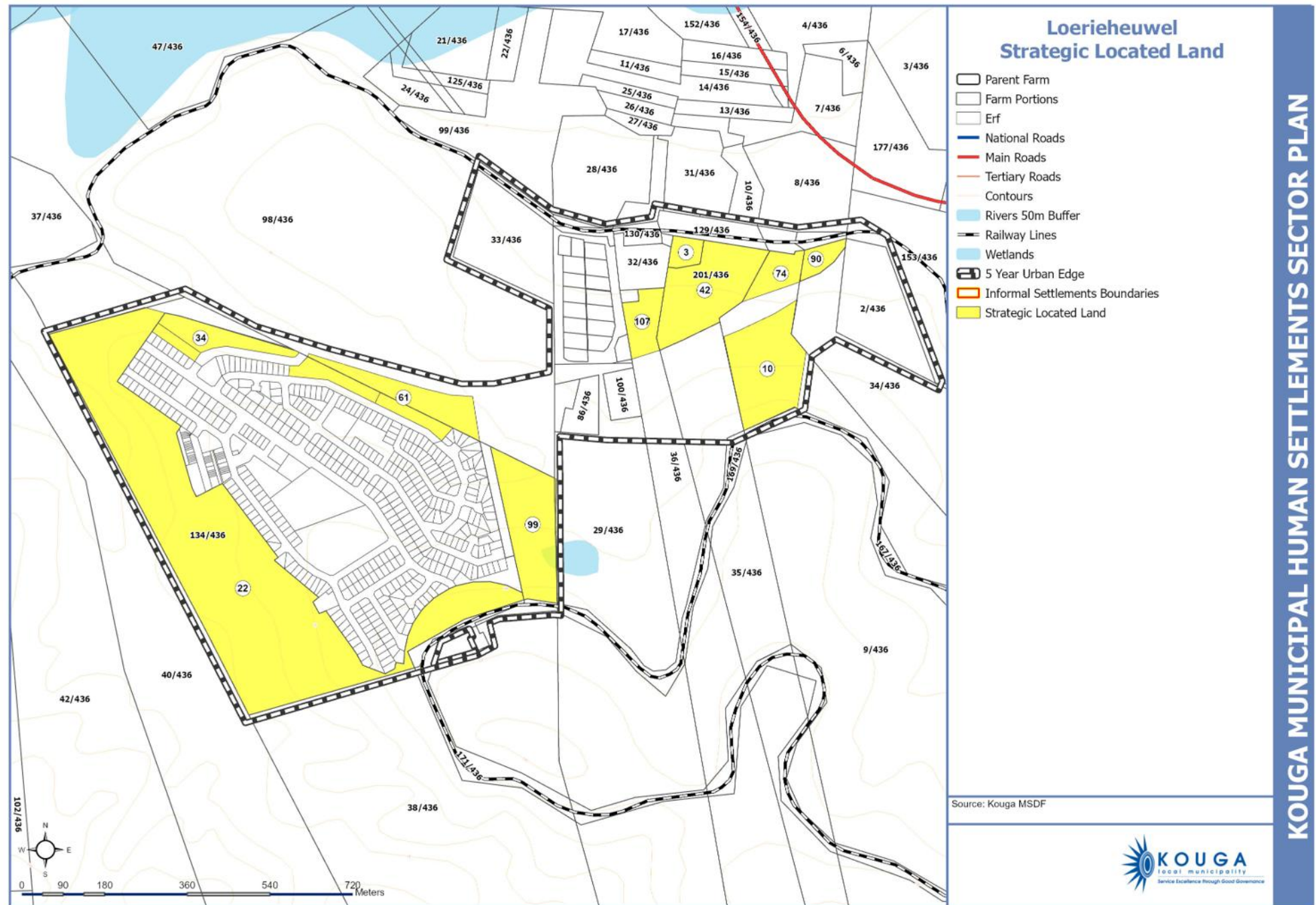
This output will ensure that spatial planning, infrastructure programming, and housing delivery are fully integrated into a single, coherent roadmap.

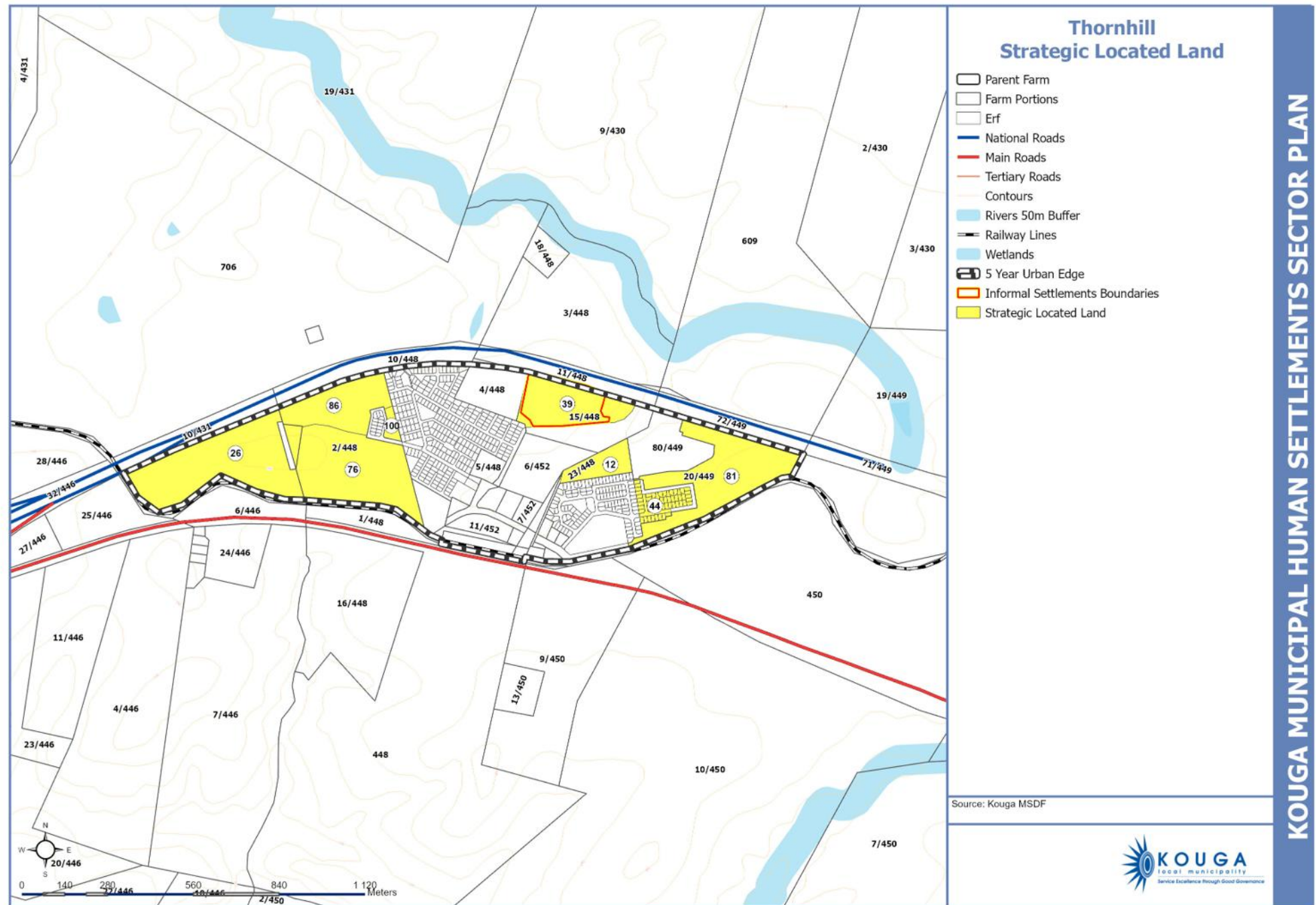


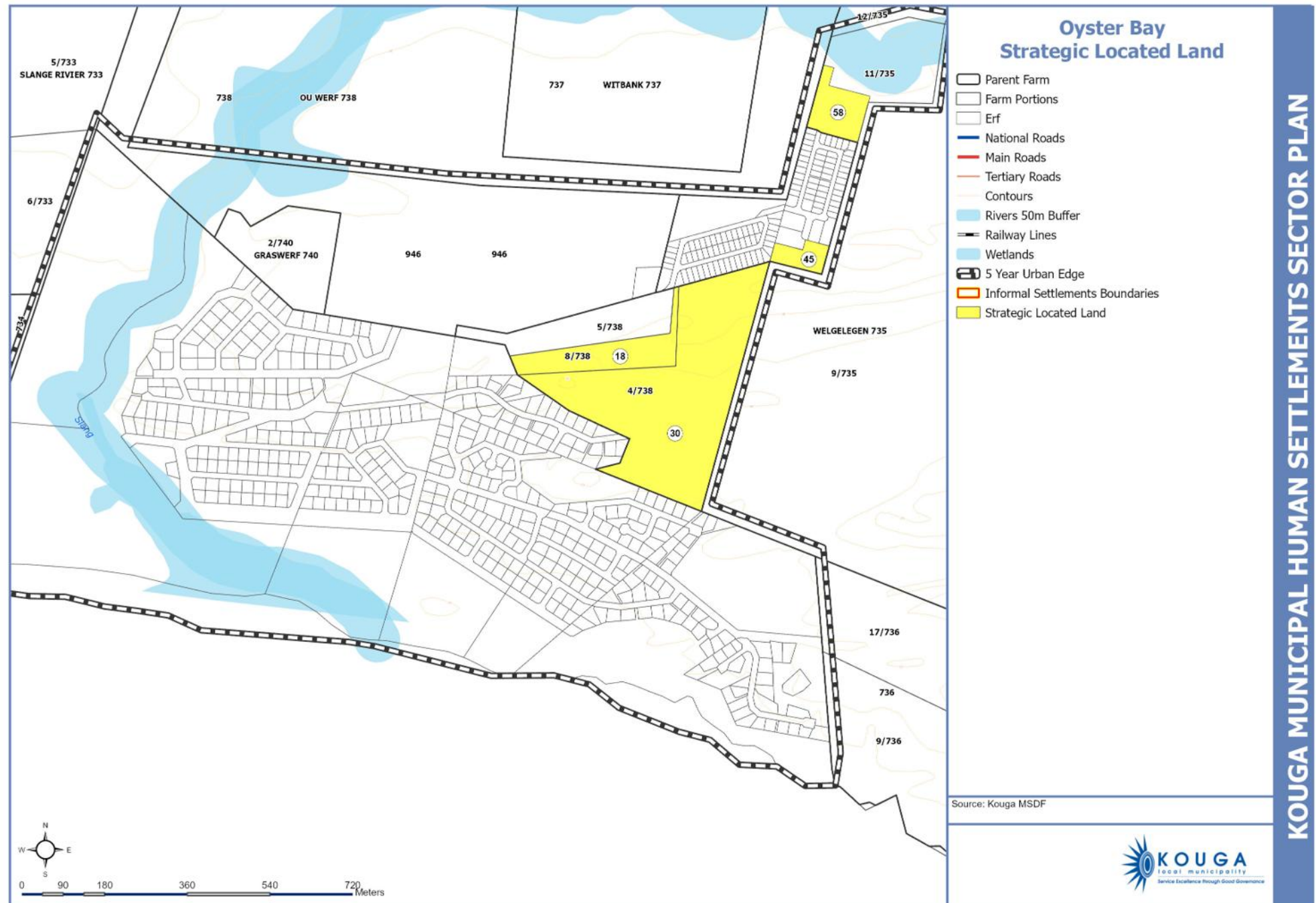




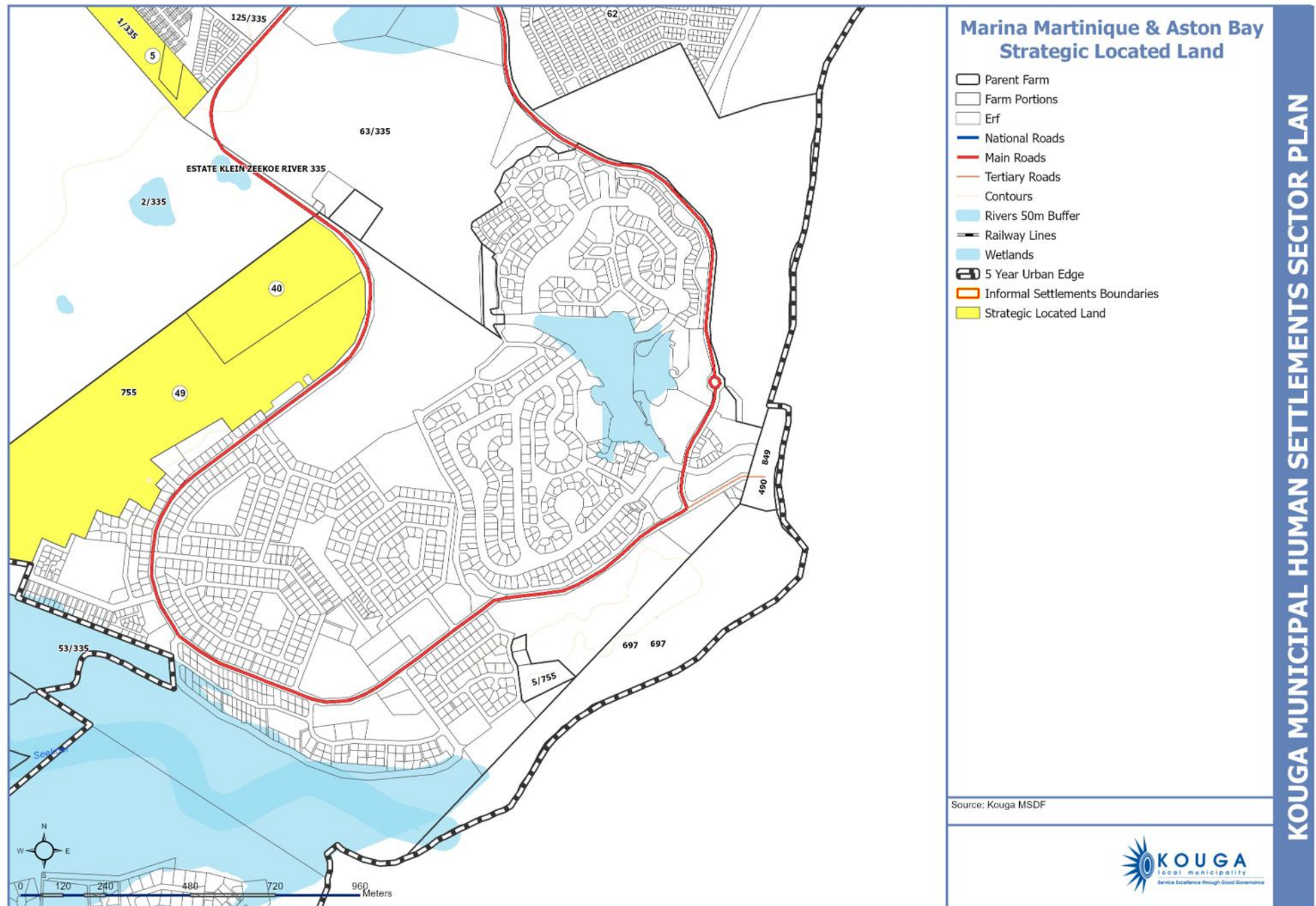












6 PRIORITISATION AND DELIVERY FRAMEWORK

This chapter sets out the Prioritisation and Delivery Framework for housing and human settlement projects in Kouga Municipality. Building on the diagnostic findings, spatial synthesis, and the indicator framework developed in earlier phases of the Human Settlements Sector Plan, the framework provides a structured, evidence-based method to identify, sequence, and deliver housing interventions across the municipality.

The approach applies a multi-criteria indicator system to assess and rank land parcels and settlement projects according to factors such as: land ownership and availability, infrastructure readiness (bulk and connector services), spatial alignment with the SDF transformation corridors, environmental sensitivity, statutory and institutional approvals, and housing demand intensity. By applying these criteria consistently, the framework ensures that prioritisation is transparent, replicable, and responsive to local conditions.

Through this assessment, projects are categorised into short-, medium-, and long-term priorities, with immediate focus directed to areas where approvals and bulk services are already in place and where the social demand is most acute. Medium- and long-term projects are identified as requiring enabling infrastructure, land release processes, or environmental resolution before delivery can be unlocked.

Importantly, the framework is designed to be dynamic and adaptive. As infrastructure investments are rolled out, land parcels are secured, or demographic pressures shift, the prioritisation can be updated to maintain implementation relevance. In this way, the framework serves as both a technical tool and a strategic guide—helping Kouga to direct resources to catalytic projects, align with provincial and national funding streams, and ensure that housing delivery contributes to broader goals of spatial integration, economic inclusion, and sustainable settlement growth.

6.1 THE MULTI-CRITERIA INDEX (MCI)

The Multi-Criteria Index (MCI) has been developed as a decision-support tool to guide the identification, comparison, and prioritisation of land for housing development within the Kouga Housing Sustainable Human Settlements Plan. The primary intent of the MCI is to establish a transparent and systematic method of evaluating land parcels against a defined set of spatial, environmental, infrastructural, and socio-economic indicators.

This approach enables decision-makers to assess the relative suitability of land parcels for housing, highlighting both opportunities and risks. Importantly, a low score in the index does not imply that land cannot be developed. Instead, it reflects that additional “tick boxes” or development conditions may be required, which could complicate or delay the rollout process.

By integrating the MCI, Kouga Municipality can:

- Facilitate a phased housing pipeline (short, medium, and long term).
- Ensure that high-opportunity land is prioritised for immediate intervention.
- Recognise land with potential for longer-term development subject to service upgrades, environmental approvals, or rezoning.
- Balance suitability, risks, service opportunities, and readiness across the municipal area.

6.1.1 INDICATORS AND SCORING

The MCI makes use of a suite of indicators, each assigned a score between 0 and 5, where 5 represents the most favourable condition for housing development and 0 the least. These indicators capture land suitability, vulnerability, accessibility, readiness, and development potential.

Table 14: Indicator Scoring Framework

Indicator	Input Variables	Scoring Range (0–5)	Purpose / Relevance
Strategic Land Parcel Assessment			
Land Suitability	Geology, Protected Agricultural Areas, Soluble Rock	0–5	Determines whether land is physically suitable for development (soil stability, geology, agricultural protection status).
Land Vulnerability	Swelling clays, Collapsible sands, Wind erosion, Water erosion	0–5	Assesses environmental and geotechnical constraints that may increase construction costs or risks.

Access to Socio-Economic Services	Distance to schools, police, and health facilities	0–5	Measures accessibility to critical social infrastructure to support integrated human settlements.
Access to Infrastructure	Road access, WWTW, WTW, Substation, Reservoir distance	0–5	Evaluates proximity to bulk and connector infrastructure, indicating feasibility of service connections.
Land Use Readiness	Zoning, Existing land use, Critical Biodiversity Areas (CBA/ESA)	0–5	Assesses the planning/legal status of land, its current use, and biodiversity sensitivity to determine how “ready” it is for housing.
Timeframe and Priority Identification			
Average Score	Average score of Assessment indicators	0–5	Identifies which Strategic Land Parcels are best suited for immediate, medium and long-term implementation timeframes
Density Proposed	Units/ha (20–120, as per policy and dropdown selection)	–	Determines the planned housing intensity and capacity of each site.
Proposed Programme Alignment	Housing typology (BNG, FHF, GAP, Social Housing)	0–5	Ensures land aligns with proposed housing programme priorities and delivery targets.
Developable Land (%)	Net developable area (80% of gross ha)	%	Establishes usable land area after excluding constraints (buffers, slopes, CBA).
No. of Units Possible	Developable ha × density	Units	Provides a direct housing yield estimate per parcel for pipeline planning.

6.1.2 APPLICATION

The **Multi-Criteria Index (MCI)** provides a structured and evidence-based framework to support **strategic decision-making** for human settlements in Kouga Municipality.

- **High-scoring parcels** represent land with immediate development potential – these should feed into the short-term pipeline.
- **Moderate-scoring parcels** indicate feasible land but requires interventions such as service upgrades, zoning changes, or environmental approvals – suitable for the medium-term pipeline.
- **Low-scoring parcels** are not excluded from future development but highlight significant risks or additional processes – best suited for long-term consideration.

By applying this framework, the Kouga Housing Sustainable Human Settlements Plan can **balance opportunity and risk**, ensuring that housing delivery is phased, realistic, and aligned with municipal capacity, while promoting sustainable, integrated settlements across the municipality.

6.1.3 SCORING RESULTS

The tables within the following provides a summary of the results of the MCI per settlement region. Each settlement maps are clustered within Annexure A, indicating the spatial distribution of scores.

6.1.3.1 HUMANSDORP REGION

Table 15: Humansdorp Indicator Score Summary

Strategic Land Parcel	Land Suitability	Land Vulnerability	Access to Socio-Economic Infrastructure	Access to Infrastructure	Land Use Readiness
114	3,40	2,00	3,40	2,40	3,00
38	4,70	2,50	3,30	2,40	2,00
6	3,70	3,00	4,30	3,40	3,00
20	3,70	3,00	4,00	2,40	4,00
97	4,70	2,50	3,20	2,80	3,30

113	4,70	3,00	4,00	2,80	3,00
66	3,70	3,00	4,00	2,80	3,00
21	3,70	2,00	3,90	2,40	3,30
103	3,70	3,00	4,30	2,80	3,00
59	3,70	3,00	3,70	3,00	4,00
53	3,70	3,00	4,00	3,40	1,00
83	3,70	3,00	4,30	3,00	4,00
69	3,70	3,00	4,10	2,90	3,30
4	3,70	3,00	4,00	2,40	4,00
17	4,70	2,50	4,00	3,00	2,00
82	2,70	2,00	3,30	2,80	2,00
60	3,70	2,30	2,90	2,40	1,70
64	4,70	2,50	3,10	2,90	4,80
54	4,70	2,50	2,00	2,40	2,00
15	4,70	2,50	3,30	2,70	5,00
94	4,70	3,00	3,00	3,20	3,30
43	2,70	3,00	4,30	2,40	3,00
55	3,70	3,00	4,30	2,80	3,00
7	2,70	3,00	3,70	2,60	3,00
104	2,70	2,00	3,70	2,40	4,00
84	4,70	2,50	3,30	2,90	3,10
25	4,70	2,50	3,70	2,90	3,50
98	4,70	2,50	3,30	3,00	2,00
92	3,70	3,00	4,30	2,40	3,00
57	3,70	3,00	3,70	3,00	4,00
78	4,70	2,50	3,00	2,40	3,00
14	3,70	3,00	4,30	3,20	3,00

6.1.3.1.1 LAND SUITABILITY

Scores range from 2,7 (low-moderate) to 4,7 (high suitability).

Distribution shows:

- **4,7 (high):** 12 parcels (37,5%)
- **3,7 (moderate-high):** 15 parcels (46,9%)
- **3,4 (moderate):** 1 parcel (3,1%)

- **2,7 (low-moderate):** 4 parcels (12,5%)

High-performing parcels: Parcels 15, 17, 25, 38, 54, 64, 78, 84, 94, 97, 98 and 113 achieve the highest suitability score of 4,7.

Overall finding:

The assessment indicates a generally favourable land base for human settlement development, with 84,4% of the assessed parcels scoring 3,7 or higher. Only four parcels fall within the lower 2,7 suitability category. Land suitability is therefore generally not the principal constraint, although it must be assessed together with vulnerability, infrastructure and planning readiness.

6.1.3.1.2 LAND VULNERABILITY

Scores range from 2,0 (highest vulnerability) to 3,0 (moderate vulnerability).

Distribution shows:

- **3,0 (moderate):** 17 parcels (53,1%)
- **2,5 (moderate-high):** 10 parcels (31,3%)
- **2,3 (high):** 1 parcel (3,1%)
- **2,0 (highest):** 4 parcels (12,5%)

Parcels requiring enhanced mitigation: Parcels 114, 21, 82 and 104 record a vulnerability score of 2,0, while Parcel 60 records 2,3.

Overall finding:

Just over half of the parcels (53,1%) fall within the comparatively more favourable vulnerability category of 3,0. The remaining 46,9% score 2,5 or below and will require greater attention to environmental, geotechnical and engineering constraints during detailed project preparation.

6.1.3.1.3 ACCESS TO SOCIO-ECONOMIC SERVICES

Scores range from 2,0 to 4,3, indicating notable variation in access to facilities and socio-economic opportunities.

Distribution shows:

- **4,0–4,3 (excellent):** 14 parcels (43,8%)
- **3,5–3,9 (good):** 6 parcels (18,8%)
- **3,0–3,4 (moderate):** 10 parcels (31,3%)
- **2,0–2,9 (poor):** 2 parcels (6,3%)

Best access: Parcels 6, 14, 43, 55, 83, 92 and 103 achieve the highest score of 4,3.

Poorest access: Parcel 54 records the lowest score of 2,0, followed by Parcel 60 at 2,9.

Overall finding:

Socio-economic accessibility is generally favourable, with 62,5% of parcels scoring 3,5 or higher. Only two parcels fall within the poor-access category. This provides a relatively strong basis for integrated settlement development, although accessibility remains uneven and should inform project phasing.

6.1.3.1.4 ACCESS TO INFRASTRUCTURE

Infrastructure remains the most consistent development constraint, with scores ranging from 2,4 to 3,4.

Distribution shows:

- **3,0–3,4 (moderate):** 9 parcels (28,1%)
- **2,8–2,9 (below average):** 10 parcels (31,3%)
- **2,4–2,7 (poor):** 13 parcels (40,6%)

Best infrastructure access: Parcels 6 and 53 achieve the highest score of 3,4, followed by Parcels 14 and 94 at 3,2.

Poorest infrastructure access: Parcels 4, 20, 21, 38, 43, 54, 60, 78, 92, 104 and 114 score 2,4.

Overall finding:

Infrastructure capacity remains a significant limiting factor. No parcel achieves a score above 3,4, while approximately 40,6% fall within the poor infrastructure-access range. The results reinforce the need to coordinate housing project prioritisation with bulk and connector infrastructure investment rather than considering land availability in isolation.

6.1.3.1.5 LAND USE READINESS

Scores range from 1,0 to 5,0.

Distribution shows:

- **5,0 (exceptional):** 1 parcel (3,1%)
- **4,0–4,8 (high readiness):** 7 parcels (21,9%)
- **3,0–3,7 (moderate readiness):** 17 parcels (53,1%)
- **2,0 (low readiness):** 5 parcels (15,6%)
- **1,0–1,7 (minimal readiness):** 2 parcels (6,3%)

A total of 78,1% of parcels score 3,0 or above, indicating that most parcels have at least a moderate level of planning readiness.

Exceptional readiness: Parcel 15 scores 5,0 and Parcel 64 scores 4,8.

Significant constraints: Parcel 53 records the lowest readiness score of 1,0, followed by Parcel 60 at 1,7. Parcels 17, 38, 54, 82 and 98 score 2,0 and require further planning preparation before implementation.

Overall finding:

Land-use readiness is generally moderate to good. High suitability does not necessarily correspond with immediate development readiness, emphasising the need to resolve planning and implementation constraints before certain strategically located parcels are programmed.

6.1.3.1.6 KEY INSIGHTS

The updated assessment indicates a strong overall development foundation, with 84,4% of parcels achieving suitability scores of 3,7 or higher, although only 78,1% achieve land-use readiness scores of 3,0 or higher.

Socio-economic accessibility is comparatively favourable, with 62,5% of parcels demonstrating good to excellent access, while infrastructure remains the most widespread constraint: 40,6% of parcels fall within the poor infrastructure-access category and none exceeds a score of 3,4.

Vulnerability also remains an important consideration, with 46,9% of parcels scoring 2,5 or below. The strongest planning-readiness opportunities are associated with Parcels 15 and 64, while parcels with low readiness or elevated vulnerability should be subject to further feasibility, environmental and engineering investigation before major capital commitments are made.

6.1.3.1.7 INTERPRETATION

6.1.3.1.7.1 Immediate Development Candidates

Priority 1: High suitability and high land-use readiness

- Parcel 15 represents one of the strongest immediate candidates, combining a suitability score of 4,7 with the highest readiness score of 5,0. Its infrastructure score of 2,7 indicates that implementation will nevertheless require targeted infrastructure intervention.
- Parcel 64 similarly presents a strong development profile, with suitability of 4,7, readiness of 4,8 and comparatively better infrastructure access of 2,9.

Priority 2: Balanced development profile

- Parcel 83 combines moderate-high suitability (3,7), high readiness (4,0), excellent socio-economic access (4,3) and infrastructure access of 3,0, making it a comparatively balanced candidate.
- Parcels 59 and 57 each combine suitability of 3,7, readiness of 4,0 and infrastructure access of 3,0 and can therefore support near-term development subject to project-specific feasibility.
- Parcel 6 has particularly strong infrastructure (3,4) and socio-economic access (4,3), together with moderate-high suitability (3,7). Its readiness score of 3,0 suggests that further project preparation could unlock it as a strong implementation candidate.
- Parcels 4 and 20 also have high readiness scores of 4,0, but their infrastructure score of 2,4 means that development should be linked directly to infrastructure upgrading. Parcel 104, despite its readiness score of 4,0, should not be prioritised solely on this basis because it combines lower suitability (2,7), high vulnerability (2,0) and poor infrastructure access (2,4).

6.1.3.1.7.2 Parcels Requiring Intervention

Planning and readiness constraints:

Parcel 53 requires the most significant intervention due to its readiness score of 1,0, followed by Parcel 60 at 1,7. Parcels 17, 38, 54, 82 and 98, each scoring 2,0, require further planning and project preparation before implementation.

Socio-economic access deficits:

Parcel 54, with a socio-economic accessibility score of 2,0, requires particular attention to access to facilities and opportunities. Parcel 60, scoring 2,9, also presents a relative accessibility constraint.

Vulnerability constraints:

Parcels 114, 21, 82 and 104 record the highest vulnerability level in the assessment, while Parcel 60 also requires enhanced mitigation. These parcels should be subject to more detailed site-specific investigations before development commitments are made.

6.1.3.1.8 PROGRAMME ALIGNMENT BY READINESS LEVEL

The updated readiness assessment supports the following approach:

- Readiness 4,0–5,0: Eight parcels – 4, 15, 20, 57, 59, 64, 83 and 104 – may be considered for accelerated project preparation, subject to confirmation of suitability, vulnerability and infrastructure capacity.

- Readiness 3,0–3,7: Seventeen parcels are suitable for phased development, with infrastructure provision and statutory processes progressed concurrently.
- Readiness 2,0: Parcels 17, 38, 54, 82 and 98 require additional planning, feasibility or land-development interventions before being incorporated into firm implementation programmes.
- Readiness below 2,0: Parcels 53 and 60 should be treated as longer-term opportunities until the constraints affecting development readiness have been resolved.

Importantly, land-use readiness should not be used as a stand-alone prioritisation criterion. Parcel 104 demonstrates this clearly: although planning readiness is high, comparatively poor suitability, vulnerability and infrastructure scores reduce its immediate development potential.

6.1.3.1.9 INFRASTRUCTURE INVESTMENT STRATEGY

6.1.3.1.9.1 Cluster Development Approach:

- The highest infrastructure-access scores are recorded by Parcels 6 and 53 (3,4), followed by Parcels 14 and 94 (3,2). These areas can inform the identification of existing service-capacity clusters; however, Parcel 53's low land-use readiness means that infrastructure availability alone should not result in immediate development prioritisation.
- A total of nine parcels score 3,0 or above for infrastructure access – Parcels 6, 14, 17, 53, 57, 59, 83, 94 and 98. Where spatially practical, these parcels should be considered when identifying connected development clusters and opportunities to maximise existing infrastructure investment.

6.1.3.1.9.2 Phased Infrastructure Rollout:

- **Phase 1:** Prioritise parcels where high land-use readiness coincides with comparatively stronger infrastructure, particularly 64, 59, 83 and 57, while targeted servicing should support the exceptional development potential of Parcel 15.
- **Phase 2:** Extend infrastructure investment towards parcels with good overall development potential but moderate readiness, including 6, 14, 25, 84 and 94.
- **Phase 3:** Address major infrastructure deficiencies alongside planning, vulnerability and feasibility constraints in lower-readiness or higher-risk parcels before committing to full development.

6.1.3.1.9.3 Strategic Priorities:

- Initial investment should favour parcels where land suitability, readiness and access to existing infrastructure collectively support implementation, rather than relying on any single MCI indicator.
- Particular attention should be given to the 11 parcels scoring 2,4 for infrastructure access, equivalent to 34,4% of the assessed parcels, while the broader 2,4–2,7 category affects 40,6% of all parcels.
- Infrastructure design and project packaging should also incorporate appropriate vulnerability mitigation for the 46,9% of parcels scoring 2,5 or below for land vulnerability, ensuring that capital investment does not unlock development in areas where environmental or engineering constraints remain unresolved.

6.1.3.2 JEFFREYS BAY REGION

Table 16: Jeffreys Bay Indicator Score Summary

Strategic Land Parcel	Land Suitability	Land Vulnerability	Access to Socio-Economic Infrastructure	Access to Infrastructure	Land Use Readiness
41	4,70	2,80	2,30	3,50	1,50
109	4,00	3,00	4,20	2,50	4,00
32	2,70	3,00	4,30	2,40	2,00
11	4,00	3,00	3,30	2,40	4,00
23	3,70	3,00	4,70	2,80	2,00
67	3,20	3,00	3,20	2,40	2,50
72	4,70	3,00	3,00	2,40	4,00
68	4,70	3,00	3,00	2,40	4,00
46	4,70	2,80	2,30	3,60	3,00
110	4,70	2,80	2,30	2,80	4,00
112	4,70	2,80	2,70	2,40	4,00
75	4,70	3,00	3,00	2,40	2,00
87	4,70	2,80	3,00	2,40	2,00
56	4,70	3,50	2,30	3,60	2,00

65	4,70	3,00	3,00	2,40	3,00
62	4,70	3,00	3,00	2,40	3,00
88	4,70	2,80	2,30	3,20	2,50
16	4,70	2,80	2,30	3,50	1,70
5	4,70	2,80	2,30	3,60	1,00
91	4,70	2,80	2,30	3,40	1,00
93	4,70	2,80	2,30	2,80	1,00

6.1.3.2.1 LAND SUITABILITY

Scores range from 2,7 (low-moderate) to 4,7 (high suitability).

Distribution shows:

- 4,7 (high): 16 parcels (76,2%)
- 4,0 (moderate-high): 2 parcels (9,5%)
- 3,7 (moderate-high): 1 parcel (4,8%)
- 3,2 (moderate): 1 parcel (4,8%)
- 2,7 (low-moderate): 1 parcel (4,8%)

High-performing parcels: Parcels 5, 16, 41, 46, 56, 62, 65, 68, 72, 75, 87, 88, 91, 93, 110 and 112 achieve the highest suitability score of 4,7.

Overall finding:

Jeffreys Bay retains a particularly strong land-suitability profile. Approximately 90,5% of the assessed parcels score 3,7 or higher, while more than three-quarters achieve the maximum suitability score of 4,7. Land suitability therefore represents a significant development advantage and is generally not the primary constraint affecting implementation.

6.1.3.2.2 LAND VULNERABILITY

Scores range from 2,8 (moderate-high vulnerability) to 3,5 (low-moderate vulnerability).

Distribution shows:

- 3,5 (low-moderate vulnerability): 1 parcel (4,8%)
- 3,0 (moderate vulnerability): 10 parcels (47,6%)
- 2,8 (moderate-high vulnerability): 10 parcels (47,6%)

Most favourable vulnerability profile: Parcel 56 achieves the highest score of 3,5.

Parcels requiring greater mitigation: Ten parcels – 5, 16, 41, 46, 87, 88, 91, 93, 110 and 112 – score 2,8.

Overall finding:

Vulnerability is relatively manageable compared with more constrained development areas. No assessed parcel scores 2,5 or below, meaning that none falls within the highest vulnerability categories. Nevertheless, almost half of the parcels score 2,8 and should incorporate enhanced environmental, geotechnical and engineering mitigation during detailed project planning.

6.1.3.2.3 ACCESS TO SOCIO-ECONOMIC SERVICES

Access varies substantially, with scores ranging from 2,3 to 4,7.

Distribution shows:

- 4,0–4,7 (excellent): 3 parcels (14,3%)
- 3,5–3,9 (good): 0 parcels
- 3,0–3,4 (moderate): 8 parcels (38,1%)
- 2,3–2,9 (poor): 10 parcels (47,6%)

Best access:

- Parcel 23: 4,7
- Parcel 32: 4,3
- Parcel 109: 4,2

Poorest access: Nine parcels score 2,3 – 5, 16, 41, 46, 56, 88, 91, 93 and 110.

Overall finding:

Socio-economic accessibility is one of the more uneven components of the Jeffreys Bay assessment. While 52,4% of parcels score 3,0 or higher, almost half (47,6%) fall within the poor-access category. Particularly important is that several highly suitable parcels have weak access to social and economic opportunities, indicating that housing development will need to be coordinated with improved accessibility, public facilities and transport connections.

6.1.3.2.4 ACCESS TO INFRASTRUCTURE

Infrastructure scores range from 2,4 to 3,6.

Distribution shows:

- 3,5–3,6 (good): 5 parcels (23,8%)
- 3,0–3,4 (moderate): 2 parcels (9,5%)
- 2,5–2,9 (below average): 4 parcels (19,0%)
- 2,4 (poor): 10 parcels (47,6%)

Best infrastructure access: Parcels 5, 46 and 56 achieve the highest score of 3,6, followed by Parcels 16 and 41 at 3,5.

Moderately well-serviced opportunities: Parcel 91 scores 3,4 and Parcel 88 scores 3,2.

Poor infrastructure access: Parcels 11, 32, 62, 65, 67, 68, 72, 75, 87 and 112 score 2,4.

Overall finding:

Infrastructure remains a significant constraint despite the presence of several comparatively well-serviced parcels. Only 33,3% of parcels score 3,0 or higher, while almost half (47,6%) achieve the lowest infrastructure score of 2,4. The updated results therefore do not support a general conclusion that Jeffreys Bay is infrastructure-ready; rather, infrastructure advantages are concentrated in a limited number of parcels.

6.1.3.2.5 LAND USE READINESS

Scores range from 1,0 to 4,0.

Distribution shows:

- 4,0 (high readiness): 6 parcels (28,6%)
- 3,0 (moderate readiness): 3 parcels (14,3%)
- 2,5 (low-moderate readiness): 2 parcels (9,5%)
- 2,0 (low readiness): 5 parcels (23,8%)
- 1,0–1,7 (minimal readiness): 5 parcels (23,8%)

High-readiness parcels: 11, 68, 72, 109, 110 and 112 score 4,0.

Moderate-readiness parcels: 46, 62 and 65 score 3,0.

Critical planning constraints: Parcels 5, 91 and 93 score 1,0, Parcel 41 scores 1,5 and Parcel 16 scores 1,7.

Overall finding:

Only 42,9% of the assessed parcels score 3,0 or higher, while 57,1% require varying levels of additional planning or land-development intervention before implementation. Land-use readiness therefore remains one of the principal factors limiting the conversion of Jeffreys Bay's highly suitable land into implementable human settlement projects.

6.1.3.2.6 KEY INSIGHTS

The updated assessment confirms a strong land-development foundation, with 90,5% of parcels scoring 3,7 or higher for suitability, including 76,2% at the maximum score of 4,7.

This advantage is, however, not matched by implementation readiness. Only 42,9% of parcels achieve readiness scores of 3,0 or higher, and almost a quarter remain within the minimal-readiness category.

There is also a clear mismatch between infrastructure and planning readiness. Some of the parcels with the best infrastructure access — particularly 5, 16 and 41 — have among the lowest readiness scores. Conversely, several high-readiness parcels, including 11, 68, 72 and 112, score only 2,4 for infrastructure.

Socio-economic access presents another important concern. 47,6% of parcels have poor access, and nine parcels record the minimum score of 2,3. Development prioritisation should therefore avoid evaluating suitable land in isolation from its relationship with employment, education, health, transport and other settlement-supporting facilities.

Vulnerability presents fewer critical constraints than the other indicators. No parcel falls below 2,8, suggesting that environmental and physical risk is generally manageable through appropriate mitigation and detailed site investigation.

6.1.3.2.7 INTERPRETATION

6.1.3.2.7.1 Immediate Development Candidates

- Parcel 109 presents the most balanced profile among the high-readiness parcels
- Parcels 68 and 72 These parcels have strong development potential, but implementation should be explicitly linked to infrastructure investment.
- Parcel 11 combines high readiness (4,0), moderate-high suitability (4,0) and moderate socio-economic access (3,3), but infrastructure remains constrained at 2,4.
- Parcels 110 and 112 also combine high suitability and high readiness. However, Parcel 110 has poor socio-economic access (2,3),
- while Parcel 112 has both below-average socio-economic access (2,7) and poor infrastructure access (2,4). They should therefore be regarded as development-ready from a planning perspective rather than fully implementation-ready.

6.1.3.2.7.2 Infrastructure-Led Development Opportunities

- Parcel 46 represents the strongest infrastructure-led opportunity. Its main weakness is poor socio-economic accessibility at 2,3. It can therefore support relatively early development provided settlement planning includes improved access to facilities and opportunities.
- Parcel 56 combines high suitability (4,7), the most favourable vulnerability score (3,5) and excellent infrastructure access (3,6), but readiness is only 2,0 and socio-economic access 2,3. Resolving planning constraints could substantially improve its development potential.
- Parcels 5, 16 and 41 also benefit from infrastructure scores of 3,5–3,6 and suitability of 4,7, but their readiness scores of 1,0, 1,7 and 1,5 respectively mean they should not presently be treated as immediate development sites.

6.1.3.2.7.3 Parcels Requiring Intervention

Critical planning and land-use intervention:

Parcels 5, 91 and 93 require the greatest intervention, each scoring only 1,0 for readiness. Parcels 41 and 16, scoring 1,5 and 1,7 respectively, similarly require substantive planning resolution before development should proceed.

Moderate planning intervention:

Parcels 23, 32, 56, 75 and 87 score 2,0, while 67 and 88 score 2,5. These parcels require additional statutory, land, feasibility or project-packaging work before being incorporated into firm implementation programmes.

Socio-economic connectivity:

The nine parcels scoring 2,3 — 5, 16, 41, 46, 56, 88, 91, 93 and 110 — require particular attention to accessibility and integration with social and economic opportunities.

6.1.3.2.7.4 Programme Alignment by Characteristics

Based strictly on the MCI results, the revised implementation approach should be:

- High readiness (4,0): Parcels 11, 68, 72, 109, 110 and 112 can be prioritised for early project preparation, subject to infrastructure and programme-specific feasibility.
- Moderate readiness (3,0): Parcels 46, 62 and 65 are appropriate for phased implementation alongside infrastructure and project preparation.

- Low to low-moderate readiness (2,0–2,5): Parcels 23, 32, 56, 67, 75, 87 and 88 require planning or implementation interventions before development.
- Minimal readiness (<2,0): Parcels 5, 16, 41, 91 and 93 should remain longer-term opportunities until fundamental planning constraints have been resolved.

6.1.3.2.8 INFRASTRUCTURE INVESTMENT STRATEGY

6.1.3.2.8.1 Leverage Existing Infrastructure Advantages

- Infrastructure investment should build from the comparatively stronger service conditions associated with Parcels 5, 16, 41, 46 and 56, which score between 3,5 and 3,6, together with Parcels 88 and 91, which score 3,2 and 3,4 respectively.
- However, the majority of these parcels have limited land-use readiness. Existing infrastructure capacity should therefore be used as a basis for targeted planning resolution and future development clustering, rather than as justification for immediate development in isolation.

6.1.3.2.8.2 Two-Track Development Approach:

- **Implementation track:** Focus initially on the high- and moderate-readiness parcels where infrastructure requirements can realistically be addressed, particularly 109, 68, 72, 11, 110, 112 and 46.
- **Planning track:** Resolve land-use and statutory constraints affecting infrastructure-advantaged but poorly prepared parcels, particularly 5, 16, 41 and 56.

This approach will enable existing infrastructure advantages to be progressively converted into implementable human settlement opportunities.

6.1.3.2.8.3 Service Integration Priority Areas:

- Social infrastructure and accessibility improvements should prioritise the 10 parcels falling below a socio-economic access score of 3,0, particularly the nine parcels scoring 2,3.
- High-suitability parcels with poor access – including 5, 16, 41, 46, 56, 88, 91, 93, 110 and 112 – require an integrated response linking housing delivery with transport, community facilities and access to economic opportunities.

6.1.3.2.8.4 Risk-Based Infrastructure Design:

- Standard mitigation measures are likely to be sufficient for much of the development portfolio, with 52,4% of parcels scoring 3,0 or higher for vulnerability.
- Enhanced engineering and environmental mitigation should be incorporated for the 47,6% of parcels scoring 2,8, although the absence of scores below 2,8 indicates that vulnerability is not presently the principal factor restricting development.
- Parcel 56, with the most favourable vulnerability score of 3,5 and infrastructure score of 3,6, deserves particular attention once its planning-readiness constraints have been resolved.

6.1.3.2.8.5 Phased Implementation:

- Phase 1: Advance high-readiness parcels, prioritising those where infrastructure improvements can be delivered efficiently, while progressing Parcel 46 as a comparatively infrastructure-ready opportunity.
- Phase 2: Resolve planning constraints affecting parcels with strong suitability and/or existing infrastructure advantages, particularly 56, 88 and other readiness 2,0–2,5 parcels.
- Phase 3: Address fundamental statutory and land-development constraints affecting 5, 16, 41, 91 and 93 before major capital investment is committed.

6.1.3.3 HANKEY REGION

Table 17: Hankey Indicator Score Summary

Strategic Land Parcel	Land suitability	Land Vulnerability	Access to Socio-Economic Infrastructure	Access to Infrastructure	Land Use Readiness
52	2,70	3,00	2,80	3,10	4,20
48	4,00	3,00	4,30	2,80	1,00
71	4,30	3,00	4,70	2,60	4,00
91	4,00	2,80	3,70	2,60	2,00
35	4,00	3,00	4,00	2,60	1,00
70	4,30	3,00	4,70	2,60	4,00

80	2,70	3,00	4,00	3,40	4,00
27	4,30	3,00	4,00	2,60	2,90
115	4,00	3,00	3,30	2,40	3,90
89	4,20	3,00	3,40	2,60	3,10
50	2,70	3,00	3,00	3,00	2,00

6.1.3.3.1 LAND SUITABILITY

Scores range from 2,7 (low-moderate) to 4,3 (high suitability).

Distribution shows:

- 4,3 (high): 3 parcels (27,3%)
- 4,2 (high): 1 parcel (9,1%)
- 4,0 (moderate-high): 4 parcels (36,4%)
- 2,7 (low-moderate): 3 parcels (27,3%)

High-performing parcels: Parcels 27, 70 and 71 achieve the highest suitability score of 4,3, while Parcel 89 scores 4,2. Parcels 35, 48, 91 and 115 also demonstrate strong development potential with scores of 4,0.

Overall finding:

Hankey presents a generally favourable land-suitability profile, with 72,7% of parcels scoring 4,0 or higher. However, Parcels 50, 52 and 80, representing 27,3% of the assessed land portfolio, score 2,7 and require more detailed investigation of the factors constraining suitability.

6.1.3.3.2 LAND VULNERABILITY

Scores range from 2,8 to 3,0.

Distribution shows:

- 3,0 (moderate vulnerability): 10 parcels (90,9%)
- 2,8 (moderate-high vulnerability): 1 parcel (9,1%)

Parcel requiring additional attention: Parcel 91 is the only parcel scoring 2,8.

Overall finding:

The vulnerability profile is remarkably consistent, with 90,9% of parcels scoring 3,0. This suggests broadly comparable environmental and physical development conditions across Hankey and should allow relatively consistent engineering responses, subject to detailed site investigations.

6.1.3.3.3 ACCESS TO SOCIO-ECONOMIC SERVICES

Scores range from 2,8 to 4,7.

Distribution shows:

- 4,5–5,0 (excellent): 2 parcels (18,2%)
- 4,0–4,4 (very good): 4 parcels (36,4%)
- 3,5–3,9 (good): 1 parcel (9,1%)
- 3,0–3,4 (moderate): 3 parcels (27,3%)
- Below 3,0 (poor): 1 parcel (9,1%)

Best access: Parcels 70 and 71 achieve exceptional scores of 4,7.

Very good access: Parcel 48 scores 4,3, while Parcels 27, 35 and 80 score 4,0.

Poorest access: Parcel 52 scores 2,8 and is the only parcel falling below 3,0.

Overall finding:

Socio-economic accessibility remains a significant strength in Hankey. 54,5% of parcels score 4,0 or higher, while 63,6% achieve good to excellent access of 3,5 or above. Only one parcel is comparatively poorly connected to socio-economic services.

6.1.3.3.4 ACCESS TO INFRASTRUCTURE

Scores range from 2,4 to 3,4.

Distribution shows:

- 3,4 (moderate-good): 1 parcel (9,1%)
- 3,1 (moderate): 1 parcel (9,1%)
- 3,0 (moderate): 1 parcel (9,1%)
- 2,8 (below average): 1 parcel (9,1%)
- 2,6 (poor): 6 parcels (54,5%)
- 2,4 (very poor): 1 parcel (9,1%)

Best infrastructure access: Parcel 80 scores 3,4.

Other comparatively favourable parcels: Parcel 52 scores 3,1 and Parcel 50 scores 3,0.

Poorest infrastructure access: Parcel 115 scores 2,4.

Overall finding:

Infrastructure remains the most consistent development constraint. Only 27,3% of parcels score 3,0 or higher, while more than half (54,5%) score only 2,6.

Infrastructure investment will consequently be essential to convert otherwise suitable and well-located land into implementable housing projects.

6.1.3.3.5 LAND USE READINESS

Scores range from 1,0 to 4,2.

Distribution shows:

- 4,0–4,2 (high readiness): 4 parcels (36,4%)
- 3,9 (moderate-high): 1 parcel (9,1%)
- 3,1 (moderate): 1 parcel (9,1%)
- 2,9 (low-moderate): 1 parcel (9,1%)
- 2,0 (low readiness): 2 parcels (18,2%)
- 1,0 (minimal readiness): 2 parcels (18,2%)
- A total of 54,5% of parcels score 3,0 or above.

Highest readiness: Parcel 52 scores 4,2, while Parcels 70, 71 and 80 score 4,0.

Moderate-high readiness: Parcel 115 scores 3,9 and Parcel 89 scores 3,1.

Critical constraints: Parcels 35 and 48 score only 1,0.

Overall finding:

The land-use readiness profile is mixed but comparatively favourable, with slightly more than half of the parcels achieving moderate to high readiness. The greatest opportunity lies in resolving planning constraints on Parcels 35 and 48, both of which otherwise demonstrate strong suitability and socio-economic accessibility.

6.1.3.3.6 KEY INSIGHTS

- Strong development foundation: 72,7% of parcels achieve suitability scores of 4,0 or above.
- Service-rich environment: 63,6% of parcels achieve good to excellent socio-economic accessibility.
- Planning readiness relatively favourable: 54,5% of parcels score 3,0 or above, including 36,4% with high readiness.
- Infrastructure is the principal constraint: only 27,3% achieve infrastructure scores of 3,0 or higher, while 54,5% cluster at 2,6.
- Vulnerability is relatively uniform: 90,9% of parcels score 3,0, reducing variation in environmental and engineering risk.

- Key implementation mismatch: several highly suitable and well-connected parcels remain infrastructure- or planning-constrained.

6.1.3.3.7 INTERPRETATION

6.1.3.3.7.1 Immediate Development Candidates

Priority 1: High suitability + high readiness + strong socio-economic access

- Parcels 70 and 71 present the strongest overall profiles: Their principal remaining constraint is therefore infrastructure capacity.
- Parcel 89 represents a further phased-development opportunity, combining suitability of 4,2, socio-economic access of 3,4, infrastructure of 2,6 and readiness of 3,1.

6.1.3.3.7.2 Moderate-Term Development Opportunity

Parcel 27 has strong underlying development potential and very good access to socio-economic services, but its readiness and infrastructure scores suggest that it should be progressed as a medium-term opportunity rather than an immediately implementable project.

6.1.3.3.7.3 Infrastructure-Advantaged Development Opportunities

- Parcel 80 combines the strongest infrastructure score (3,4) with high readiness (4,0) and very good socio-economic access (4,0). Its principal constraint is its comparatively low suitability score of 2,7.
- Parcel 52 combines the highest readiness score (4,2) with comparatively favourable infrastructure (3,1), but weaker suitability (2,7) and socio-economic access (2,8).

Both parcels warrant more detailed feasibility investigation before being prioritised for large-scale housing development.

6.1.3.3.7.4 Strategic Opportunity Parcels

Parcel 48 and 35 represent high-potential parcels whose principal constraint is planning readiness. Resolving their statutory, legal or land-development constraints could materially strengthen the medium-term project pipeline.

6.1.3.3.8 PROGRAMME ALIGNMENT BY DEVELOPMENT PROFILE

- High-readiness candidates: Parcels 52, 70, 71 and 80, subject to infrastructure and site-specific suitability considerations.
- Moderate/high readiness: Parcels 89 and 115 can be considered for phased implementation.

- Medium-term planning opportunity: Parcel 27, with strong suitability and socio-economic access but readiness of 2,9.
- Planning priority: Parcels 35 and 48, where resolving readiness constraints could unlock otherwise strong sites.
- Lower-readiness intervention: Parcels 50 and 91 require further project preparation.
- Special feasibility assessment: Parcels 52 and 80, because strong readiness/infrastructure characteristics are offset by lower land suitability.

6.1.3.3.9 INFRASTRUCTURE INVESTMENT STRATEGY

6.1.3.3.9.1 Leverage Existing Infrastructure Node:

Infrastructure investment should build from Parcel 80 (3,4), Parcel 52 (3,1) and Parcel 50 (3,0) as the comparatively stronger existing infrastructure locations.

However, the development suitability and readiness of these parcels differ substantially, meaning that infrastructure access should not be treated as a stand-alone prioritisation criterion.

6.1.3.3.9.2 Service-Led Development Approach:

The exceptionally strong socio-economic access of Parcels 70 and 71, together with the very good accessibility of Parcel 27, provides an opportunity to concentrate infrastructure investment around areas already well integrated with existing facilities and opportunities.

Improving infrastructure scores in these areas would potentially deliver a greater settlement-development return because land suitability and accessibility are already favourable.

6.1.3.3.9.3 Phased Implementation Strategy:

- Phase 1: Progress Parcels 70 and 71, with targeted infrastructure investment.
- Phase 2: Advance Parcel 89 and Parcel 115, while progressing planning and infrastructure preparation for Parcel 27.
- Phase 3: Undertake detailed feasibility assessment of Parcels 52 and 80 and resolve planning constraints on Parcels 35 and 48.
- Phase 4: Incorporate successfully resolved parcels into coordinated settlement expansion and infrastructure programmes.

6.1.3.4 PATENSIE REGION

Table 18: Patensie Indicator Score Summary

Strategic Land Parcel	Land Suitability	Land Vulnerability	Access to Socio-Economic Infrastructure	Access to Infrastructure	Land Use Readiness
9	4,00	3,00	3,30	2,40	3,00
13	4,00	3,00	3,70	2,40	3,00
73	4,00	3,00	4,00	2,40	3,00
2	4,00	3,00	3,30	2,40	3,00
8	4,00	3,00	4,30	2,40	1,00

6.1.3.4.1 LAND SUITABILITY

Distribution shows:

- 4,0 (moderate-high): 5 parcels (100%)

High-performing parcels: Parcels 2, 8, 9, 13 and 73 all achieve the same suitability score of 4,0.

Overall finding:

Patensie demonstrates a uniformly favourable land-suitability profile, with 100% of the assessed parcels scoring 4,0. This represents a substantial improvement in the overall portfolio compared with the previous assessment, which included several lower-suitability sites.

Land suitability is therefore not a differentiating constraint between the five parcels. Development prioritisation should instead be driven primarily by infrastructure capacity, land-use readiness and relative access to socio-economic services.

6.1.3.4.2 LAND VULNERABILITY

All parcels achieve a vulnerability score of 3,0.

Distribution shows:

- 3,0 (moderate vulnerability): 5 parcels (100%)

Overall finding:

Patensie has an exceptionally uniform vulnerability profile, with all five parcels scoring 3,0. This indicates broadly comparable environmental and physical development conditions across the assessed land portfolio.

Vulnerability therefore does not materially differentiate the parcels and should generally be capable of being addressed through standard engineering, environmental and site-specific mitigation measures, subject to detailed investigations during project preparation.

6.1.3.4.3 ACCESS TO SOCIO-ECONOMIC SERVICES

Scores range from 3,3 to 4,3, indicating generally good access to socio-economic infrastructure.

Distribution shows:

- 4,0–4,3 (excellent): 2 parcels (40%)
- 3,5–3,9 (good): 1 parcel (20%)
- 3,0–3,4 (moderate): 2 parcels (40%)

Best access: Parcel 8 achieves the highest score of 4,3, followed by Parcel 73 at 4,0.

Good access: Parcel 13 scores 3,7.

Moderate access: Parcels 2 and 9 both score 3,3.

Overall finding:

Socio-economic accessibility remains a comparative strength for Patensie. 60% of parcels achieve good to excellent access of 3,5 or higher, while no parcel scores below 3,3.

The assessment therefore indicates that the strategic land portfolio is generally well integrated with Patensie's existing socio-economic structure. The principal constraints to development do not relate to access to facilities, but rather to infrastructure capacity and, in the case of Parcel 8, planning readiness.

6.1.3.4.4 ACCESS TO INFRASTRUCTURE

Infrastructure represents the most significant and universal development constraint.

Distribution shows:

- 2,4 (poor): 5 parcels (100%)

Overall finding:

All five parcels score only 2,4 for access to infrastructure, meaning that 100% of the strategic land portfolio is infrastructure-constrained.

Unlike the previous assessment, there is no parcel with an existing infrastructure advantage that can serve as an obvious development anchor. The earlier identification of Parcel 2 as having a score of 3,2 and acting as an infrastructure node is therefore no longer applicable.

Development of any of the five parcels will require coordinated investment in bulk, connector and/or internal infrastructure. Infrastructure provision should consequently be treated as a municipality-wide Patensie intervention rather than a parcel-specific issue.

6.1.3.4.5 LAND USE READINESS

Scores range from 1,0 to 3,0.

Distribution shows:

- 3,0 (moderate readiness): 4 parcels (80%)
- 1,0 (minimal readiness): 1 parcel (20%)

Moderately ready parcels: Parcels 2, 9, 13 and 73 all score 3,0.

Critical planning constraint: Parcel 8 scores only 1,0.

Average readiness score: 2,6

Overall finding:

Land-use readiness is considerably stronger than reflected in the previous assessment. 80% of the strategic land portfolio achieves a moderate readiness score of 3,0, meaning that most parcels can potentially proceed through phased project preparation and implementation once infrastructure requirements are addressed.

Parcel 8 is the clear exception. Despite having the strongest socio-economic accessibility score and the same favourable suitability profile as the other parcels, its readiness score of 1,0 indicates substantial planning, statutory, land or legal constraints that must be resolved before development can proceed.

6.1.3.4.6 KEY INSIGHTS

- Uniformly suitable land: All five parcels score 4,0 for suitability, meaning that physical suitability is not the primary development constraint.
- Uniform vulnerability profile: All parcels score 3,0, enabling broadly consistent risk-management and engineering approaches.

- Strong socio-economic accessibility: 60% achieve good to excellent access and no parcel falls below 3,3.
- Infrastructure is the dominant constraint: 100% of parcels score only 2,4, indicating a systemic infrastructure limitation affecting the entire Patensie development portfolio.
- Generally favourable planning readiness: 80% of parcels score 3,0, providing a credible medium-term development pipeline.
- Parcel 8 presents the main planning anomaly: it has the strongest socio-economic access but the weakest readiness.
- Small portfolio: With only five parcels, development sequencing should protect all viable options and avoid premature exclusion of strategically located land.

6.1.3.4.7 INTERPRETATION

6.1.3.4.7.1 Immediate Development Candidate

There is no fully implementation-ready parcel, as every site remains constrained by infrastructure access of 2,4.

However, four parcels – 2, 9, 13 and 73 – combine:

- Suitability = 4,0
- Vulnerability = 3,0
- Readiness = 3,0

These parcels form the municipality's strongest near-term development portfolio, subject primarily to infrastructure provision.

Within this group, socio-economic accessibility provides a basis for further prioritisation:

Parcel 73 presents the strongest balanced profile:

- Suitability = 4,0
- Vulnerability = 3,0
- Socio-economic access = 4,0
- Infrastructure = 2,4
- Readiness = 3,0

Parcel 13 follows with socio-economic access of 3,7, while Parcels 2 and 9 both score 3,3.

Accordingly, Parcel 73 may provide the strongest relative starting point, but the difference between the four parcels is primarily one of socio-economic accessibility rather than fundamental development feasibility.

6.1.3.4.7.2 Constrained High-Potential Parcels

Parcel 8 presents a significant strategic opportunity but cannot presently be regarded as an immediate development candidate.

Its profile is:

- Suitability = 4,0
- Vulnerability = 3,0
- Socio-economic access = 4,3
- Infrastructure = 2,4
- Readiness = 1,0

It therefore has the best socio-economic accessibility in the Patensie portfolio, but this advantage is offset by severe planning-readiness constraints and the same infrastructure deficiency affecting all parcels.

Resolving the underlying planning, legal, zoning or land-development constraints should therefore be regarded as an important medium-term intervention.

6.1.3.4.7.3 Critical Intervention Requirements

Infrastructure intervention:

All five parcels require significant infrastructure investment. As there is no high-scoring existing infrastructure node, infrastructure planning should be undertaken at a settlement-wide or cluster level rather than relying on one parcel as an initial servicing anchor.

Planning intervention:

Parcel 8 requires fundamental planning or statutory intervention before development should proceed.

Project preparation:

Parcels 2, 9, 13 and 73, although moderately ready, still require detailed feasibility, engineering capacity confirmation, environmental processes where applicable and programme-specific project packaging.

6.1.3.4.8 PROGRAMME ALIGNMENT BY READINESS LEVEL

Readiness 3,0 – 4 parcels (80%):

Parcels 2, 9, 13 and 73 are appropriate for phased project preparation and implementation once servicing requirements have been addressed.

Their readiness scores do not, on their own, determine whether they should accommodate BNG, IRDP, FHF, social housing or another programme. Programme allocation should be based on approved municipal priorities, beneficiary profiles, land ownership, density, location and the applicable housing programme requirements.

Readiness 1,0 – 1 parcel (20%):

Parcel 8 requires fundamental planning intervention before inclusion within a firm implementation programme.

Given its excellent socio-economic access and favourable suitability, however, it should not be discarded from the strategic land portfolio. Rather, it should be treated as a planning-priority site whose longer-term development potential should be protected.

6.1.3.4.9 INFRASTRUCTURE INVESTMENT STRATEGY

6.1.3.4.9.1 Settlement-Wide Infrastructure Approach

Infrastructure planning should focus on identifying:

- existing bulk-service capacity within Patensie;
- the most efficient connection points to the four moderately ready parcels;
- opportunities for shared bulk and connector infrastructure;
- infrastructure projects capable of unlocking multiple parcels simultaneously; and
- sequencing that minimises duplication of municipal capital expenditure.

The objective should be to create an integrated servicing network capable of unlocking the wider Patensie development portfolio, rather than providing isolated infrastructure to individual projects.

6.1.3.4.9.2 Service-Led Development Approach

- Existing socio-economic infrastructure provides a comparatively strong foundation for future settlement expansion.
- Infrastructure investment should particularly seek to reinforce the relationship between housing opportunities and the stronger service-access areas around Parcels 73, 13 and 8.

- Parcel 8 should nevertheless remain on a planning track until its readiness constraints have been resolved.

6.1.3.4.9.3 Targeted Infrastructure Priorities

Immediate: Undertake infrastructure-capacity and feasibility investigations for Parcels 2, 9, 13 and 73 to determine which can be serviced most efficiently.

Short term: Prioritise shared bulk and connector infrastructure capable of unlocking more than one of the moderately ready parcels.

Medium term: Extend infrastructure to additional strategic land as planning and funding processes progress, while simultaneously resolving the constraints affecting Parcel 8.

Long term: Develop an integrated infrastructure programme capable of supporting the full Patensie human settlement growth area and future expansion requirements.

6.1.3.4.9.4 Risk Mitigation Approach

Because 100% of parcels score 3,0 for vulnerability, broadly standardised engineering and environmental mitigation approaches can be applied across the portfolio, subject to site-specific investigations.

This relative uniformity provides an opportunity to:

- standardise preliminary engineering requirements;
- improve cost predictability;
- coordinate environmental and geotechnical investigations; and
- focus technical resources on the much more significant infrastructure-capacity constraint.

6.1.3.4.9.5 Phased Implementation Strategy

- Phase 1: Undertake comparative infrastructure feasibility and capacity assessments for Parcels 2, 9, 13 and 73, with Parcel 73 receiving particular consideration due to its stronger socio-economic accessibility.
- Phase 2: Commence development of the most cost-effectively serviceable moderate-readiness parcel(s) and construct shared infrastructure capable of supporting subsequent projects.
- Phase 3: Extend infrastructure to the remaining moderate-readiness parcels while resolving the planning constraints affecting Parcel 8.
- Phase 4: Incorporate Parcel 8 once planning constraints have been resolved and progressively integrate the five strategic parcels into a coordinated Patensie settlement-development programme.

6.1.3.5 LOERIEHEUWEL REGION

Table 19: Loerieheuwel Indicator Score Summary

Strategic Land Parcel	Land Suitability	Land Vulnerability	Access to Socio-Economic Infrastructure	Access to Infrastructure	Land Use Readiness
34	4,00	2,80	2,70	3,00	3,00
22	4,00	2,80	3,00	3,40	1,00
90	4,00	2,80	2,00	2,80	4,00
42	4,00	2,80	2,30	3,00	1,00
107	4,00	2,80	2,30	2,60	1,00
61	4,00	2,80	3,00	3,20	2,00
3	4,00	2,80	2,30	3,00	3,00
74	4,00	2,80	2,30	3,00	1,00
10	4,00	2,80	2,30	3,00	1,00
99	4,00	2,80	2,70	3,40	4,00

6.1.3.5.1 LAND SUITABILITY

All assessed parcels achieve a land suitability score of 4,0 (moderate-high suitability).

Distribution shows:

- 4,0 (moderate-high): 10 parcels (100%)

All parcels achieve identical scores: Parcels 3, 10, 22, 34, 42, 61, 74, 90, 99 and 107 all score 4,0.

Overall finding:

Loerieheuwel demonstrates a consistently favourable land-suitability profile, with 100% of the strategic land portfolio scoring 4,0. Land suitability therefore does not distinguish between the parcels and is unlikely to be the primary factor determining development sequencing.

The key differentiating factors are instead land-use readiness, socio-economic accessibility and infrastructure capacity, particularly where otherwise suitable parcels remain constrained by statutory or servicing requirements.

6.1.3.5.2 LAND VULNERABILITY

All parcels achieve a vulnerability score of 2,8 (moderate-high vulnerability).

Distribution shows:

- 2,8 (moderate-high vulnerability): 10 parcels (100%)

Overall finding:

Loerieheuwel has a completely uniform vulnerability profile. All parcels will require an appropriate level of environmental, geotechnical and engineering mitigation, but the consistency of the scores provides an opportunity to develop standardised preliminary engineering and risk-management approaches across the strategic land portfolio.

Vulnerability is therefore an important development consideration, but it does not provide a basis for prioritising one parcel over another.

6.1.3.5.3 ACCESS TO SOCIO-ECONOMIC SERVICES

Scores range from 2,0 to 3,0, indicating generally weak access to socio-economic infrastructure.

Distribution shows:

- 3,0 (moderate): 2 parcels (20%) – 22 and 61
- 2,7 (low-moderate): 2 parcels (20%) – 34 and 99
- 2,3 (poor): 5 parcels (50%) – 3, 10, 42, 74 and 107
- 2,0 (very poor): 1 parcel (10%) – 90

Best access: Parcels 22 and 61 achieve the highest score of 3,0.

Poorest access: Parcel 90, at 2,0, displays the greatest socio-economic accessibility deficit.

Overall finding:

Socio-economic accessibility represents a significant weakness within the Loerieheuwel strategic land portfolio. No parcel achieves a good-access score of 3,5 or higher, while 60% score 2,3 or below.

This indicates that future housing development will need to be accompanied by improved access to social facilities, transport, economic opportunities and community services. Housing delivery in isolation could otherwise reinforce peripheral or poorly connected settlement patterns.

6.1.3.5.4 ACCESS TO INFRASTRUCTURE

Infrastructure scores range from 2,6 to 3,4.

Distribution shows:

- 3,4 (moderate-good): 2 parcels (20%) – 22 and 99
- 3,2 (moderate): 1 parcel (10%) – 61
- 3,0 (moderate): 5 parcels (50%) – 3, 10, 34, 42 and 74
- 2,8 (below average): 1 parcel (10%) – 90
- 2,6 (poor): 1 parcel (10%) – 107

Best infrastructure access: Parcels 22 and 99 score 3,4.

Poorest infrastructure access: Parcel 107 scores 2,6.

Overall finding:

Infrastructure provision is comparatively stronger than the socio-economic accessibility and land-use readiness indicators. Eight of the ten parcels (80%) score 3,0 or higher, providing a reasonable basis from which future infrastructure investment can be extended.

Parcels 22 and 99, in particular, represent potential infrastructure anchors. Their development value differs significantly, however, because Parcel 99 is highly ready for development while Parcel 22 remains severely planning-constrained.

6.1.3.5.5 LAND USE READINESS

Scores range from 1,0 to 4,0, showing substantial variation in development readiness.

Distribution shows:

- 4,0 (high readiness): 2 parcels (20%) – 90 and 99
- 3,0 (moderate readiness): 2 parcels (20%) – 3 and 34
- 2,0 (low readiness): 1 parcel (10%) – 61
- 1,0 (minimal readiness): 5 parcels (50%) – 10, 22, 42, 74 and 107

Average readiness score: 2,1

Only 40% of parcels score 3,0 or higher, while half of the strategic land portfolio remains at the minimum readiness level.

Overall finding:

Land-use readiness represents the most significant project-preparation constraint in Loerieheuwel. The portfolio is clearly divided between a relatively small group of development-ready or moderately ready parcels and a much larger group requiring substantial statutory, planning, ownership or land-development intervention.

Of particular significance is Parcel 22, which has the joint-best infrastructure score and the joint-best socio-economic access score but only achieves a readiness score of 1,0. Resolving its planning constraints could therefore unlock an important strategic opportunity.

6.1.3.5.6 KEY INSIGHTS

- Uniformly suitable land: All parcels score 4,0 for land suitability, meaning that physical suitability is not the principal constraint.
- Uniform vulnerability: All parcels score 2,8, allowing broadly consistent engineering and risk-management responses.
- Weak socio-economic integration: No parcel achieves good socio-economic accessibility, while 60% score 2,3 or below.
- Comparatively favourable infrastructure: 80% of parcels score 3,0 or higher, with Parcels 22 and 99 providing the strongest infrastructure positions.
- Planning readiness is the main implementation constraint: only 40% of parcels score 3,0 or higher and 50% score only 1,0.
- Strong mismatch between infrastructure and readiness: Parcel 22 illustrates the clearest case, with good infrastructure but minimal development readiness.
- Parcel 99 presents the strongest overall implementation profile, combining high readiness and the joint-best infrastructure access.

6.1.3.5.7 INTERPRETATION**6.1.3.5.7.1 Immediate / Near-Term Development Candidates****Priority 1: Strongest overall implementation candidate**

Parcel 99 presents the most favourable combined development profile: It combines high planning readiness with the joint-best infrastructure access in Loerieheuwel. Its principal weakness is socio-economic accessibility, meaning that development should incorporate improved access to facilities, mobility and economic opportunities.

Parcel 90 is also highly ready: Despite its high readiness, Parcel 90 has the weakest socio-economic accessibility in the portfolio and below-average infrastructure. It should therefore not be prioritised solely on the basis of readiness.

6.1.3.5.7.2 Moderate-Readiness Development Opportunities

Parcels 3 and 34 both score 3,0 for readiness and infrastructure.

Parcel 34 has the stronger overall accessibility profile:

- Suitability = 4,0
- Socio-economic access = 2,7
- Infrastructure = 3,0
- Readiness = 3,0

Parcel 3 records socio-economic access of only 2,3, but otherwise has the same suitability, infrastructure and readiness profile.

Both can form part of a short- to medium-term development pipeline, provided socio-economic integration is strengthened alongside housing delivery.

6.1.3.5.7.3 Strategic Opportunity Parcels

Parcel 22 is the clearest strategic opportunity requiring planning intervention: It combines the joint-best infrastructure score and joint-best socio-economic accessibility in Loerieheuwel but is currently constrained by minimal planning readiness.

Resolving the underlying statutory, legal, zoning or land-development constraints affecting Parcel 22 should therefore be regarded as a priority because it could materially expand the municipality's implementable land pipeline.

Parcel 61 provides a further progressive opportunity: Its relatively favourable infrastructure and service access suggest that improving planning readiness could create a viable medium-term project.

6.1.3.5.7.4 Parcels Requiring Intervention

Critical planning intervention:

Parcels 10, 22, 42, 74 and 107 all score only 1,0 for readiness and require substantive planning or statutory intervention.

Within this group, Parcel 22 should receive particular attention because its infrastructure and socio-economic access are substantially stronger than the other minimally ready parcels.

Socio-economic accessibility intervention:

All parcels require some degree of improved integration with services and opportunities. Particular priority should be given to Parcel 90, followed by Parcels 3, 10, 42, 74 and 107.

Infrastructure intervention:

Parcel 107, with an infrastructure score of 2,6, has the weakest infrastructure position and requires additional network investment before development can reasonably proceed.

6.1.3.5.8 PROGRAMME ALIGNMENT BY DEVELOPMENT PROFILE

- Immediate / near-term development: Parcel 99 presents the strongest overall implementation opportunity.
- High readiness but integration constrained: Parcel 90 can potentially proceed once infrastructure and socio-economic accessibility requirements are adequately addressed.
- Short- to medium-term development: Parcels 3 and 34 provide moderate-readiness opportunities supported by existing infrastructure.
- Planning priority: Parcel 22 should be prioritised for resolution of planning constraints because it already benefits from comparatively strong infrastructure and socio-economic accessibility.
- Progressive planning resolution: Parcel 61 could transition into the development pipeline through targeted planning intervention.
- Longer-term planning: Parcels 10, 42, 74 and 107 require more substantial readiness interventions.

6.1.3.5.9 INFRASTRUCTURE INVESTMENT STRATEGY

6.1.3.5.9.1 Leverage Existing Infrastructure Advantages

Parcels 22 and 99, both scoring 3,4, provide the strongest infrastructure positions within Loerieheuwel.

However, their implementation status differs markedly:

- Parcel 99: infrastructure-advantaged and highly ready;
- Parcel 22: infrastructure-advantaged but minimally ready.

Infrastructure planning should therefore use Parcel 99 as the more immediate development anchor, while preserving and progressively unlocking the strategic value of Parcel 22.

The broader group of parcels scoring 3,0 or higher, representing 80% of the portfolio, provides a reasonable foundation for creating connected development clusters rather than isolated housing projects.

6.1.3.5.9.2 Socio-Economic Integration Strategy

Unlike infrastructure, existing socio-economic accessibility is relatively weak.

Future settlement investment should therefore not only extend engineering services but also improve access to:

- community facilities;
- education and health services;
- public transport and mobility;
- local economic opportunities; and
- everyday social services.

Parcels 22 and 61, both scoring 3,0 for socio-economic access, represent the strongest existing service-access locations and can help inform the spatial positioning of future community facilities.

6.1.3.5.9.3 Targeted Infrastructure Priorities

Immediate:

Support Parcel 99 as the strongest combined readiness/infrastructure opportunity and undertake feasibility work to determine the infrastructure requirements associated with Parcels 3 and 34.

Short term:

Progress planning resolution for Parcel 22 to unlock the value of existing infrastructure investment, while improving connectivity around Parcel 90.

Medium term:

Strengthen infrastructure and project readiness for Parcel 61 and address the weaker infrastructure position associated with Parcel 107.

Long term:

Extend coordinated infrastructure and social-service networks across the wider Loerieheuvel development area as planning constraints are progressively resolved.

6.1.3.5.9.4 Risk Mitigation Approach

All parcels score 2,8 for vulnerability, providing an opportunity to establish a relatively consistent technical response across the portfolio.

This can support:

- standardised preliminary engineering requirements;
- coordinated geotechnical and environmental investigations;
- consistent mitigation standards;
- improved infrastructure cost estimation; and
- greater predictability in project preparation.

Detailed site investigations will nevertheless remain necessary before implementation.

6.1.3.5.9.5 Phased Implementation Strategy

- Phase 1: Advance Parcel 99 and undertake project preparation for Parcels 3 and 34, while incorporating measures to improve access to socio-economic opportunities.
- Phase 2: Address the service and infrastructure limitations affecting Parcel 90 and progressively improve the readiness of Parcel 61.
- Phase 3: Resolve the planning constraints affecting Parcel 22, allowing its comparatively strong infrastructure and socio-economic position to be incorporated into the development programme.
- Phase 4: Progress Parcels 10, 42, 74 and 107 as statutory, infrastructure and service-access constraints are resolved.

6.1.3.6 THORNHILL REGION

Table 20: Thornhill Indicator Score Summary

Strategic Land Parcel	Land Suitability	Land Vulnerability	Access to Socio-Economic Infrastructure	Access to Infrastructure	Land Use Readiness
26	3,30	2,50	2,70	2,80	3,00
100	3,30	2,80	3,00	3,20	3,00
76	3,30	2,70	2,70	3,10	3,00
12	3,30	2,50	3,30	3,00	3,00
44	3,30	2,50	3,00	2,80	5,00
86	3,30	2,80	3,00	3,20	3,00
81	2,70	2,50	3,30	2,80	3,00
39	3,30	2,80	3,00	3,20	3,00

6.1.3.6.1 LAND SUITABILITY

Scores range from 2,7 (low-moderate suitability) to 3,3 (moderate suitability).

Distribution shows:

- 3,3 (moderate): 7 parcels (87,5%)
- 2,7 (low-moderate): 1 parcel (12,5%)

Moderately suitable parcels: Parcels 12, 26, 39, 44, 76, 86 and 100 all score 3,3.

Lower-suitability parcel: Parcel 81 scores 2,7.

Overall finding:

Thornhill displays a highly consistent but moderate rather than high land-suitability profile. Almost the entire strategic land portfolio scores 3,3, meaning that the sites generally remain appropriate for consideration for human settlement development, but none demonstrates exceptional physical suitability.

Parcel 81 requires greater site-specific investigation because its lower suitability score may indicate additional constraints that should be understood before substantial investment is committed.

6.1.3.6.2 LAND VULNERABILITY

Scores range from 2,5 (high vulnerability) to 2,8 (moderate-high vulnerability).

Distribution shows:

- 2,8 (moderate-high): 3 parcels (37,5%) – 39, 86 and 100
- 2,7 (moderate-high): 1 parcel (12,5%) – 76
- 2,5 (high vulnerability): 4 parcels (50%) – 12, 26, 44 and 81

Most favourable vulnerability profile: Parcels 39, 86 and 100 score 2,8.

Higher-risk parcels: Parcels 12, 26, 44 and 81 score 2,5.

Overall finding:

Vulnerability represents an important constraint across the entire Thornhill portfolio. No parcel achieves a score of 3,0 or higher, while half of the sites fall within the high-vulnerability category.

This means that even otherwise favourable parcels should be subject to detailed environmental, geotechnical and engineering investigations. The relatively narrow scoring range may nevertheless support a coordinated risk-management approach, with additional mitigation focused on the four parcels scoring 2,5.

6.1.3.6.3 ACCESS TO SOCIO-ECONOMIC SERVICES

Scores range from 2,7 to 3,3, indicating generally moderate but limited access to socio-economic infrastructure.

Distribution shows:

- 3,3 (moderate): 2 parcels (25%) – 12 and 81

- 3,0 (moderate): 4 parcels (50%) – 39, 44, 86 and 100

- 2,7 (low-moderate): 2 parcels (25%) – 26 and 76

Best access: Parcels 12 and 81 achieve the highest score of 3,3.

Poorest access: Parcels 26 and 76 score 2,7.

Overall finding:

Socio-economic accessibility is consistent but not particularly strong. No parcel scores 3,5 or higher, meaning that none can be considered particularly well integrated with higher-order services and opportunities.

The portfolio does, however, avoid extreme service-access deficits: all parcels score at least 2,7. Future development should therefore focus on strengthening existing access rather than establishing entirely new service systems, with particular attention to Parcels 26 and 76.

6.1.3.6.4 ACCESS TO INFRASTRUCTURE

Infrastructure scores range from 2,8 to 3,2.

Distribution shows:

- 3,2 (moderate): 3 parcels (37,5%) – 39, 86 and 100
- 3,1 (moderate): 1 parcel (12,5%) – 76
- 3,0 (moderate): 1 parcel (12,5%) – 12
- 2,8 (below average): 3 parcels (37,5%) – 26, 44 and 81

Best infrastructure access: Parcels 39, 86 and 100 score 3,2.

Poorest infrastructure access: Parcels 26, 44 and 81 score 2,8.

Overall finding:

Infrastructure represents a comparative strength within the Thornhill assessment, although it should not be interpreted as meaning that the sites are fully serviced or immediately developable.

A total of 62,5% of parcels score 3,0 or higher, while no parcel falls below 2,8. The relatively narrow range indicates that infrastructure conditions are broadly comparable across the portfolio, with Parcels 39, 86 and 100 providing the strongest basis for infrastructure-led development clustering.

6.1.3.6.5 LAND USE READINESS

Scores range from 3,0 to 5,0.

Distribution shows:

- 5,0 (exceptional readiness): 1 parcel (12,5%) – 44

- 3,0 (moderate readiness): 7 parcels (87,5%) – 12, 26, 39, 76, 81, 86 and 100

Exceptional readiness: Parcel 44 scores 5,0.

Moderate readiness: All remaining seven parcels score 3,0.

Average readiness score: 3,25

Overall finding:

Planning readiness is one of Thornhill's strongest characteristics. All eight parcels score 3,0 or higher, meaning that none falls within the low or minimal readiness categories.

However, a readiness score of 3,0 should be interpreted as moderate rather than fully implementation-ready. These parcels are generally better positioned to move through project preparation than lower-scoring sites, but detailed statutory, engineering, environmental and funding processes may still be required.

Parcel 44 is the clear outlier, with exceptional readiness of 5,0. Its development potential is nevertheless moderated by infrastructure access of 2,8 and vulnerability of 2,5.

6.1.3.6.6 KEY INSIGHTS

- Consistent land-development base: 87,5% of parcels score 3,3 for suitability, indicating broadly similar physical development conditions.
- Strong planning readiness: 100% of parcels score 3,0 or above, with Parcel 44 achieving exceptional readiness of 5,0.
- Infrastructure relatively favourable: 62,5% of parcels score 3,0 or higher, with Parcels 39, 86 and 100 forming the strongest infrastructure cluster.
- Vulnerability is the principal physical constraint: all parcels score below 3,0 and 50% score only 2,5.
- Socio-economic accessibility is moderate: no parcel achieves good access of 3,5 or higher, although none experiences severe isolation.
- Parcel 44 is planning-ready but not constraint-free: exceptional readiness is offset by comparatively weaker infrastructure and high vulnerability.
- Parcels 39, 86 and 100 provide the most balanced infrastructure-risk profile, combining the best infrastructure scores with the least constrained vulnerability scores in the Thornhill portfolio.

6.1.3.6.7 INTERPRETATION

6.1.3.6.7.1 Immediate / Near-Term Development Candidates

Priority 1: Exceptional planning readiness

Parcel 44 has the strongest land-use readiness profile: Its exceptional planning readiness makes it an important near-term opportunity. However, it should not automatically be regarded as the strongest overall parcel, because its vulnerability and infrastructure scores are less favourable.

Parcel 44 should therefore be fast-tracked for detailed feasibility and engineering investigation rather than simply assumed to be immediately developable.

6.1.3.6.7.2 Infrastructure-Advantaged Development Candidates

Parcels 39, 86 and 100 present the strongest combined infrastructure and vulnerability profiles. These parcels therefore provide a balanced near- to medium-term development cluster, particularly where common infrastructure investment can be used to unlock several sites together.

6.1.3.6.7.3 Balanced Development Opportunity

Parcel 12 principal concern is its vulnerability score of 2,5. Subject to appropriate technical mitigation, Parcel 12 provides a relatively balanced development opportunity with the joint-best socio-economic accessibility in the portfolio.

6.1.3.6.7.4 Parcels Requiring Additional Intervention

- Parcel 81 socio-economic access is comparatively favourable at 3,3 and readiness is moderate at 3,0, but these advantages should not override its physical constraints.
- Parcel 26 similarly combines high vulnerability (2,5), lower socio-economic accessibility (2,7) and infrastructure of 2,8.
- Parcel 76 has stronger infrastructure (3,1) and slightly more favourable vulnerability (2,7), but lower socio-economic access (2,7). It represents a more viable medium-term opportunity provided connectivity to services is improved.

6.1.3.6.8 PROGRAMME ALIGNMENT BY DEVELOPMENT PROFILE

- Planning-ready priority: Parcel 44 should be advanced through detailed feasibility and infrastructure investigation because of its exceptional readiness.

- Infrastructure-led cluster: Parcels 39, 86 and 100 provide the strongest basis for coordinated near- to medium-term development.
- Balanced opportunity: Parcel 12 can form part of the early development pipeline, subject to vulnerability mitigation.
- Standard phased development: Parcel 76 can progress through normal project preparation, accompanied by improved socio-economic connectivity.
- Intervention-dependent development: Parcel 26 requires stronger infrastructure, accessibility and vulnerability mitigation.
- Adaptive / lower-priority development: Parcel 81 warrants more detailed feasibility because lower suitability and high vulnerability reduce its relative attractiveness.

6.1.3.6.9 INFRASTRUCTURE INVESTMENT STRATEGY

6.1.3.6.9.1 Leverage Existing Infrastructure Cluster

- The strongest existing infrastructure position is associated with Parcels 39, 86 and 100, each scoring 3,2.

These parcels should form the basis for investigating a shared infrastructure cluster or development spine, particularly where common bulk or connector infrastructure can reduce the cost of servicing multiple projects.

- Parcel 76, at 3,1, and Parcel 12, at 3,0, provide logical secondary extensions to this infrastructure network.

6.1.3.6.9.2 Integrate Parcel 44 with Infrastructure Planning

Parcel 44's exceptional readiness creates a strong incentive for early development, but its infrastructure score of 2,8 means that implementation should be closely linked to network upgrades.

The investment strategy should therefore determine whether Parcel 44 can be efficiently connected to the stronger 39–86–100 infrastructure cluster or whether separate infrastructure intervention would be required.

If connection costs are disproportionate, its high readiness alone should not override more efficient infrastructure sequencing elsewhere.

6.1.3.6.9.3 Socio-Economic Integration Strategy

Because no parcel achieves a socio-economic access score above 3,3, human settlement investment should incorporate improved connectivity to:

- education and health facilities;

- community services;
- public transport;
- employment and local economic opportunities; and
- daily retail and social needs.

Parcels 12 and 81, both scoring 3,3, provide the strongest existing socio-economic access positions, while additional attention should be directed towards Parcels 26 and 76, which score 2,7.

6.1.3.6.9.4 Risk-Based Infrastructure Design

- Vulnerability should be integrated directly into infrastructure design and costing.
- Parcels 12, 26, 44 and 81, which score 2,5, should receive enhanced geotechnical, environmental and engineering investigation before infrastructure layouts and project budgets are finalised.
- Parcels 39, 86 and 100, scoring 2,8, provide comparatively more favourable conditions and may therefore present lower relative mitigation requirements.
- The municipality should avoid assuming that the same servicing cost will apply across the entire Thornhill portfolio simply because infrastructure scores are relatively consistent.

6.1.3.6.9.5 Phased Implementation Strategy

- Phase 1: Undertake detailed feasibility and infrastructure investigation for Parcel 44, while advancing project preparation for the 39–86–100 infrastructure cluster.
- Phase 2: Develop the strongest cost-effective opportunities emerging from Phase 1 and extend the infrastructure network towards Parcel 12 and Parcel 76.
- Phase 3: Progress Parcel 26 once infrastructure, service-access and vulnerability constraints have been addressed.
- Phase 4: Consider Parcel 81 once site-specific suitability, vulnerability and infrastructure constraints have been sufficiently resolved.

6.1.3.7 OYSTER BAY REGION

Table 21: Oyster Bay Indicator Score Summary

Strategic Land Parcel	Land Suitability	Land Vulnerability	Access to Socio-Economic Infrastructure	Access to Infrastructure	Land Use Readiness
18	3,30	3,00	1,30	3,20	3,00
30	3,30	3,00	1,70	3,20	3,00
45	4,00	3,00	2,00	2,80	3,00
58	3,30	2,50	1,70	2,40	3,00

6.1.3.7.1 LAND SUITABILITY

Scores range from 3,3 (moderate suitability) to 4,0 (moderate-high suitability).

Distribution shows:

- 4,0 (moderate-high): 1 parcel (25%) – 45
- 3,3 (moderate): 3 parcels (75%) – 18, 30 and 58

Highest-performing parcel: Parcel 45 achieves the strongest suitability score of 4,0.

Overall finding:

Oyster Bay has a generally consistent and acceptable land-suitability profile. All four parcels score at least 3,3, indicating that none of the identified strategic parcels is fundamentally constrained by land suitability alone.

Parcel 45 provides the strongest physical development opportunity, while Parcels 18, 30 and 58 remain moderately suitable. Development sequencing should therefore be influenced more strongly by socio-economic accessibility, infrastructure capacity and vulnerability than by land suitability.

6.1.3.7.2 LAND VULNERABILITY

Scores range from 2,5 (high vulnerability) to 3,0 (moderate vulnerability).

Distribution shows:

- 3,0 (moderate): 3 parcels (75%) – 18, 30 and 45

- 2,5 (high): 1 parcel (25%) – 58

Most favourable conditions: Parcels 18, 30 and 45 all score 3,0.

Higher-risk parcel: Parcel 58 scores 2,5.

Overall finding:

Most of the Oyster Bay strategic land portfolio has a relatively consistent vulnerability profile, with 75% of parcels scoring 3,0 and likely requiring standard site-specific mitigation.

Parcel 58 warrants greater attention, as its vulnerability score of 2,5 indicates a need for enhanced environmental, geotechnical and engineering investigation before significant development or infrastructure commitments are made.

6.1.3.7.3 ACCESS TO SOCIO-ECONOMIC SERVICES

Socio-economic accessibility is exceptionally weak, with scores ranging from only 1,3 to 2,0.

Distribution shows:

- 2,0 (very poor): 1 parcel (25%) – 45
- 1,7 (critical): 2 parcels (50%) – 30 and 58
- 1,3 (severe): 1 parcel (25%) – 18

Best access: Parcel 45 achieves the highest score, although this remains only 2,0.

Poorest access: Parcel 18 scores 1,3.

Overall finding:

Socio-economic accessibility is the most significant constraint affecting the Oyster Bay land portfolio. All four parcels score 2,0 or below, indicating substantial limitations in access to social facilities, economic opportunities and other settlement-supporting functions.

This is particularly important from a human settlements planning perspective. Even where land is physically suitable and reasonably accessible to engineering infrastructure, housing development without accompanying social and economic investment risks creating poorly integrated residential areas.

6.1.3.7.4 ACCESS TO INFRASTRUCTURE

Infrastructure scores range from 2,4 to 3,2.

Distribution shows:

- 3,2 (moderate): 2 parcels (50%) – 18 and 30

- 2,8 (below average): 1 parcel (25%) – 45
- 2,4 (poor): 1 parcel (25%) – 58

Best infrastructure access: Parcels 18 and 30 both score 3,2.

Poorest infrastructure access: Parcel 58 scores 2,4.

Overall finding:

Infrastructure conditions are mixed but comparatively stronger than socio-economic accessibility. Half of the portfolio achieves a moderate infrastructure score of 3,2, providing a possible foundation for phased development around Parcels 18 and 30.

The assessment nevertheless reveals an important mismatch: the two parcels with the strongest infrastructure position also have among the weakest socio-economic access scores. Infrastructure availability should therefore not be treated as sufficient justification for prioritising development without parallel investment in social and economic integration.

6.1.3.7.5 LAND USE READINESS

All four parcels achieve a land-use readiness score of 3,0.

Distribution shows:

- 3,0 (moderate readiness): 4 parcels (100%)

Average readiness score: 3,0

Overall finding:

The updated table indicates a uniform moderate level of land-use readiness across the entire Oyster Bay strategic land portfolio.

This is more favourable than a low-readiness portfolio, but a score of 3,0 should not be interpreted as meaning that the parcels are fully development-ready or that no planning constraints exist. Rather, the sites appear reasonably positioned to proceed through further project preparation, subject to confirmation of statutory approvals, ownership, environmental requirements, engineering feasibility and funding.

6.1.3.7.6 KEY INSIGHTS

- Generally suitable land: All parcels score at least 3,3, with Parcel 45 achieving 4,0.
- Moderate planning readiness: 100% of parcels score 3,0, providing a consistent project-preparation base.

- Severe socio-economic accessibility constraint: All parcels score 2,0 or below, making access to facilities and economic opportunity the most significant strategic weakness.
- Infrastructure advantages are concentrated: Parcels 18 and 30 score 3,2 and provide the strongest engineering-infrastructure position.
- Infrastructure-service mismatch: Parcels 18 and 30 have comparatively favourable infrastructure but extremely weak socio-economic accessibility.
- Parcel 45 has the strongest land suitability and socio-economic access, but infrastructure remains below average at 2,8.
- Parcel 58 presents the weakest combined profile, with high vulnerability, poor infrastructure access and critically low socio-economic accessibility.
- The small four-parcel portfolio means that integrated development and careful sequencing are particularly important, as the exclusion or failure of individual parcels materially reduces available development options.

6.1.3.7.7 INTERPRETATION

6.1.3.7.7.1 Near-Term Development Candidates

There is no parcel that combines strong performance across all five indicators. All development options involve clear trade-offs.

Priority 1: Infrastructure-advantaged parcels

Parcel 30 presents one of the more balanced implementation opportunities: its primary weakness is socio-economic accessibility. If development proceeds, investment in community facilities, mobility and access to economic opportunities should form part of project planning rather than follow housing delivery later.

Parcel 18 has an almost identical development profile: However, its socio-economic access is the weakest in the entire portfolio, making it less favourable than Parcel 30 from an integrated human settlements perspective.

6.1.3.7.7.2 Strongest Land Opportunity

Parcel 45 presents the strongest land and relative socio-economic profile: Although a socio-economic score of 2,0 remains very weak, it is the best in the Oyster Bay portfolio. Combined with the highest suitability score and moderate vulnerability, Parcel 45 represents an important development opportunity.

Its main requirement is improved infrastructure capacity together with stronger access to settlement-supporting services.

6.1.3.7.3 Parcel Requiring Greatest Intervention

Parcel 58 has the weakest combined profile: Although moderately ready from a land-use perspective, it combines high vulnerability, poor infrastructure and critical socio-economic accessibility.

Development should therefore be preceded by more detailed feasibility assessment and should not be prioritised solely because its planning readiness is comparable with the other parcels.

6.1.3.7.4 Strategic Development Challenge

The principal challenge in Oyster Bay is not simply the availability of suitable land or planning readiness. The more fundamental issue is the ability to create an integrated settlement structure where residents have reasonable access to facilities, services and economic opportunities.

The MCI therefore suggests that housing projects should not be implemented as isolated residential developments. Land release and housing delivery need to be packaged together with:

- social and community facilities;
- improved transport and mobility;
- basic service infrastructure;
- access to economic opportunities; and
- appropriate environmental and engineering mitigation.

6.1.3.7.8 PROGRAMME ALIGNMENT BY DEVELOPMENT PROFILE

- Infrastructure-led near-term opportunities: Parcels 18 and 30, subject to substantial socio-economic integration measures.
- Balanced strategic opportunity: Parcel 45, based on its higher suitability and comparatively better socio-economic access, with infrastructure upgrading required.
- Intervention-dependent opportunity: Parcel 58, requiring greater infrastructure investment and vulnerability mitigation.
- All four parcels: Development should favour an integrated human settlement approach rather than stand-alone residential delivery because of the severe socio-economic accessibility deficit.

6.1.3.7.9 INFRASTRUCTURE INVESTMENT STRATEGY

6.1.3.7.9.1 Leverage Existing Infrastructure Advantages

Parcels 18 and 30, both scoring 3,2, provide the strongest existing infrastructure positions and should be investigated as potential anchors for future infrastructure extension.

The strategy should determine whether these parcels can form part of a shared servicing network that can progressively extend towards Parcel 45 and, over the longer term, Parcel 58.

However, investment should not focus exclusively on engineering services. The severe socio-economic accessibility deficit means that infrastructure planning must be coordinated with broader settlement-support infrastructure.

6.1.3.7.9.2 Social Infrastructure as a Core Investment Requirement

The updated scores indicate that social and economic accessibility requires at least as much attention as engineering infrastructure.

Future development should therefore consider the spatial and financial requirements for:

- education facilities;
- health and community services;
- public or community transport;
- recreational facilities;
- local retail and service opportunities; and
- spaces supporting local economic activity.

Parcel 45, with the highest socio-economic access score of 2,0, may provide the most logical point from which to investigate improved service integration, although its score remains low.

6.1.3.7.9.3 Targeted Infrastructure Priorities

- **Immediate:** Undertake detailed capacity and feasibility investigations for Parcels 18, 30 and 45, focusing on how existing engineering infrastructure can support an integrated settlement response.
- **Short term:** Strengthen connections between potential housing areas and existing or proposed social and economic services, while identifying shared bulk and connector infrastructure requirements.
- **Medium term:** Extend infrastructure towards additional development opportunities and address the more substantial servicing requirements associated with Parcel 58.

- **Long term:** Establish an integrated infrastructure and social-services network capable of supporting sustainable growth across the wider Oyster Bay settlement area.

6.1.3.7.9.4 Risk-Based Development Approach

- Parcels 18, 30 and 45, all scoring 3,0 for vulnerability, provide a more favourable basis for project preparation than Parcel 58.
- Parcel 58, with a vulnerability score of 2,5, should be subject to enhanced environmental, geotechnical and engineering assessment before detailed design or substantial infrastructure expenditure.
- Risk-mitigation costs should therefore be incorporated into comparative project feasibility and prioritisation rather than assessed only after a parcel has been selected for development.

6.1.3.7.9.5 Phased Implementation Strategy

- Phase 1: Undertake detailed feasibility and integrated infrastructure/service planning for Parcels 30 and 45, while assessing Parcel 18's severe socio-economic accessibility constraint.
- Phase 2: Progress the most feasible near-term development opportunity and establish shared infrastructure and service interventions capable of supporting additional parcels.
- Phase 3: Extend development to the remaining moderately suitable and ready parcels as socio-economic accessibility improves.
- Phase 4: Progress Parcel 58 once its infrastructure and vulnerability constraints can be addressed within a viable integrated development programme.

6.1.3.8 ST FRANCIS BAY REGION

Table 22: St Francis Indicator Score Summary

Strategic Land Parcel	Land Suitability	Land Vulnerability	Access to Socio-Economic Infrastructure	Access to Infrastructure	Land Use Readiness
85	3,00	2,80	2,60	3,50	2,00
1	3,00	2,80	2,70	3,80	2,00

6.1.3.8.1 LAND SUITABILITY

Both parcels achieve a land suitability score of 3,0 (moderate suitability).

Distribution shows:

- 3,0 (moderate): 2 parcels (100%)

Uniform performance: Parcels 1 and 85 both score 3,0.

Overall finding:

St Francis Bay has a completely uniform but only moderately suitable strategic land portfolio. Neither parcel presents a clear physical suitability advantage, and neither achieves a high suitability score.

Land suitability therefore does not provide a basis for prioritising one parcel over the other. Development sequencing will instead depend more strongly on planning readiness, infrastructure capacity and socio-economic accessibility.

6.1.3.8.2 LAND VULNERABILITY

Both parcels achieve a vulnerability score of 2,8 (moderate-high vulnerability).

Distribution shows:

- 2,8 (moderate-high vulnerability): 2 parcels (100%)

Overall finding:

The two parcels have identical vulnerability profiles, indicating that both will require appropriate environmental, geotechnical and engineering mitigation.

The uniform score presents an opportunity to apply a broadly consistent preliminary engineering and risk-management approach. However, given the coastal context, detailed site-specific investigation remains necessary before either parcel is committed to development.

6.1.3.8.3 ACCESS TO SOCIO-ECONOMIC SERVICES

Socio-economic accessibility is weak, with scores ranging from 2,6 to 2,7.

Distribution shows:

- 2,7 (low-moderate): 1 parcel (50%) – Parcel 1
- 2,6 (poor): 1 parcel (50%) – Parcel 85

Best access: Parcel 1 records the higher score of 2,7.

Overall finding:

Both strategic parcels have below-moderate access to socio-economic services, with neither achieving a score of 3,0 or higher.

This indicates that future human settlement development cannot rely solely on the relatively favourable engineering infrastructure position of these sites. Development will need to be accompanied by improved access to community facilities, transport, services and economic opportunities to avoid reinforcing peripheral or poorly integrated settlement patterns.

6.1.3.8.4 ACCESS TO INFRASTRUCTURE

Infrastructure access or proximity thereto is comparatively strong, with scores ranging from 3,5 to 3,8.

Distribution shows:

- 3,8 (good): 1 parcel (50%) – Parcel 1
- 3,5 (moderate-good): 1 parcel (50%) – Parcel 85

Best infrastructure access: Parcel 1 scores 3,8.

Overall finding:

Proximity to infrastructure represents the strongest component of the St Francis Bay strategic land assessment. Both parcels score 3,5 or higher, indicating comparatively good proximity or access to existing infrastructure.

These scores should, however, not be interpreted as confirmation that sufficient bulk capacity exists. Detailed engineering investigations remain necessary to establish the actual available capacity of water, sanitation, electricity, roads and other networks before development proceeds.

The key issue is therefore not merely infrastructure proximity, but whether adequate capacity can be provided to support additional human settlement development.

6.1.3.8.5 LAND USE READINESS

Both parcels achieve a land-use readiness score of only 2,0.

Distribution shows:

- 2,0 (low readiness): 2 parcels (100%)

Average readiness score: 2,0

Overall finding:

Land-use readiness is the principal implementation constraint affecting the St Francis Bay strategic land portfolio. Neither parcel currently achieves moderate readiness.

This means that there is no immediate development-ready site within the two-parcel portfolio. Both Parcels 1 and 85 require further planning, statutory, legal, environmental and/or project-preparation intervention before they can reasonably be incorporated into a firm implementation programme.

This is particularly significant because both parcels have comparatively good infrastructure access. The current challenge is therefore to convert these infrastructure advantages into implementable development opportunities through targeted planning intervention.

6.1.3.8.6 KEY INSIGHTS

- Very limited strategic land portfolio: only two parcels remain, substantially reducing flexibility for alternative development sequencing.
- Uniform moderate suitability: both parcels score 3,0, meaning neither has a clear land-suitability advantage.
- Uniform vulnerability: both parcels score 2,8, requiring enhanced but broadly comparable mitigation.
- Strong engineering infrastructure position: both parcels score 3,5 or higher, with Parcel 1 achieving 3,8.
- Weak socio-economic integration: neither parcel scores 3,0 for access to socio-economic services.
- Planning readiness is the dominant constraint: 100% of the portfolio scores only 2,0.
- Infrastructure-readiness mismatch: substantial infrastructure advantages exist but cannot yet be fully utilised because both parcels remain planning-constrained.
- Parcel 1 presents the stronger relative opportunity, although it is still not immediately developable.

6.1.3.8.7 INTERPRETATION**6.1.3.8.7.1 Near-Term Development Opportunities**

There are no immediate development candidates based on the current MCI results, because both parcels have a land-use readiness score of 2,0.

- However, Parcel 1 represents the stronger relative opportunity: Parcel 1 benefits from the strongest infrastructure access and slightly better socio-economic accessibility. If its planning and statutory constraints can be resolved, it would logically become the first parcel to move into more detailed project preparation.
- Parcel 85: It remains a viable strategic opportunity, but its slightly weaker infrastructure and socio-economic access make it a secondary priority relative to Parcel 1.

6.1.3.8.7.2 Infrastructure-Rich but Planning-Constrained Portfolio

The most notable characteristic of the St Francis Bay assessment is the contrast between strong infrastructure access and low planning readiness.

Both parcels already benefit from comparatively favourable infrastructure positioning, yet neither is sufficiently ready to move directly into implementation.

The immediate priority should therefore be to identify and resolve the specific factors underlying the readiness score of 2,0. These may include statutory approvals, land-use rights, ownership, environmental requirements, layout preparation or other project-packaging constraints.

6.1.3.8.7.3 Socio-Economic Integration Challenge

Even if the planning constraints are resolved, neither parcel should be developed as an isolated residential project.

Both have weak socio-economic accessibility and future housing development should therefore be linked to:

- improved access to community and social facilities;
- public and community transport;
- pedestrian and non-motorised connections;
- access to employment and economic opportunities;
- local retail and everyday services; and
- appropriate coastal resilience and disaster-risk measures.

1.1.1.1.7.4 Portfolio Risk

The reduction to only two strategic parcels significantly increases development risk.

- If either parcel proves environmentally, technically, legally or financially unviable during detailed investigation, the municipality has very limited alternative land within the currently assessed portfolio.

- Both sites should therefore be retained and progressed through feasibility and planning processes until sufficient information exists to confirm their relative viability.

6.1.3.8.8 PROGRAMME ALIGNMENT BY DEVELOPMENT PROFILE

- Priority planning intervention: Parcel 1 should receive first attention because its infrastructure score of 3,8 provides the strongest basis for future development once readiness constraints are resolved.
- Secondary planning intervention: Parcel 85 should be progressed in parallel to maintain an alternative development opportunity.
- No immediate programme allocation: neither parcel should presently be regarded as immediately ready for BNG, IRDP, FHF, social housing or another programme solely on the basis of the MCI.
- Integrated development required: any future housing programme should incorporate improved socio-economic accessibility and coastal resilience.
- Portfolio protection: both parcels should remain within the strategic land pipeline until detailed feasibility establishes whether development can proceed.

6.1.3.8.9 INFRASTRUCTURE INVESTMENT STRATEGY

6.1.3.8.9.1 Leverage Existing Infrastructure Advantages

The comparatively strong infrastructure scores of Parcel 1 (3,8) and Parcel 85 (3,5) represent the principal development advantage within the St Francis Bay portfolio.

Rather than immediately investing in major new network expansion, the first priority should be to determine:

- actual available bulk capacity;
- required network upgrades;
- connection costs;
- infrastructure constraints affecting development yield; and
- whether shared infrastructure investment can serve both parcels.

Parcel 1 should receive particular attention because it offers the strongest existing infrastructure position.

6.1.3.8.9.2 Planning-Led Infrastructure Approach

Because infrastructure is comparatively favourable but readiness is low, major capital investment should be coordinated with the resolution of planning constraints.

Infrastructure expenditure should not substantially precede confirmation that the parcels can proceed through statutory and development-approval processes.

The preferred approach is therefore to run planning resolution and infrastructure feasibility in parallel, allowing capital investment to follow once project viability has been established.

6.1.3.8.9.3 Socio-Economic Service Investment

Both parcels have weak socio-economic access and future development should include consideration of:

- social facilities;
- community services;
- mobility and transport;
- access to economic opportunities;
- public open space and recreation; and
- integration with the broader St Francis Bay and Sea Vista settlement structure.

The infrastructure strategy should therefore extend beyond engineering networks and incorporate the social infrastructure required to create an integrated human settlement.

6.1.3.8.9.4 Risk Mitigation Approach

Both parcels score 2,8 for vulnerability, allowing a relatively consistent risk-management framework to be applied.

- Detailed design should incorporate:
- coastal and climate-related risk;
- stormwater management;
- geotechnical conditions;
- environmental sensitivity;
- resilient infrastructure design; and
- disaster-risk reduction measures.

The uniform vulnerability profile also creates opportunities to standardise aspects of preliminary engineering and environmental assessment, potentially improving cost efficiency.

6.1.3.8.9.5 Phased Implementation Strategy

- Phase 1: Undertake detailed planning, statutory and infrastructure-capacity investigations for both Parcels 1 and 85, with Parcel 1 receiving priority because of its stronger infrastructure and socio-economic access.
- Phase 2: Resolve the identified planning and land-development constraints and confirm the development capacity and appropriate housing programme for each parcel.
- Phase 3: Advance the most feasible parcel into implementation while incorporating social-service, mobility and coastal-resilience interventions.
- Phase 4: Progress the second parcel as demand, infrastructure capacity and funding permit, maintaining an integrated approach across the wider St Francis Bay settlement.

6.1.3.9 ASTON BAY & MARINA MARTINIQUE REGIONS

Table 23: Aston Bay & Marina Martinique Indicator Score Summary

Strategic Land Parcel	Land Suitability	Land Vulnerability	Access to Socio-Economic Infrastructure	Access to Infrastructure	Land Use Readiness
49	4,00	2,00	2,70	2,40	3,00
40	4,00	3,00	2,70	2,40	1,00

6.1.3.9.1 LAND SUITABILITY

Complete uniformity with all scores at 4.0 (moderate-high suitability).

Distribution shows:

- 4.0 (moderate-high): 2 parcels (100%) – Parcels: 40, 49

Perfect uniformity: Both parcels achieve identical moderate-high suitability scores.

Overall finding: Aston Bay shows excellent uniform land suitability at 4.0, the highest consistent suitability level among analyzed areas, indicating optimal physical conditions for development across this minimal portfolio.

6.1.3.9.2 LAND VULNERABILITY

Significant variation with scores from 2.0 to 3.0:

Distribution shows:

- 3.0 (moderate): 1 parcel (50%) o Parcel: 40
- 2.0 (high): 1 parcel (50%) o Parcel: 49

Extreme contrast: 50/50 split between moderate and high vulnerability within just 2 parcels.

Overall finding: Sharp vulnerability divide in this tiny portfolio, with Parcel 49 requiring significant engineering interventions while Parcel 40 needs only standard measures.

6.1.3.9.3 ACCESS TO SOCIO-ECONOMIC SERVICES

Uniform poor performance with both parcels at 2.7:

- 2.7 (low-moderate): 2 parcels (100%) o Parcels: 40, 49

Complete uniformity: Both parcels show identical below-average service access.

Overall finding: Consistently poor socio-economic service access across both parcels, indicating area-wide isolation from social infrastructure requiring comprehensive service planning.

6.1.3.9.4 ACCESS TO INFRASTRUCTURE

Uniform poor performance with both parcels at 2.4:

- 2.4 (poor): 2 parcels (100%) o Parcels: 40, 49

Infrastructure deficit: Both parcels at identical low scores.

Overall finding: Severe infrastructure constraints across the entire portfolio, with both parcels at 2.4 indicating minimal existing infrastructure requiring major investment.

6.1.3.9.5 LAND USE READINESS

Extreme polarisation between the two parcels:

- 3.0 (moderate readiness): 1 parcel (50%) – Parcel: 49
- 1.0 (minimal readiness): 1 parcel (50%) – Parcel: 40

Complete contrast: One parcel ready, one completely blocked.

Overall finding: Maximum readiness divergence possible in a 2-parcel portfolio, with 50% completely blocked by planning constraints while 50% is development-ready.

6.1.3.9.6 KEY INSIGHTS

- **Excellence meets constraints** – high uniform suitability (4.0) hampered by poor infrastructure (2.4)
- **Planning divide absolute** 50/50 split between ready and blocked parcels
- **Service-infrastructure deficit alignment** – both consistently poor (2.7 and 2.4)
- **Vulnerability contrast** – significant engineering complexity difference between parcels

6.1.3.9.7 INTERPRETATION

6.1.3.9.7.1 Development Reality

Single viable option:

- Parcel 49: Only developable parcel requires major engineering; Poor infrastructure and services need addressing

6.1.3.9.7.2 Blocked asset:

- Parcel 40: Better vulnerability profile wasted by planning constraint
- Minimal readiness (1.0) blocks development
- Moderate vulnerability (3.0) would be easier to develop

6.1.3.9.7.3 PROGRAMME ALIGNMENT BY DEVELOPMENT PROFILE

- **Forced development:** Parcel 49 (only option despite constraints)
- **Critical planning intervention:** Parcel 40 (double portfolio capacity)
- **Integrated infrastructure required:** Both parcels need a comprehensive investment
- **High-risk management:** Cannot afford any failures
- **Medium-term implementation:** 2-3 year timeframe for both

6.1.3.9.8 INFRASTRUCTURE INVESTMENT STRATEGY

6.1.3.9.8.1 Leverage Existing Infrastructure Node:

- No existing infrastructure to leverage (both at 2.4)
- Must establish an infrastructure network

- Design for both parcels despite the single parcel start

6.1.3.9.8.2 Service-Led Development Approach:

- Address uniform service deficits (both 2.7)
- Bundle all services with initial development

6.1.3.9.8.3 Targeted Infrastructure Priorities:

- **Immediate:** Create basic infrastructure for Parcel 49
- **Short-term:** Design network to include Parcel 40
- **Medium-term:** Full infrastructure upon planning resolution

6.1.3.9.8.4 Phased Implementation Strategy:

- **Phase 1:** Develop Parcel 49 with full infrastructure
- **Phase 2:** Immediate planning intervention for Parcel 40
- **Phase 3:** Expand to Parcel 40 upon resolution
- **Phase 4:** Achieve integrated 2-parcel development

6.2 PROGRAMME PRIORITISATION AND PROPOSED DELIVERY TIMEFRAMES

The Kouga Municipality Housing Settlement Plan identifies 115 strategic land parcels across nine settlement areas, with the potential to deliver approximately 44,810 housing units on 1,103.68 hectares of net developable land. The programme is deliberately phased to balance development readiness, infrastructure capacity, environmental considerations, and municipal growth objectives.

The phasing approach structures delivery into four implementation timeframes: short-term (0–5 years), medium-term (5–10 years), long-term (10–15 years), and far future (15+ years). This enables the municipality to maintain a steady delivery pipeline while simultaneously planning for the substantial infrastructure and land release requirements associated with larger projects

6.2.1 PROGRAMME DISTRIBUTION

- The housing delivery programme reflects Kouga's commitment to a diverse housing mix, ensuring inclusivity and responsiveness to household income bands and tenure preferences. The proposed typologies are:
- **Informal Settlement Upgrading (UISP):** 28 projects targeting existing informal settlements

- **Social Housing:** 15 projects providing rental accommodation for low to moderate-income households
- **Sectional Title Developments:** 18 projects offering higher density ownership options
- **Community Rental Units (CRU):** 17 emergency and transitional housing projects
- **Gap Housing/Finance Linked Housing (FLH):** 4 projects addressing the affordable housing market
- **BNG/Subsidised Housing:** 6 traditional subsidised housing projects
- **Integrated Residential Development (IRDP):** 11 comprehensive mixed-income developments
- **Private Freehold Developments:** 7 market-driven residential estates
- **Infill Development:** 3 projects optimising existing urban areas

This balanced portfolio ensures the municipality can address both backlog demand and future growth pressures, while aligning with the MSDF settlement hierarchy and housing proposals as well as giving effect to the SPLUMA principles.

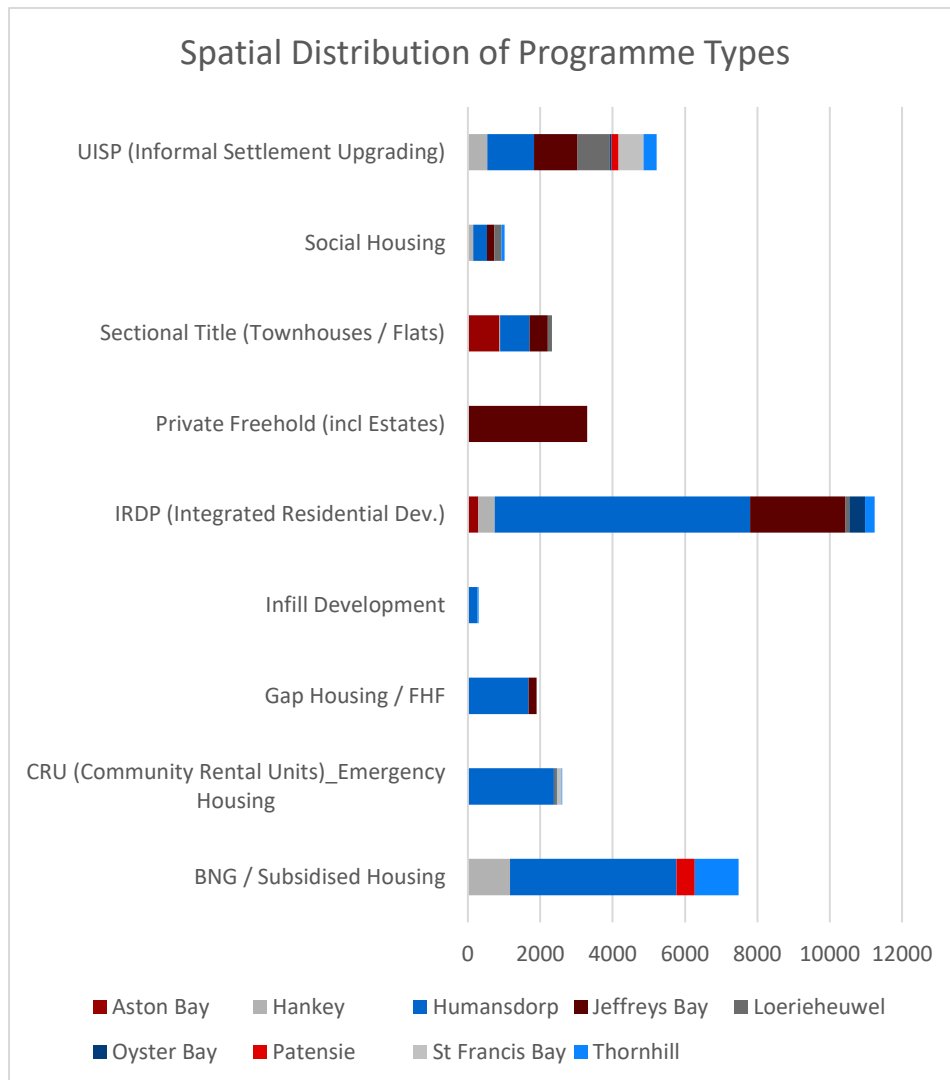


Figure 16: Programme distribution per Settlement

6.2.2 PRIORITISATION FRAMEWORK

The prioritisation framework translates the strategic land assessment into a phased implementation programme based on the relative development potential of each identified parcel. The timeframe indicator provides a comparative basis for sequencing development, while the proposed

programme, developable land area and potential unit yield indicate the scale and nature of the anticipated housing response.

Across all four implementation periods, the programme provides for approximately 35,383 potential units on 861,10 ha of developable land. The programme deliberately combines early delivery opportunities with medium- and longer-term land reserves, allowing planning, infrastructure and other development constraints to be progressively addressed while maintaining a continuous housing pipeline.

6.2.2.1 SHORT-TERM IMPLEMENTATION (0–5 YEARS)

27 parcel entries | 214,68 ha developable land | 11,180 units

The short-term programme comprises parcels with timeframe indicator scores of 3,5 to 3,7 and represents the largest single delivery contribution within the programme, accounting for approximately 31,6% of the total potential unit yield.

The programme is concentrated particularly in Humansdorp and Jeffreys Bay, supported by early implementation opportunities in Hankey, Patensie and Oyster Bay. It includes a diverse mix of BNG/subsidised housing, IRDP, UISP, social housing, CRU/emergency housing, gap/FHF housing and private residential development.

Key short-term priorities include:

- Humansdorp Parcel 7: BNG/Subsidised Housing – approximately 3,707 units.
- Jeffreys Bay Parcel 5: IRDP – approximately 2,567 units.
- Jeffreys Bay Parcel 56: UISP – approximately 1,202 units.
- Humansdorp Parcel 43: UISP – approximately 815 units.
- Hankey Parcel 89: BNG/Subsidised Housing – approximately 366 units.
- Jeffreys Bay Parcel 72: Private Freehold development – approximately 325 units.

The short-term programme therefore places strong emphasis on immediate housing delivery and informal settlement upgrading, while simultaneously introducing rental, social, gap-market and private housing opportunities. Infrastructure investment should be directed towards ensuring that these higher-priority sites can proceed without creating new bulk-service bottlenecks.

6.2.2.2 MEDIUM-TERM IMPLEMENTATION (5–10 YEARS)

24 parcel entries | 141,32 ha developable land | 6,201 units

The medium-term programme comprises parcels with timeframe indicator scores of 3,3 to 3,4 and contributes approximately 17,5% of the total potential housing yield.

This phase provides an important bridge between immediate delivery and the larger long-term development programme. It includes sites that generally have reasonable development potential but require further infrastructure investment, planning preparation or project packaging.

The largest medium-term opportunities include Humansdorp Parcel 17, an IRDP opportunity with approximately 2,313 units; Humansdorp Parcel 82, providing approximately 896 BNG units; Thornhill Parcel 76, with approximately 582 BNG units; and Hankey Parcel 80, providing approximately 477 UISP opportunities.

The phase also introduces a wider range of housing products through sectional title, gap/FHF, social housing, UISP, private freehold, BNG and infill development. Medium-term implementation should consequently focus on completing planning processes and progressively expanding infrastructure capacity so that these sites can transition into the active project pipeline without interruption to overall delivery.

6.2.2.3 LONG-TERM IMPLEMENTATION (10–15 YEARS)

24 parcel entries | 247,30 ha developable land | 9,078 units

The long-term programme comprises parcels with timeframe indicator scores of 3,0 to 3,2 and accounts for approximately 25,7% of the total potential unit yield. It also represents approximately 28,7% of the total developable land portfolio.

The phase contains several of the municipality's larger strategic development opportunities, particularly in Humansdorp. Major projects include Parcel 98, with approximately 2,589 IRDP units; Parcel 38, with approximately 1,534 CRU/emergency housing units; Parcel 25, with approximately 1,486 Gap/FHF units; and Parcel 78, with approximately 590 sectional-title units.

Jeffreys Bay also retains substantial longer-term private residential opportunities, while Hankey, Patensie, Loerieheuvel and Thornhill contribute smaller but strategically important projects.

These sites generally require a longer lead time for bulk infrastructure investment, statutory preparation, feasibility investigations and project packaging. The long-term programme should therefore be actively protected

and prepared during the earlier implementation periods rather than only being addressed once the 10-year horizon is reached.

6.2.2.4 FAR-FUTURE IMPLEMENTATION (15+ YEARS)

21 parcel entries | 257,80 ha developable land | 8,924 units

The far-future programme comprises parcels with timeframe indicator scores between 2,5 and 2,9. Despite their lower implementation priority, these sites account for approximately 25,2% of the total potential unit yield and almost 30% of the total developable land portfolio, highlighting their importance to Kouga's longer-term housing land supply.

Significant longer-term opportunities include Humansdorp Parcel 60, with approximately 2,154 IRDP units; Jeffreys Bay Parcel 93, with approximately 889 private freehold units; Aston Bay Parcel 49, with approximately 870 sectional-title units; Loerieheuvel Parcel 22, with approximately 785 UISP opportunities; and St Francis Bay Parcel 85, with approximately 695 UISP opportunities.

These sites generally require more substantial intervention associated with planning readiness, infrastructure provision, environmental or physical constraints, socio-economic accessibility or combinations thereof. They should therefore be retained as strategic land reserves while the municipality progressively undertakes feasibility, statutory and infrastructure planning to prevent future housing demand from exceeding the supply of developable land.

6.2.2.5 SETTLEMENT-SPECIFIC PRIORITIES

6.2.2.5.1 HUMANSDORP

Humansdorp remains the dominant human settlement growth area within the programme, providing approximately 18,452 potential units, equivalent to 52,1% of the total municipal pipeline.

Development is distributed across all four timeframes, with approximately 5,884 units in the short term, 3,734 in the medium term, 6,460 in the long term and 2,374 in the far future. The scale and diversity of the Humansdorp pipeline reinforce its role as a primary municipal growth and housing-delivery node.

The programme provides a broad mix of BNG, IRDP, UISP, social housing, CRU/emergency housing, gap/FHF housing, sectional title and infill development, supporting a more integrated and mixed-income settlement structure. Infrastructure investment will be particularly important given the scale of the long-term land and housing commitments.

6.2.2.5.2 JEFFREYS BAY

Jeffreys Bay provides approximately 8,076 potential units, equivalent to 22,8% of the total municipal pipeline.

The strongest concentration occurs in the short term, where approximately 4,373 units are identified. This is driven particularly by the large IRDP opportunity at Parcel 5 and the UISP opportunity at Parcel 56. The remaining pipeline comprises approximately 859 medium-term, 1,076 long-term and 1,768 far-future units.

The Jeffreys Bay programme combines IRDP, UISP and social and gap-market interventions with substantial private freehold and sectional-title development. This mixture supports the need to accommodate both housing backlog pressures and broader market-driven growth while retaining compatibility with the town's tourism and coastal character.

6.2.2.5.3 HANKEY

Hankey provides approximately 2,319 potential units, or 6,6% of the municipal pipeline, distributed across all four implementation periods.

The programme includes approximately 747 short-term, 485 medium-term, 661 long-term and 426 far-future units. Housing responses include UISP, social housing, BNG, IRDP and sectional-title development, reflecting the need to respond to existing settlement pressures while providing a broader range of future housing opportunities.

The short-term focus on Parcels 70, 71, 89 and 115 establishes an initial development pipeline, while later phases provide opportunities for continued consolidation and expansion.

6.2.2.5.4 RURAL SETTLEMENTS

Patensie, Loerieheuwel and Thornhill collectively provide approximately 4,035 potential units, representing approximately 11,4% of the municipal pipeline.

Patensie provides approximately 691 units, with development concentrated across the short-, medium- and long-term horizons. Loerieheuwel provides approximately 1,362 units, with the majority occurring in the far-future programme due to planning and accessibility constraints. Thornhill provides approximately 1,982 units, with the strongest concentration in the medium- and far-future periods.

Development within these settlements should remain proportionate to their scale, infrastructure capacity and functional role, while ensuring that smaller

settlements are not excluded from housing investment. Infrastructure upgrading, planning-readiness interventions and improved access to socio-economic services remain central to progressively unlocking these sites.

6.2.2.5.5 COASTAL SETTLEMENTS

Oyster Bay, St Francis Bay and Aston Bay/Marina Martinique collectively account for approximately 2,501 potential units, or 7,1% of the total programme.

The coastal portfolio remains weighted towards later implementation. St Francis Bay's 830 units and Aston Bay's 1,160 units fall entirely within the far-future programme, while Oyster Bay provides approximately 77 short-term and 434 far-future units.

This sequencing reflects the need for more detailed infrastructure, environmental, planning and socio-economic integration interventions before large-scale development proceeds. Coastal development should also incorporate climate resilience, environmental sensitivity and disaster-risk considerations, particularly where future human settlements may be exposed to coastal or environmentally sensitive conditions.

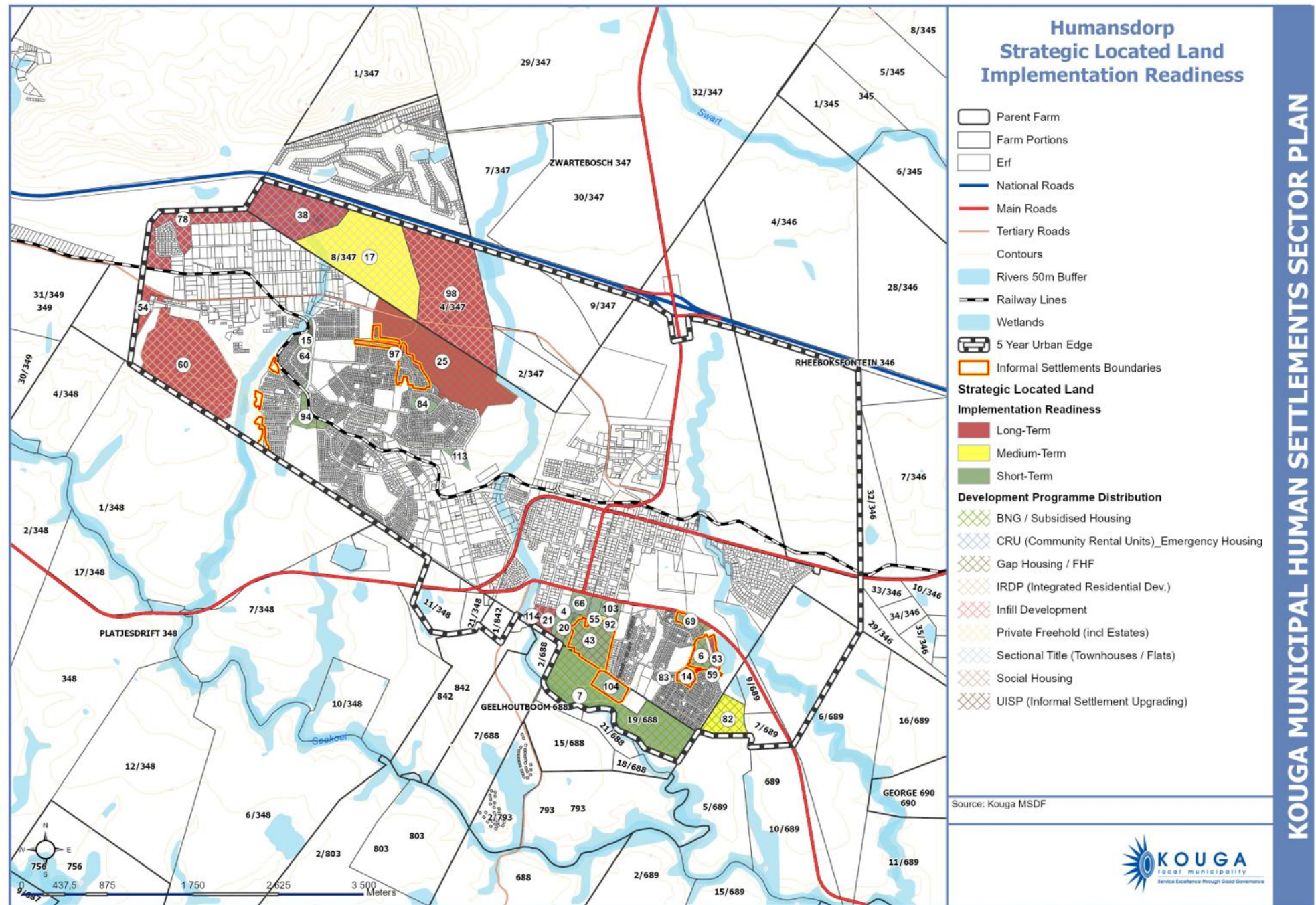
Table 24: Strategic Land Parcel and Programme Prioritisation

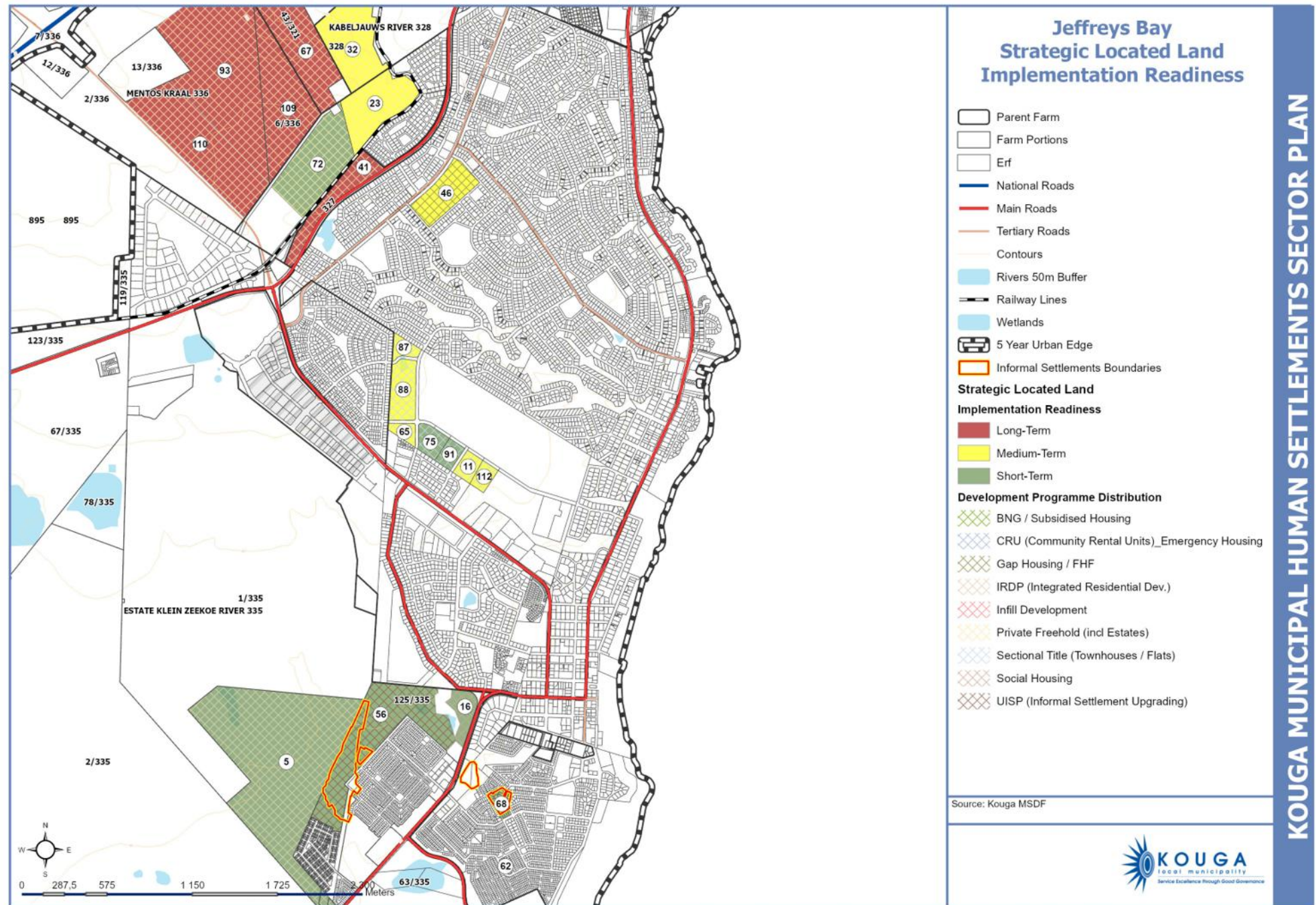
Timeframe	Strategic Land Parcel	Settlement	Indicator Average (Timeframe indicator)	Proposed Programme	Proposed Density	Developable Land (ha)	Total Size (ha)	Potential Unit Yield
Short term	71	Hankey	3,70	UISP (Informal Settlement Upgrading)	50	1,12	1,4	56
	70	Hankey	3,70	Social Housing	60	2,47	3,09	148
	83	Humansdorp	3,60	CRU (Community Rental Units) _ Emergency Housing	50	0,33	0,42	17
	64	Humansdorp	3,60	Sectional Title (Townhouses / Flats)	30	1,63	2,04	49
	15	Humansdorp	3,60	Social Housing	60	1,8	2,25	108
	6	Humansdorp	3,50	UISP (Informal Settlement Upgrading)	50	4,36	5,45	218
	113	Humansdorp	3,50	CRU (Community Rental Units) _ Emergency Housing	50	1,91	2,39	96
	66	Humansdorp	3,50	CRU (Community Rental Units) _ Emergency Housing	50	3,59	4,48	180
	72	Jeffreys Bay	3,50	Private Freehold (incl Estates)	20	16,24	20,3	325
	68	Jeffreys Bay	3,50	IRDP (Integrated Residential Dev.)	40	1,51	1,89	60
	59	Humansdorp	3,50	UISP (Informal Settlement Upgrading)	50	0,36	0,46	18
	94	Humansdorp	3,50	Gap Housing / FHF	40	4,71	5,89	188
	45	Oyster Bay	3,50	CRU (Community Rental Units) _ Emergency Housing	50	0,49	0,61	25
	43	Humansdorp	3,50	UISP (Informal Settlement Upgrading)	50	16,29	20,36	815
	55	Humansdorp	3,50	CRU (Community Rental Units) _ Emergency Housing	50	1,83	2,29	92
	7	Humansdorp	3,50	BNG / Subsidised Housing	80	46,34	57,93	3707
	104	Humansdorp	3,50	CRU (Community Rental Units) _ Emergency Housing	50	5,34	6,67	267
	84	Humansdorp	3,50	CRU (Community Rental Units) _ Emergency Housing	50	2,31	2,89	116
	56	Jeffreys Bay	3,50	UISP (Informal Settlement Upgrading)	50	24,04	30,04	1202
	62	Jeffreys Bay	3,50	IRDP (Integrated Residential Dev.)	40	0,37	0,46	15
	8	Patensie	3,50	UISP (Informal Settlement Upgrading)	50	1,98	2,48	99

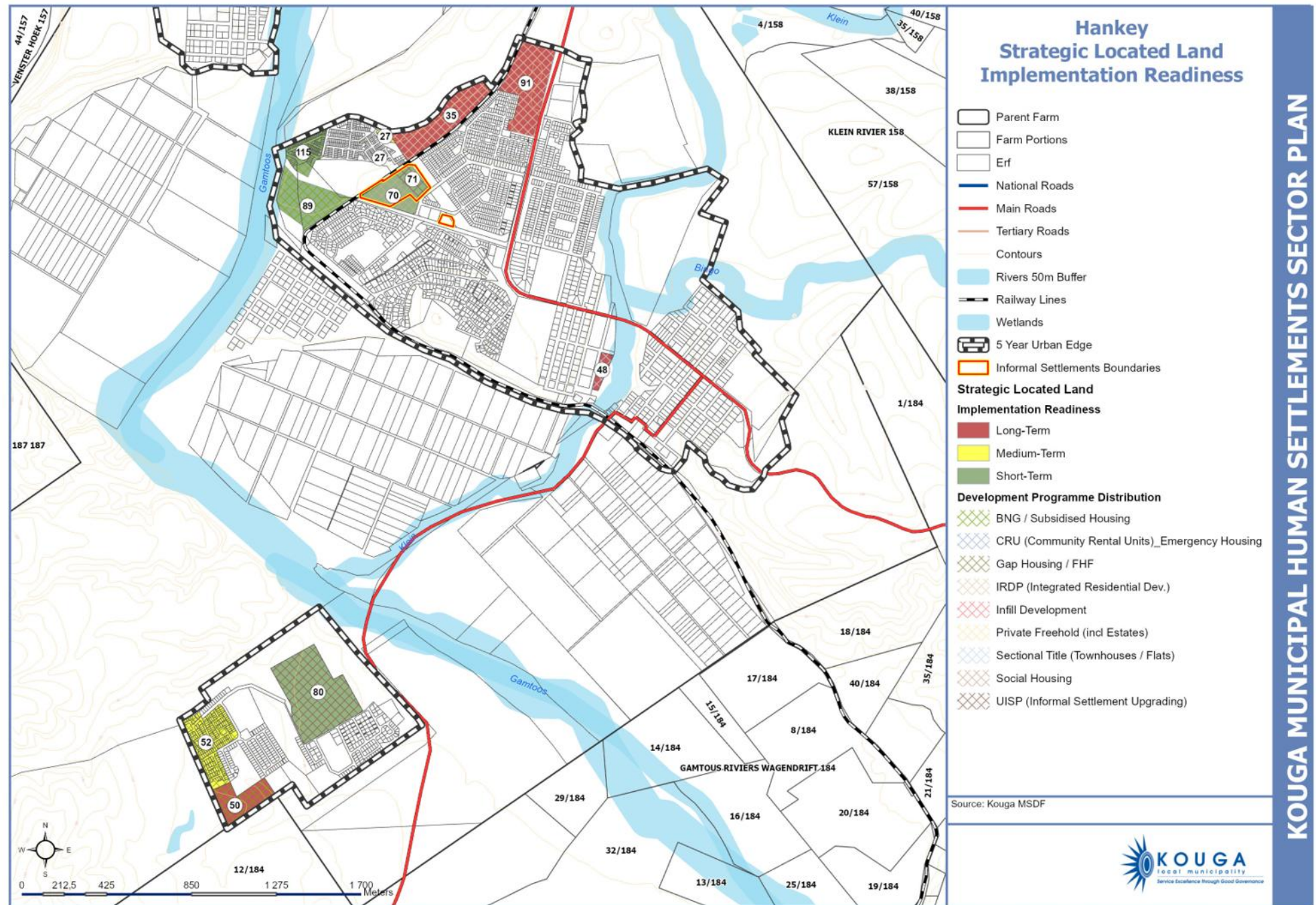
	58	Oyster Bay	3,50	UISP (Informal Settlement Upgrading)	50	1,04	1,3	52
	16	Jeffreys Bay	3,50	Social Housing	60	3,4	4,25	204
	57	Humansdorp	3,50	UISP (Informal Settlement Upgrading)	49	0,27	0,34	13
	115	Hankey	3,50	BNG / Subsidised Housing	80	2,21	2,76	177
	5	Jeffreys Bay	3,50	IRDP (Integrated Residential Dev.)	40	64,17	80,21	2567
	89	Hankey	3,50	BNG / Subsidised Housing	80	4,57	5,71	366
Short Term Totals					n/a	214,68	268,36	11180
Medium Term	20	Humansdorp	3,40	Infill Development	40	2,29	2,86	92
	103	Humansdorp	3,40	Sectional Title (Townhouses / Flats)	30	2,96	3,7	89
	75	Jeffreys Bay	3,40	Sectional Title (Townhouses / Flats)	30	2,66	3,33	80
	80	Hankey	3,40	UISP (Informal Settlement Upgrading)	50	9,53	11,92	477
	69	Humansdorp	3,40	UISP (Informal Settlement Upgrading)	50	2,42	3,03	121
	4	Humansdorp	3,40	CRU (Community Rental Units) _ Emergency Housing	50	1,45	1,81	73
	27	Hankey	3,40	IRDP (Integrated Residential Dev.)	40	0,21	0,27	8
	91	Jeffreys Bay	3,40	Sectional Title (Townhouses / Flats)	30	1,8	2,25	54
	14	Humansdorp	3,40	Social Housing	60	1,95	2,44	117
	99	Loerieheuwel	3,40	Social Housing	60	2,48	3,1	149
	97	Humansdorp	3,30	Sectional Title (Townhouses / Flats)	30	0,32	0,4	10
	23	Jeffreys Bay	3,30	Private Freehold (incl Estates)	20	11,94	14,93	239
	76	Thornhill	3,30	BNG / Subsidised Housing	80	7,27	9,09	582
	12	Thornhill	3,30	Social Housing	60	1,38	1,73	83
	44	Thornhill	3,30	Infill Development	30	1,2	1,5	36
	46	Jeffreys Bay	3,30	Gap Housing / FHF	30	7,41	9,26	222
	86	Thornhill	3,30	UISP (Informal Settlement Upgrading)	50	3,66	4,58	183
	87	Jeffreys Bay	3,30	Sectional Title (Townhouses / Flats)	30	1,68	2,1	50
	17	Humansdorp	3,30	IRDP (Integrated Residential Dev.)	40	57,82	72,27	2313
	82	Humansdorp	3,30	BNG / Subsidised Housing	80	11,2	14	896
	73	Patensie	3,30	UISP (Informal Settlement Upgrading)	50	1,8	2,25	90

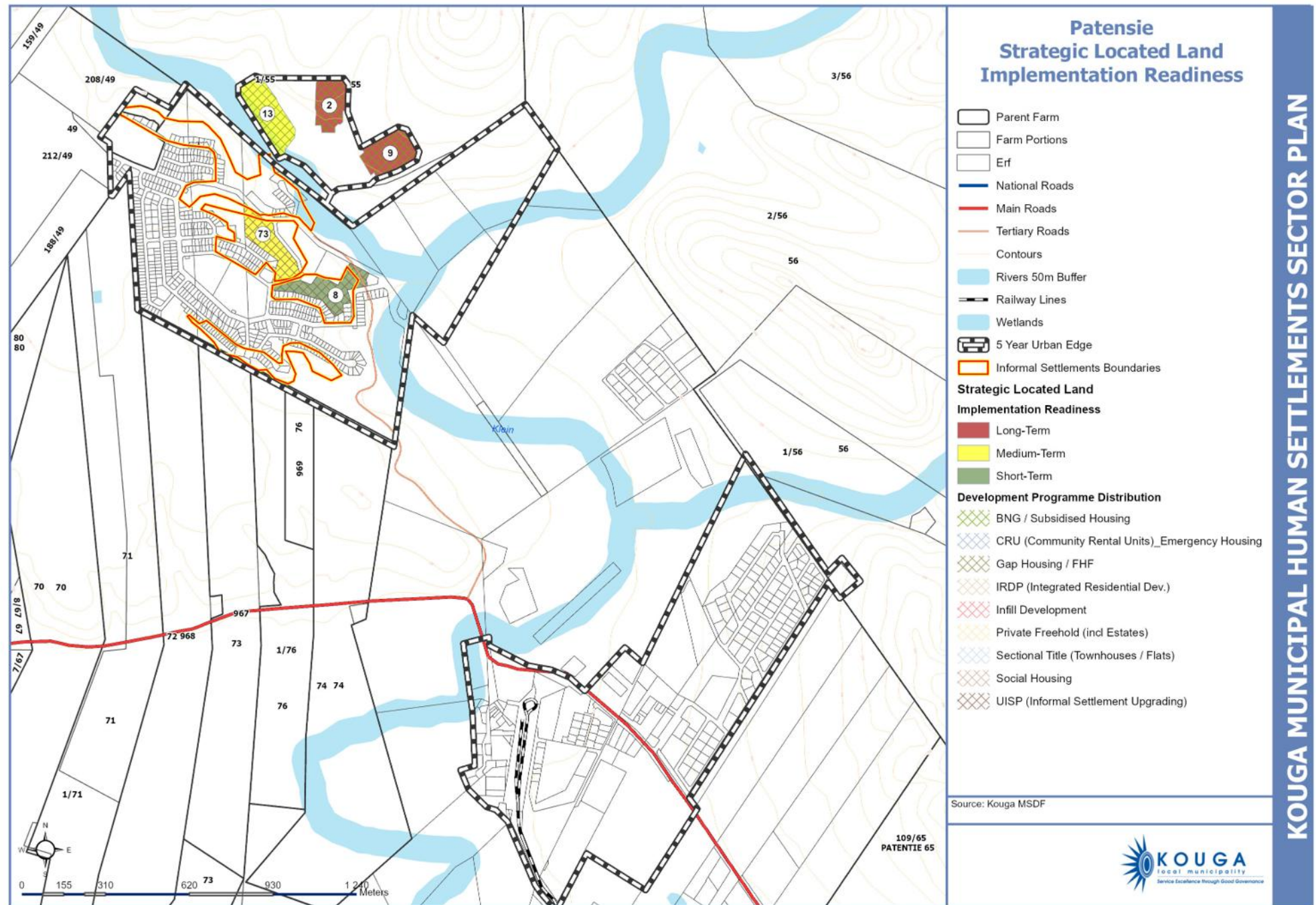
	65	Jeffreys Bay	3,30	Sectional Title (Townhouses / Flats)	30	1,53	1,92	46
	88	Jeffreys Bay	3,30	Sectional Title (Townhouses / Flats)	30	5,59	6,98	168
	92	Humansdorp	3,30	Sectional Title (Townhouses / Flats)	30	0,77	0,96	23
Medium Term Totals					n/a	141,32	176,68	6201
Long Term	52	Hankey	3,20	BNG / Subsidised Housing	80	4,82	6,02	386
	32	Jeffreys Bay	3,20	Private Freehold (incl Estates)	20	17,27	21,59	345
	11	Jeffreys Bay	3,20	Sectional Title (Townhouses / Flats)	30	1,9	2,38	57
	112	Jeffreys Bay	3,20	Sectional Title (Townhouses / Flats)	30	1,7	2,12	51
	13	Patensie	3,20	BNG / Subsidised Housing	80	2,48	3,1	198
	41	Jeffreys Bay	3,10	Private Freehold (incl Estates)	20	7,19	8,98	144
	34	Loerieheuwel	3,10	CRU (Community Rental Units) _ Emergency Housing	50	1,1	1,37	55
	100	Thornhill	3,10	CRU (Community Rental Units) _ Emergency Housing	50	0,33	0,41	17
	90	Loerieheuwel	3,10	Sectional Title (Townhouses / Flats)	30	0,38	0,48	11
	21	Humansdorp	3,10	Social Housing	60	2,57	3,21	154
	39	Thornhill	3,10	UISP (Informal Settlement Upgrading)	50	3,57	4,47	179
	9	Patensie	3,10	BNG / Subsidised Housing	80	2,12	2,66	170
	2	Patensie	3,10	BNG / Subsidised Housing	80	1,67	2,09	134
	25	Humansdorp	3,10	Gap Housing / FHF	30	49,52	61,9	1486
	98	Humansdorp	3,10	IRDP (Integrated Residential Dev.)	40	64,73	80,91	2589
	78	Humansdorp	3,10	Sectional Title (Townhouses / Flats)	30	19,65	24,56	590
	38	Humansdorp	3,00	CRU (Community Rental Units) _ Emergency Housing	50	30,67	38,34	1534
	48	Hankey	3,00	Sectional Title (Townhouses / Flats)	30	0,73	0,91	22
	67	Jeffreys Bay	3,00	Private Freehold (incl Estates)	20	23,95	29,94	479
	91	Hankey	3,00	IRDP (Integrated Residential Dev.)	40	6,13	7,66	245
	61	Loerieheuwel	3,00	UISP (Informal Settlement Upgrading)	50	2,13	2,67	107
	3	Loerieheuwel	3,00	Sectional Title (Townhouses / Flats)	30	0,34	0,43	10
	53	Humansdorp	3,00	UISP (Informal Settlement Upgrading)	50	2,14	2,68	107

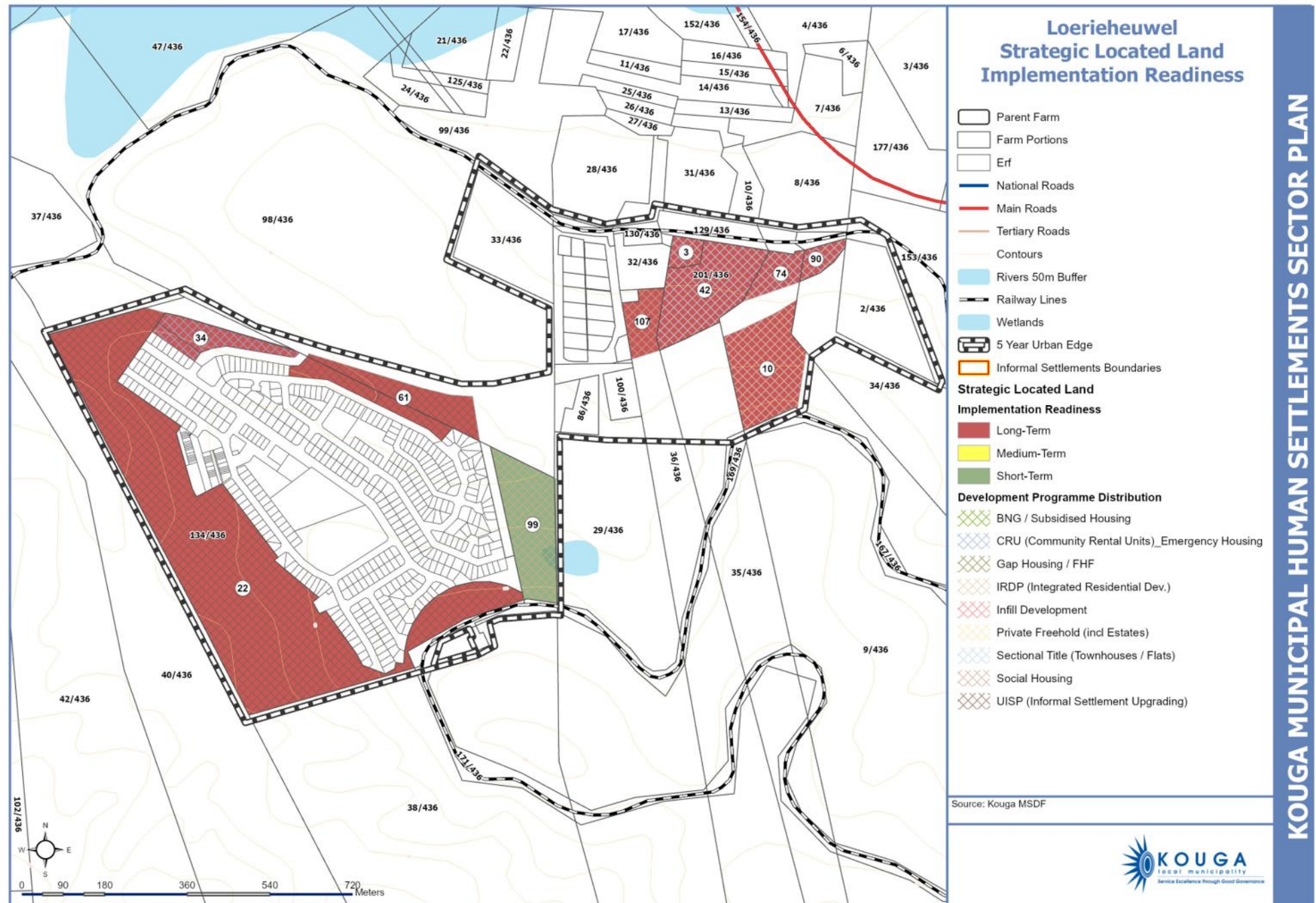
Long Term Totals					n/a	247,3	309,15	9078
Far Future	114	Humansdorp	2,90	Sectional Title (Townhouses / Flats)	30	1,67	2,09	50
	109	Jeffreys Bay	2,90	Private Freehold (incl Estates)	20	19,09	23,86	382
	26	Thornhill	2,90	BNG / Subsidised Housing	80	7,91	9,89	633
	35	Hankey	2,90	IRDP (Integrated Residential Dev.)	40	4,78	5,98	191
	81	Thornhill	2,90	IRDP (Integrated Residential Dev.)	40	6,72	8,4	269
	1	St Francis Bay	2,90	CRU (Community Rental Units) _Emergency Housing	50	2,69	3,36	135
	49	Aston Bay	2,80	Sectional Title (Townhouses / Flats)	30	29	36,25	870
	22	Loerieheuwel	2,80	UISP (Informal Settlement Upgrading)	50	15,69	19,61	785
	110	Jeffreys Bay	2,80	Private Freehold (incl Estates)	20	24,85	31,06	497
	18	Oyster Bay	2,80	IRDP (Integrated Residential Dev.)	40	1,74	2,18	70
	30	Oyster Bay	2,80	IRDP (Integrated Residential Dev.)	40	9,1	11,37	364
	85	St Francis Bay	2,80	UISP (Informal Settlement Upgrading)	50	13,89	17,36	695
	54	Humansdorp	2,70	Infill Development	30	5,68	7,1	170
	50	Hankey	2,70	BNG / Subsidised Housing	80	2,94	3,68	235
	93	Jeffreys Bay	2,70	Private Freehold (incl Estates)	20	44,44	55,55	889
	42	Loerieheuwel	2,60	Sectional Title (Townhouses / Flats)	30	2,55	3,19	77
	74	Loerieheuwel	2,60	Sectional Title (Townhouses / Flats)	30	0,64	0,8	19
	10	Loerieheuwel	2,60	IRDP (Integrated Residential Dev.)	40	2,55	3,18	102
	60	Humansdorp	2,60	IRDP (Integrated Residential Dev.)	40	53,84	67,3	2154
	40	Aston Bay	2,60	IRDP (Integrated Residential Dev.)	40	7,25	9,06	290
	107	Loerieheuwel	2,50	Social Housing	60	0,78	0,98	47
Far Future Totals					n/a	257,8	322,25	8924
Grand Totals					n/a	861,1	1076,44	35383

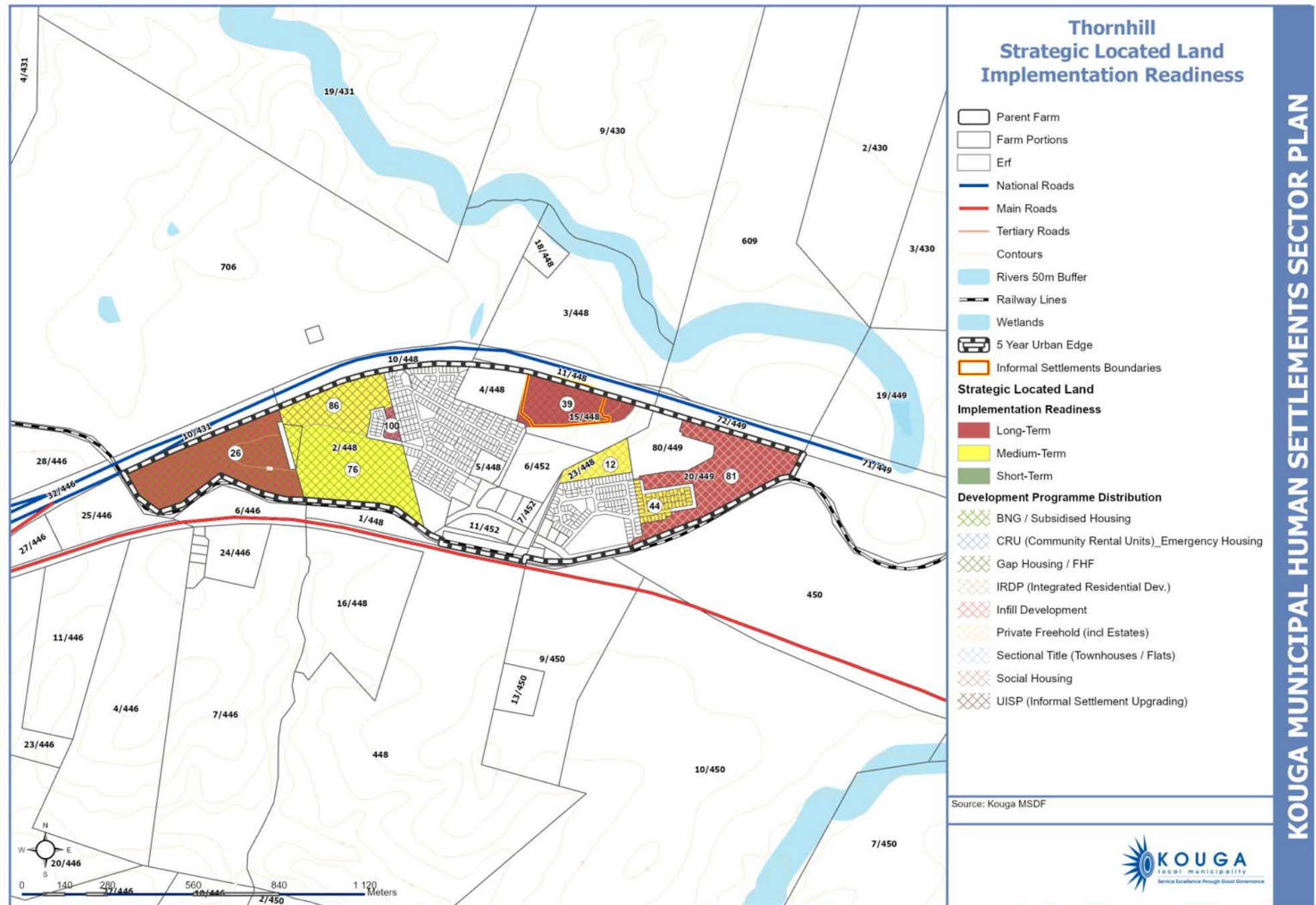


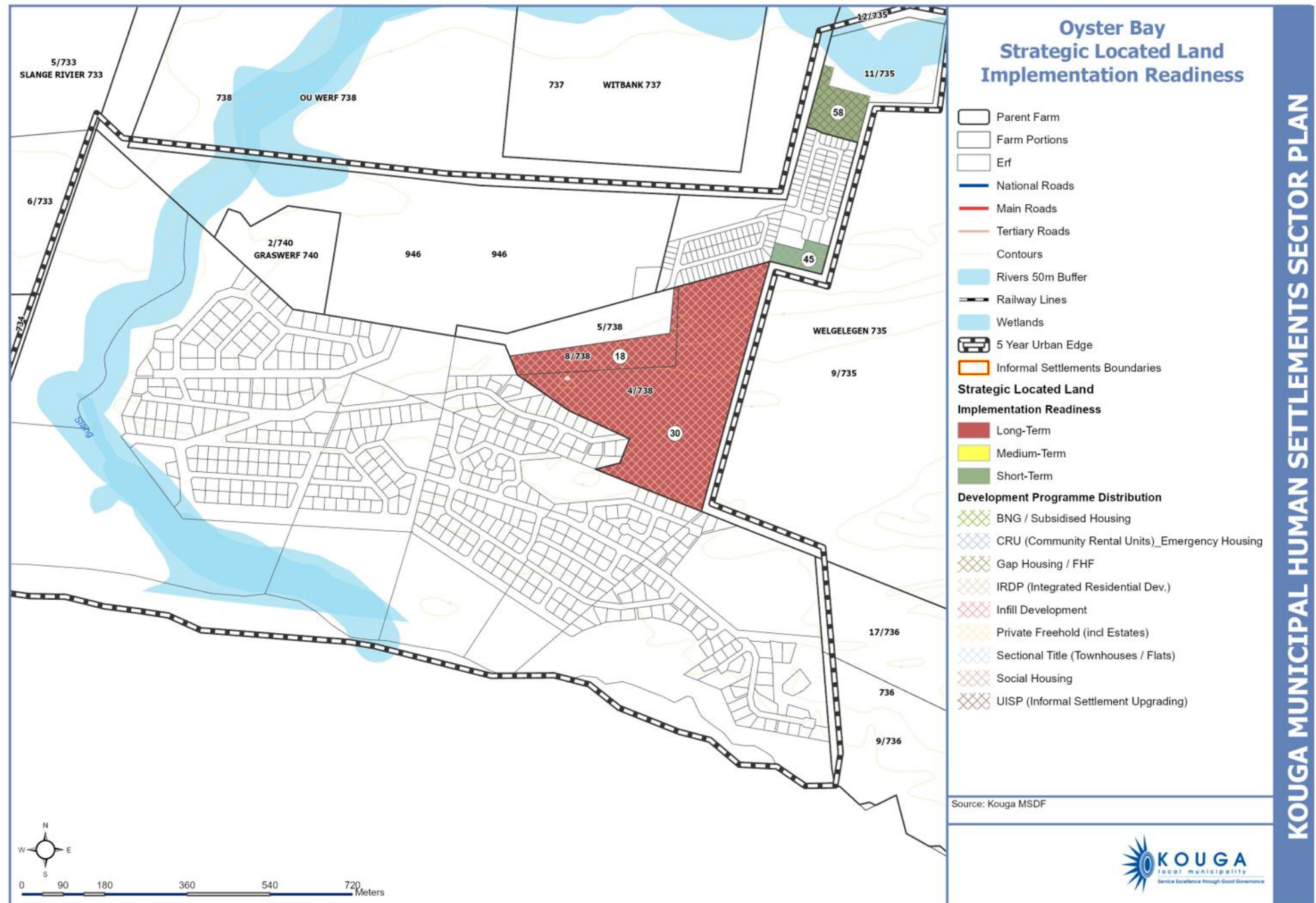


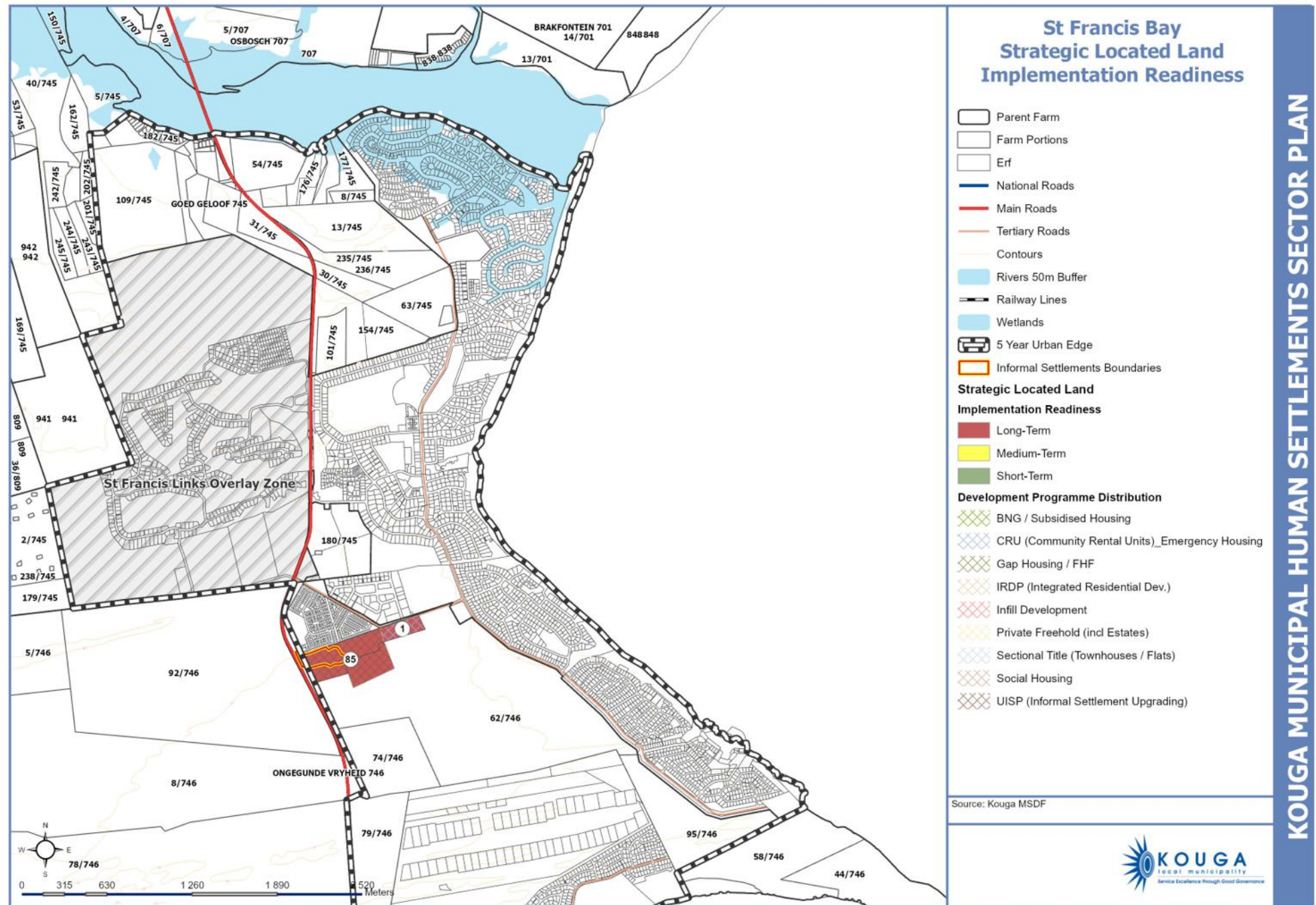


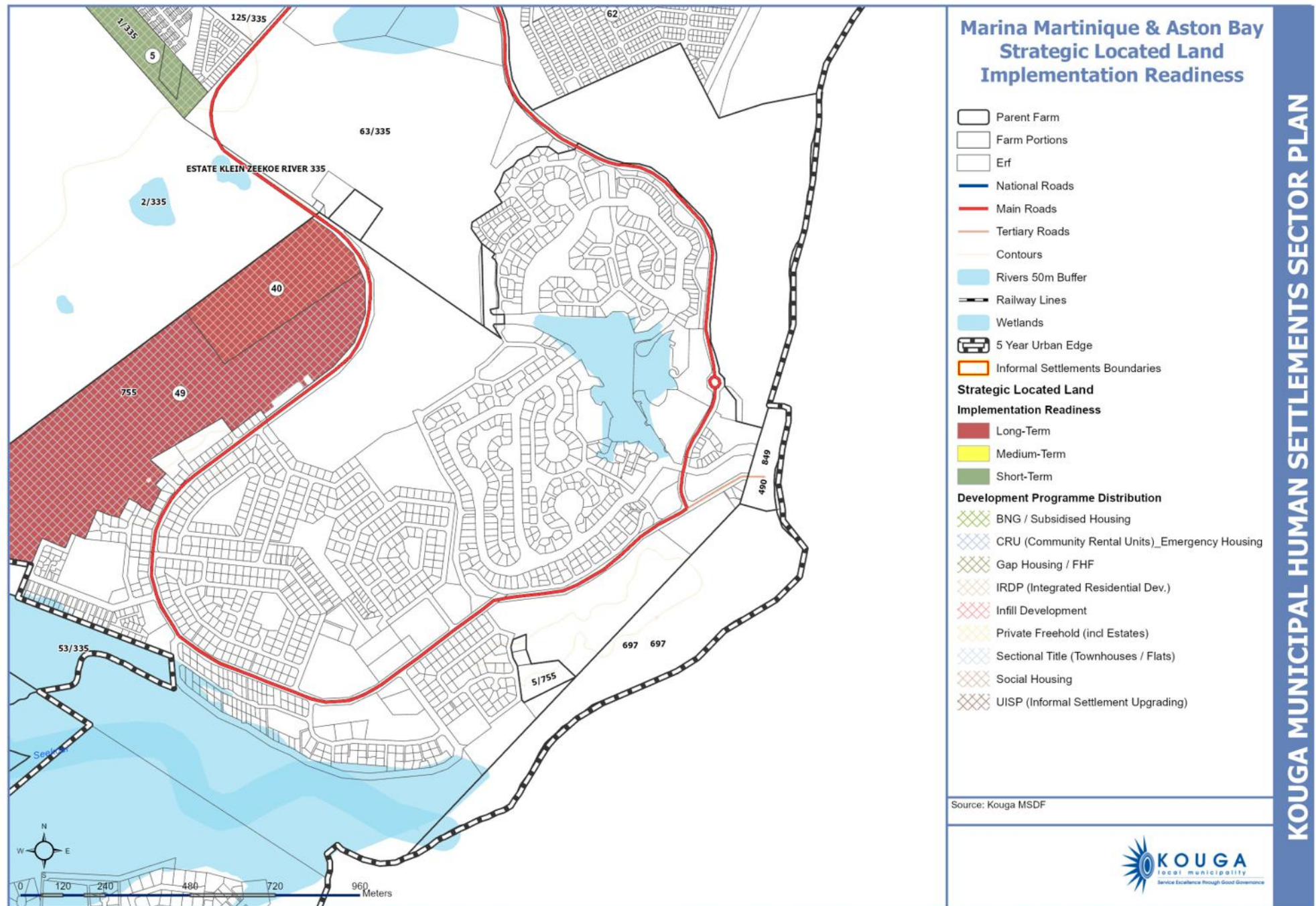












6.3 HOUSING TYPOLOGIES, PROGRAMME REQUIREMENTS AND ZONING APPLICABILITY

Building on the prioritisation framework, the effective implementation of the Kouga Human Settlements Spatial Plan depends on how housing typologies, subsidy programmes, and zoning instruments are applied in practice. The typologies described below are not only demand-responsive but also aligned with subsidy regimes, land use scheme provisions, and development parameters, ensuring that each project can move seamlessly from planning to delivery.

The HSSP recognises a diverse range of housing typologies, tailored to Kouga's socio-economic spectrum and settlement hierarchy. These typologies are designed to accommodate households ranging from indigent residents reliant on full subsidies, to middle-income groups requiring gap housing support, to higher-income households served by the private sector.

By linking each typology to clear planning and zoning parameters, the municipality ensures that future developments:

- Are inclusive and balanced,
- Align with the Eastern Cape PSDF, SPLUMA principles, and the Draft Kouga MSDF, and
- Provide developers, planners, and policymakers with a practical implementation guide.

6.3.1 ZONING CATEGORIES AND APPLICATION

The municipal land use scheme provides the regulatory framework for settlement delivery, with zoning categories carefully matched to each housing typology:

- Residential Zone 1 – low-density freehold developments (private freehold, large gap housing).
- Residential Zone 2 – medium-density semi-detached and townhouse formats (BNG, UISP, gap housing).
- Residential Zone 3 – higher-density multi-storey formats (social housing, CRU, flats).
- Resort Zone – developments linked to leisure or tourism economies (coastal private estates, retirement resorts).
- Mixed Use Zone – integrated IRDPs and nodal developments, enabling a blend of housing, commercial, and social facilities.

- Agricultural Zone (special consent use) – lifestyle estates or peri-urban housing linked to productive land.

6.3.2 STRATEGIC ROLE OF TYPOLOGY-ZONING ALIGNMENT

- **BNG and UISP:** Positioned to directly tackle housing backlogs in Hankey, Patensie, and Humansdorp. Zoning enables smaller, affordable erven while accommodating incremental upgrades.
- **Gap Housing and Sectional Title:** Play a bridging role in Jeffreys Bay and Humansdorp, increasing affordability for middle-income households and supporting spatial densification.
- **Social Housing and CRU:** Concentrated within activity nodes and transport corridors to strengthen urban integration and ensure access to jobs and services.
- **IRDPs:** Function as transformative mixed-income projects, combining multiple housing forms and subsidies, requiring flexible zoning such as Mixed Use and Residential 2/3.
- **Private Freehold and Resort Developments:** Provide market-driven options that relieve demand pressure on public programmes while contributing to spatial diversity.

The following table consolidates the programme typologies with their respective planning requirements, subsidy mechanisms, spatial considerations, and zoning applicability.

Programme / Typology	Target Income Band	Min. Area (Ha)	Applicable Subsidy / Grant	Ideal Proximity to Commercial Nodes	Preferred / Max Height	Commentary / Application Guidance	Likely Zoning (per Scheme)	Required Zoning	Notes on Zoning Justification
BNG Subsidised Housing	≤ R3,500/month	2 – 5 ha	HSDG, IRDP	<2 km preferred	1 storey (max 2 with SDP motivation)	Detached or semi-detached; simple serviced stands; suitable for peripheral or urban edge areas	Single Zone 2	Residential	BNG units are typically standardised, detached houses provided on small erven to maximise land efficiency while maintaining individual ownership. Single Residential Zone 2 allows smaller site sizes than Zone 1, making it suitable for subsidised housing projects that need to balance affordability with sustainable settlement patterns.
UISP (Informal Settlement Upgrading)	≤ R3,500/month	1 – 10 ha (varies)	UISP (phased), IRDP (Phase 4), HSDG	<1.5 km	1–2 storeys	In-situ upgrading or reblocking; service-led planning with incremental top structures	Single Zone 2	Residential	UISP projects formalise existing settlements by providing serviced sites and incremental housing opportunities. Single Residential Zone 2 is most appropriate because it permits smaller, more flexible erven, ensuring affordability and enabling incremental growth in line with household needs.
FHF / Gap Housing	R3,501 – R22,000/month	>2 ha	FHF, IRDP	<1.5 km preferred	1–2 storeys (semi-detached or row)	Ideal for the emerging middle class; needs access to credit and amenities	Single Zone 1 or 2	Residential	Gap housing targets households that do not qualify for subsidies but cannot afford market housing. Single Residential Zone 1 is suitable where larger freehold erven are viable, while Zone 2 is more appropriate in higher demand areas, allowing smaller plots and more compact layouts to improve affordability.
IRDP (Integrated Residential Dev.)	R0 – R22,000/month	>10 ha	IRDP	<1.5 km ideal	1–2 storeys (some 3-storey walk-ups)	Integrated greenfield projects: BNG, FHF, social housing, rental units & commercial use mix	Mixed use, including Residential 2 and 3		The IRDP delivers a mix of housing typologies and income groups in a single development. A combination of Residential 2 and Residential 3 accommodates different densities, from townhouses to walk-up apartments. Mixed-use zoning further allows integration of social facilities, commercial uses, and higher-density housing near activity nodes, aligning with the programme's integrated approach.
Social Housing	R1,501 – R7,500/month	0.5 – 2 ha	SHRA: CRG, CCG, Institutional Subsidy	<1 km essential	3–4 storeys (walk-ups)	High-density rental; centrally located; SHRA compliance required	Residential 2 and 3		
CRU & Emergency Housing	≤ R3,500/month	1 – 3 ha	CRU Programme	<1 km ideal	2–3 storeys	Refurbished hostels or purpose-built rental blocks; managed by municipality or SHI	Residential 2 and 3		CRUs are typically walk-up flats or clustered rental blocks delivered at higher densities. Residential 2 zoning supports medium-density complexes with shared common areas, while

Programme / Typology	Target Income Band	Min. Area (Ha)	Applicable Subsidy / Grant	Ideal Proximity to Commercial Nodes	Preferred / Max Height	Commentary / Application Guidance	Likely Zoning (per Scheme)	Required Zoning (per Scheme)	Notes on Zoning Justification
(Community Rental Units)									Residential 3 allows for multi-storey developments. These zoning options align with the rental tenure model, cost efficiencies, and the need for compact layouts.
Private Freehold (Gated Estate)	≥ R22,000 /month	>10 ha	Private Development	<5 km	1–2 storeys (can reach 3 with architectural controls)	Higher-income developments may include own services and recreational nodes	Residential Zone 1 or Resort Zone, otherwise Mixed Use or Agricultural		Private gated estates consist of individually owned freehold erven within a secure precinct. Residential Zone 1 is most suitable for conventional low-density estates, while Resort Zone may apply where estates incorporate leisure or tourism uses. In peri-urban settings, Mixed Use or Agricultural zoning can be adapted to accommodate estates with a rural lifestyle or agrarian component.
Sectional Title (Townhouses / Flats)	R7,000 – R22,000+ /month	>1 – 3 ha	Private, Possible FHF	<1 km	2–3 storeys (some 4-storey with lifts)	Private sector-driven; densification suited for transit corridors and nodal zones	Residential 2 or 3, depending on the density.		Sectional title schemes require zoning that accommodates shared ownership of land and common areas. Residential 2 is appropriate for townhouses, retirement villages, or medium-density complexes, while Residential 3 is required for higher-density flats or apartment blocks. The choice between the two depends on the intended scale and density of the development.

This framework ensures that each housing project within the HSSP pipeline is matched with the correct subsidy, zoning tool, and planning parameter. In doing so, Kouga can deliver not only at scale, but also with technical robustness, financial sustainability, and spatial efficiency.

7 COSTING FRAMEWORK

7.1 BACKGROUND

This costing framework provides indicative 2025/26 per-unit cost estimates for the primary housing typologies included in the PSHDA, namely:

- BNG/Subsidised Housing, CRU, FHF, Infill, IRDP, Townhouses and Flats, Social Housing, and UISP (Informal Settlement Upgrading). Values draw on the latest National Housing Subsidy Quantum (Circular 2023/24),

escalated historic subsidy tables (2009/10 → 2025/26 CPI factor ≈ ×2.05), and engineering norms.

- They are planning-level estimates only, intended to guide budgeting and feasibility testing for the various projects identified.

7.2 COSTING METHODOLOGY

7.2.1 STEP COMPONENT DESCRIPTION / SOURCE

Step	Component	Description / Source
1	Policy Reference	National Housing Code & latest Subsidy Quantum Circular (2023/24) – base grants for IRDP/BNG, EPHP, Rural, CRU etc.
2	Historic Escalation	2009/10 UISP and IRDP subsidy tables escalated using Stats SA CPI (≈ 2.05× to 2025/26).
3	Engineering Inputs	Derived from Mossel bay Infrastructure and Bulk Services Reports (typical internal rates for water, sewer, roads, stormwater, electrical reticulation, bulk DC = R 45 000 / du).
4	Top Structure Costs	For BNG and IRDP: R 85 000 (40 m²) and R 106 250 (50 m²) per unit (VAT incl) for conservative planning; benchmarked to policy R 183 257 + R 20 300 solar.
5	Contingencies & Fees	10 % engineering contingency + 8 % project management (consistent with UISP framework).
6	Output	Total cost per dwelling/stand = Servicing + Bulk Contribution + Top Structure (as applicable).

Key Assumptions

- Bulk/Development Contribution: R 45 000 per dwelling unit.
- Engineering Rates: average 2026 market rates for urban municipal services.
- VAT: excluded unless stated (VAT at 15 % to be added where applicable).
- Minimum Erf Size (RDP/BNG): 80 m².
- Topography: flat to moderate; normal soils.
- Policy Compliance: Design standards per Red Book (2019).
- Purpose: Guidance for budget allocation and not for tender pricing.

- The cost is conservative and intended for forward budget estimates in the PHSHDA.
- Actual project costs will vary according to site conditions, topography, bulk availability, and municipal tariffs.
- The figures align with SPLUMA & Housing Code parameters and provide a basis for determining grant alignment and municipal co-funding requirements.
- When compared with Housing Subsidy Quantum 2023/24, the planner's full delivery cost typically exceeds the grant by ≈ 20 – 40 %, highlighting the need for blended financing or phased servicing

Table 25: Indicative Per-Unit Costs (2025/26 Rands)

Programme / Typology	Description Density	Top Structure (R / unit)	Per-Site Services (R / unit) **	Bulk Contrib. (R / unit) **	Total Cost Per Unit (Excl VAT)
BNG / Subsidised Housing	Low density (25–40 du/ha); 40–50 m² house on 80 m² erf	85 000 – 106 250	≈ 193 000	45 000	R 323 000 – 346 000 (Rounded to R350 000)
CRU (Community Rental Units)	Walk-ups (80–120 du/ha)	Included in social housing builds	≈ 176 000	45 000	R 221 000 (Rounded to R220 000)
FHF / Gap Housing	Semi/cluster (35–60 du/ha)	Market-linked build (≈ R 480 000 – R 1.0 m)	≈ 225 000	45 000	R 270 000 servicing + build cost
Infill Development	Medium density redevelopment	Project-specific	≈ 240 000	45 000	R 285 000 avg. servicing cost
IRDP (Integrated Residential Dev.)	Greenfields mixed typology	85 000 – 106 250	≈ 193 000	45 000	R 323 000 – 346 000 (Rounded to R330 000)
Townhouses & Flats	Medium density (40–120 du/ha)	Developer / private	≈ 205 000	45 000	R 250 000 per unit servicing
Social Housing	High density (100–200 du/ha)	Structure ≈ R 330 000 – R 800 000 (dep. finish)	≈ 173 000	45 000	R 218 000 servicing + structure varies

					(Rounded to R220 000)
UISP (Informal Settlement Upgrading)	In-situ basic service + relocation support	Incremental (top-up later) – Permanent Basic Services	≈ 85 000 Interim Services could be: 25 000	n/a	R 85 000 per hh

Table 26: Explanation of Values

Category	Typical Items Included
Per-Site Services	Water, sewer, stormwater, roads, sidewalks, kerbs, LV electricity, street lighting, testing, QA, 10 % contingency.
Bulk Contribution	Municipal development charges for water, sewer, roads and stormwater networks beyond site boundary (R 45 000/du assumed). Bulk contributions are excluded for the UISP program.
Top Structure	Complete 40–50 m² unit (standard RDP/BNG spec with plaster, ceiling, fittings, paint).
Professional & Statutory Fees	Planning, survey, environmental (24G or BAR), geotechnical, ECO, wayleaves, project management — absorbed in the per-unit rate unless otherwise stated.

7.3 DEVELOPMENT COST SUMMARY

7.3.1 SHORT TERM PROJECT COST

Strategic Land Parcel	Proposed Programme	Developable Land (ha)	Total Size (ha)	Potential Unit Yield	Unit Cost	Total
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71	UISP (Informal Settlement Upgrading)	1,12	1,4	56	R85 000,00	R4 760 000,00
70	Social Housing	2,47	3,09	148	R220 000,00	R32 560 000,00
83	CRU (Community Rental Units)_Emergency Housing	0,33	0,42	17	R220 000,00	R3 740 000,00
64	Sectional Title (Townhouses / Flats)	1,63	2,04	49	R250 000,00	R12 250 000,00
15	Social Housing	1,8	2,25	108	R220 000,00	R23 760 000,00
6	UISP (Informal Settlement Upgrading)	4,36	5,45	218	R85 000,00	R18 530 000,00
113	CRU (Community Rental Units)_Emergency Housing	1,91	2,39	96	R220 000,00	R21 120 000,00
66	CRU (Community Rental Units)_Emergency Housing	3,59	4,48	180	R220 000,00	R39 600 000,00
72	Private Freehold (incl Estates)	16,24	20,3	325	R285 000,00	R92 625 000,00
68	IRDP (Integrated Residential Dev.)	1,51	1,89	60	R330 000,00	R19 800 000,00
59	UISP (Informal Settlement Upgrading)	0,36	0,46	18	R85 000,00	R1 530 000,00
94	Gap Housing / FHF	4,71	5,89	188	R270 000,00	R50 760 000,00
45	CRU (Community Rental Units)_Emergency Housing	0,49	0,61	25	R220 000,00	R5 500 000,00
43	UISP (Informal Settlement Upgrading)	16,29	20,36	815	R85 000,00	R69 275 000,00
55	CRU (Community Rental Units)_Emergency Housing	1,83	2,29	92	R220 000,00	R20 240 000,00
7	BNG / Subsidised Housing	46,34	57,93	3707	R350 000,00	R1 297 450 000,00
104	CRU (Community Rental Units)_Emergency Housing	5,34	6,67	267	R220 000,00	R58 740 000,00
84	CRU (Community Rental Units)_Emergency Housing	2,31	2,89	116	R220 000,00	R25 520 000,00
56	UISP (Informal Settlement Upgrading)	24,04	30,04	1202	R85 000,00	R102 170 000,00
62	IRDP (Integrated Residential Dev.)	0,37	0,46	15	R330 000,00	R4 950 000,00
8	UISP (Informal Settlement Upgrading)	1,98	2,48	99	R85 000,00	R8 415 000,00
58	UISP (Informal Settlement Upgrading)	1,04	1,3	52	R85 000,00	R4 420 000,00
16	Social Housing	3,4	4,25	204	R220 000,00	R44 880 000,00
57	UISP (Informal Settlement Upgrading)	0,27	0,34	13	R85 000,00	R1 105 000,00
115	BNG / Subsidised Housing	2,21	2,76	177	R350 000,00	R61 950 000,00
5	IRDP (Integrated Residential Dev.)	64,17	80,21	2567	R330 000,00	R847 110 000,00
89	BNG / Subsidised Housing	4,57	5,71	366	R350 000,00	R128 100 000,00
Total		214.68 ha	268.36 ha	11180		R3 000 860 000,00

7.3.2 MEDIUM TERM PROJECT COST

Strategic Land Parcel	Proposed Programme	Developable Land (ha)	Total Size (ha)	Potential Unit Yield	Unit Cost	Total
20	Infill Development	2,29	2,86	92	R285 000,00	R26 220 000,00
103	Sectional Title (Townhouses / Flats)	2,96	3,7	89	R250 000,00	R22 250 000,00

75	Sectional Title (Townhouses / Flats)	2,66	3,33	80	R250 000,00	R20 000 000,00
80	UISP (Informal Settlement Upgrading)	9,53	11,92	477	R85 000,00	R40 545 000,00
69	UISP (Informal Settlement Upgrading)	2,42	3,03	121	R85 000,00	R10 285 000,00
4	CRU (Community Rental Units)_Emergency Housing	1,45	1,81	73	R220 000,00	R16 060 000,00
27	IRDP (Integrated Residential Dev.)	0,21	0,27	8	R330 000,00	R2 640 000,00
91	Sectional Title (Townhouses / Flats)	1,8	2,25	54	R250 000,00	R13 500 000,00
14	Social Housing	1,95	2,44	117	R220 000,00	R25 740 000,00
99	Social Housing	2,48	3,1	149	R220 000,00	R32 780 000,00
97	Sectional Title (Townhouses / Flats)	0,32	0,4	10	R250 000,00	R2 500 000,00
23	Private Freehold (incl Estates)	11,94	14,93	239	R285 000,00	R68 115 000,00
76	BNG / Subsidised Housing	7,27	9,09	582	R350 000,00	R203 700 000,00
12	Social Housing	1,38	1,73	83	R220 000,00	R18 260 000,00
44	Infill Development	1,2	1,5	36	R285 000,00	R10 260 000,00
46	Gap Housing / FHF	7,41	9,26	222	R270 000,00	R59 940 000,00
86	UISP (Informal Settlement Upgrading)	3,66	4,58	183	R85 000,00	R15 555 000,00
87	Sectional Title (Townhouses / Flats)	1,68	2,1	50	R250 000,00	R12 500 000,00
17	IRDP (Integrated Residential Dev.)	57,82	72,27	2313	R330 000,00	R763 290 000,00
82	BNG / Subsidised Housing	11,2	14	896	R350 000,00	R313 600 000,00
73	UISP (Informal Settlement Upgrading)	1,8	2,25	90	R85 000,00	R7 650 000,00
65	Sectional Title (Townhouses / Flats)	1,53	1,92	46	R250 000,00	R11 500 000,00
88	Sectional Title (Townhouses / Flats)	5,59	6,98	168	R250 000,00	R42 000 000,00
92	Sectional Title (Townhouses / Flats)	0,77	0,96	23	R250 000,00	R5 750 000,00
Total		141.32 ha	176.68 ha	6201		R1 744 640 000,00

7.3.3 LONG TERM PROJECT COST

Strategic Land Parcel	Proposed Programme	Developable Land (ha)	Total Size (ha)	Potential Unit Yield	Unit Cost	Total
52	BNG / Subsidised Housing	4,82	6,02	386	R563 500,00	R217 511 000,00
32	Private Freehold (incl Estates)	17,27	21,59	345	R458 850,00	R158 303 250,00
11	Sectional Title (Townhouses / Flats)	1,9	2,38	57	R402 500,00	R22 942 500,00
112	Sectional Title (Townhouses / Flats)	1,7	2,12	51	R402 500,00	R20 527 500,00
13	BNG / Subsidised Housing	2,48	3,1	198	R563 500,00	R111 573 000,00
41	Private Freehold (incl Estates)	7,19	8,98	144	R458 850,00	R66 074 400,00
34	CRU (Community Rental Units)_Emergency Housing	1,1	1,37	55	R354 200,00	R19 481 000,00
100	CRU (Community Rental Units)_Emergency Housing	0,33	0,41	17	R354 200,00	R6 021 400,00
90	Sectional Title (Townhouses / Flats)	0,38	0,48	11	R402 500,00	R4 427 500,00
21	Social Housing	2,57	3,21	154	R354 200,00	R54 546 800,00
39	UISP (Informal Settlement Upgrading)	3,57	4,47	179	R136 850,00	R24 496 150,00

9	BNG / Subsidised Housing	2,12	2,66	170	R563 500,00	R95 795 000,00
2	BNG / Subsidised Housing	1,67	2,09	134	R563 500,00	R75 509 000,00
25	Gap Housing / FHF	49,52	61,9	1486	R434 700,00	R645 964 200,00
98	IRDP (Integrated Residential Dev.)	64,73	80,91	2589	R531 300,00	R1 375 535 700,00
78	Sectional Title (Townhouses / Flats)	19,65	24,56	590	R402 500,00	R237 475 000,00
38	CRU (Community Rental Units)_Emergency Housing	30,67	38,34	1534	R354 200,00	R543 342 800,00
48	Sectional Title (Townhouses / Flats)	0,73	0,91	22	R402 500,00	R8 855 000,00
67	Private Freehold (incl Estates)	23,95	29,94	479	R458 850,00	R219 789 150,00
91	IRDP (Integrated Residential Dev.)	6,13	7,66	245	R531 300,00	R130 168 500,00
61	UISP (Informal Settlement Upgrading)	2,13	2,67	107	R136 850,00	R14 642 950,00
3	Sectional Title (Townhouses / Flats)	0,34	0,43	10	R402 500,00	R4 025 000,00
53	UISP (Informal Settlement Upgrading)	2,14	2,68	107	R136 850,00	R14 642 950,00
Total		247.09 ha	308.88 ha	9070		R4 071 649 750,00

*** The unit cost was adjusted on the assumption that inflation will remain constant at 4% per annum over the 12-year period, compounded annually. Based on this compounded escalation, the unit cost was increased by approximately 60% to account for the anticipated rise in the cost of goods and services over the period.

Far Future projects, defined as projects anticipated beyond a 15-year period, will not be costed at this stage. This is due to the high number of variables that may influence future costs, including inflation, market conditions, technological changes, material availability, and shifts in implementation requirements. As a result, any costing undertaken for this period may result in significant deviations from actual future costs.

8 CONCLUSION

The Kouga Human Settlements Sector Plan provides an integrated framework through which the Municipality can progressively address existing housing need while simultaneously preparing for future household growth and changing settlement pressures. The assessment confirms that the human settlements challenge within Kouga is not solely a shortage of housing units. It is equally a challenge of land readiness, infrastructure capacity, informal settlement upgrading, affordability, beneficiary administration, environmental constraints and the coordination of public investment.

Kouga enters the implementation period from a comparatively strong institutional position. The Municipality has an established Human Settlements function, Level 1 housing accreditation, an active housing project pipeline and a

substantial proportion of households already accommodated within formal dwellings. At the same time, the identified housing backlog, continued informal settlement growth and infrastructure deficiencies show that historical delivery has not removed the structural pressures affecting lower-income households and rapidly growing settlements.

The Plan therefore shifts the emphasis from simply identifying additional land for housing towards identifying which land should be developed, for which housing programme, at what stage, and subject to which enabling interventions. This represents an important distinction. Kouga has considerable theoretical land capacity, but not all identified land is equally suitable or capable of being developed within the same timeframe. The ability to convert identified land into functioning human settlements will depend primarily on the systematic removal of infrastructure, statutory, environmental, financial and institutional constraints.

FROM HOUSING NEED TO A SPATIALLY TARGETED DELIVERY PROGRAMME

The spatial analysis reinforces the different roles played by Kouga's settlements and confirms that a uniform housing response would not be appropriate. Humansdorp and Jeffreys Bay remain the principal areas of future growth and accommodate the largest proportion of the identified development potential. Their role within the municipal settlement network supports larger-scale and more diverse residential development, including subsidised housing, gap-market opportunities, social housing, integrated residential development, infill and private-sector delivery.

Hankey requires a stronger focus on completing existing initiatives, integrating informal settlement upgrading with the established housing pipeline and strengthening infrastructure that supports the wider settlement. Patensie, Loerieheuwel and Thornhill require interventions proportionate to their scale and infrastructure capacity, with greater emphasis on incremental upgrading, serviced land, existing settlement consolidation and the resolution of bulk-service constraints before significant outward expansion is pursued.

The coastal settlements present a different planning context. St Francis Bay, Oyster Bay, Aston Bay and related coastal areas combine housing pressure with environmental sensitivity, infrastructure limitations and distinct settlement characteristics. Development within these areas therefore needs to be more carefully phased and should favour appropriately located infill, upgrading and context-responsive housing interventions rather than assuming that all identified land represents immediately available housing supply.

This settlement-specific approach allows the HSSP to support the broader spatial restructuring objectives of the Municipality. Housing investment can increasingly be directed towards locations that improve access to employment, community facilities and infrastructure while limiting the continued creation of peripheral settlements that increase household travel costs and municipal servicing obligations.

PRIORITISATION AS AN IMPLEMENTATION TOOL

A major outcome of the Plan is the introduction of the Multi-Criteria Index as a transparent means of assessing strategic land. By considering land suitability, vulnerability, access to socio-economic services, infrastructure availability and land-use readiness, the HSSP provides a common basis from which parcels can be compared and development priorities reconsidered as circumstances change.

The resulting short-, medium-, long-term and far-future programme should consequently be understood as a managed development pipeline rather than a fixed construction schedule. Short-term projects represent the strongest opportunities for implementation or urgent intervention, while medium-term projects generally require additional infrastructure or planning preparation. The significantly larger long-term and far-future components provide strategic capacity for future growth but remain dependent on major enabling investment, planning processes and, in some instances, environmental mitigation.

This distinction is important for municipal budgeting and community expectation management. Inclusion of a parcel within the HSSP confirms its strategic potential and intended role; it does not in itself confirm funding, statutory approval or an immediate construction date. Movement between implementation horizons should therefore occur as infrastructure is provided, land is secured, approvals are obtained and housing demand is updated.

The prioritisation framework must remain a living municipal management tool. Changes in bulk infrastructure capacity, development costs, environmental information, land ownership, housing demand or funding availability may strengthen or weaken the relative priority of individual parcels. Regular updating will ensure that investment continues to be directed towards projects capable of producing the greatest settlement benefit.

DIVERSIFYING THE HUMAN SETTLEMENT RESPONSE

The assessment further demonstrates that Kouga's housing demand cannot be adequately addressed through a single subsidised housing programme.

Income conditions, informal rental arrangements, household circumstances and settlement location require a broader combination of housing products and tenure options.

The inclusion of BNG/subsidised housing, UISP, IRDP, social housing, gap housing, sectional-title development, infill opportunities and private residential development creates a more responsive municipal housing framework. This diversification is particularly important within Humansdorp and Jeffreys Bay, where population growth, economic activity and access to services provide opportunities for mixed-income development.

Within informal settlements, the immediate objective should not always be the construction of a completed top structure. Access to safe water, sanitation, electricity, roads, stormwater management and secure or progressively formalised tenure can substantially improve living conditions while the longer-term housing programme is being prepared. In-situ upgrading should consequently remain the preferred response where settlements are appropriately located and development is technically and environmentally feasible, with relocation reserved for circumstances where risk or other constraints cannot reasonably be resolved.

The alignment between housing typologies and municipal zoning is equally important. Suitable zoning, density and development rights need to support the intended housing programme rather than becoming an additional obstacle after land has already been prioritised. Housing planning, land-use management and infrastructure planning must therefore operate as interdependent components of the same implementation process.

CRITICAL IMPLEMENTATION REQUIREMENTS

The effectiveness of the HSSP will ultimately depend on the extent to which its priorities are incorporated into the Municipality's normal planning, budgeting and project-management processes. The following implementation requirements should receive particular attention:

- ➔ Align the prioritised housing pipeline with the IDP, MSDF, capital budget and infrastructure master planning processes, ensuring that housing growth is supported by funded bulk and connector infrastructure.
- ➔ Maintain and regularly update the Multi-Criteria Index and strategic land register as approvals, infrastructure conditions, environmental information and land availability change.

- ➔ Strengthen project preparation, particularly environmental authorisations, township establishment, engineering investigations, land acquisition, surveying and funding applications, so that strategically important projects do not remain indefinitely within the planning pipeline.
- ➔ Continue verification of housing demand and beneficiary information, including informal settlement residents, backyard households and other forms of housing need that may not be adequately represented in existing databases.
- ➔ Coordinate implementation with Provincial Human Settlements, the HDA, infrastructure authorities, social housing institutions and the private sector, particularly where projects require funding or infrastructure beyond the direct mandate of Kouga Municipality.
- ➔ Monitor implementation annually, including units and serviced sites delivered, informal settlements upgraded, title deeds transferred, infrastructure capacity created, statutory processes completed and parcels progressing between the different implementation horizons.

CONCLUDING STATEMENT

The final Kouga Human Settlements Sector Plan establishes a clear transition from understanding the Municipality's housing challenges to determining where intervention should occur and what must happen to make that intervention possible. Its value lies not only in the number of housing opportunities identified, but in establishing a spatially differentiated and evidence-based basis for deciding how scarce municipal and provincial resources should be directed.

The Plan confirms that sufficient strategic land exists to accommodate both the current backlog and a substantial component of longer-term growth. The central challenge is therefore no longer simply the identification of additional land. The greater challenge is converting strategically located land into serviced, approved, affordable and sustainable human settlements, while simultaneously improving conditions within existing communities.

Successful implementation will require housing delivery and infrastructure investment to proceed together. Projects with high housing need but inadequate services will require focused enabling investment, while land that is already well located and comparatively development-ready should be protected from unnecessary delays. Environmental and infrastructure constraints must be

treated as fundamental development considerations rather than matters to be addressed after projects have entered the housing pipeline.

The HSSP should accordingly be used as an active municipal decision-making and investment tool. Annual alignment with the IDP and capital programme, supported by continued monitoring of housing demand and project readiness, will allow priorities to respond to changing circumstances without losing sight of the longer-term spatial direction established by the Plan.

Ultimately, the success of the HSSP will not be measured only by the number of houses constructed. It will be reflected in the Municipality's ability to progressively reduce informal and inadequate living conditions, improve tenure security, broaden access to different housing opportunities, connect households to infrastructure and social and economic opportunities, and direct future growth towards settlements that are more integrated, efficient and sustainable. In this manner, the HSSP provides Kouga Municipality with a practical framework for moving from housing delivery towards the development of complete and sustainable human settlements.

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10 ANNEXURES

10.1 SPATIAL REPRESENTATION OF INDICATOR RESULTS



KOUGA MUNICIPALITY (EC 108)

ORDINARY COUNCIL MEETING

PLANNING & DEVELOPMENT

OPEN

DATE: 23 SEPTEMBER 2026

ITEM NO: **26/09/PD8**

ADOPTION OF LOCAL SPATIAL DEVELOPMENT FRAMEWORKS FOR ST FRANCIS BAY CBD AND HANKEY CBD

1. Introduction

The purpose of this report is to submit the final Draft Local Spatial Development Frameworks (LSDFs) for St Francis Bay Central Business District (CBD) and Hankey CBD for Council's approval (See Annexure **A1** and **Annexure A2**).

2. Background

Chapter 4 of the Spatial Planning and Land Use Management Act, No. 16 of 2013 (SPLUMA) provides mandate for Municipalities to develop Spatial Development Frameworks and encourages, in part, identification of areas where local frameworks may be developed. Section 10 of the Spatial Planning and Land Use Management By-law: Kouga Local Municipality, 2021 ("the By-law"), also makes provision for the Municipality to adopt a local spatial development framework for specific geographical areas or a portion of the Municipal area.

The Municipal Spatial Development Framework (MSDF) for Kouga Municipality, adopted by Council on the 26th of February 2021 per Resolution 21/02/PD11 upholds the need for local frameworks. The MSDF recognises St Francis Bay CBD and Hankey CBD as two of the areas for which local spatial development frameworks with a coordinated vision, detailed interventions and guidelines for development are required as pursued through this process.

3. Discussion

Council took a decision to develop LSDFs for Hankey CBD and St Francis Bay CBD in line with provisions of SPLUMA, the By-law and the MSDF. Urban Dynamics EC was appointed by the Municipality as the service provider to undertake this process simultaneously on the 14th of March 2022.

The projects were formally initiated in March 2022, following which a Project Steering Committee (PSC) was appointed, and the public and MEC for Local Government and Traditional Affairs were notified of the Municipality's intent to develop local spatial development frameworks by August 2022. The projects progressed in the period between March 2022 to February 2025 when final draft LSDFs were submitted for adoption which was since suspended for enhanced alignment with the MSDF review process. The MSDF review process has advanced closer towards adoption such that the LSDFs may be considered and approved by Council.

The two LSDF projects were carried out in five phases with various milestones and engagements/progress as summarised in the table below:

Project phases	Progress description	Period/date
Phase 1: Inception	Appointment of Project Committee	March 2022 to August 2022
	Notice of intent to the public and registration of Interested and Affected Parties (I&APs)	
	Notice of intent to MEC	
	Inception Meeting	26 May 2022
Phase 2: Status Quo Analysis	Submission of status quo reports	August 2022
	Committee meeting for consideration of reports	5 September 2022
	Submission of revised status quo reports	September 2022
	Collective presentation	13 September 2022
Phase 3: First Draft LSDFs (and related stakeholder engagements)	Initial Draft LSDFs	December 2022
	St Francis Bay LSDF I&APs Meeting	2 December 2022
	Hankey LSDF I&APs Meeting	16 February 2023
	St Francis Bay LSDF I&APs Meeting	17 February 2023
	Updated St Francis Bay Draft LSDF	March 2023
	LSDFs Workshop	2 May 2023
	MMC meeting	10 August 2023
	Council approval for public participation	May 2024
Phase 4: Public participation	<i>Notices</i>	
	Signed notices for public participation	18 July 2024
	Notices published in Provincial Gazette	22 July 2024
	Notices in newspaper (Kouga Express) and Municipal website	25 July 2024
	<i>Meetings</i>	
	St Francis Bay LSDF public meeting	6 August 2024
	Hankey LSDF public meeting	6 August 2024
Phase 5: Finalisation and	Hankey CBD LSDF Final Draft Report	May 2024
	St Francis Bay CBD LSDF Final Draft Report	January 2025

Approval by Council	Prepared response to public comments	February 2025
	Final Committee and recommendations	10 September 2026
	Consideration and approval by Council	As submitted
	Publish notice for adoption of LSDFs	To be determined

Project summary for Hankey CBD and St Francis Bay CBD LSDFs

Multiple engagements were held in different stages of the projects, including meetings to engage on the status quo report held with Interested and Affected Parties in St Francis Bay on the 16th of February 2023 and in Hankey on the 17th of February 2023. Draft LSDFs for both Hankey CBD and St Francis Bay CBD were developed in the third phase of the projects and referred to Council in May 2024 with specific proposals for the respective areas. Public participation notices were published in Kouga Express, Municipal Website and the Provincial Gazette in July 2024 to effectively allow the submission of comments in a period of not less than 60 days, to the end of September 2024. Copies of public participation notices are provided herein as **Annexure C**.

Multiple comments were received from the community through public meetings and written submissions, particularly in respect of the St Francis Bay CBD LSDF. Written comments received are provided in **Annexure D**. Comments were addressed and, where applicable, incorporated into the final draft LSDFs as currently submitted for consideration. A summary of comments and response to issues raised during public participation is attached as **Annexure E**.

It is submitted that the process to develop the two LSDFs has met the legislative requirements, and that Council may approve the St Francis Bay CBD Local Spatial Development Framework and the Hankey CBD Local Spatial Development Framework recommended by the project Committee and herein referred. Subject to approval of the LSDFs, the documents may only be amended to consistently reflect that Council's approval status on the documents. Accordingly, a notice for to the effect that the LSDFs are approved by Council will be published in the media and the Provincial Gazette as required in terms of section 11(2) of the By-law.

4. Financial Implications

Completed by BTO -	
Project Description	None. Project completed
Ukey no.	
Budgeted Amount	
Amount spent and committed to date	
Amount Available	
Comment	

5. Applicable Legislation

Spatial Planning and Land Use Management Act (16 of 2013).
 Kouga Local Municipality Spatial Planning and Land Use Management By-law, 2016.
 Local Government: Municipal Systems Act, No.32 of 2000 (Chapter 5).

6. **Legal Implications**

The Local Spatial Development Frameworks was developed in terms of Section 11 of the Spatial Planning & Land Use Management By-law: Kouga Municipality, 2016. The proposals as contained in the draft framework may be incorporated in the Municipal Integrated Development Plan. If recommendation is supported, the municipality will be required to publish the notice in the provincial gazette.

7. **Other Implications**

Future development proposals in the respective areas will need to complement and satisfy the respective Local Spatial Development Frameworks in addition to Kouga Municipal Spatial Development Framework.

8. **Comments by Directorates:**

8.1 **Chief Financial Officer:**

Report noted.

8.2 **Director: Planning & Development**

Recommendation supported.

8.3 **Director: Civil & Water Services**

Item noted.

8.4 **Director: Electro-Mechanical Services**

Item noted

8.5 **Director: Community Services**

Item noted

8.6 **Deputy Municipal Manager**

Noted.

8.7 **Municipal Manager**

Supported

9. **Delegated Authority**

Council

10. **Recommendations**

- 10.1 That Council adopts the St Francis Bay Central Business District (CBD) Local Spatial Development Framework (LSDF) in terms of Section 10 of Kouga Local Municipality Spatial Planning and Land Use Management By-law, 2016 ("the By-law").
- 10.2 That Council adopts the Hankey Central Business District (CBD) Local Spatial Development Framework (LSDF) in terms of Section 10 of the By-law.
- 10.3 That Council grants permission for notices of adoption of the LSDFs to be published in the media and provincial gazette in line with requirements of Section 11(2) of the By-law to give effect of approved LSDFs as mandated in Section 12 of the By-law.
- 10.4 That Council grants permission for final approved LSDFs to be submitted to the Member of Executive Council (MEC): Department of Cooperative Governance and Traditional Affairs.

Item approved by the: Director Planning & Development



Item endorsed by the: Municipal Manager:



Item noted by Portfolio Chairperson:





St Francis Bay Central Business District (CBD) Local Spatial Development Framework (LSDF)

Prepared in terms of the Spatial Planning & Land Use Management Act, 2013 (Act 16 of 2013)

Final Draft

Report 1799E/06

June 2026

Report Title :	St Francis Bay Central Business District (CBD) Local Spatial Development Framework (LSDF)
Report Number :	1799E/06
Report Date :	06.2025
Report Status :	Draft
Project Number	1799E
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Note: The data and content contained in this report, annexures and maps are based on information as received and interpreted by Urban Dynamics Eastern Cape from secondary sources, including the Client, Land Owner and Specialist Studies. Although Urban Dynamics Eastern Cape attempts, at all times, to present accurate and reliable information, we make no warranty of any kind, expressed or implied, to the accuracy and reliability of information sourced and obtained from secondary sources.

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Assisted by :



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Abbreviations

AO	Authorised Official
CB	Central Business
CBD	Central Business District
CBP	Community Based Planning
CMPr	Coastal Management Programme
DM	District Municipality
EAS	Engineering Advice and Services
ECSDF	Eastern Cape Spatial Development Framework
FLISP	Finance Linked Individual Subsidy Programme
ICMA	Integrated Coastal Management Act
IDP	Integrated Development Plan
IGR	Inter-Governmental Relations
ILUS	Integrated Land Use Scheme
KFC	Kentucky Fried Chicken
KLM	Kouga Local Municipality
KPA	Key Performance Area
LED	Local Economic Development
LM	Local Municipality
LOS	Level of Services
LSDF	Local Spatial Development Framework
MPT	Municipal Planning Tribunal
MSDF	Municipal Spatial Development Framework
NDP	National Development Plan
NEM	National Environmental Management
NMBM	Nelson Mandela Bay Municipality
NSDF	National Spatial Development Framework
NSDP	National Spatial District Municipality
PCS	Project Steering Committee
PGDP	Provincial Growth and Development Plan
PSDF	Provincial Spatial Development Framework
RCAM	Road Classification and Access Management
SANRAL	South African National Roads Agency Limited
SBDM	Sarah Baartman District Municipality
SDF	Spatial Development Framework
SMME	Small, Medium and Micro Enterprise
SPLUM	Spatial Planning and Land Use Management
SPLUMA	Spatial Planning and Land Use Management Act
WTW	Water Treatment Works
WWTW	Waste Water Treatment Works

1

Chapter 1 :

Background & Context

1.0 Background to the St Francis Bay Precinct Plan (Local Spatial Development Framework)

This document represents the Local Spatial Development Framework (LSDF) for the St Francis Bay Central Business District (CBD) Precinct in the Kouga Local Municipality (KLM).

A Local Spatial Development Framework (LSDF) is an important Municipal Policy instrument provided for in legislation. Spatial development planning is a process to co-ordinate and optimise human activities, which require physical space or have an impact on physical space. Physical planning is therefore a public sector function that aims to promote public investment and regulatory frameworks within which private sector and public sector decision making and investment can take place.

The LSDF further aims to formulate spatially based policy guidelines whereby changes, needs and growth in the region can be managed to the benefit of the community. The LSDF should further guide and inform all decisions of the Municipality relating to use, development and planning of land, within a balanced assessment of need and to provide adequately for social and economic demands within a growing economy and population.

2.0 Objective of the CBD LSDF

The broad objectives of the CBD LSDF are outlined in the various policy mechanisms and guiding legislation, specifically the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) (SPLUMA) and the Kouga Spatial Planning and Land Use Management (SPLUM) By-laws.

Section 10 of the Kouga SPLUM By-laws confirms the objective of the LSDF :

- (1) *The Municipality may adopt a local spatial development framework for a specific geographical area of a portion of the municipal area.*
- (2) *The purpose of a local spatial development framework is to:*
 - (a) *provide detailed spatial planning guidelines or further plans for a specific geographic area or parts of specific geographical areas and may include precinct plans;*
 - (b) *provide more detail in respect of a proposal provided for in the municipal spatial development framework or where considered necessary to give effect to the municipal spatial development framework and or its integrated development plan and other relevant sector plans;*
 - (c) *address specific land use planning needs of a specified geographic area;*
 - (d) *provide detailed policy and development parameters for land use planning;*
 - (e) *provide detailed priorities in relation to land use planning and, in so far as they are linked to land use planning, biodiversity and environmental issues; or*
 - (f) *guide decision making on applications;*
 - (g) *comply with any other relevant provision that will give effect to its duty to manage municipal planning in the context of its constitutional obligations.*

3.0 Legal Status of the Precinct Plan

3.1 Legislation

LSDF's are statutory plans, which by their very nature reflect the agreed spatial values, principles and proposals according to the future development visions and policies of the communities residing within each municipality. This spatial reflection of the IDP represents an important social compact that should be paramount in assessing where development should be permitted, or not permitted, in any area of the municipality.

▣ **Spatial Planning & Land Use Management Act (SPLUMA)**

Section 22(1) and (2) of SPLUMA confirms the status of Municipal Spatial Development Frameworks and procedures for decision making and requires

"a Municipal Planning Tribunal or any other Authority required or mandated to make a land development decision in terms of this Act or any other law relating to land development may not make a decision which is inconsistent with the Municipal Spatial Development Framework".

3.2 Superseded Strategic Plans

The St Francis Bay CBD LSDF supersedes the following strategic plans and policies applicable to the area (insofar as they affect the study area) :

- Kouga Spatial Development Framework (2021)

3.3 Land Use Rights, Conflicts & Decision Making

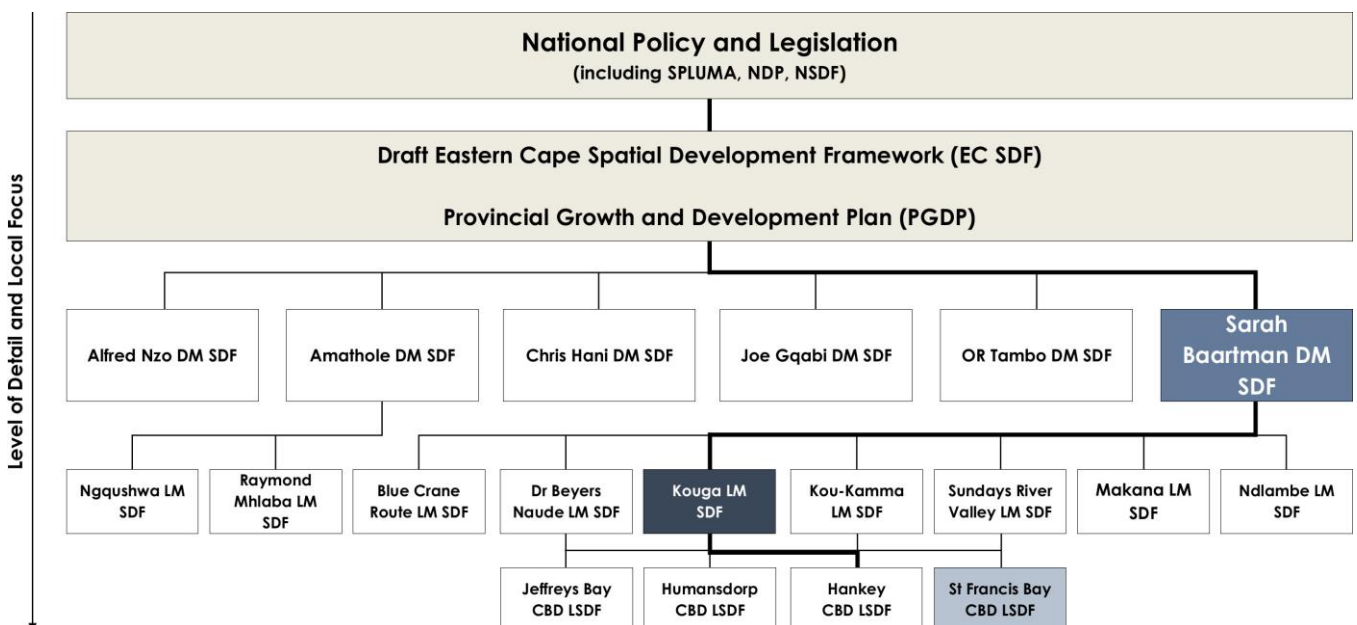
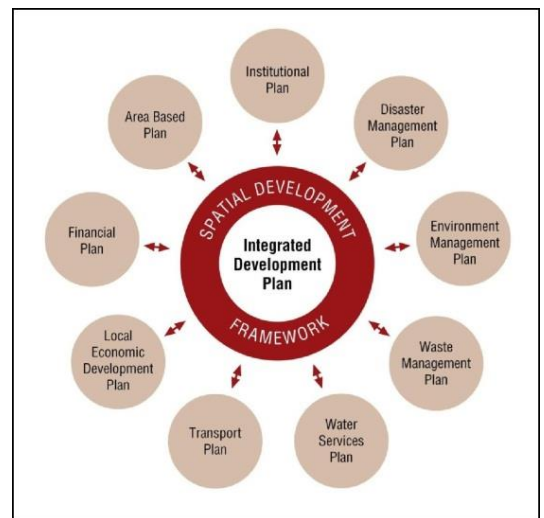
- The St Francis Bay CBD LSDF has the same status as the IDP and should be implemented in the same manner.
- The LSDF is an extension of the Municipal Spatial Development Framework (MSDF) and also informs the SDF.
- The LSDF will not infringe upon existing land use rights.
- No guideline containing in this LSDF or any proposal regarding land use that may arise from it creates any rights or exempts it from the obligation under any other law.
- Specific reference is made to the procedure for a change in land use, Rezoning, Subdivision, Departure and/or Council's Consent for land development.
- The normal procedure with respect to Land Use Management as outlined in the relevant land use management legislation still applies, including the requirements of the National Environmental Management Act, 1997 (Act 107 of 1997) and others.
- The status of the Local Spatial Development Framework (LSDF) is confirmed in Section 22 (1) of SPLUMA, and it clearly notes that a Municipal Planning Tribunal may not make a decision that is inconsistent with the LSDF.
- Section 22 (2) of SPLUMA further notes that the Municipal Planning Tribunal may depart from the provisions of a Municipal SDF only if site-specific circumstances justify a departure from the provision of the LSDF.

- Section 42 (1) of SPLUMA and Section 53 of the KLM Spatial Planning and Land Use Management By-laws further provide guidelines for decision making.
- Section 13 of the KLM By-laws provides guidelines for departure from the LSDF. These can be implemented subject to Section 13(1)(a) of the By-laws.
- The overall spatial vision, principles and development objectives of the LSDF should be consulted as part of a holistic approach to decision making and ensuring applications are consistent with the LSDF and MSDF Objectives.

3.4 *Spatial Plan Alignment*

The alignment of the LSDF and SDF to the Draft National Spatial Development Framework (NSDF) and the Draft Provincial Spatial Development Framework (PSDF) is essential to create alignment with National, Provincial and Local programmes and projects and the initiatives of parastatals, entities and agencies.

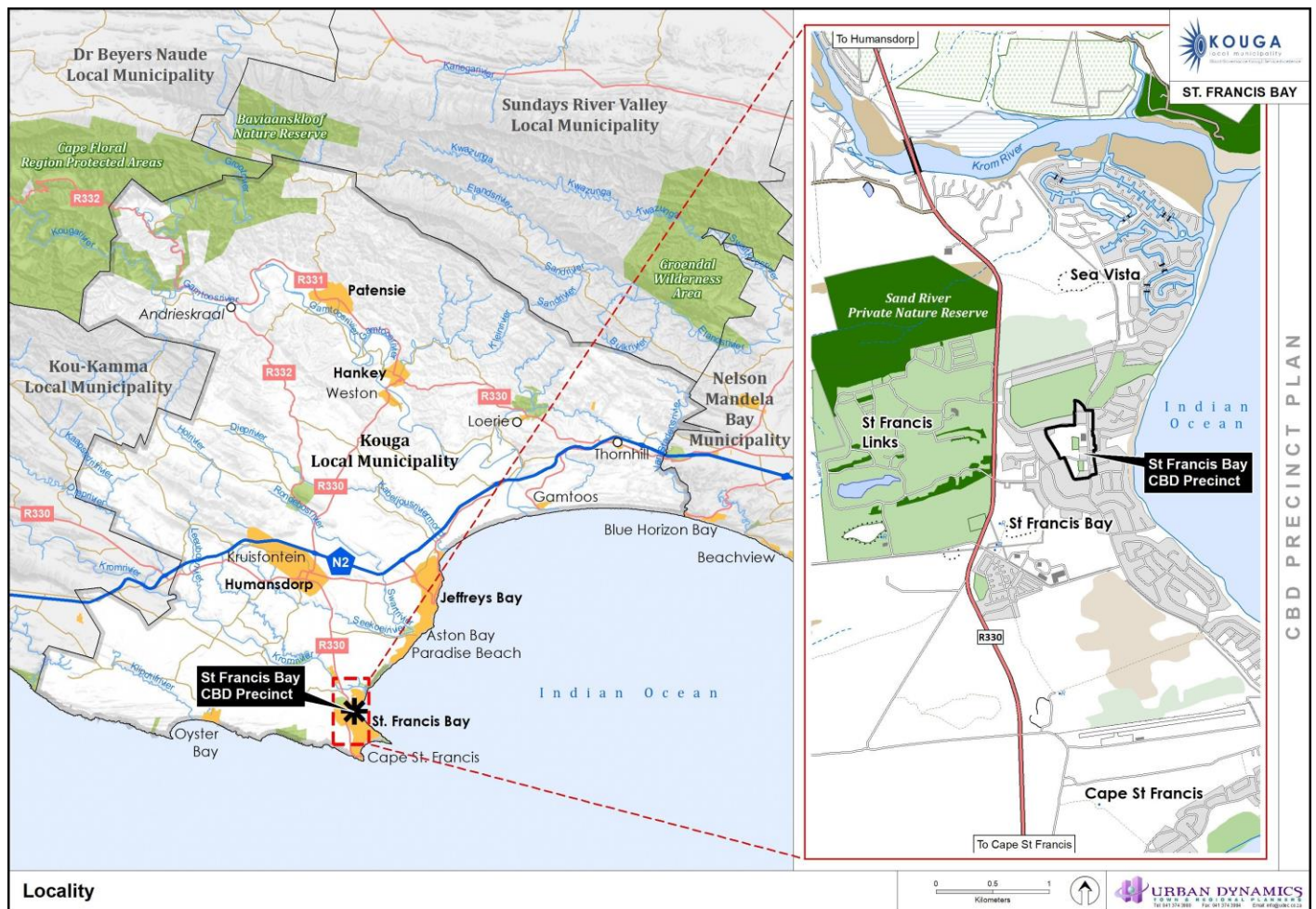
The District SDF needs to be of a strategic and regional co-ordinating nature referring to local SDFs, which are more detailed and reflect the situation on the ground according to community needs, community development codes, livelihood zones and development requirements.



4.0 Study Area Overview

The study area for the St Francis Bay LSDF is situated in St Francis Bay, bounded by Lyme Road South in the north, College Road and Kansies Drive in the west and the mid block east of St Francis Drive. The study area is situated centrally within the greater St Francis residential area, providing support, commercial and social facilities. The area is generally referred to as the St Francis Bay CBD.

The study area is situated within the Kouga Local Municipality (KLM). The KLM is situated in the Eastern Province and is one of 9 Local Municipalities located within the Sarah Baartman District Municipal area. It is approximately 80 km west of Port Elizabeth and includes the coastal zone between the Van Stadens River in the east and the Tsitsikamma River in the west and inland stretches towards the Baviaanskloof Mountains and Gamtoos Valley in the north. The Municipality is characterised by 3 topographical regions, i.e. the coastal region (including the towns of Jeffreys Bay, St Francis, Cape St Francis and Oyster Bay), the Gamtoos River Valley (including the towns of Hankey, Patensie, Loerie and Thornhill) and Humansdorp and surrounding commercial farming area.



Plan 1 : Locality

St Francis Bay is a coastal town located in the Kouga Municipality, Eastern Cape province of South Africa. The town is situated about 25km from Humansdorp. According to 2011 Census, the population of St Francis Bay is estimated to be at approximately 5 000. The town is characterised by low density, upmarket residential developments with strict architectural and aesthetic control. It has a small commercial and industrial component and largely depends on the bigger towns like Humansdorp and Jeffreys Bay for this purpose. The higher density, low income residential area of Sea Vista is experiencing high population growth and influx with a need for additional and future land.



Plan 2 : Study Area (Aerial View)

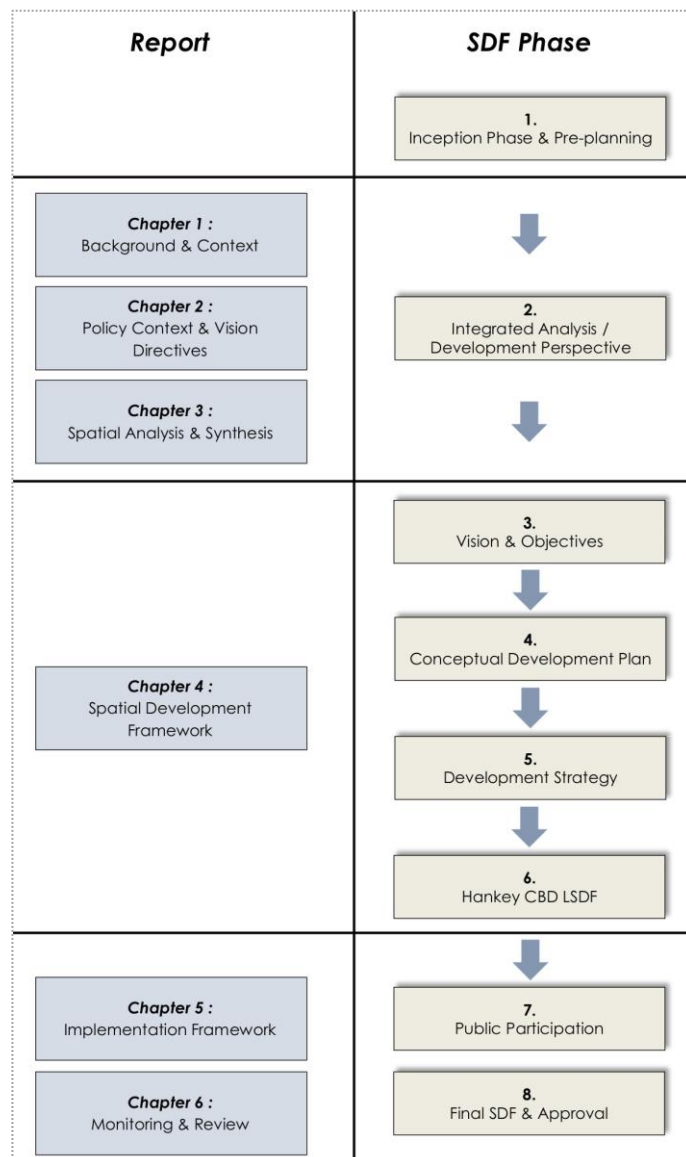
4.1 LSDF Objectives

The main objective in developing a Precinct Plan for the St Francis Bay CBD is :

- To develop a spatial vision for the St Francis Bay CBD.
- To leverage private and community/ public investment within St Francis Bay.
- To enhance the collateral value of properties within the CBD.
- To create conditions for broadening of capital formation and business development.
- To achieve efficiency in the movement of goods and people by restructuring the spatial form of the CBD by introducing proper land use zones and supporting the introduction of activity nodes and movement corridors.
- To create vibrant public and economic spaces.
- To build institutional and development capacity that will contribute to social and economic cohesion.

5.0 Precinct Plan Components & Report Structure

The LSDF methodology is based on an incremental approach and is strongly guided and directed through the National Guidelines for the Development of Local Spatial Development Framework (2021).



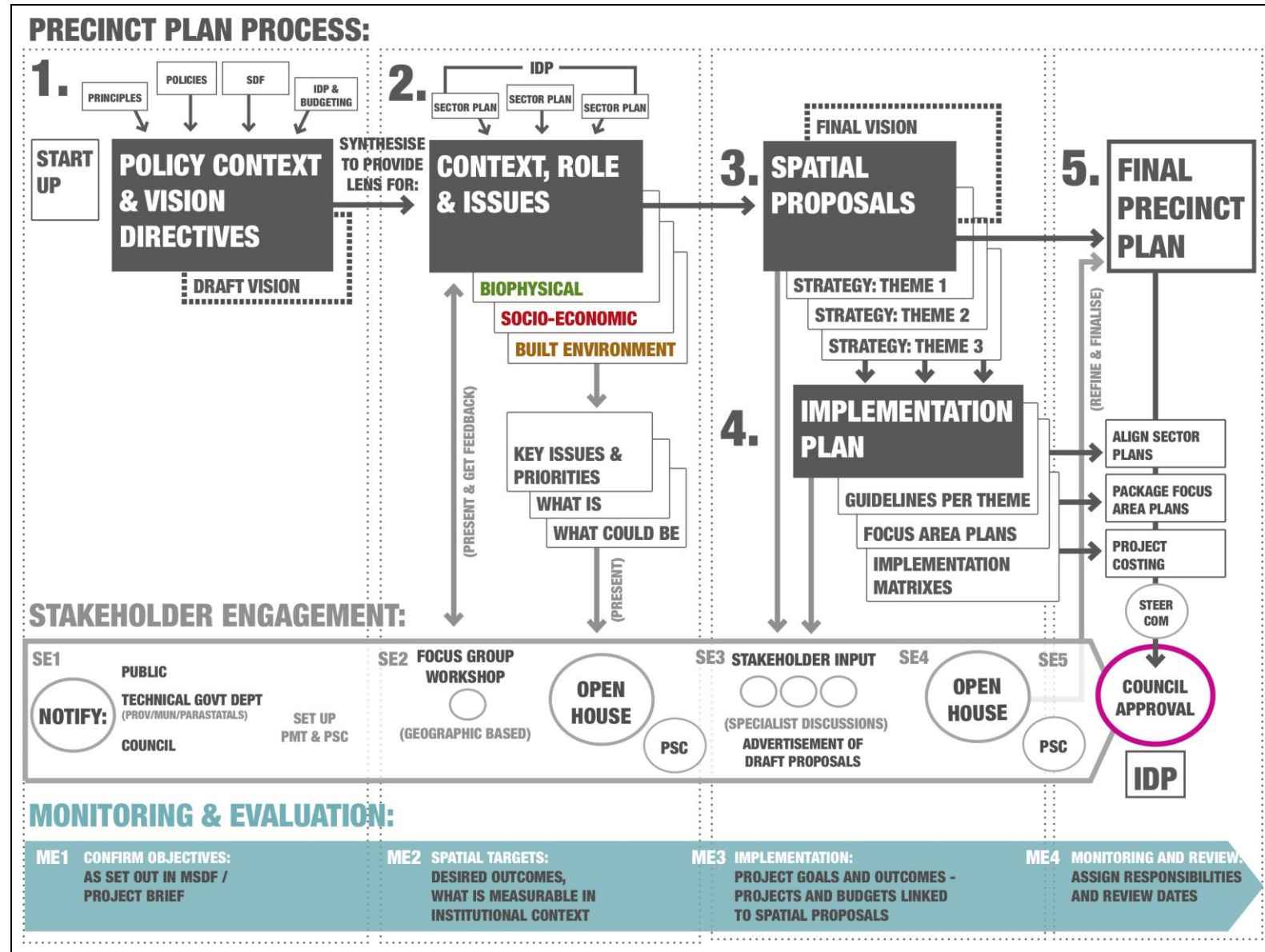


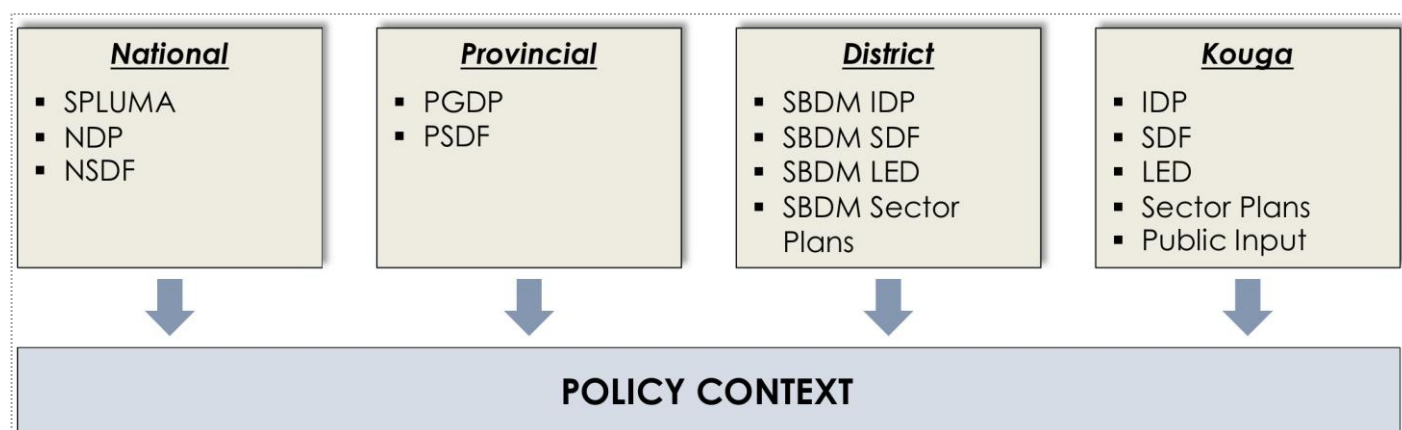
Figure 1 : DRDLR Spatial Development Guidelines Final Draft as a Guiding Document

2

Chapter 2 :

Policy Context & Vision Directives

The spatial vision, principles and goals are guided by and should be aligned with various National, Provincial and Local informants. Specific reference is made to national guidelines and legislation for spatial development, i.e. Spatial Planning and Land Use Management Act (SPLUMA), National Development Plan (NDP), National Spatial Development Framework (NSDF), Provincial Growth and Development Plan (PGDP), Provincial Spatial Development Framework (PSDF), Kouga Integrated Development Plan (IDP), Kouga Spatial Development Framework (SDF), Kouga Local Economic Development (LED) Strategy and various sector plans.



The principles for strategic planning and urban restructuring are captured and well-documented in a range of National, Provincial and Local Policies and legislative directives. Although it is not the objective of the St Francis Bay CBD LSDF to unpack these in detail, the key issues are emphasised to provide planning and strategic decision making direction.

1.0 National, Provincial & District Policy Directives

The following are key principles to consider.

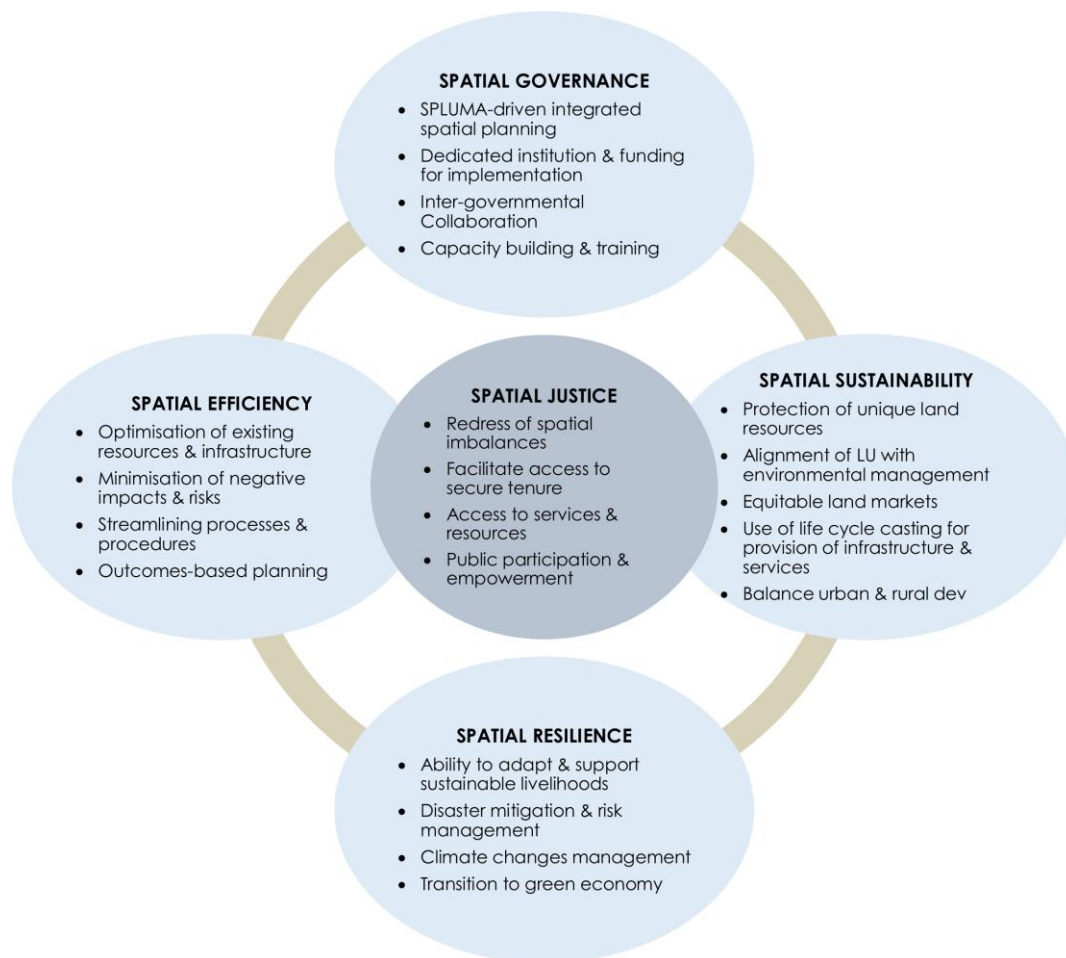
1.1 *Spatial Planning & Land Use Management Act (SPLUMA)*

SPLUMA provides an important set of overarching guidelines through the development principles contained in Chapter 2 of the Act.

The objectives of SPLUMA :

- Provide for a uniform, effective and comprehensive system of spatial planning.
- Ensure that the system of spatial planning and land use management promotes social and economic inclusion.
- Provide for development principles and norms and standards.
- Provide for the sustainable and efficient use of land.
- Provide for cooperative government and intergovernment relations.
- Redress the imbalances of the past and to ensure that there is equity in the application of spatial development planning and land use management systems.

Development Principles of SPLUMA :



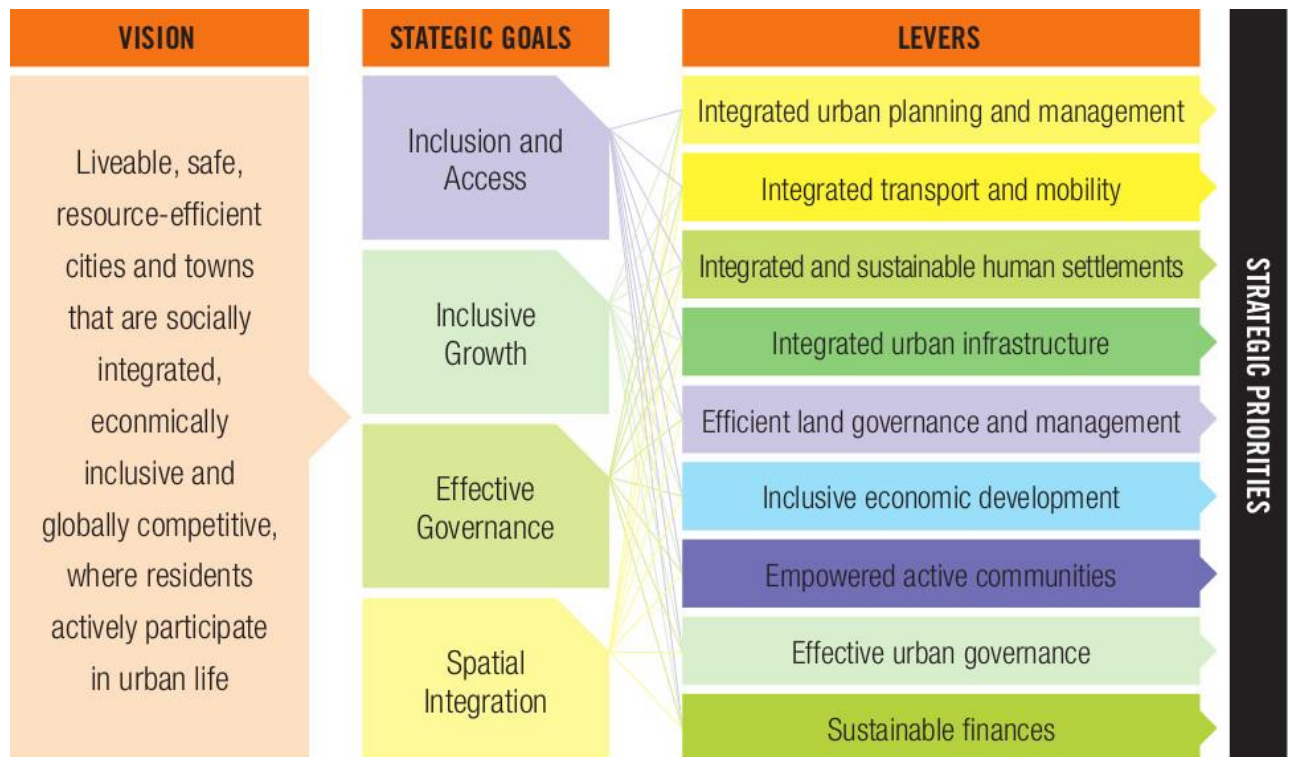
1.2 Integrated Urban Development Framework (IUDF)

The National Development Plan (NPD) indicated that by 2030 South Africa should observe meaningful and measurable progress in creating more functionally integrated, balanced and vibrant urban settlements. To attain this goal, the Department of Cooperative Governance developed the IUDF to transform and restructure South Africa's urban spaces.

The IUDF seeks to foster a shared understanding across government and society about how best to manage urbanisation and achieve the goals of economic development, job creation and improved living conditions by addressing current urban inefficiencies as outlined in the NDP. The IUDF responds to, and also builds on various chapters of the NDP, particularly chapter 8 'Transforming human settlements and the national space economy'.

It provides a framework for reorganising the urban system so that cities and towns can become more inclusive, safe, productive and resource efficient, thus becoming good places to work and live in.

▣ IUDF Vision



⇒ Lever 1 – Objective

To create cities and towns that are well planned and efficient, and so capture the benefit of productivity and growth, invest in integrated social and economic development, and reduce pollution and carbon emissions, resulting in a sustainable quality of life for all citizens.

⇒ Lever 2 – Objective

To create cities and towns where goods and services are transported efficiently, and people can walk, cycle and use different transport modes to access economic opportunities, education institutions, health facilities and places of recreation.

⇒ Lever 3 – Objective

To create cities and towns that are liveable, integrated and multi-functional, in which all settlements are well connected to essential and social services, as well as to areas of work opportunities.

⇒ Lever 4 – Objective

To create cities and towns that have transitioned from traditional approaches to resource-efficient infrastructure systems, which provide for both universal access and more inclusive economic growth.

⇒ Lever 5 – Objective

To create cities and towns that grow through investments in land and property, providing income for municipalities, which allows further investments in infrastructure and services, resulting in inclusive, multi-functional urban spaces.

⇒ Lever 6 – Objective

To create cities and towns that are dynamic and efficient, foster entrepreneurialism and innovation, sustain livelihoods, enable inclusive economic growth, and generate the tax base needed to sustain and expand public services and amenities.

⇒ Lever 7 – Objective

To create cities and towns that are stable, safe, just and tolerant, and respect and embrace diversity, equality of opportunity and participation of all people, including disadvantaged and vulnerable groups and persons.

⇒ Lever 8 – Objective

To create cities and towns that have the necessary institutional, fiscal and planning capabilities to manage multiple urban stakeholders and intergovernmental relations, in order to build inclusive, resilient and liveable urban spaces.

⇒ Lever 9 – Objective

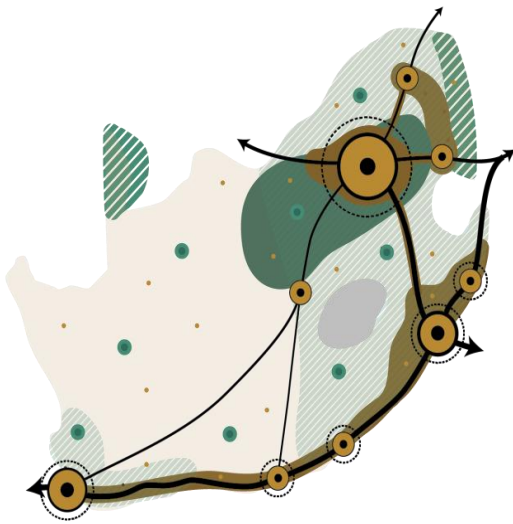
To create cities and towns that are supported by a fiscal framework that acknowledges the development potential and pressures of urban spaces manage their finances effectively and efficiently, and are able to access the necessary resources and partnerships for inclusive urban growth.

1.3 National Spatial Development Framework (NSDF)

The National Spatial Development Framework further provides spatial vision guidance for future planning and development.

The NSDF is further founded on 6 National spatial development concepts.





URBAN AREAS AND REGIONS AS ENGINES OF NATIONAL TRANSFORMATION, INNOVATION AND INCLUSIVE ECONOMIC GROWTH

NATIONAL SPATIAL DEVELOPMENT CORRIDORS AS INCUBATORS AND DRIVERS OF NEW ECONOMIES AND QUALITY HUMAN SETTLEMENTS

PRODUCTIVE RURAL REGIONS AS DRIVERS OF NATIONAL RURAL TRANSITIONS AND CORNERSTONES OF OUR NATIONAL RESOURCE FOUNDATION

A NATIONAL SPATIAL SOCIAL SERVICE PROVISIONING MODEL TO ENSURE EFFECTIVE, AFFORDABLE AND EQUITABLE SOCIAL SERVICE DELIVERY

A NATIONAL ECOLOGICAL INFRASTRUCTURE SYSTEM TO ENSURE A SHARED, RESILIENT AND SUSTAINABLE NATIONAL NATURAL RESOURCE FOUNDATION

A NATIONAL TRANSPORT, COMMUNICATIONS AND ENERGY INFRASTRUCTURE NETWORKS TO ENSURE A SHARED, INCLUSIVE AND SUSTAINABLE ECONOMY

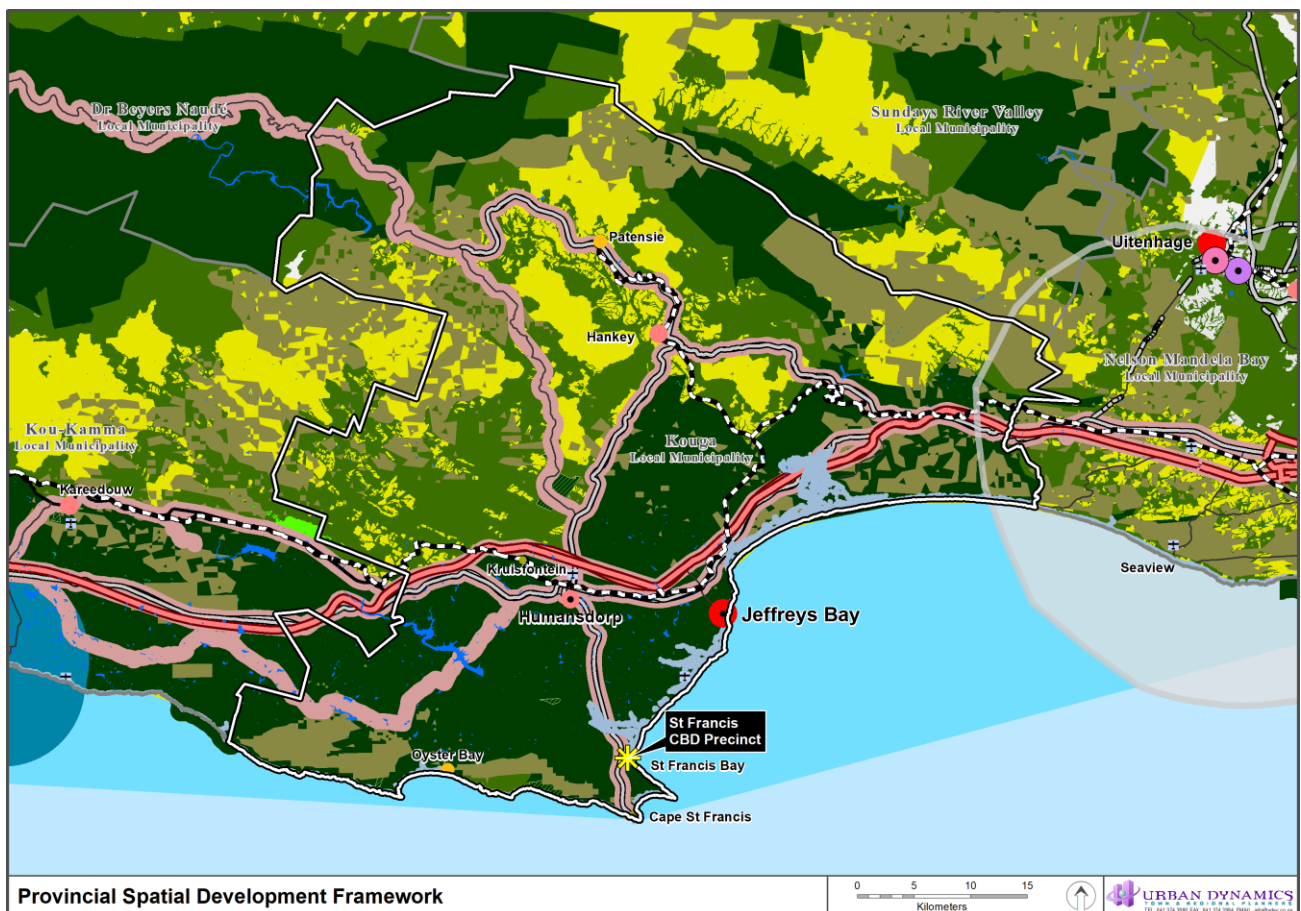
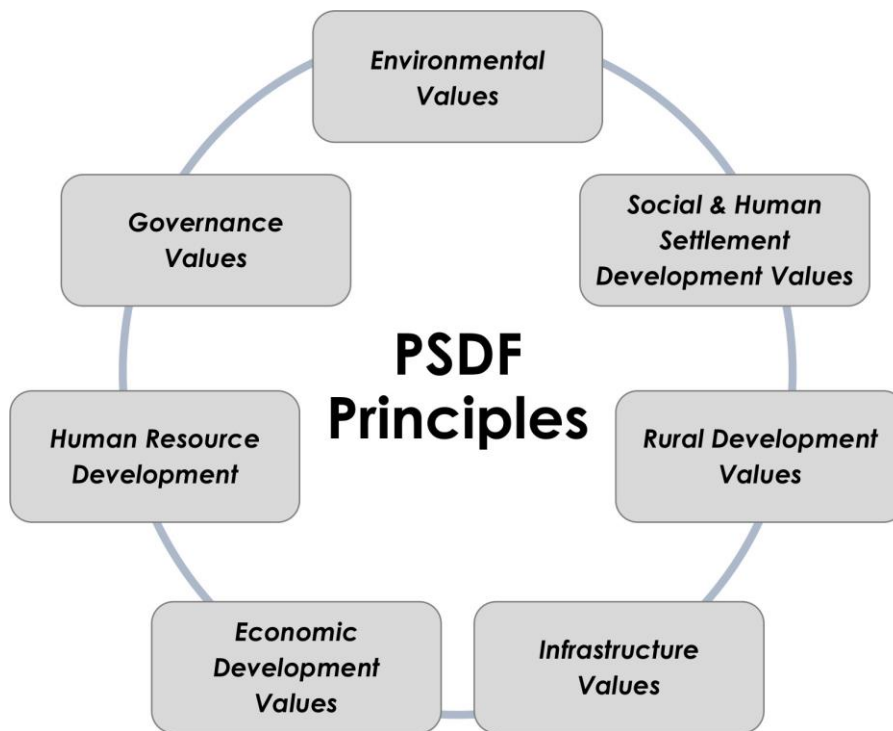
1.4 Provincial Spatial Development Framework (PSDF) (Draft 2019)

The Eastern Cape Province recently embarked on the revision of the Provincial Spatial Development Framework in terms of SPLUMA. The philosophy and approach of the Draft PSDF, for the purposes of the St Francis Bay Precinct Plan, is adopted.

The PSDF provides a spatial development vision for the Province :

The future spatial perspective of the province over the next 15 to 20 years could be conceptualised in the context of the Provincial Growth and Development Plan vision of a "poverty free Eastern Cape". Understanding that such a vision would be founded upon a concept of a "modern, ecologically sustainable economy based in agriculture, tourism and industry", it is believed the future spatial perspective would comprise a spatial development framework of managed urban and rural human settlements clustered in urban (settlement) regions and corridors, alongside productive agricultural precincts, managed ecological natural resource areas and connected to a network of strategic transportation corridors, open to the global, national and provincial economy.

The PSDF is founded on 7 principles or spatial framework values.



Plan 3 : Provincial Spatial Development Framework

1.5 District Spatial Policy Directives

The following documents and strategies are specifically relevant and have been reviewed :

- Sarah Baartman District SDF (2013)
- Eastern Cape Biodiversity Plan
- Kouga IDP (2022/2027)
- Kouga SDF (2021)
- Kouga Land Use Scheme (2021)
- Kouga Spatial Planning and Land Use Management By-laws (2016)

1.6 Kouga IDP

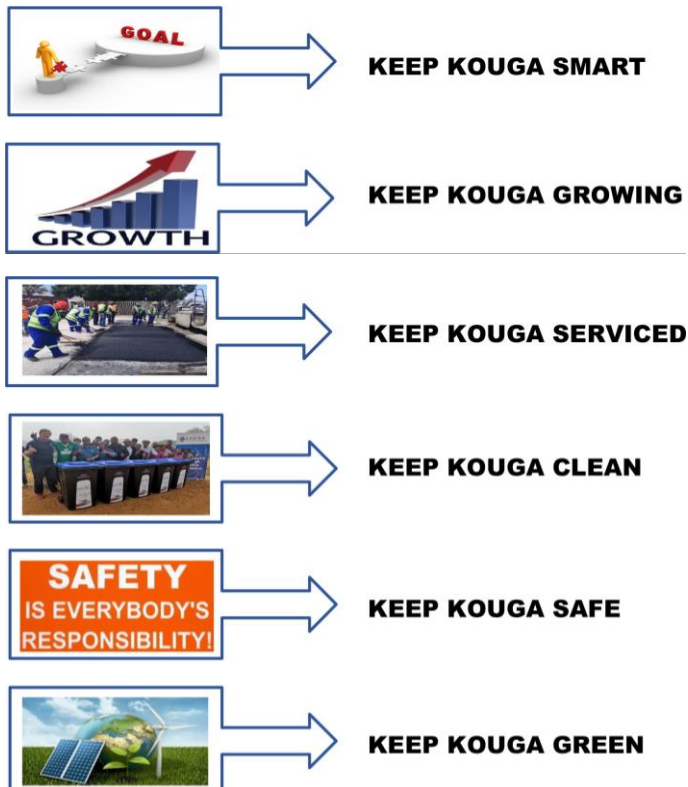
▣ **Municipal Vision**

Good Governance through Service Excellence

▣ **Municipal Mission**

- To create a government that addresses the needs and respects the values of Ubuntu in our communities.
- To create a better life for all through delivering inclusive and affordable services to residents.
- To create a safe environment with diverse opportunities for economic growth and development.
- To create a responsive, accountable and caring government for all its people.
- To create an efficient, well-managed, corruption free and legally compliant municipality.
- To create and maintain an effectively governed administration that is committed to financial sustainability.

▣ **Strategic Narratives**



■ Development Priorities

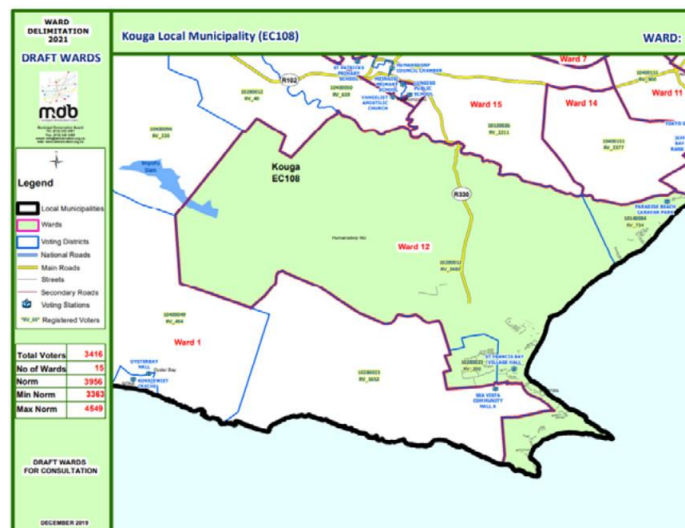
In support of the Municipal vision, the Municipality identified the following key focus areas.

KPA	Strategic Objective
1. Basic Services & Infrastructure	To manage and ensure the provision of basic municipal services and the reduction of infrastructure backlogs
2. Local Economic Development	To manage and provide town planning services and ensure the economic upliftment and development in the municipal area
3. Municipal Financial Viability & Transformation	To manage and provide financial services to ensure financial viability, compliance and reporting
4. Good Governance & Public Participation	To render integrated community services to enhance community development in general and promote a clean and safe environment
5. Institutional Transformation	To transform the institution into a high-performance organization with a skilled and diverse work force
6. Spatial Planning	To manage and provide town planning services and ensure the economic upliftment and development in the municipal area

■ Ward 12 Priorities

The study area falls within Ward 12 and the IDP process identified the following broad priorities for the Ward.

- Illegal shacks in Sea Vista
- Law enforcement –Stray animals, bylaws crime
- Roads – Resealing of roads St Francis Drive, Grand Camore
- Roads – Potholes
- Gravel Roads –grading of gravel roads Cape St Francis Bay
- Beach –spit and dune- rock reventment
- Waterbourne sewerage
- Service improvement on sewerage trucks- 2day turnaround
- Water
- Stormwater maintenance and upgrade
- Water line upgrade – Canal Road – ongoing project
- Replacement all other old water pipes
- Canal bridges upgrade –on going project
- V drains –Lyme Road south and north
- Fire hazard –fire breaks and bush clearing incl plot clearing
- Erf 554- ongoing project
- Street Names
- Waste -water pump upgrade – ongoing project



- Upgrade of road to boat launching site at Kromme River Bridge – last bit of project
- Illegal signs
- Maintenance of Beach facilities – ongoing project

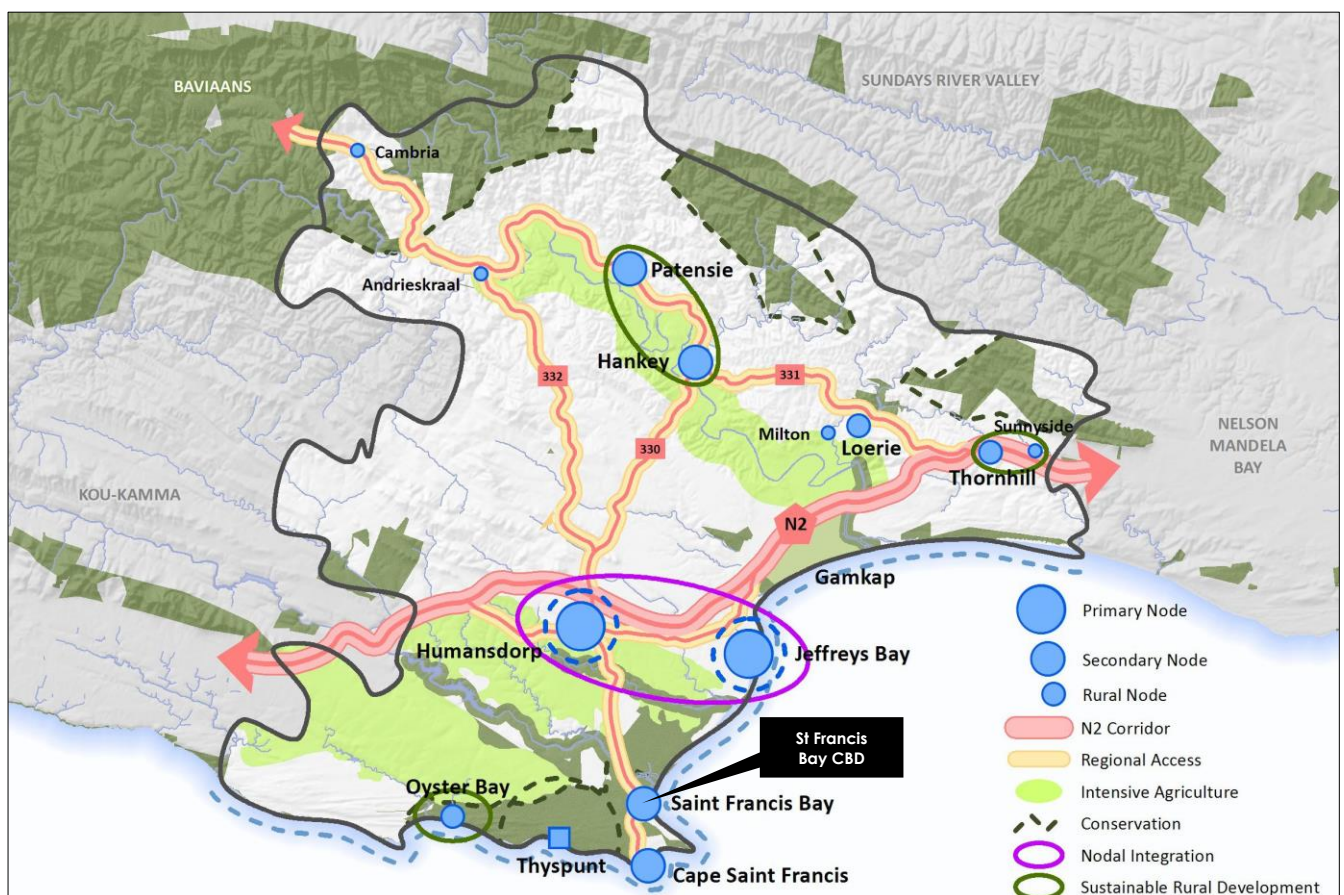
1.7 Kouga SDF (2021)

Spatial Vision :

"Kouga is a municipal area where well protected natural resources provide economic opportunities and a framework within which a network of well-connected SMART settlements, with a small town feel, provides social and economic opportunities for all residents."

This Vision is built on the following components :

- A hierarchy of settlements
- Networks – Mobility and Logistics
- Protect natural resources/Integrated Environmental Management
- Promoting Agriculture and Rural Development
- Efficient functioning of settlements / Resilient, Inclusive, Smart and Sustainable Settlements



Plan 4 : Consolidated Spatial Concept

☐

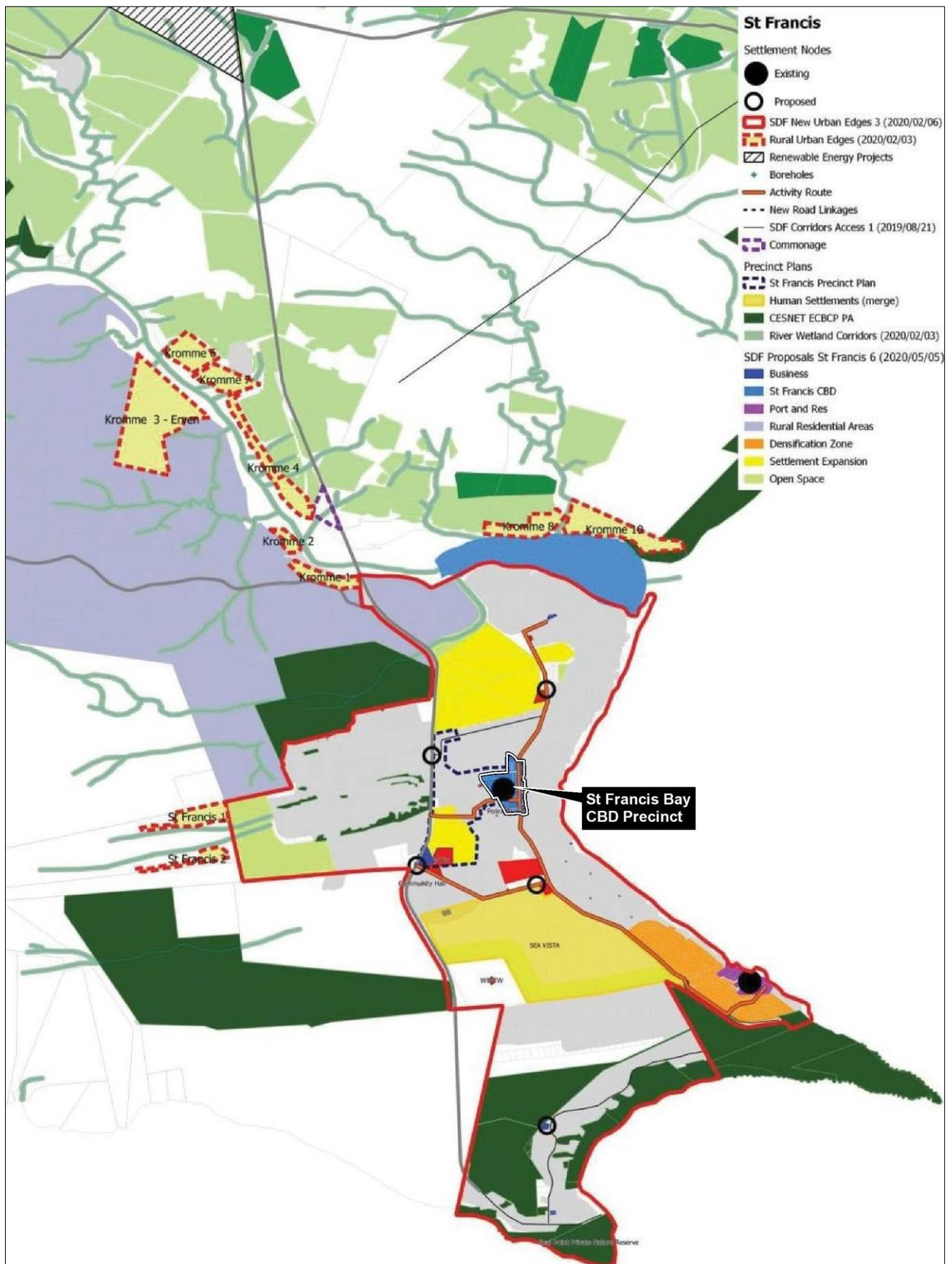
Nodal Status : Secondary Node	
Description	Priorities
Context	The St Francis Bay / Cape St Francis coastal towns are characterised by low density, upmarket residential developments with strict architectural and aesthetic control. The area has a small and limited commercial and industrial component and largely depends on the bigger sentra like Humansdorp and Jeffreys Bay for this purpose. The higher density, low income residential area of Sea Vista is experiencing high population growth rates and influx with a need for additional and future land.
Opportunities	- Opportunities for expansion and urban growth east of the R330. - High tourist and recreational potential with opportunities for expansion of the leisure industry. - Specific architectural guidelines and identity with niche development, i.e. canals, harbour and St Francis Links Golf Estate. - Large number of vacant stands provide opportunity for redevelopment and densification.
Constraints	- Future development and expansion west of the R330 and in specific locations are restricted through environmental constraints and biodiversity. - High demand for lower income residential opportunities and land for settlement. - Relatively small commercial component with opportunities for expansion and sustainability. - Engineering services constraints. - Unmanaged and illegal land development along Kromme River.

Nodal Status : Secondary Node	
Description	Priorities
Urban Edge	• Limit further expansion of the urban edge to enable environmental conservation and protection. • Promote protection and acknowledge various conservation and conservancy areas, inside and outside the urban edge. • Limit further settlement expansion west of the R330. • Urban structure should take cognisance of the demand for lower income residential typologies, within the greater St Francis Bay area
Nodes, Corridors & Access	• Future high intensity business should be contained to the identified areas, with specific reference to the St Francis Bay CBD area as demarcated. • Support mixed use development at Sea Vista entrance. • Future expansion of Sea Vista residential area to include commercial land allocation. • Prevent intrusion of commercial activity within existing residential area. • Main access corridors to be maintained and incrementally upgraded as part of a medium to long term infrastructure strategy.
Infill & Densification	• The demand for low income and subsidised housing in the greater St Francis is acknowledged through possible expansion of Sea Vista south towards the waste water treatment works. • Further development of this land should be based on an environmental assessment and land suitability assessment. • Infill and densification areas north of Sea Vista and west of the canals should be based on sound environmental principles and subject to land suitability. • Future expansion of Cape St Francis, outside existing residential footprint is not proposed as a medium strategy. • Densification within existing residential areas should be based on densification guidelines. • The low intensity of existing development particularly in Satareme provides an opportunity for the intensification and densification.
Human Settlement	• Human Settlement :Land Demand by 2030 – 65ha • Human Settlement :Land Demand by 2050 – 129ha • SDF 2019 Provision – 115ha • The Sea Vista area is faced with a shortage of land for the construction of low-cost houses and an estimate of 52 ha of land is needed to address the backlog of 2000 prospective beneficiaries registered on the housing needs register.
Conservation	• All future development and densification should be based on environmental guidelines, proposed coastal setbacks, coastal conservation guidelines and general conservation principles. • The integrity of the existing and proposed open space and conservation system should be maintained. • Placement of rock revetment, nourishment of spit and beach in St Francis Bay
Community Facilities	• Sports Facilities - Facilitate negotiations for the transfer of Erf 400 from the Department of Public Works to Kouga Municipality – Concluded • Facilitate a development plan for Erf 554 - Rezoning of Erf 554 (St Francis Bay) for sporting facilities • Upgrade Cape St Francis ablution facilities

▣ **Kouga SDF : St Francis Bay Actions (Strategies)**

The spatial planning actions required to achieve the Framework are reflected below :

1	Precinct Plan Sea Vista Entrance (Tarragona Road) Mixed Use
2	St Francis and Cape St Francis Densification Policy and Identification of densifications areas
3	Santareme Densification area
4	Transfer of Erf 400 from the Department of Public Works to Kouga Municipality
5	Development plan for Erf 554 - Rezoning of Erf 554 (St Francis Bay) for sporting facilities
6	Upgrade Cape St Francis ablution facilities
7	Upgrade the water supply suspension bridge to a more robust and sustainable arrangement
8	Prepare a Water
9	Upgrade WWTW
10	Prepare a sewer master plan and action plan.
11	Upgrade main gravity
12	Prepare a stormwater management plan which will address amongst other matters the stormwater runoff from behind Santareme.
13	General road maintenance
14	Identify Waste Drop-off Sites
15	Upgrade sections of the St Francis Bay electrical reticulation
16	Upgrade electrical reticulation in Sea Vista to avoid losses
17	Increase electrical capacity (Increase ESKOM's notified demand)
18	Prepare the St Francis and Sea Vista LSDF
19	St Francis CBD Precinct Planning
20	Homestead Rd and Sea Vista Planning





Plan 7 : St Francis Bay CBD Framework Plan

1.8 Kouga SDF Land Use Management Guidelines

▣ Central Business Focus Area

Background	Policy Statement
<i>The designation of a CB Focus Area boundary enables the creation of tailored development proposals that meet the specific needs of the core of each settlement.</i>	• These areas would be characterised by mixed uses, including higher density residential as well as the conversion of low intensity old housing stock to more intensive and efficient uses. • The St Francis Bay CBD specifically has the potential to take advantage of the tourism sector to create an attractive and high intensity beachfront, which still maintains a 'small-town' feel. • The specific development proposals and parameters will be set out in precinct plans and LSDF's for each area and settlement. • CBD Development should take account of the following: - The existing environment should be enhanced rather than eliminated. - Incorporate 'good' existing natural features into the proposals to ensure legibility and ensure that the current open space network is respected and integrated. - Existing structures should be repurposed where possible and appropriate. - Ensure walkability and access to public transport (Create high quality commuter facilities and infrastructure. - Public transport promoted as key mode of mobility and commuters should be designed for. - Incorporate mixed use development principles. - Higher residential need to be promoted (Refer to Residential Densification guidelines) and a broad spectrum of income groups and ownership patterns need to be included. - Support both the formal and the informal sector, and enhancing existing areas of activity.

▣ Settlement Upgrading

Background	Policy Statement
<i>The provision of adequate housing facilities for the population of the study area is one of the key principles and priorities embedded in the constitution. The development of residential areas and creation of liveable environments is of critical importance for social sustainability and upliftment of the people residing within the study area.</i>	• The focus is to upgrade and formalise existing informal areas. • Strive to eradicate informal housing and/or shacks. • Residential densities and non-residential land uses to be guided by detailed planning and accommodation of existing structures on-site. • Detailed planning to include feasibility, no-go areas and development options. • Residential densities up to 50 units per ha and above are encouraged. • Settlement upgrading should only be undertaken where the site is suitable for the intended settlement development and the residents can be effectively integrated into the existing urban fabric.
<i>Settlement Projects</i>	• Approved housing projects indicate sites where housing projects are in the planning phase or implementation phase. • Proposed future housing projects indicate sites that have been identified as potential sites for housing development.

■ Mixed-Use

Background	Policy Statement
To create a specific urban environment of mixed use through the redevelopment, infill and expansion or conversion of existing buildings or vacant land. Mixed use is focussed on combining compatible land uses in a manner which will enable higher intensity and diverse development.	• The intention of the Mixed Use categorisation is to increase development intensity within the demarcated mixed use area. Permit multiple uses to support commercial, high density residential, office, entertainment and support facilities without negatively impacting on the surrounding development. • Departures from the ILUS development parameters can be considered in specific cases to improve development, density and footprint. • Manufacturing and light industrial activities not permitted. • Residential densities in excess of 50 units per ha to be promoted. • Site development plans for all developments to be submitted for consideration prior to submission of a land use or building plan application.

■ Settlements : Business

Background	Policy Statement
Business districts, secondary business nodes and informal business activity are one of the most important formative agents within the urban structure given the past segregated planning policies. The placing, development and expansion of future business areas can play a major role in assisting the restructuring of the urban form. This component refers to the current and proposed sites for Business / Commercial use and include any land uses where enterprise for commercial and/or professional services and/or retail uses are to take place.	• Business/commercial related land use should be confined to the core urban areas (central business district) and secondary/lower order nodes. • The infiltration of business/commercial uses into a residential area or the periphery of the CBD should not be permitted (this excludes small house/spaza shops). • Spaza/House shops are encouraged along main roads in all informal or previously disadvantaged areas. This must be aligned with the policy of informal trading. • House shops should not be encouraged on Single Residential zoning except on properties that are currently zoned informal (It must be limited to all government low income housing schemes). • In order to attract investment, the provision of land for business purposes with the associated infrastructure should be provided on a pro-active basis. • The development of SMME should be encouraged in selected locations in or near business nodes and the CBD. • House enterprises and house shops should be permitted in residential areas. • The central business district should be demarcated. • Close linkages between business development and the local economic development plan and strategies should be implemented and co-ordinated on a sub-regional and district level. • Business proposals within residential neighbourhoods may be considered if the adjoining property is zoned for business. This is provided also that access is obtained from the same street. The proposed business must be compatible with the existing business and character of the area.

3

Chapter 3 :

Analysis & Synthesis

1.0 Introduction

The analysis of the study area represents an overall spatial picture of the St Francis Bay CBD, the current situation, patterns and trends within the area and quantify specific needs and capacities. The information is focussed on key developmental sectors and based on the key issues identified.

2.0 Biophysical Environment

The bio-physical status quo for the CBD is outlined in the following sections, including :

- Climate and Climate Change
- Topography and Drainage
- Environment Management

2.1 Climate & Climate Change

The climate within Kouga differs between the 3 main geographical features, i.e. Coastal Region, Humansdorp and the Gamtoos River Valley. The area is classified as subtropical and is situated in an intermediate zone between the summer and winter rainfall zones of the country, with annual precipitation between 400 and 650mm along the coast and in the Humansdorp area with slightly lower rainfalls in the Gamtoos River Valley.

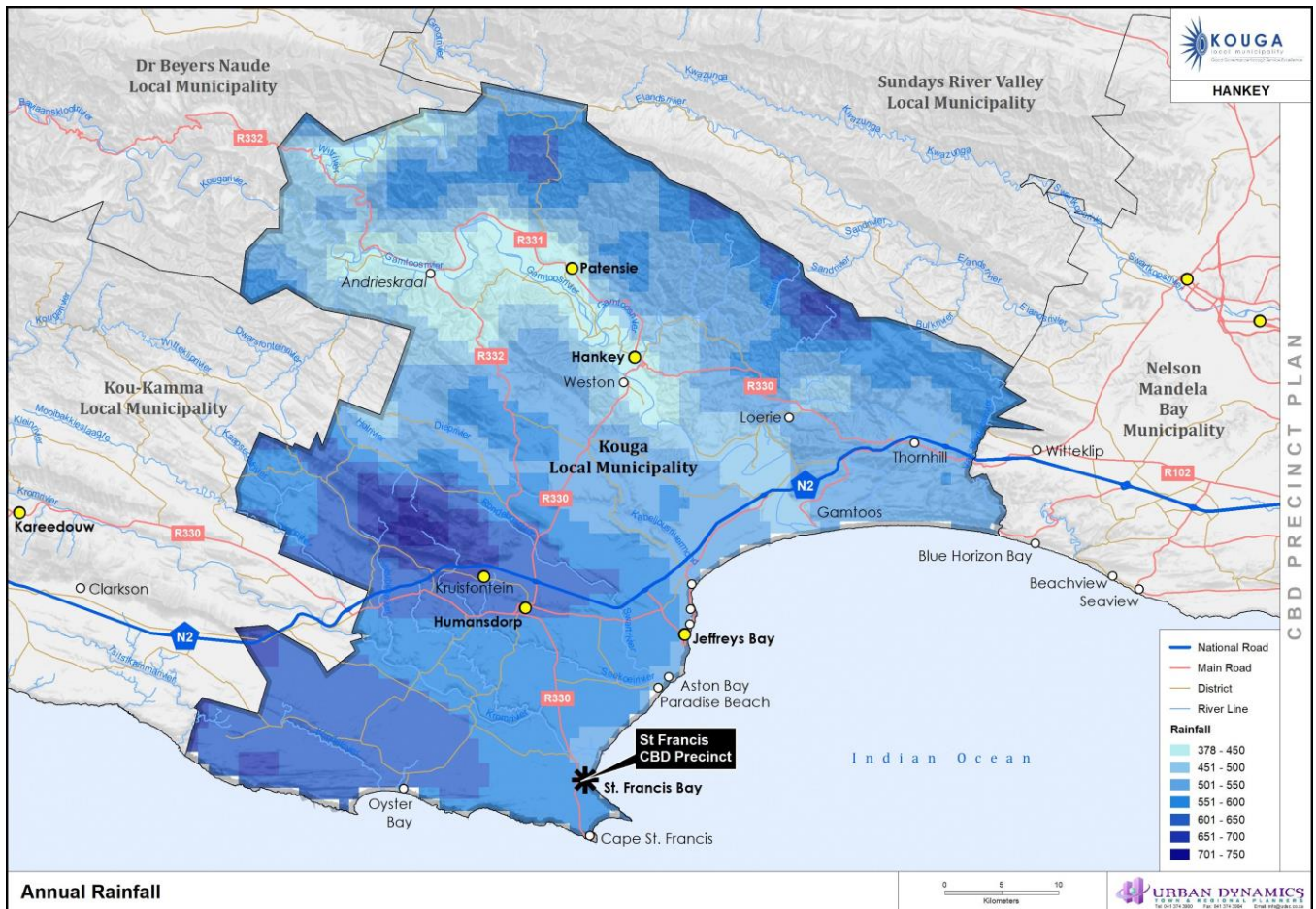
The prevailing wind direction is generally westerly to south-westerly with equally dominantly easterly winds during the summer month.

The impact of Climate Change on the Local Authority and its management of land use and scarce resources can be significant. These are :

- Change in rainfall patterns and average rainfall.
- Change in level of fluctuation of general climate patterns and tendencies.
- Increase in flood severity and draught occurrence.
- Change in ecosystems and desertification.
- Impact on bulk water supply resources and agricultural industry

Although the LSDF cannot directly mitigate against these issues, sector planning and general strategy formulation can indirectly mitigate against the impact of Climate Change. This includes strategies relating to Renewable Energy, Green Management Practices, Coastal Management and Environmental Sustainability.

In the Eastern Cape, predictions suggest higher temperatures, increased unpredictability of rainfall regimes, more intense rainfall (flooding), longer dry spells (drought periods), increased storm events and sea-level rise.



Plan 8 : Annual Rainfall

2.2 Geology & Soils

The geology and soil types within the study provide a basic indication of soil stability and possible construction constraints.

The geology in the St Francis Bay CBD is described as :

- Unconsolidated calcareous sand (coasted dunes), minor palaeosols
- Calcareous sandstone, clastic limestone, conglomerate, coquinite

Of greater importance is the soil class.

Soil Class	Favourable Properties	Limitations
4 Imperfectly drained sandy soils	Favourable water-holding properties	May be highly erodible

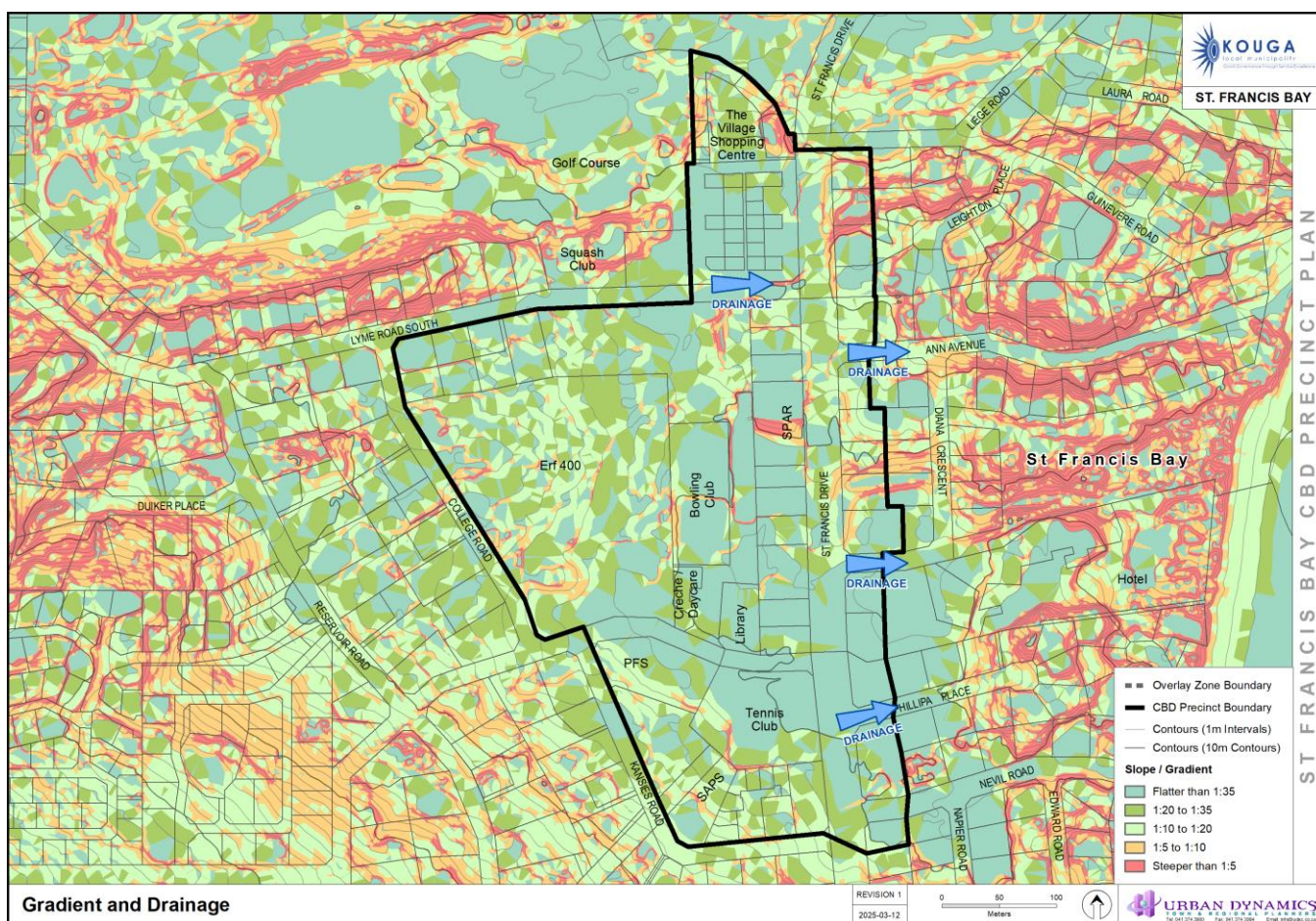
2.3 Drainage & Gradient

▣ Drainage

Although the St Francis CBD area does not have a formal natural drainage corridor (rivers, streams), surface run-off is channelled through a storm water drainage system along the road network in a west-east direction.

▣ Gradient

The area east of Reservoir Road, south of Lyme Road and along St Francis Drive is relatively flat with gradients flatter than 1:10. The gradient is favourable for future development, especially on Erf 400 Sea Vista.



2.4 Environmental & Biodiversity

Environmental management must be implemented as a key element of the St Francis Bay LSDF land use management strategy. The following legislative guidelines should be consulted and implemented for all development proposals and activities :

- National Environmental Management Act and Listing Activities
- Eastern Cape Biodiversity Conservation Plan
- Garden Route Biodiversity Sector Plan

2.4.1 National Environmental Management Act (NEMA)

The National Environmental Management Act (NEMA) was passed in November 1998 and came into effect in January 1999. It is a framework Act underpinned by the concept of sustainable development, and covers the 3 primary areas of environmental concern – i.e. resource conservation and exploitation, pollution control and waste management, and land-use planning and development.

▣ **Purpose & Objectives**

In essence, NEMA does the following :

- translates environmental rights identified in the Constitution into a more tangible form
- promotes co-operative governance in environmental management
- provides a framework for developing environmental norms and standards
- provides a basis for alternate dispute resolution procedures
- emphasizes public interest in the environment

A number of mechanisms are provided to achieve these ideals, however the foundation of the Act is a set of environmental management principles which are based on the concept of sustainable development.

▣ **Integrated Environmental Management & the Environmental Assessment Process**

Chapter 5 of NEMA deals with environmental assessment (EA) and describes how the integrated environmental management (IEM) philosophy should be applied in the EA process with the intention of promoting the application of appropriate environmental management tools to ensure the integrated environmental management of activities. Section 23 of NEMA sets out the general objectives of EA, and Section 24 the procedures for the investigation, assessment and communication of the potential consequences or impacts of activities on the environment.

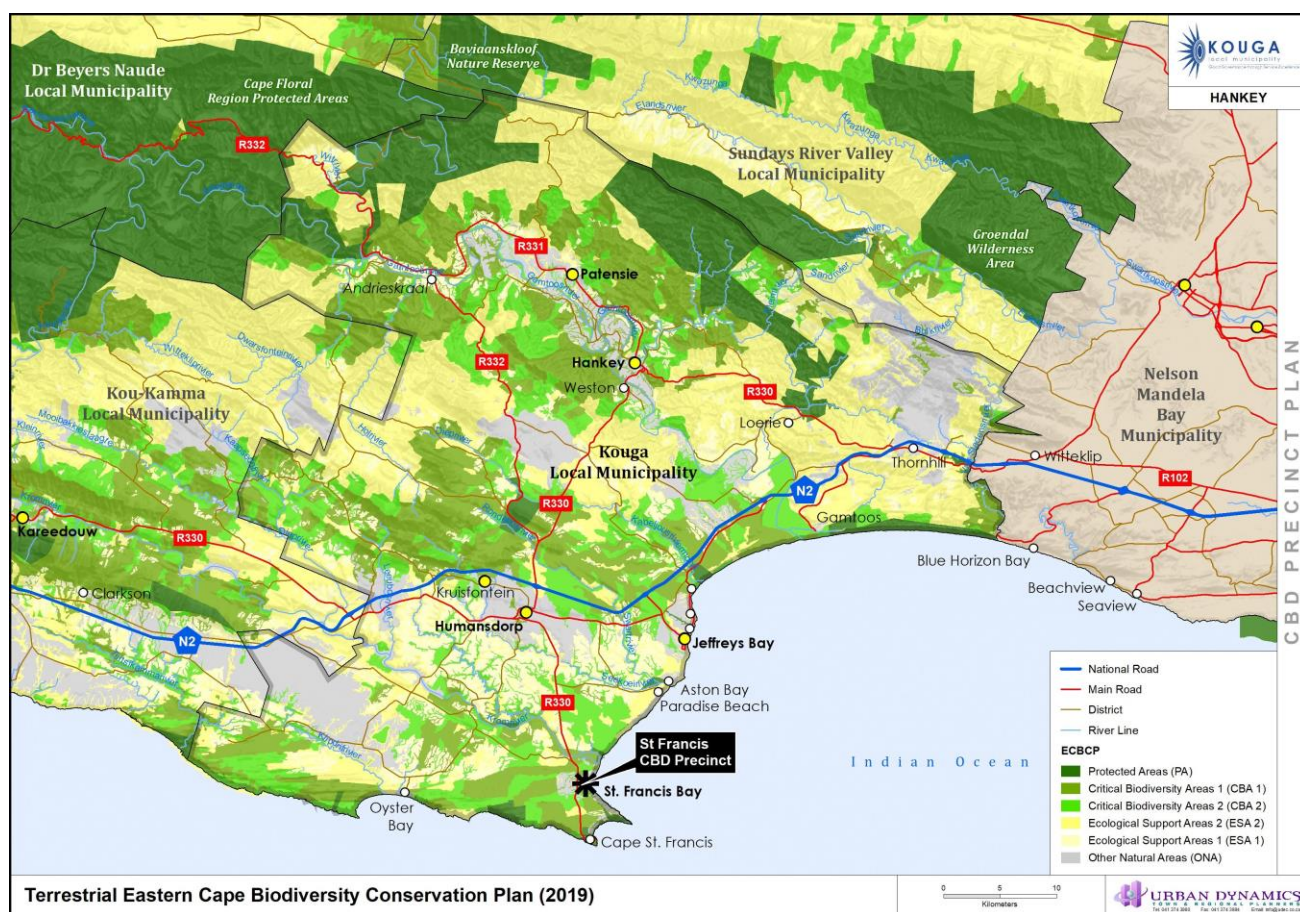
There are a number of tools that can be applied depending on the activity, including Strategic Environmental Assessments, Environmental Impact Assessments, Environmental Management Plans, Environmental Management Systems, Environmental Auditing etc.

There are 3 Listing Notices that identify different types of activities on a threshold-basis in different areas that would need authorisation prior to commencement (and would therefore need an environmental impact assessment) from the relevant competent authority.

2.4.2 Eastern Cape Biodiversity Conservation Plan (ECBCP)

The objectives of a BCP are to :

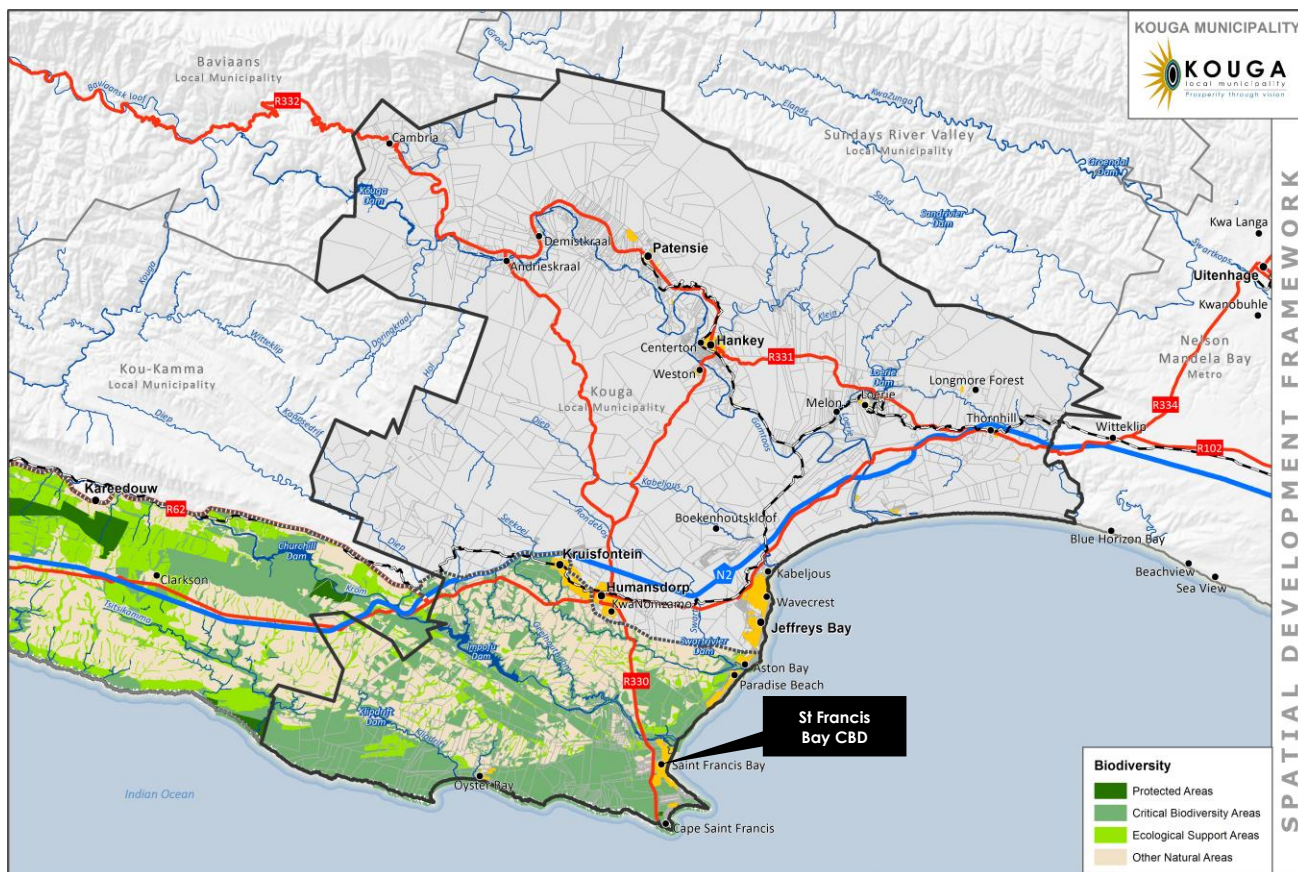
- Identify the minimum spatial requirements needed to maintain a living landscape that continues to support all aspects of biodiversity, and retain/maintain essential ecological infrastructure. This is achieved through the selection of areas, based on achieving targets which represent important biodiversity pattern AND ecological processes.
- Serve as the primary source of biodiversity information for land use planning and decision making.
- Inform conservation and restoration action in key biodiversity areas.



Plan 10 : Terrestrial Eastern Cape Biodiversity Conservation Plan

2.4.3 Garden Route Biodiversity Conservation Plan

The Garden Route Biodiversity Sector Plan prepared in 2010 identifies protected areas, critical biodiversity areas and ecological support areas within the study area, including the southern portion of the KLM area, generally south of Aston Bay and Humansdorp. The Garden Route Biodiversity Sector Plan includes detailed land use guidelines for various land use activities.



Plan 11 : Garden Route Biodiversity Conservation Plan

3.0 Built Environment

3.1 *Renewal in Context*

Rural town renewal (like urban renewal) is a process of change to towns and especially their centres.

Typically, the levels of desirability or degradation of space, infrastructure and structures in town centres are not static but vary across a town's life cycle. Historical centres are often outgrown, become technologically outdated and are no longer centrally located as a town naturally expands.

Typically, with the historical town centre, as described above, new development centres are then proposed and developed that better cater to contemporary conditions on more available and opportune land. This can be seen in the form of a distinct second centre.

The next period of the cycle can see the moving of several key activities and tenants to the more dispersed development centres and the possible regeneration and upgrading of the historical centre. This can be in the format of smaller businesses, socialising, tourism and niche retail activities.

A best-case scenario in this respect is that the new development centres are recognised within the context of a larger development plan for the town that allows these new centres and the historical town centre to develop.

3.2 *Historic Background*

During the last quarter of the 18th century, the number of travellers visiting the Eastern Cape increased and many of them followed the course of the Kromme River down from the Langkloof.

It was during the first British occupation of the Cape that Sir John Barrow, private secretary to Military Governor Earl Macartney, journeyed to the Eastern Cape. On the map that appeared with his account of his travels is marked the Kromme Rivers Bay.

At the time the British took over control of the Cape, a number of families were struggling to make a living in the bush-covered dunes, south of the Kromme.

After the building of the lighthouse, goods were delivered to the keeper by ox-wagon. Because of the dunes and the difficulty of reaching the lighthouse, it was considered to be one of the most remote on the South African coast.

A road led from Humansdorp to the banks of the Kromme. At low tide, a wagon could cross the river at a spot just to the west of the existing bridge, but travellers with no wagons had to find other means.

Beachcombing and fishing were popular activities and for many years were the sole prerogative of local families, the keepers of the light and occasional visitors from the farms on the Humansdorp side of the Kromme.

In 1954 Leighton and Ann Hulett purchased the Farm Goedgeloof. In 1956 a small township of 51 plots was laid out and, to tame the dunes of the Sand River, Leighton began to lay down branches of Rooikrans and Port Jackson Willow, the same method used by Joseph Storr Lister to arrest the spread of the dunes on the Cape Flats near Cape Town.

The first homes were built by Leighton and from the start he insisted on a certain conformity of style which resulted in the unique character of the town.

Hulett acquired a further 179 morgen of land beside the Kromme. Leighton built his first dredger and work began in 1968 on a system of canals, unique in South Africa at the time. This new development was named Marina Glades. By 1976 the initial canal system was complete with eastern and western outlets to the river.

3.3 *Macro Context & Linkages*

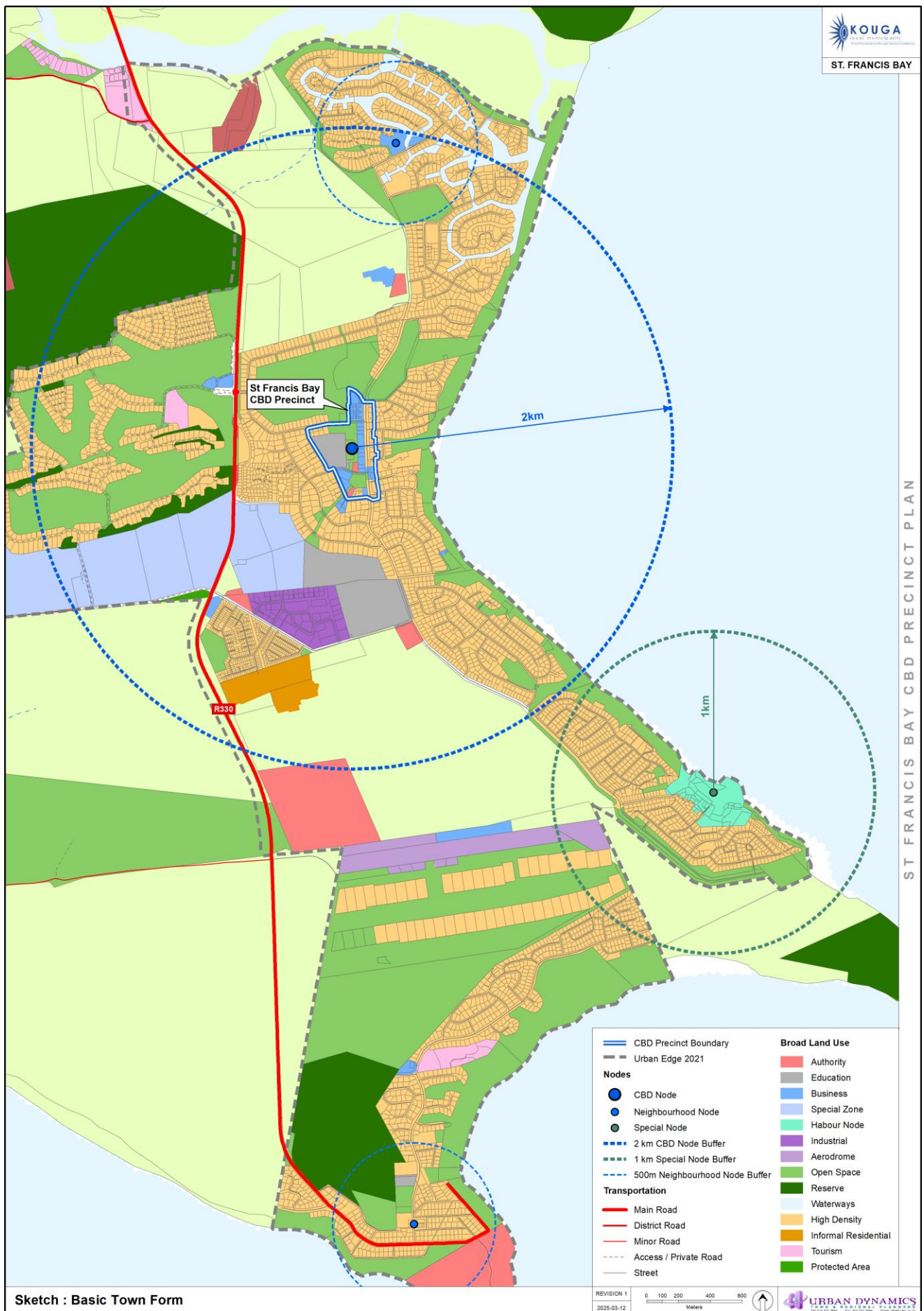


In order to understand the spatial connotation and role of the study area within the broader development context, the following key issues with respect to macro context of the St Francis Bay CBD are noted.

- St Francis Bay, including Santareme, Cape St Francis and The Links are situated south of the Kromme River, along the R330 and is classified as a secondary node in the greater Kouga region.
- St Francis Bay fulfils a strong accommodation and tourism function, especially based on the rich tourism-related resources in the area.
- The town supports a relatively small administrative function with larger sectors in the area dominating the support, i.e. Humansdorp and Jeffreys Bay.
- Smaller commercial nodes in the vicinity include Port St Francis, the St Francis Industrial Area and limited commercial activity in Cape St Francis.
- Access to the St Francis CBD is obtained via the R330, St Francis Drive and Lyme Road South.

- The CBD is centrally situated within the greater St Francis and well linked to Santareme and the surrounding residential areas.
- The CBD is relatively small with a clearly demarcated CBD edge, protected in terms of the approved Kouga SDF.
- St Francis Drive, Lyme Road South, Assisi Drive and Kansies Road provide main internal access.
- Commercial activity is generally situated on the western edge of St Francis Drive in a linear pattern, north of the Tennis Club.
- The precinct comprises of various non-commercial and non-residential activity, i.e. Bowling Club, Library, Crèche, Tennis Club and SAPS.
- Historically, business activity has been limited to the urban edge with the recent inclusion of the residential properties east of St Francis Drive.
- Through a proactive land use management system, the Kouga Municipality has enforced the CBD edge in St Francis, to protect the residential character of the area.
- Smaller neighbourhood related business nodes are very limited and restricted to individual guest houses, accommodation facilities and restaurants, scattered throughout the area.
- Residential activity within the CBD is restricted with a small number of residential units.
- The urban design character of the CBD, generally reflects the St Francis architectural style, with specific reference to The Village area.

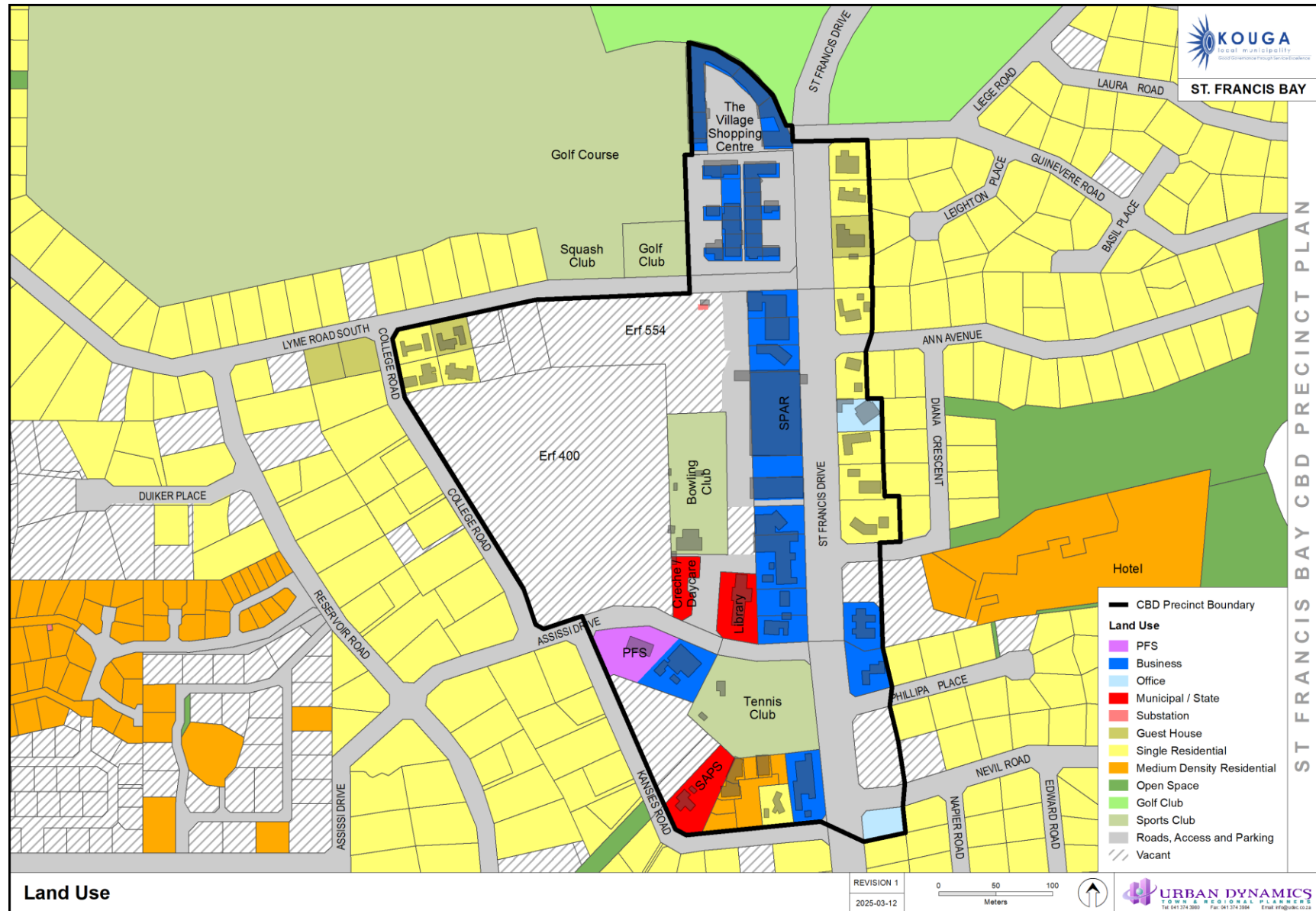




3.4 *Spatial Structure & Land Use*

The land use profile of the St Francis Bay CBD is indicated in the table and diagram below. The current spatial structure is indicative structuring element reflecting demand for specific land uses and growth options.

Land Use	No. of Units	Area (ha)
Accommodation	2	0.2
Business	37	2.7
Golf Club	1	0.001
Medium Density Residential	8	0.3
Municipal	2	0.3
Office	1	0.1
PFS	1	0.2
Roads, Access and Parking	11	4.1
Single Residential	19	1.4
Sports Club	4	1.4
State	1	0.2
Substation	1	0.004
Vacant	11	6.3
Unknown	1	0.003



Plan 12 : Land Uses



The CBD area of St Francis Bay is located as a long strip along St Francis Drive. The area gradually developed over time but the construction of the double storey SPAR complex on an open plot added a substantial amount of bulk to the urban form.

A result of the “strip-development” is that east west connections are limited and the area turns its back to surrounding green environments. This is especially the case with the large open space west of the CBD, which has enormous potential to be turned into a “Village Green”.

Coupled with the business area being a barrier, the public space is overwhelmingly dominated by cars and car parking. Many areas are laid out in an inefficient manner, eating up every bit of open space. Pedestrian areas are limited and not connected and there is very limited space for businesses and restaurants to spill out in the public domain.

Currently the expansion of businesses is taking place through the re-purposing of former residential properties to business and retail along the southern and eastern edge of St Francis Drive. Space for cars and individually organised haphazard parking solutions have resulted in erosion of space on the edges of the road and are deteriorating the pedestrian environment. This has also resulted in the deterioration of the green structure along the road.

There are strict architectural guidelines for St Francis Bay which are controlled through an Aesthetics Committee and are to be read with the Kouga Land Use Scheme 2021. The architectural character for St Francis is white walls and high double-pitched black roofs. It requires low predominantly horizontal building forms with the first storey located within the roof space. Roofs must form the dominant form feature and must be a characteristic element.

The built form in the CBD is mostly in keeping with the architectural guidelines however certain elements in the CBD area like car ramps and parking decks are difficult to conform with guidelines predominantly developed for single residential buildings. The guidelines have been instrumental in creating a sense of uniformity in terms of character in the business area which is also relatively in keeping with the built form in St Francis Bay.



3.5 Land Use Rights & Land Use Management

Land use rights and zoning within the study area are controlled and managed by Kouga Land Use Scheme (2021). The Kouga Land Use Scheme applies to the CBD and study area and manages land use rights throughout the Kouga municipal area.

3.5.1 Zoning



Plan 13 : Zoning

Zoning	Primary Use	No. of Units	Area (ha)
Authority Zone	Authority Use	2	0.4
Business Zone 2	- Business & Mixed Uses - General Residential Building	36	3.1
Community Zone	- Place of Worship - Place of Assembly - Place of Instruction	2	3.9
Open Space Zone 1	Public Open Space	6	2.9
Open Space Zone 2	Private Open Space	4	0.6
Residential Zone 1	Dwelling Unit	29	2.6
Residential Zone 2	Town Housing	8	0.3
Residential Zone 3	General Residential Building	1	0.1
Transport Zone 1	- Public Streets & Parking - Transport Use	8	3.4

A large percentage of the properties are zoned for Business and Support Facilities purposes. Several opportunities exist for conversion of single residential rights to higher intensity uses. This needs to be understood with consideration for other important aspects of the precinct such as issues of character and heritage, as well as infrastructure availability and traffic and transportation.

3.5.2 Land Use Management System

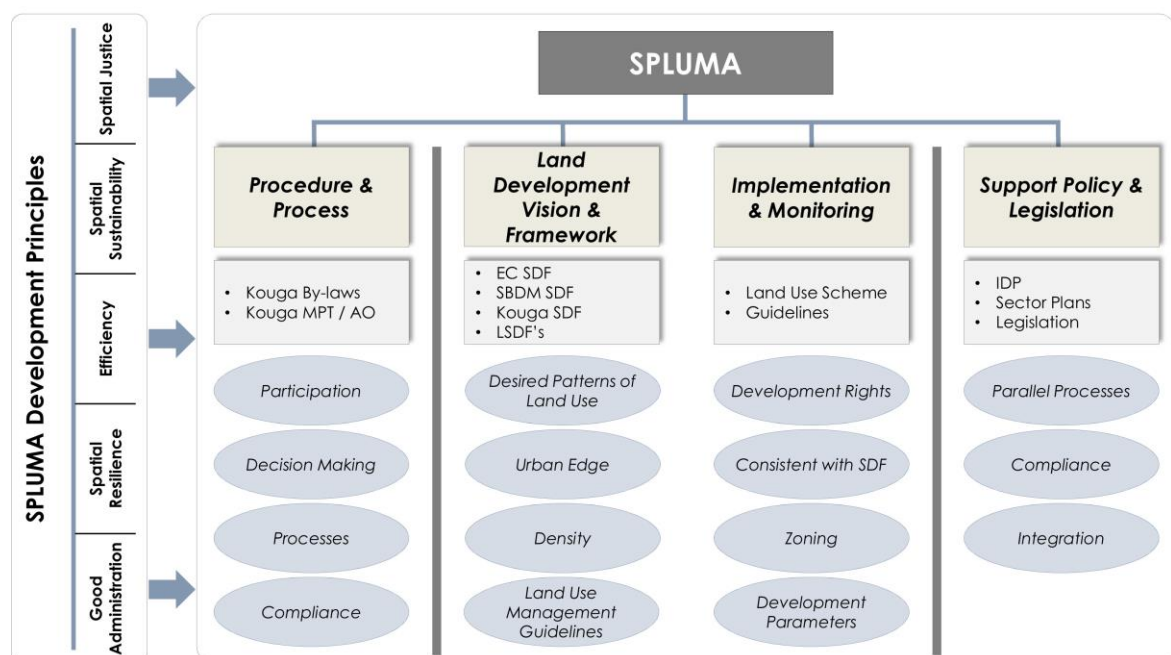
The Implementation Framework for the St Francis Bay Precinct Plan provides the vehicle for Precinct Plan implementation through projects, budgets, priorities and institutional arrangements to ensure implementation, monitoring and review.

Land use management as contemplated in SPLUMA comprises of various components and ideally should represent a hierarchy of plans and regulatory mechanisms within the Municipal Land Use Management System.

The Spatial Development Framework and Land Use Scheme should function as a unit and form the key pillars of the Municipal Land Use Management System.

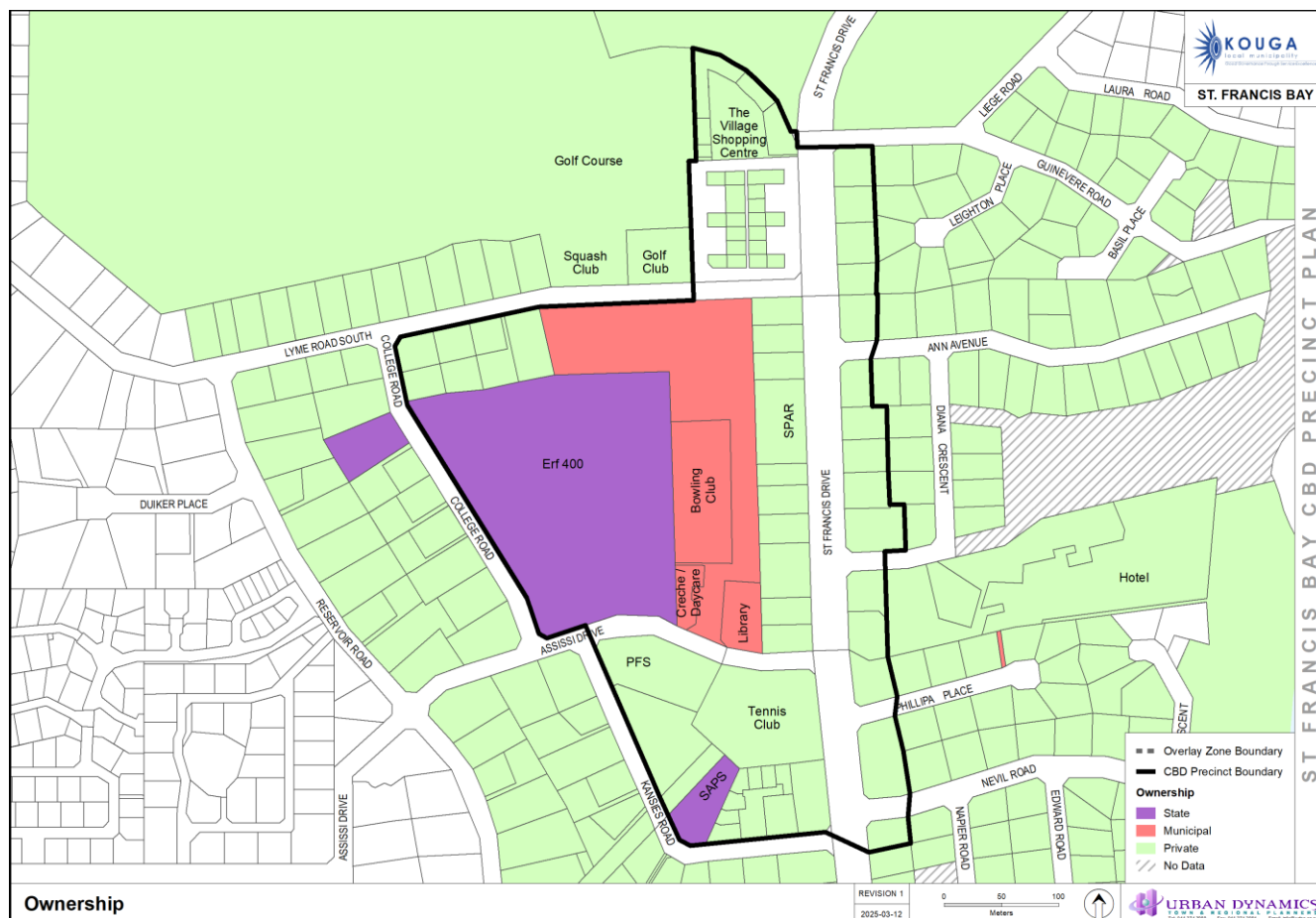
The graphic illustrates the package of plans and the land use management system for Kouga that is entrenched through the Municipal Spatial Development Framework.

Land Use Management System & Alignment



3.6 Ownership

Land ownership along St Francis Drive, i.e. business (to the west bank) and residential (east bank) are privately owned and operated. Erf 400, Erf 554 and SAPS are municipal and government owned, respectively.



Plan 14 : Ownership

3.7 Heritage

The heritage resource of the municipality is significant and contributes to the economy of the municipality and needs to be conserved in terms of the provisions of the National Heritage Resources Act, 1999 (Act 25 of 1999) (NHRA).

The NHRA introduced an integrated system for the identification, protection and management of heritage resources nationally, provincially and at municipal level.

The NHRA prescribes that land use planning and management to give attention to, and respond to, heritage considerations both at site and landscape levels.

Of particular significance is the obligation placed on the municipality to undertake the preparation of a comprehensive heritage inventory in terms of Section 30(5) of the NHRA.

The Kouga Municipality has not prepared such an inventory.

It is also important to note that the heritage resource of the municipality does not only comprise of conservation worthy buildings and urban precincts, but also includes physical and cultural landscapes.

The following sections from the NHRA are of specific importance for heritage management:

▣ **Section 30 (5)**

- Applies to the compilation of an inventory of heritage resources, including heritage objects and the submission of such an inventory to the relevant heritage authority.

▣ **Section 32 (7)**

- Authorises SAHRA to the maintenance and management of a register of heritage objects, which have been declared heritage objects under the relevant sections of the NHRA.

▣ **Section 34 (1)**

- *"No person may alter or demolish any structure or part thereof which is older than 60 years without a permit issued by the relevant Provincial Heritage Resource Authority".*

▣ **Section 38**

- Spatial planning actions which will result in development listed in Section 38 need to be considered by the Heritage Resource Authority.

▣ **Section 47**

- Requires that the Heritage Resource Authority adopts a plan for the management of heritage resources and that all actions of authorities must be consistent with general policies.

4.0 Infrastructure

A high-level desktop study, based on the existing Kouga SDF, available GIS data and Google Earth, was conducted to determine :

- the availability of Water, Sewer and Stormwater services
- obtain the capacity of existing infrastructure (such as waste water treatment works)
- highlight any future infrastructure projects.

within the study area of the St Francis Bay Local Spatial Development Framework (LSDF).

The Kouga SDF document for 2017/2022 was the source of all capacity data. The SDF was adopted by Council 31 May 2017. Thus the assessments, would be inline with the contents of the 2017/2022 SDF. No subsequent assessments have been made; however, it is possible and likely that updated assessments may be found within the latest approved Kouga SDF.

The infrastructure section of the LSDF merely highlights / identifies what existing infrastructure is present, any future infrastructure projects and the capacity of bulk infrastructure as per the SDF and other available sources of information. Confirmation of future demand and availability will be addressed and investigated in more details as part of the planning and development procedure.

4.1 Water Services

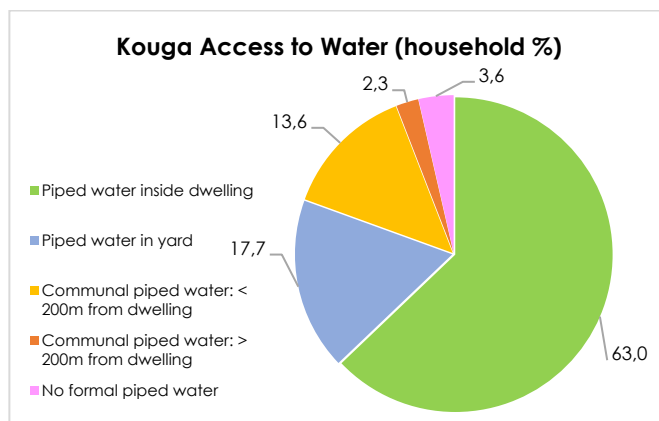


Figure 2 : Kouga Access to Water

The town of St Francis Bay receives the bulk of its potable water supply from the Nelson Mandela Bay Metro via a connection to the Churchill main supply pipeline. The below points were extracted from the Kouga SDF, and highlight the key points within the St Francis Bay water supply system, as well as the constraints.

- St Francis Bay/ Cape St Francis obtain potable water from the Nelson Mandela Metro's Churchill pipeline as well as a number of boreholes.
- The problematic pipeline alignment and use of the suspension bridge result in problematic maintenance as well as an insecure water supply.
- These boreholes were developed during the late 1980's and early 90's and is able to supply an average of 1800kl/day. These boreholes have high contaminants (Iron and manganese content) and are situated within the Seavista settlement.
- Two reservoirs with a combined capacity of 8 Ml service St Francis Bay/Cape St Francis, together with a 100kl elevated steel tower to Sea Vista.
- Water is also supplied from the Link's boreholes – This will continue until the Links development requires the supply for their own usage.
- Based on a desktop assessment there is capacity to accommodate 1500 erven– inclusive of vacant erven. (A Water Master Planning project will commence during 2020 and will confirm this figure)

▣ Existing Infrastructure

Based on the data which is available, the St Francis study area is serviced by a water reticulation network, as depicted in the plan below. Based on the information available, the pipe sizes within the study area range from 25 mm Ø to 300 mm Ø.



Existing Water Reticulation Network (St Francis Bay)

■ Firefighting Requirements

The Red Book stipulates various firefighting requirements, dependent on the land use, as illustrated below in the table.

Risk classification	Total fire flow (L/s)	Minimum flow at one hydrant (L/s)	Minimum pressure at fire node (m)	Minimum pressure at rest of system (m)
High risk: CBD and high-risk industrial	100	25	15	5
Moderate risk 1: Industrial, business, high-rise flats $\geq$ four storeys	50	25	15	5
Moderate risk 2: Cluster & low-income housing, high rise flats $\leq$ three storeys	25	25	10	5
Low risk: Single residential housing	15	15	10	5

Design Criteria for the Provision of Fire Flow (Red Book 2019)

Based on the figures in the table, and dependent on the proposed land use, the required pressure and flow rate will vary. Should a site have insufficient capacity for firefighting, a booster pump system will be required. Overall, the available capacity in terms of water supply, both flow rate and pressure, will need to be confirmed with the local Municipal officials.

▣ Existing & Proposed Water Related Projects

The Kouga Integrated Development Plan 2022/27 and the Kouga Spatial Development Framework were consulted to identify any future potable water projects within St Francis Bay. Where available, the project number as per the IDP has been provided. The following projects were identified:

- St Francis Bay/Links expand existing RO plant at links to increase capacity to treat boreholes – Project Number IE_029;
- Upgrade the water supply suspension bridge to a more robust and sustainable arrangement;
- Prepare a Water Master Plan.

The above projects are expected to improve the water security of St Francis Bay as a whole, and therefore the CBD area will benefit from them.

4.2 Sanitation

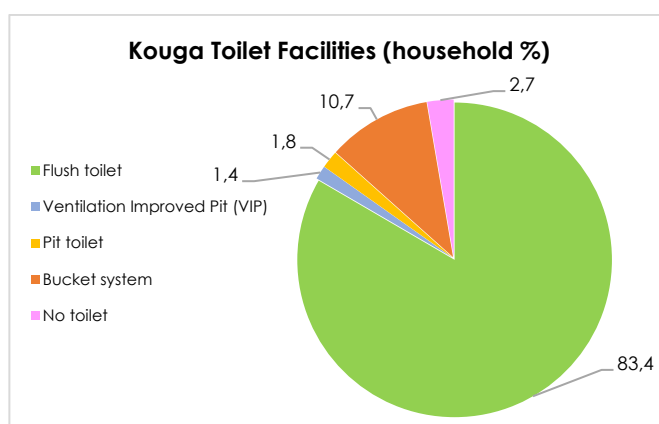


Figure 3 : Kouga Toilet Facilities

- The existing waste water treatment plant consists of a modular package plant with a treatment capacity of 750KI/day. The average daily recorded inflow is approximately 600KI/day, but during festive holiday seasons the inflow increase dramatically in excess of 1 400KI/day. This plant is currently being upgraded.
- St Francis Bay is only partially reticulated and a large part of town still makes use of conservancy tanks. No waterborne sewer reticulation is available in Cape St Francis. The portion of St Francis Bay where waterborne sewer reticulation is available is served by numerous sewer pump stations. These pump stations discharges into a 200mm main sewer gravity line close to the south western part of town, from where effluent is conveyed by the gravity main to the WWTW. Under normal conditions this gravity line is operating at full capacity and due to the corrosive nature of the effluent, the line is in a poor condition and requires replacement.

▣ Existing Infrastructure

Based on the data which is available, the St Francis Bay study area is serviced by a waterborne sewer reticulation network, as depicted in the plan. The pipe sizes within the study area, based on the available data, are unknown, and therefore updated information will be required.

Furthermore, the capacity of the local treatment works will need to be confirmed.



Existing Sewer Reticulation Network (St Francis Bay)

■ Existing & Proposed Sewer Related Projects

The Kouga Integrated Development Plan 2022/27 and the Kouga Spatial Development Framework were consulted to identify any sewer related projects within St Francis Bay. Where available, the project number as per the IDP has been provided. The following projects were identified:

- Prepare a sewer master plan and action plan;
- Upgrade main gravity sewer;
- Upgrade sewer pump stations St Francis Bay – Project Number IE_022;
- Cape St Francis - Install waterborne sewer reticulation, sewer pump station and rising to Wastewater Treatment Works – Project Number IE_002.
- St Francis Bay – Install waterborne sewer reticulation – Project Number IE_003

Further to the above, Kouga LM adopted a policy a few years back that the minimum accept standard for sanitation services will be a waterborne system in all areas. Internal reticulation in all areas that is currently serviced by conservancy tanks, needs to be addressed in future because of the increase in volume and the pressure on service delivery it brings during the peak holiday season. (As per the Kouga SDF)

Based on the above, the upgrading of the main gravity sewer, pump stations, as well as the implementation of waterborne sewers minimum standard for sanitation services, will benefit the CBD. These upgrades are also likely to increase the capacity of the system.

4.3 Stormwater

▣ Existing Infrastructure

No GIS stormwater data is available for the study area. However, based on a recent site visit, it is evident that an existing stormwater piped system is present, as depicted in the image, though it may be limited in extent. Runoff is conveyed by roadside channels to grid inlets or catchpits, and then via a subterranean pipe network, to an outfall. It appears that the majority of stormwater is conveyed via the road surface and discharged onto adjacent land.

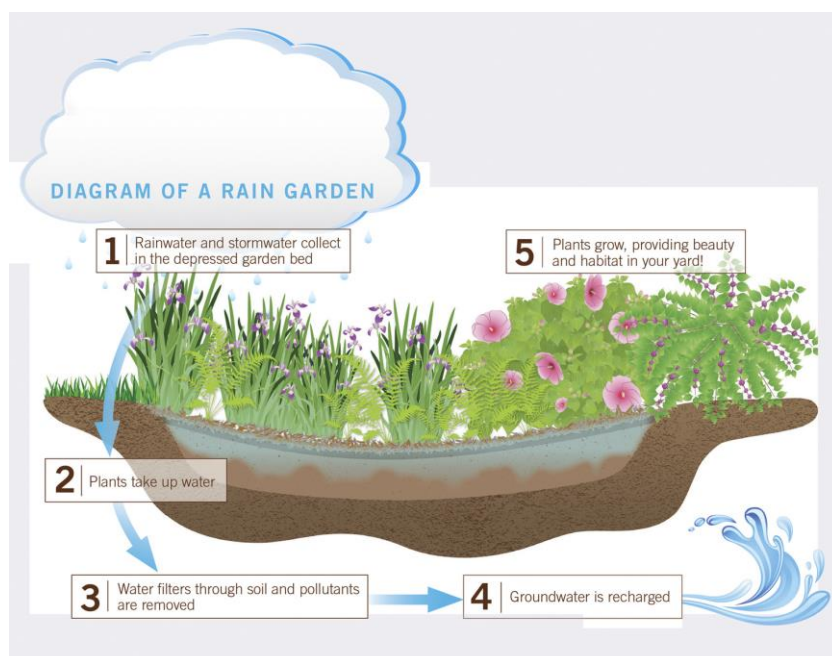


▣ Existing & Proposed Stormwater Related Projects

The Kouga Integrated Development Plan 2022/27 and the Kouga Spatial Development Framework were consulted to identify any Stormwater projects within St Francis Bay. Where available, the project number as per the IDP has been provided. The following projects were identified:

- Prepare a stormwater management plan which will address amongst other matters the stormwater runoff from behind Santareme;
- Provision of stormwater infrastructure St Francis Bay and Cape St Francis – Project Number IE_82.

It must be noted that any future development will be subjected Municipal bylaws and approvals which in terms of stormwater include the requirement that any runoff generated by a new development is reduced to that of the pre-development level/volume. This is typically achieved by means of attenuating runoff (temporarily storing it and releasing it gradually). Thus, there is no increase in peak runoff flow experienced by the existing infrastructure. Furthermore, as part of the conceptual and detailed design, the Municipality may opt to implement Sustainable Drainage Systems (SuDS) principles, which aim to mimic the natural process, and allow runoff to infiltrate the ground, as opposed to channelling runoff by conventional methods of concrete pipes or channels. An example of a SuDS principle is a rain garden, as depicted in the diagram.



It must be noted that any specific existing problems, such as flooding both within the study area and outside of the area, would need to be addressed as part of a greater Stormwater Master Plan for the study area / St Francis area.

4.4 Solid Waste

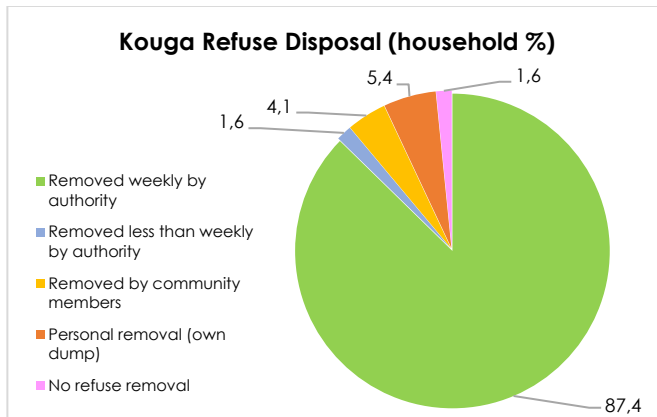


Figure 4 : Kouga Refuse Disposal

- Waste minimisation and recycling projects, including drop-off sites in St Francis Bay

4.5 Electricity

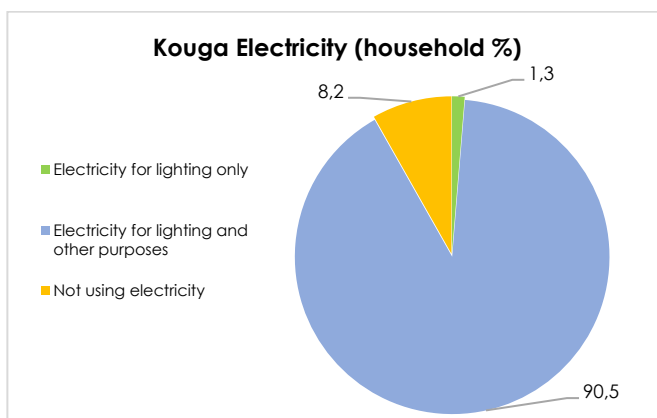


Figure 5 : Kouga Electricity

- There are small sections of electrical distribution networks in St Francis Bay that requires remedial work and upgrading
- St Francis Bay: Notified demand is 5MVA, while actual demand is 6.195MVA. (No surplus is available)
- Cape St Francis: Notified demand is 0.9MVA, while actual demand is 1.611MVA. (No surplus is available)
- The reticulation in Sea Vista needs to be upgraded to avoid losses.
- There is a need to apply for increased capacity.

5.0 Transport & Movement

An assessment, based on available GIS data, traffic and road condition assessments conducted as part of the Road Asset Management System for the Sarah Baartman District Municipality, has been conducted to determine the traffic and transportation situation within the study area of the St Francis Bay CBB.

5.1 Road Networks

5.1.1 Existing Road Network

The existing road network in the precinct comprises of 1.071km municipal roads. The main roads in the precinct are described in further detail below. The posted speed limit along all roads is 60km/h.

The functional classification in terms of TRH26: South African Road Classification and Access Management Manual (RCAM) is indicated in the plan below.

- **St Francis Drive** is a Class 4b municipal surfaced residential collector / distributor road that provides access to residential and commercial properties along its length. The road is 7.4m wide, with no kerbing and is in a very good/good condition given that it has recently been resurfaced. The road is the main north-south collector in St Francis Bay.
- **Lyme Road South** is a Class 4b residential collector / distributor road serving residential properties along its length. The road is 7.4m wide and is not kerbed. The road is in a fair condition. This road provides a link between the R330 and St Francis Bay.
- **Assisi Drive** is a Class 5b residential street serving residential properties. The road is 7.4m wide and is not kerbed. The road is in a good condition.
- **Kansies Road** is a Class 5b residential street serving residential properties. The road is 7.4m wide and is not kerbed. The road is in a fair condition.
- **College Avenue** is a Class 5b residential street serving residential properties. The road is 7.4m wide and is not kerbed. The road is in a fair condition.
- **Phillipa Place** is a Class 5b residential cul-de-sac serving residential properties. The road is in a good condition.
- **Nevil Road** is a Class 5b residential street serving residential properties. The road is in a good condition
- **Ann Avenue** is a Class 5b residential street serving residential properties. The road is in a good condition
- **Diana Crescent** is a Class 5b residential street serving residential properties. The road is in a fair condition.
- **Liege Road** is a 7m wide surfaced class 5b residential street that provides access to residential properties. The road is in a good condition.



Plan 15 : Road Layout & RCAM

5.1.2 Road Condition

Road conditions in the precinct area were assessed as part of the Road Asset Management System currently being prepared by Engineering Advice and Services on behalf of the Sarah Baartman District Municipality. The table below indicates the road conditions in the precinct area at that time. It is noted that all roads in the precinct area are surfaced.

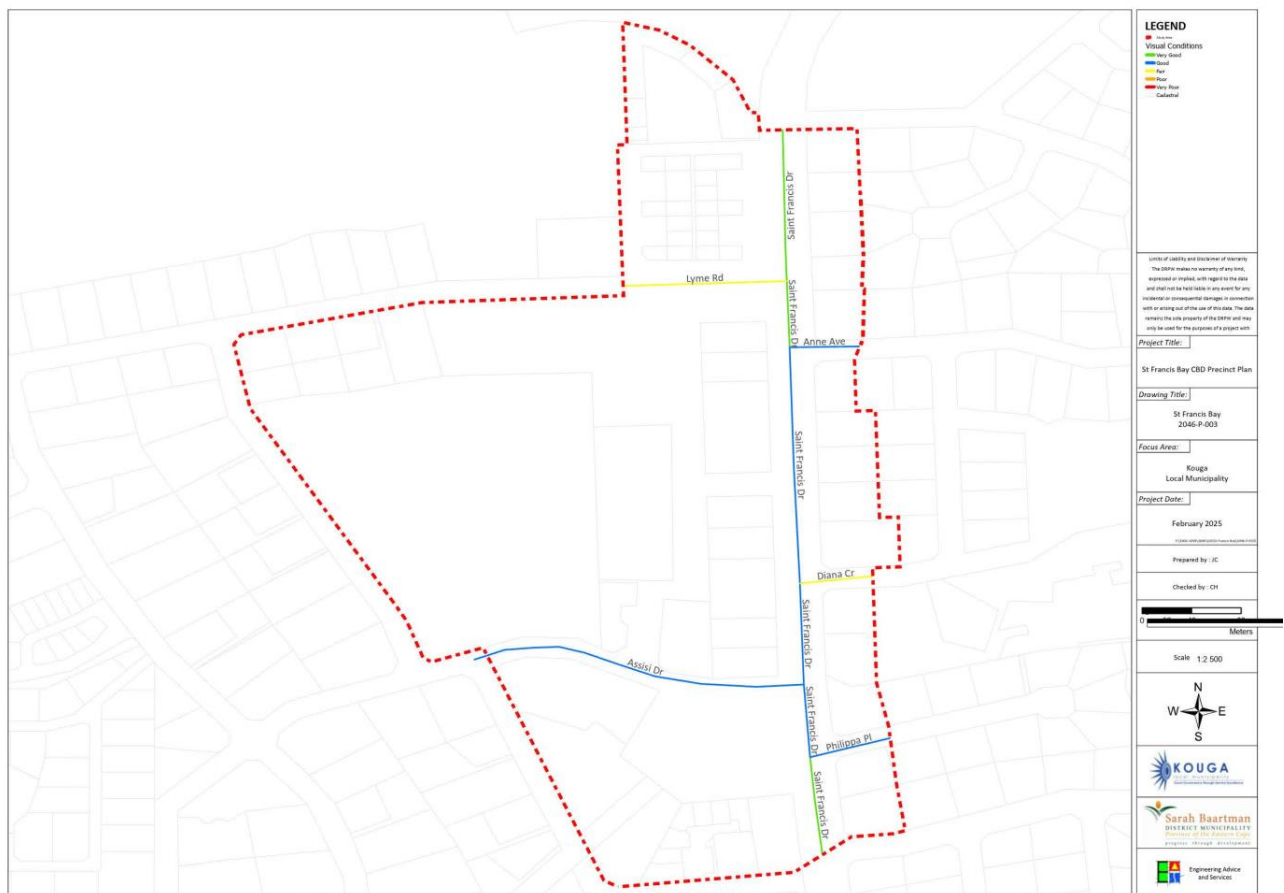
Condition	Municipal	
	Length (km)	Percentage (%)
Very Good	0.254	24%
Good	0.659	62%
Fair	0.158	14%
Poor	0.000	0.00%
Very Poor	0.000	0.00%
Totals	1.071	100.00%

Table 1 : Condition Index – CBD Precinct Area - Surfaced Roads

All of the roads in the precinct area are in “Fair”, “Good” or “Very Good” condition. 86% of roads are in the Good or the Very Good category.

It is heartening to see that all the municipal roads in the study area are rated fair or better.

The road conditions are indicated on the plan below.



Plan 16 : Road Condition

5.2 Existing Traffic Flow & Movement

Since St Francis Bay is a popular tourist destination, traffic volumes fluctuate substantially throughout the year. During peak holiday periods traffic volumes can increase by approximately 100%, with in particular the collector roads in the CBD precinct (St Francis Drive and Lyme Road) experiencing very high traffic volumes. During these periods, localised traffic congestion does occur at intersections, but is generally temporary in nature.

During holiday periods, high pedestrian volumes are also evident, particularly in the CBD precinct given the retail and leisure opportunities in the precinct, as well as between beach areas / residences and the CBD precinct, thus adding to the overall congestion of the CBD. Given the lack of facilities for pedestrians, particularly at some junctions, safety is a concern.

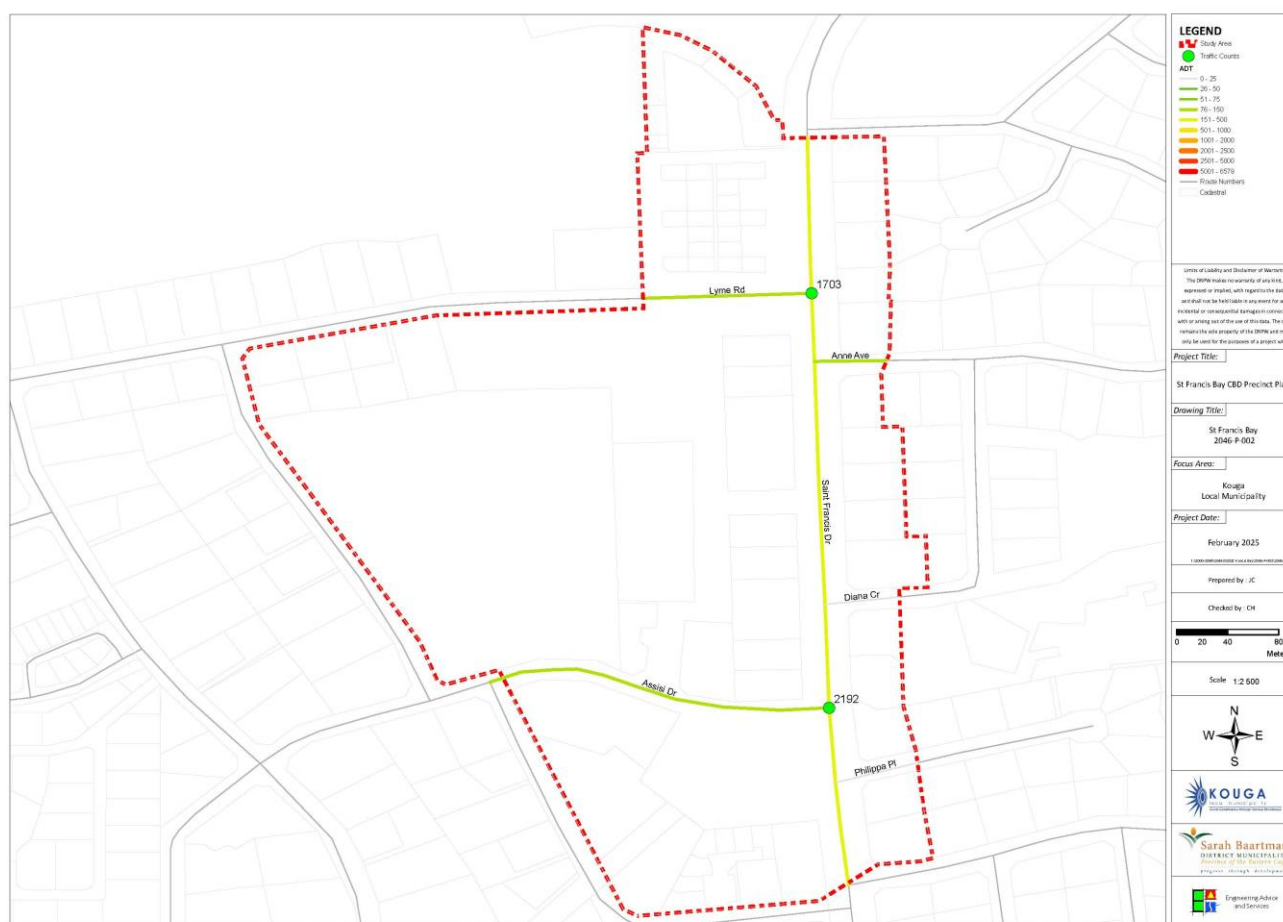
Outside of holiday periods the traffic volumes and pedestrian movements in the CBD are considered to be relatively low, mostly related to retail customers. Volumes are generally higher over weekends.

5.3 Traffic Flow

Traffic volumes at strategic intersections in and adjacent to (that would impact on) the CBD area were recorded over 12-hr periods from 06:00 to 18:00 during May 2019 and June 2021 as part of the RAMS currently being prepared by EAS on behalf of the SBDM. Peak hour surveys conducted as part of traffic impact assessment prepared for developments adjacent the precinct were also sourced. The locations of the traffic counts are indicated on the plan below.

Constant traffic volumes are experienced throughout the day given the location of the CBD precinct along the main Collector roads (St Francis Drive and Lyme Road South) in St Francis Bay giving rise to passing traffic as well as flows between the precinct and the surrounding residential areas throughout the day.

The total surveyed volumes passing through the count stations in the precinct are illustrated in the plan below. The volumes reflect two-way traffic along road links.



Plan 17 : Traffic Count Locations & Link Volumes

5.4 Traffic Composition & Distribution

The traffic count data indicates the approximate ranges of traffic volumes on the roads in the Precinct Plan area as a guide. Note that it is not possible to accurately determine volumes on all links without conducting extensive junction and link surveys.

Current traffic volumes consist of light, medium and heavy private vehicles as well as minibus-taxi vehicles. The results of the surveys indicate that approximately 91.9% of traffic recorded in the precinct area is light and 8.1% is heavy vehicle traffic. These volumes are within normal expected ranges.

4.7% and 0.7% of recorded vehicles are minibus-taxis and buses respectively.

Heavy vehicle traffic impacts on the condition of the road network, particularly if the condition is already poor. It is then a matter of time before a road would need to be completely reconstructed.

5.5 Traffic Flow Variation

Capacity analysis of the junctions at which traffic volumes have been surveyed has also been conducted to indicate the level of service at these junctions, both during normal and peak season periods.

Operations during the out of peak season periods are generally in the order of LOS A to LOS B, i.e. average vehicle delays of up to 10 seconds per vehicle.

In order to assess the impact of operation of affected junctions during peak holiday season, it is necessary to either source peak season volumes or apply an expansion factor to escalate normal traffic to peak season volumes.

Normal traffic is traffic that occurs on a typical weekday during a school term, while peak season traffic is traffic that occurs during the peak holiday periods – normally Easter, June/July and Christmas/New Year.

Unfortunately, peak season traffic turning movement surveys for St Francis Bay were not available for use in this study.

In the interests of speedily addressing the requirements at the affected junctions as soon as possible however, it is necessary to investigate methods to determine traffic growth for future demand during peak holiday periods. The approach taken was to use a Modification Factor to expand surveyed peak hour traffic volume to a required peak season peak hour making use of variations in traffic flow at a permanent count station.

A paper entitled Quantification of the Natural Variation in Traffic Flow on Selected National Roads in South Africa (4) presented at the SA Transport Conference, indicates how a Modification Factor can be used to expand surveyed peak hour traffic volume to a required peak season peak hour making use of variations in traffic flow at a nearby permanent count station.

Traffic data was sourced from the permanent SANRAL count station on the N2 west of the Humansdorp Interchange (Station 729). The relationship between the data at this station on the same day as the peak hour traffic counts conducted in St Francis Bay (30 March) and peak season December data (generally the highest peak seasonal period) was used to modify the surveyed peak hour traffic to represent peak season traffic volumes at the St Francis Bay junctions.

As an example, applying the adjustments to the off-peak season intersection volumes in the precinct indicate an increase in average vehicle delays from 15 seconds to roughly 25 seconds during peak season at the St Francis Drive / Lyme Road South intersection which is configured as an All-Way stop.

5.6 Conclusion

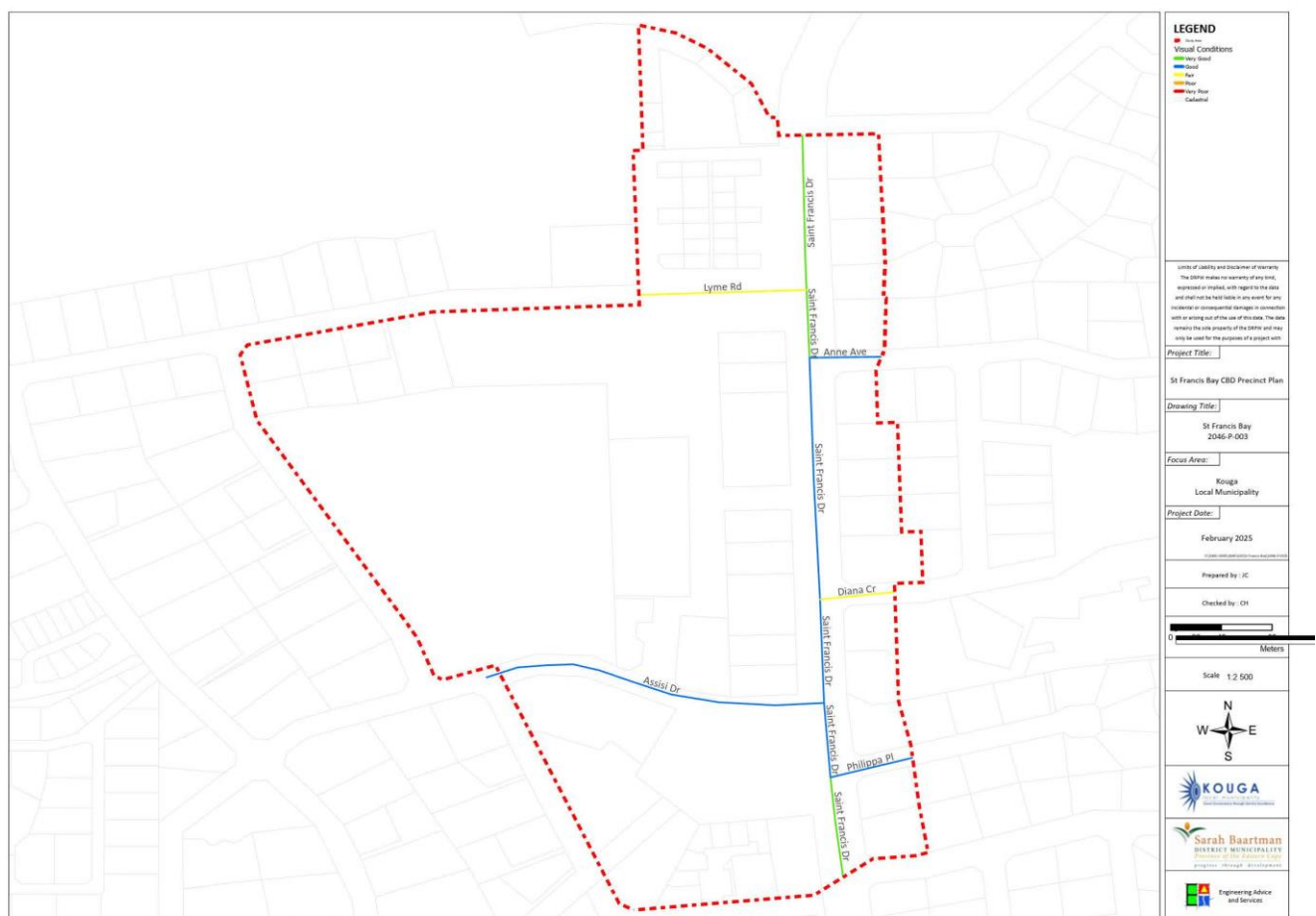
The content above is based on available information sourced through other studies, traffic impact assessments and the RAMS programme conducted in the precinct area.

Intersection operation is within accepted norms during normal periods given the low traffic volumes. Operations do deteriorate during peak holiday season, albeit for short periods of the year.

The major shortcoming in the precinct is the provision of parking in a disjointed manner along St Francis Drive. While the demand for parking is high it is clear that supply on or immediately adjacent to properties is unable to meet this demand, particularly during peak season periods resulting in parking occurring on any available open space. This does impact negatively on traffic flow along roads in the precinct.

Any road network upgrade proposals should therefore seek to improve the efficiency of the current informal parking situation by reconfiguring affected areas holistically, both in terms of parking numbers and circulation as well as identifying areas that can be used for overflow parking during peak season periods.

Upgrading of strategic intersections should comfortably accommodate peak season volumes.



6.0 Socio Economic Profile

The socio-economic profile of Greater Kouga and especially St Francis Bay provides an indicator of population estimates, growth and broader economic indicators.

6.1 *Kouga Socio Economic Indicators*

- The 2016 Community Survey estimated the population size of the Kouga at 112 941.
- Substantial growth from the 2011 Census which shown the population at 98558 (Census 2011). Despite it being the second smallest region in the Sarah Baartman District Municipality, covering only 4.1% of the district land area, Kouga Municipality is the most populous region representing approximately 24% of the total population in the district.
- The Kouga Municipality also has the fastest annual growth rate in the district (An average of 3,22% per annum between 2001 -2011 compared to annual growth rate of 1.1% in the district and 0.3% in the province).
- The KLM is characterised by vast differences in population density from one area to the next.
- The largest percentage of the population resides in the towns of Humansdorp and Jeffreys Bay.
- The large rural population gives a clear indication of the importance of rural development and the impact of rural development on socio economic growth and upliftment.
- 4.4% of persons reside in St Francis Bay (4 933).
- 13% of the total Kouga population does not have any schooling.
- A total of 69 100 individuals in Kouga Municipality were considered functionally literate in 2016, while 14 100 people were considered literate.
- It was estimated that in 2016, 14.42% of all the households in the Kouga Municipality, were living on R 30 000 or less per annum.
- The per capita income in Kouga Municipality in 2016 is R55 000 which is higher than the Sarah Baartman District Municipality of R49 700.
- Dependency ratio is 53,2 (2011).
- The Kouga had a GDP of R10.5 billion in 2016 and contributed 31% to the Sarah Baartman District Municipality GDP of R34.2 billion in 2016.
- In 2016, the Kouga Municipality achieved an annual growth rate of 0.38% over a short term and 4.39% over a longer term.
- For the period 2006 to 2016 the average annual growth rate of 4.39% was the highest relative to its peers in terms of growth in constant 2010 prices.
- It is expected that Kouga Municipality will grow at an average annual rate of 2.11% from 2016 to 2021.
- In 2016, the trade sector is the largest within the Kouga Municipality accounting to R2.39 billion or 24.5% of the total GVA in the municipality's economy.
- The sector that contributes the second most to the GVA if the Kouga Municipality is the community services sector of 23.9%, followed by the finance sector of 15.3%.
- Kouga municipality's environmentally active people was 49 100 in 2016, which is 43.75% of its total population of 112 941.

- In 2006 the unemployment rate for Kouga was 13.4% and increased overtime to 14.7% in 2016. The gap between the labour force participation rate and the unemployment rate decreased which indicates a negative outlook for the employment within Kouga Municipality.
- In 2016, the unemployment rate in Kouga Municipality was 14.75%, which is an increase of 1.38 percentage points.

7.0 Synthesis and Key Development Issues

Based on the status quo analysis of the study area, the following strengths / opportunities and weaknesses / threats have been identified.

SWOT Analysis

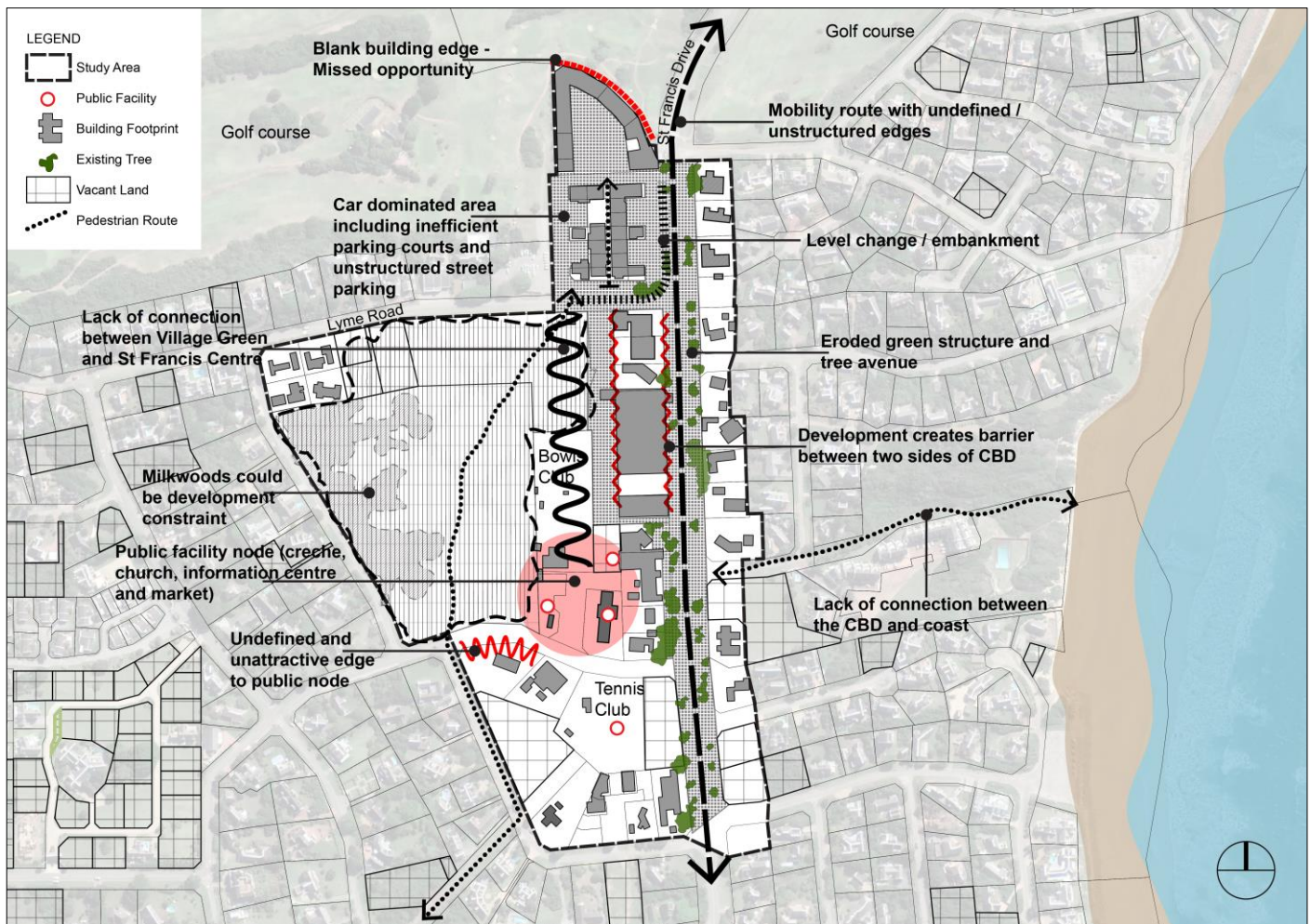
Strengths / Opportunities

- Well defined CBD edge
- Institutional and Municipal support facilities
- Strong business and retail component
- Expansion opportunities on Erf 400 and east of St Francis Drive
- Centrally located with good accessibility through Lyme Road South and St Francis Drive
- Tourism hub and tourism support facilities
- Service centre function for the greater St Francis and Cape St Francis internal services availability
- Reconfigure St Francis Drive verge to maximise parking provision
- Can reconfigure St Francis Village parking area to improve pedestrian experience
- Create a better pedestrian environment with connected pedestrian routes and places to meet/connect/rest/socialise
- Create opportunity for businesses to spill out in the public domain
- Improve the character and functioning of the edges & verges of St Francis Drive
- Integrate and activate the green space on Erf 400
- Connect the CBD to the beach
- Improve the connection of the CBD to Sea Vista



Weaknesses / Threats

- Limited area for future expansion and growth
- Lack of bulk infrastructure to accommodate large scale expansion
- Possible negative impact on surrounding residential character
- The need to upgrade road infrastructure and surfaces
- Poor access management impacts on mobility function along St Francis Drive
- Environment is car dominant with non-motorised users not adequately catered for
- Inefficient use of parking space
- Car dominating the public environment
- Seasonal pressure of traffic
- Deterioration of road edges and green structure
- Lack of pedestrian linkages



4

Chapter 4 :

Spatial Development Framework

1.0 Background

The Spatial Development Framework proposals for St Francis Bay CBD comprises of the following components, i.e. :

- Spatial Directives and Vision
- Spatial Strategies and LSDF Drivers
- Structuring Elements
- Land Use Management Guidelines
- Urban Design Guidelines and Urban Regeneration
- Transportation and Movement Strategies
- Infrastructure Provision

The spatial vision is based on guiding principles and vision directives as derived from National Policy, SPLUMA and the outcome of the Situation Analysis.

The spatial concept unpacks structuring elements that guide spatial development within rural and urban areas. It further illustrates the spatial vision of the Municipality, with specific reference to the various structuring elements, i.e. :

- Macro Context and Function
- Built Environment and Heritage
- Development Nodes
- Edges, Thresholds and Gateways
- Movement and Corridors

The above structuring elements provide a spatial concept on which strategies can be formulated.

The spatial strategies relate to the location of development and where it should take place with land use guidelines in the various precincts. The spatial strategies further provide strategic guidelines for the change of land use, including densification and infill development, architectural guidelines circulated and services provision, and how new development or expansion should take place.

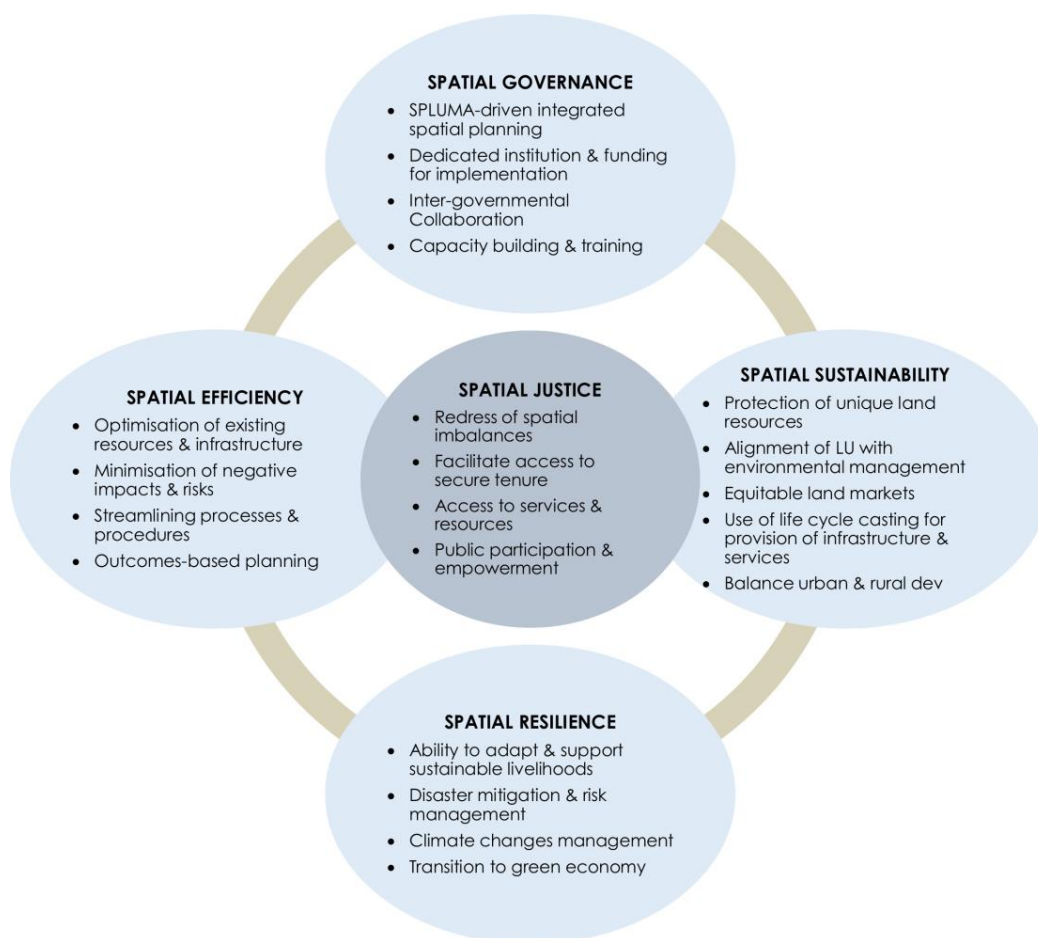
2.0 Spatial Vision

2.1 Vision Directives

▣ **SPLUMA**

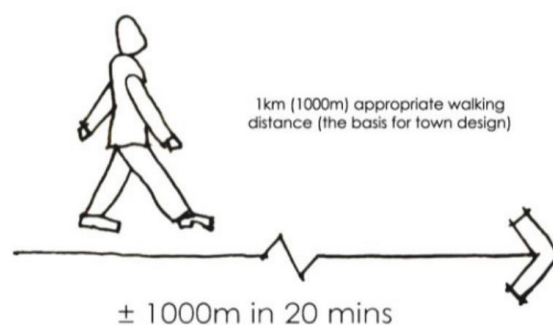
The SPLUMA Founding Principles must guide preparation, adoption and implementation of the Local Spatial Development Framework, policy formulation concerning spatial planning and development or use of land. SPLUMA reinforces and unifies the National Development Plan's vision and policies by using spatial planning mechanisms to eliminate poverty and equality while creating conditions for inclusive growth by seeking to foster a high employment economy that delivers on social and spatial cohesion.

The Narrative Principles set out in SPLUMA and Chapter 8 of the NDP apply to the St Francis Bay CBD LSDF:



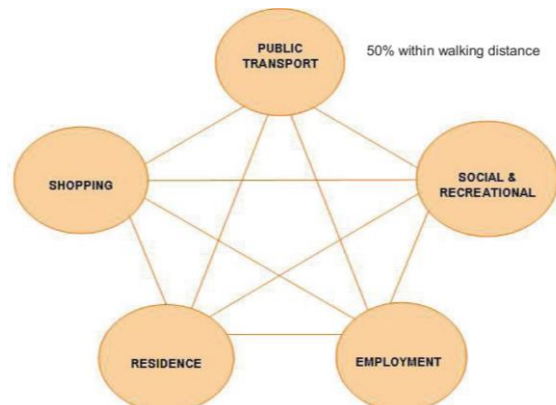
2.2 Settlement Planning Principles

The spatial concept and strategies are driven by principles for settlement planning and urban development. Principles on good spatial practice should inform all deliberations on spatial planning as a golden thread from the start. The Settlement Planning Principles further refine the SPLUMA principles, norms and standards.



▣ Accessibility

The need to ensure that people have access to a variety of opportunities is implied in the SPLUMA principles. This requires an understanding of the relationships between different activities in terms of spatial proximity (close and far), access and time. In the past accessibility has mostly been considered in terms of travel time in private vehicles.



However, this measurement is not only environmentally unsustainable, as it is mostly dependent on access to private motor vehicles but also reflects a denial of the reality that the majority of our citizens do not have private vehicles, may not always be able to afford public transport and thus have to spend significant time and energy walking to fulfil their needs. Thus, appropriate walking distance should always be used as the measure for accessibility. 20 minutes or 1km is regarded as an acceptable distance to walk and should be used as a basis of settlement design.

Functional Integration

The implementation of the walking distance principle to promote greater access to opportunities for all people will require the functional integration of urban activities. At least 50% of urban activities should be within walking distance of where people live.

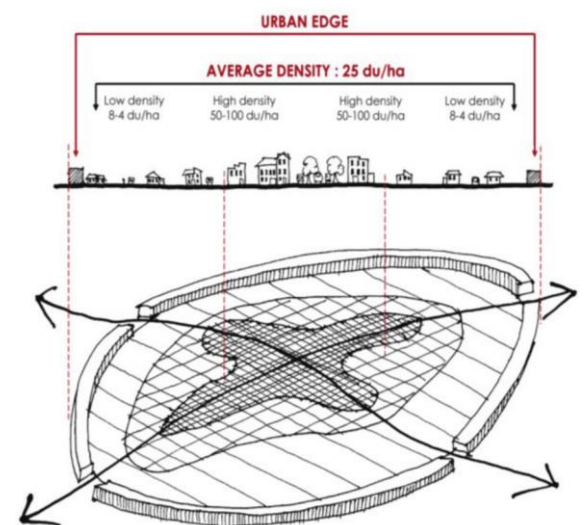
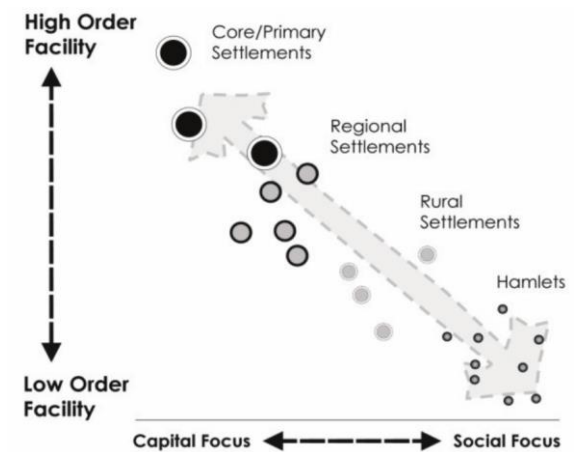
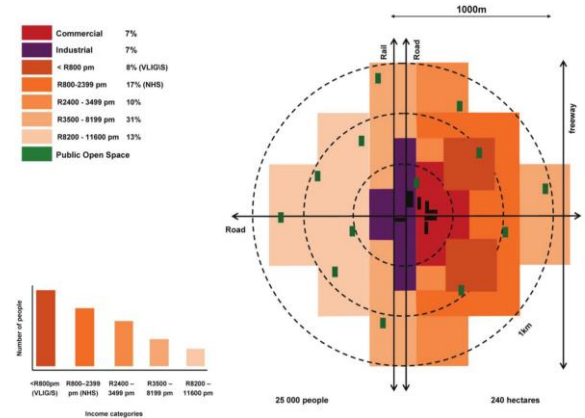
Socio-Economic Integration

The principle of access and integration also requires socio-economic integration. In reality, there is often community resistance to the integration of poor, middle and high-income communities. The use of a socioeconomic gradient with relatively small differences in income and property value between adjacent communities can help mediate this problem.

A high level of socio-economic integration can be achieved in a 1km radius by applying this principle. In particular, efforts should be made to locate low-income neighbourhoods nearer to the core or nodes of settlements and away from the periphery.

Efficient Urban Structure

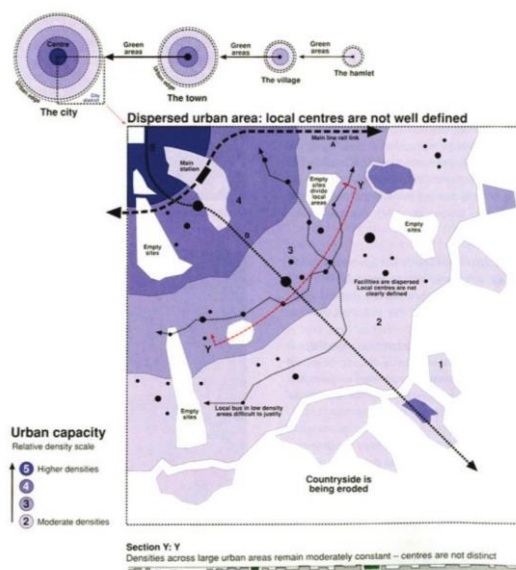
Applying the principles of walking distance access and functional integration will contribute to creating more efficient (i.e., where urban infrastructure is used optimally) settlements. Currently, settlements are characterized by segregation of land uses and low-density development that cannot support public transport, or small businesses. To address these issues and achieve better access and integration, appropriate densification will have to be promoted in settlements.



■ A Logical Nodal and Settlement and Nodal Hierarchy

The concept of nodal development allows for the efficient accommodation of a large population. In large urban areas, decentralised nodes are connected by high-speed arterials. This concept is applicable, where the various settlements should be allowed to grow optimally according to their character and function, whilst protecting agricultural, natural and scenic resources between settlements.

To increase economic activity, social facilities and employment opportunities should be grouped or clustered according to a spatial hierarchy logic, i.e., higher-order facilities in the most accessible locations and vice versa, rather than randomly scattered depending on where sector departments' individual landholdings happen to be.



■ Compaction and Densification

Understanding densities and how they may be altered depending on the kind of urban growth outcomes that are desirable and has given rise to a debate between the desirability of urban sprawl, generally associated with uncontrolled low-density growth, versus compact growth.

Compact growth is seen as being clearly focused and structured to efficiently provide transport and services, creating viable business thresholds and attractive public places, and reducing the impact of urban growth on scarce resources such as arable, scenic and high biodiversity potential land.

■ Protection and Enhancement of the Environment

The Municipality, in their decision-making, should give protection and improvement of the urban environment, the quality of life it allows, and the conservation of its biophysical and socio-economic resources.

The Municipality should carry out measures to enhance the urban environment and must encourage developers to implement policies, which enhance the local environments adjacent to their development. Environmental Management Regulations should form part of all application for all major development as stipulated by legislation.

■ Discourage Illegal Land Use

The Municipality should discourage the illegal use of land. Illegal land use results in a fragmented land use pattern creates conflict and infringe on land use rights.

As people are protected from being illegally evicted, the Municipality should focus on ways to prevent illegal land-use practices. Sound planning guidelines and speedy land developments are key mechanisms to prevent illegal land-use practices.

▣ Efficient Public Participation and Capacity Building

The objective requires that the Municipality should introduce mechanisms to ensure that the public, and in particular communities affected by land development, have opportunities to influence planning decisions. This objective is to ensure that the full resources of the region are utilised in facilitating land development. The underlying idea is a public-private sector partnership because neither sector on its own has the skills or capacity to do the job.

2.3 CBD Spatial Vision

Implementation of the spatial vision for the study area should be based on the narrative principles of SPLUMA and Chapter 8 of the National Development Plan, i.e. spatial governance, spatial sustainability, spatial resilience, spatial justice and spatial efficiency.

The spatial vision for the St Francis Bay CBD :

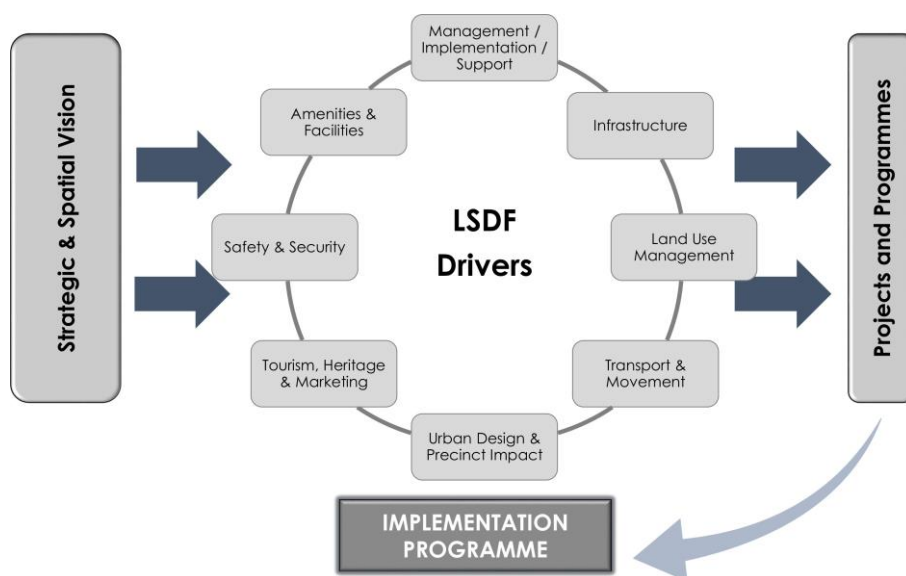
- Protect the single residential character and intensity outside the CBD edge.
- Contain the CBD within the existing demarcated edge.
- Erf 400 as a village green concept with open space, sport, recreation and conservation land uses.
- Implement St Francis aesthetic guidelines and urban design guidelines.
- Promote development of sub-nodes or secondary nodes to accommodate development pressure and non-residential expansion in the greater St Francis Bay.

Promote and facilitate sustainable development through well-informed and proactive land use decisions and strategies

3.0 LSDF Drivers and Spatial Strategies

3.1 Drivers

Achieving the St Francis Bay CBD precinct Spatial Vision requires a multi-sectoral approach. Eight (8) LSDF Drivers have been identified.

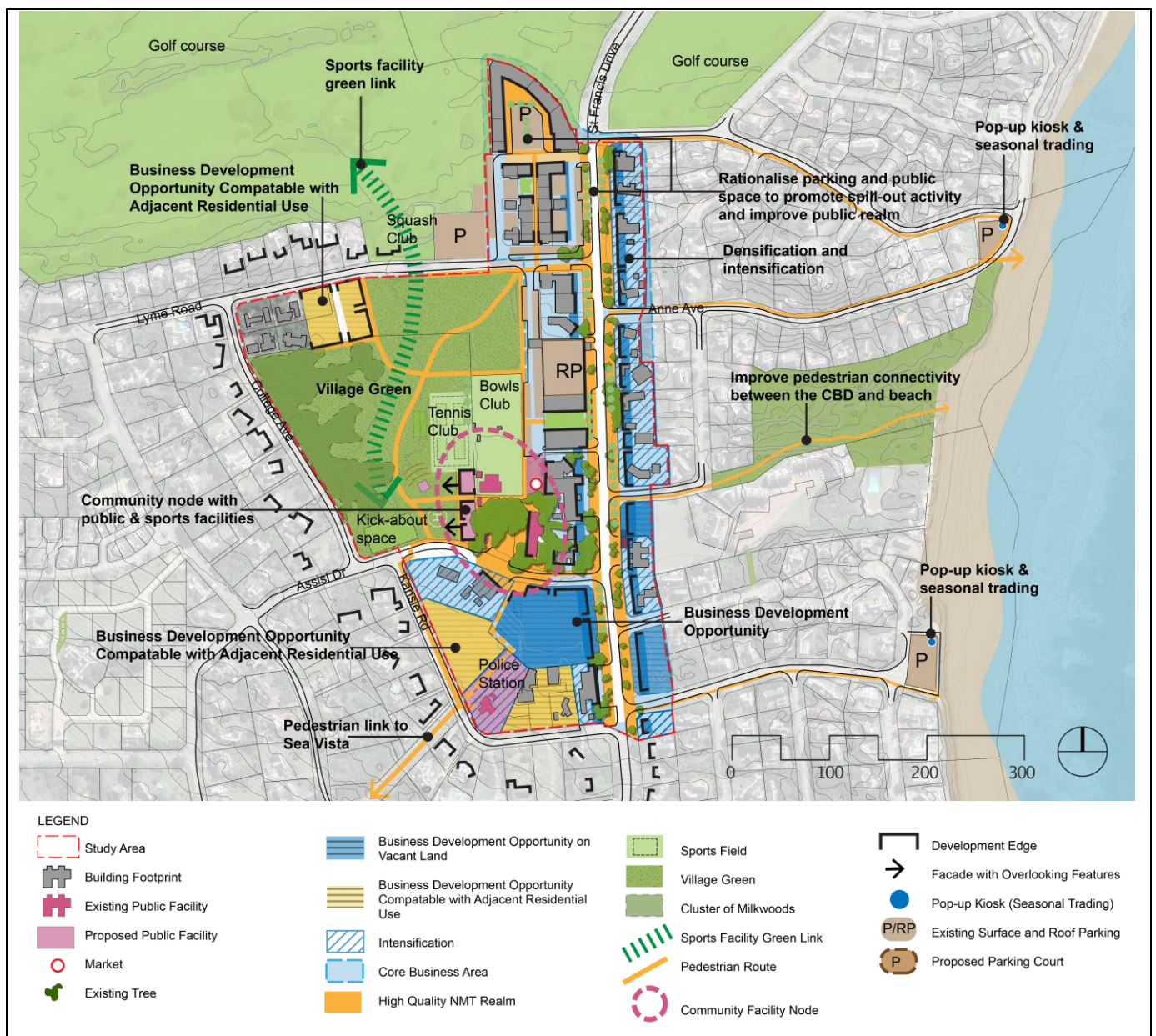


LSDF Drivers	Strategies
Management / Implementation / Support	• Implement a Management Committee / Forum • Assess rates rebate options and special rates area • Implement overlay Zone with shortened decision making processes • Ensure functioning and operational procedures or Aesthetics Committee / Development Management Committee • LSDF annual priority update and IDP alignment
Infrastructure	• Prioritise maintenance and management of infrastructure • Align infrastructure priorities with annual IDP review cycle • Implement infrastructure proposals and upgrading as per the CEF (catalytic and strategic LSDF projects)
Land Use Management	• Strictly implement LSDF land use parameters and aesthetic guidelines • Support urban design guidelines • Promulgate Overlay Zone
Transport & Movement	• Implement catalytic projects • Maximise Public Parking • Improve NMT Safety • Improve Accessibility • Reduce Traffic Congestion
Urban Design & Precinct Impact	• Strictly implement LSDF land use parameters and aesthetic guidelines • Restrict high intensity non-residential development within the CBD edge • Promote development of secondary and support nodes in the greater St Francis Bay • Promote regeneration and development of the Public Realm • Create Active and People Friendly Places
Tourism, Heritage & Marketing	• Retain small town identity • Retain character and aesthetic guidelines of the CBD • Conserve Erf 400 open space character and community facility support function
Safety & Security	• Implement safety strategies • Implement overarching safety and security strategies • Align and participate in SAPS, traffic management and land use
Amenities & Facilities	• Facility management and maintenance • Facility provision and IDP budget alignment • Facilitate open space maintenance in support of existing developments

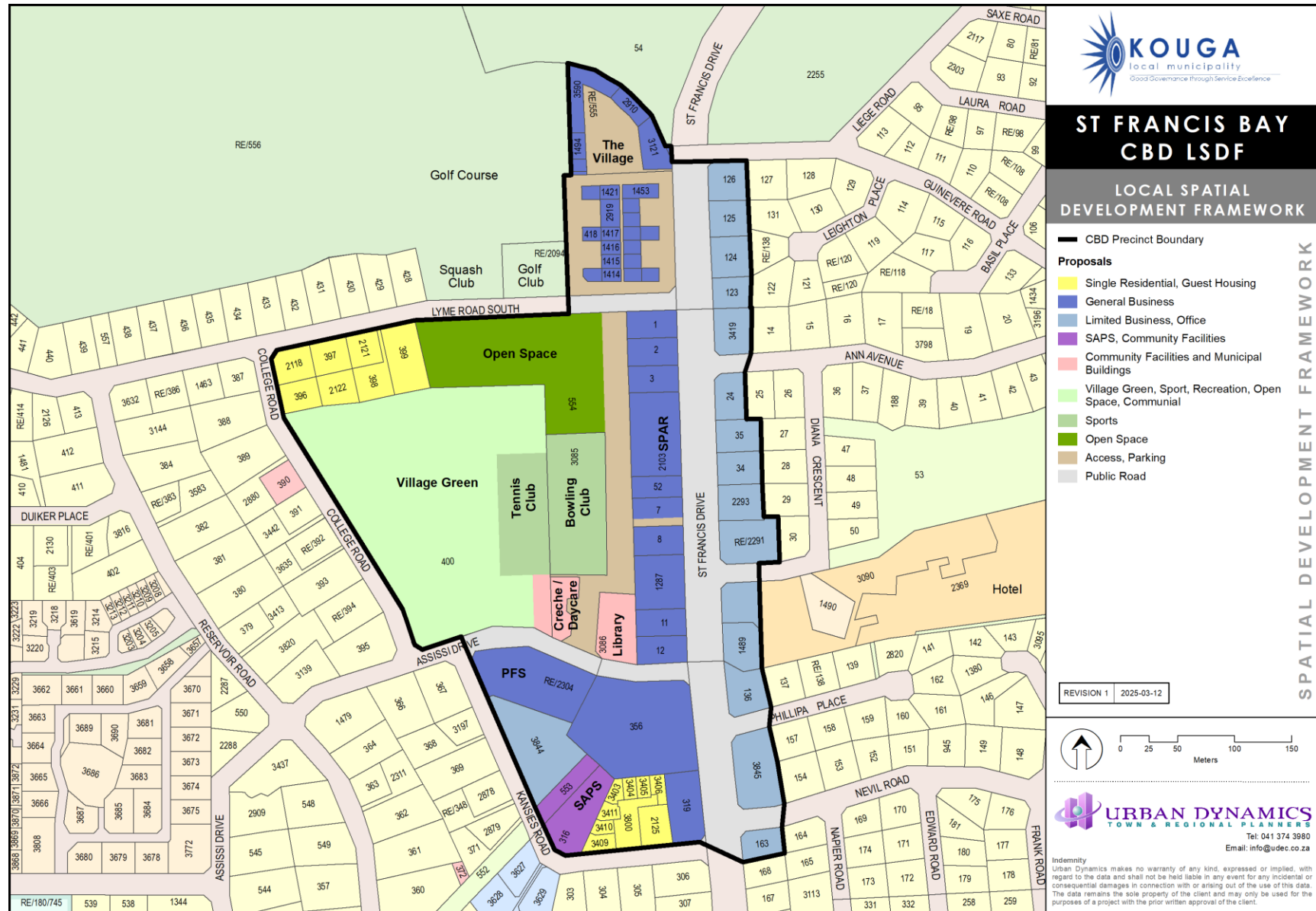
3.2 Spatial Strategy

The Spatial Strategy as formulated in this plan is the vision for future development and serves as a guideline to ensure integrated and sounds spatial development in the future. This vision informs future projects and development and decision making around this.

The character and identity for St Francis Bay as an attractive coastal holiday and leisure destination is of vital importance for its future. The village atmosphere of the built environment with its white walls and dark roofs has over the years been carefully guarded and are important components in the shaping of the identity and sense of place of the village. The CBD of St Francis Bay is located centrally to the town along St Francis Drive in close proximity (300 m) to the beach.



Plan 18 : Framework Plan : St Francis CBD



One of the main spatial challenges for St Francis Bay is the seasonal change in residents and visitors. The seasonal increase especially has an impact on the CBD area in terms of traffic congestion, parking demands and pedestrian movements. This fluctuation in visitors' numbers requires the CBD to be a flexible, attractive and well-functioning precinct both in season and out of season. The largest impact of seasonal influx is through vehicles increasing traffic movement and increasing demand for parking, which in turn increases pressure on areas required for other purposes. Vehicles encroach on pedestrian spaces (e.g. sidewalks) at a time when the CBD requires these spaces for increased pedestrian flows and spill out space for shops, coffee shops and restaurants. In general, the CBD is experiencing increasing demand for business space and the CBD business area has in recent times expanded to include the properties on the eastern side of St Francis Drive.

The Framework Plan aims to facilitate the following future for the CBD area of St Francis :

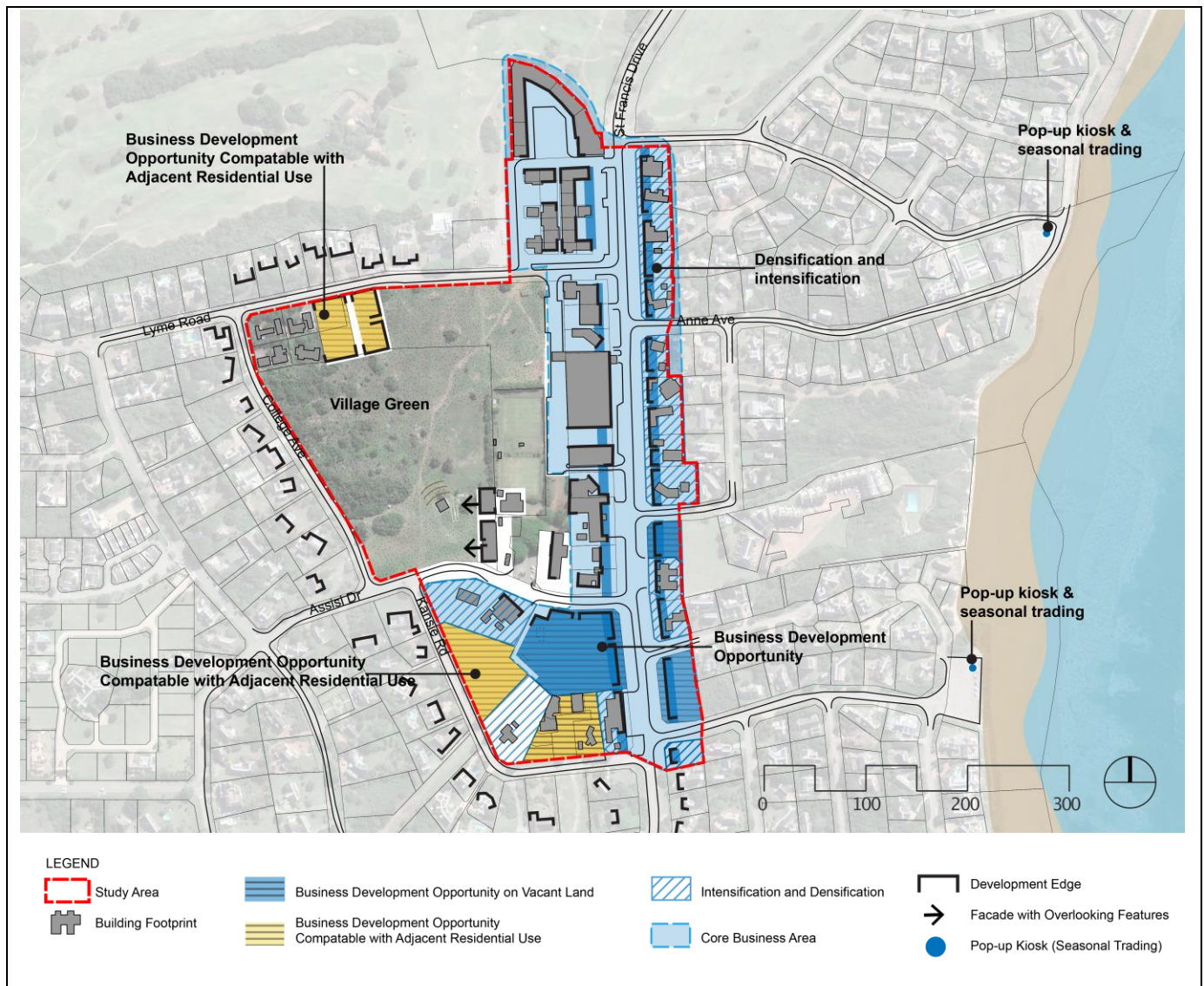
- Contain the growth of business development in the central CBD area, recognising that there is a limit to space for business growth within the area
- Maintain the “*village character*” of the CBD through :
 - Adhering to the St Francis Bay Village & Canals architectural guidelines to ensure that buildings are in keeping with the established character of St Francis Bay
 - Promoting and developing the quality of public realm with a focus on an improved pedestrian and NMT environment and rationalisation of traffic circulation
 - Improving the Village Green is an important component of the CBD for recreation purposes as well as maintaining the rural, small-scale village character of St Francis. It creates a sense of place, especially since there is a substantial portion with indigenous vegetation which should be protected and enhanced.
- Create a central public open space in the CBD combining green space and social activities on erf 400 for the St Francis Bay community, as a central “*Village Green*”
- Create improved NMT linkages with various areas surrounding the CBD; the coast as well as with the St Francis Canals Area and Cape St Francis along St Francis Drive. This will promote walking and cycling and improve safety and comfort for all road users
- Identify certain decentralised business nodes in order to be able to contain the CBD area, reduce vehicular traffic movement and to promote (business) services in close proximity to neighbourhoods

3.3 *Business Development in the Village CBD*

The growth of St Francis Bay as a town is creating pressure on the growth of the business component of the CBD. There is a need to balance opportunities for business growth while still maintaining the village character of the area.

There is space for expansion of the business activities along the eastern edge of St Francis Drive. The current residential function along this edge is transforming rapidly into business activities, mainly utilising the existing buildings. Additional business expansion areas have been identified on the southern side of the CBD on the site of the tennis courts as well as the petrol service station. These areas are currently underutilised and development of these sites will activate St Francis Drive as well as Assisi Drive and has the potential to strengthen the “*Southern Side*” of the CBD.

Allowing for limited growth of business while keeping the character of St Francis Bay as a small-scale village can be guarded through adhering to the existing architectural guidelines for the area. Additional important measures will be to improve the character and quality of the public space by avoiding large parking areas and reducing vehicle dominance. Business development should provide parking on site, preferably out of view behind buildings. Large paved areas in front of business should be avoided or created behind low walls in keeping with the architectural guidelines.



Plan 20 : Areas identified for Business activity in the CBD

Both parking areas on the beach at Anne Avenue and Nevil Road also lend itself for small scale seasonal temporary business activities like coffee stands and/or food trucks.

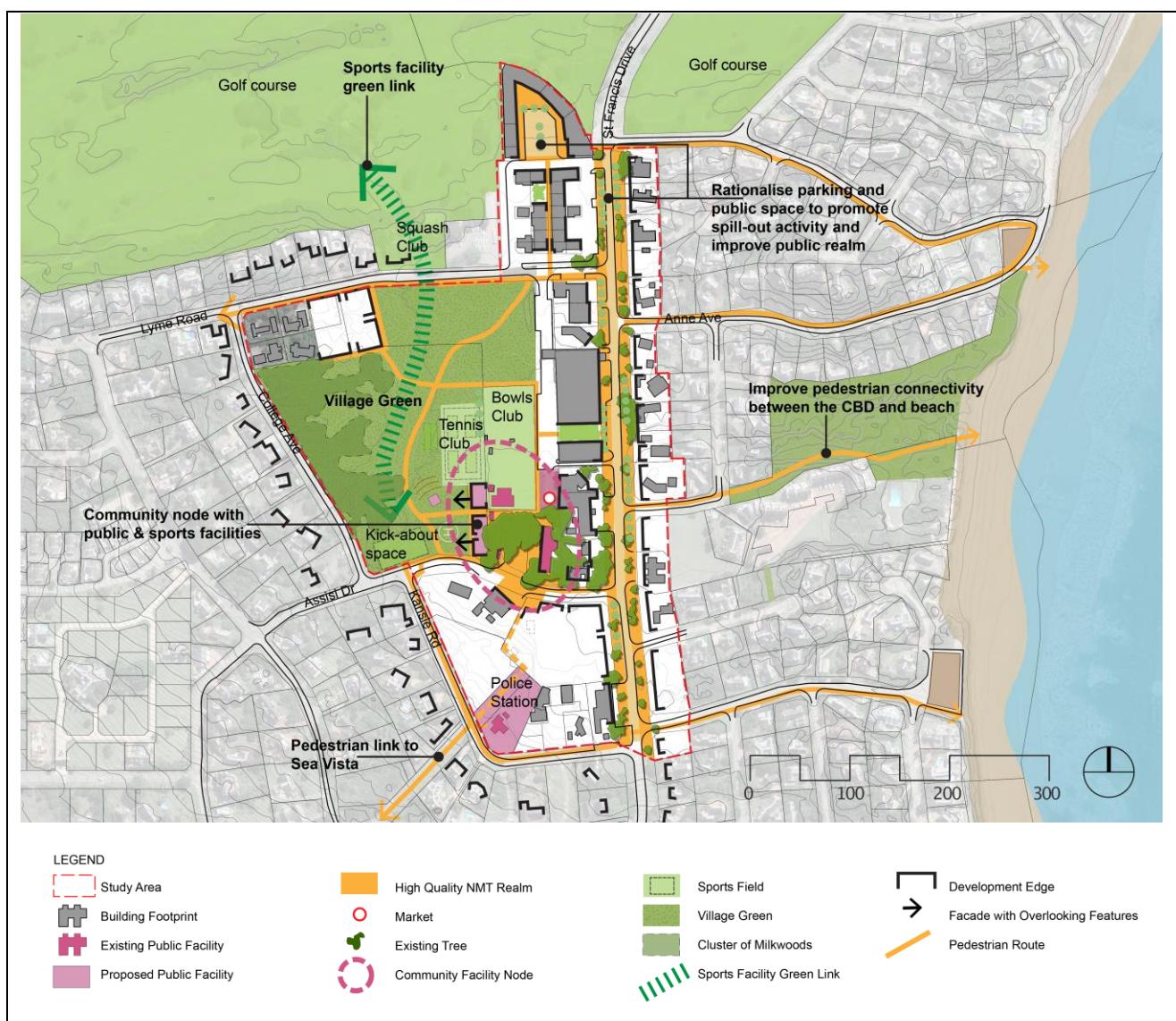
It is also proposed that allowing for small business areas to be developed at strategic locations outside the CBD area be promoted. Providing some basic facilities closer to people's homes will alleviate pressure on the town centre, reduce additional car trips and promote walking and cycling.

Urban Design Guidelines	
Village character of the CBD	- All buildings should strictly adhere to the approved architectural guidelines - The public realm needs to be good quality open space that is walkable, aesthetically pleasing and pleasant for people to be. That includes providing shading, places to rest and protection from wind.
Access & Parking	- Parking for each business has to be supplied on site, no reliance on street parking - Where possible parking should be located behind buildings instead of in front of the buildings to promote the aesthetics of the area - Only one car access point allowed per erf - Street boundary has to be defined by low wall

3.4 Public Facilities : Village Green & Community Node

■ The Village Green

The green space on erf 400 and 554 is currently underutilised and located “at the back” of the CBD. This area has the potential to be transformed into a central “Village Green” by activating the edges and adding more opportunities for recreation and open space activities. The link with the community node and the seasonal St Francis Bay market area is of vital importance in this regard.



Plan 21 : Village Green and Community Node

The proposal is to especially add activities on the eastern side of the Village Green while retaining a more natural character along College Avenue. New activities could include the relocated tennis courts, an amphitheatre, walkways, community vegetable gardens, indigenous educational gardens, pop-up coffee shops and should also include general facilities like ablutions. The area will be very suitable to accommodate events and temporary activities during season – such as the Calamari Festival and the start/finish of sporting events. The Village Green can act as a seasonal CBD expansion area.

It will however be very important to protect the vegetation and more quiet character on the western side to ensure conservation of indigenous plant species and be in keeping with the residential edge. For this reason, the informal parking on the eastern corner of erf 554 along Lyme Road should be relocated to allow the vegetation to recover and this area to become part of the Village Green.

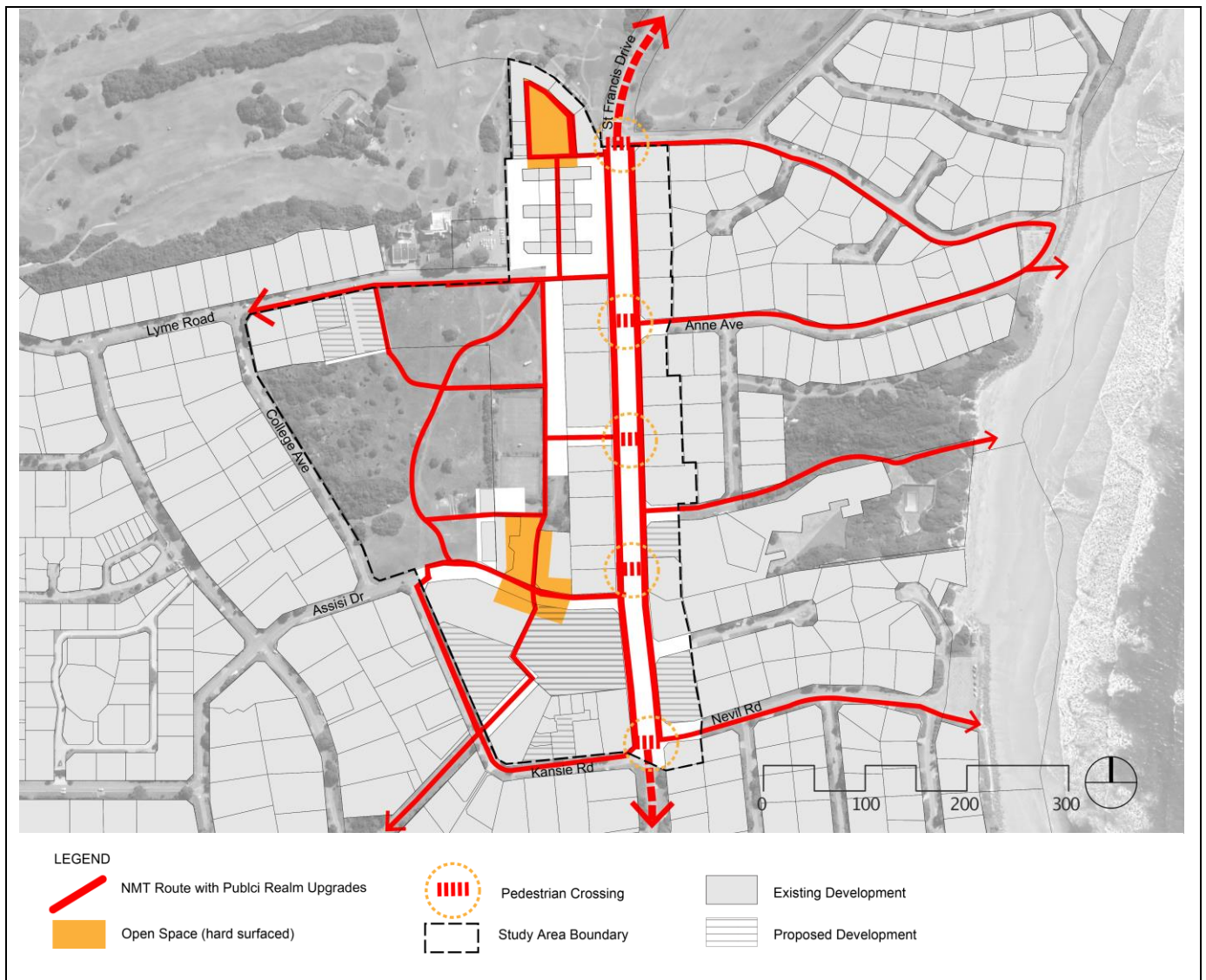
▣ **Community Node**

The area around the library and the crèche is a node which can be strengthened with additional social facilities to become a real community node. The creation of space and buildings that are flexible and can be used for a variety of uses should be the focus. A church building can act as community hall and vice versa. The seasonal/monthly St Francis Bay Market located at the square in front of the library is in keeping with the village character and adds to the attraction of the CBD. In season, more temporary pop-up businesses and shops can be allowed in public spaces, on parking areas and on the Village Green.

	Urban Design Guidelines
Community Node	• All buildings should strictly adhere to the approved architectural guidelines
Village Green	• The Village green to be treated as a central community and open space in the CBD • The village green to be activated by adding activities and recreation opportunities along the central north-south NMT Route • The eastern side of the Village Green to be more active and formal (sports fields etc.) • The informal parking on north eastern corner of erf 554 to be relocated and the original vegetation to be regenerated • The western side of the Village Green to remain natural and undisturbed (maintain and reinforce the existing indigenous vegetation) • Possible relocation of the tennis club to the west of the bowling club

3.5 Mobility : Non-motorised Transport & Public Space

The public realm in the St Francis Bay CBD area is currently car-dominated and has very limited space for pedestrians. The public domain in general is not very attractive mainly due to most space being eroded by car access and parked cars. In order to create a more attractive village CBD for St Francis it is important to reduce the car dominance and create a more pedestrian friendly environment, quality public spaces and ensure good NMT connections. This in turn will encourage more people to cycle, walk, sit, socialise and enjoy the area. It will also benefit the business community by creating more space for business and having more people around. It is important to realise that the Village Character is as much dependant on the scale and character of buildings as it is on the quality of the public space.



Plan 22 : NMT Network and key public spaces

The main urban public spaces/squares identified for pedestrian improvement in the CBD, besides the Village Green, are the Rhapsody Centre in the north and Library Square along Assisi Road in the south. The Rhapsody Centre in its current layout has a very inefficient use of space and re-organising the area can easily free up space for pedestrians, spill out space for shops and space for tree planting by rationalising the parking. The square in front of the library has the potential to become an important community space by improving pavement, lighting, street furniture, creating better connections with the surrounding buildings and stretching the space across Assisi Drive.

The pedestrian movement network as identified focusses on improving both the north-south as well as the east-west movement. Extensively sized roadways and parking areas can be reduced in lieu of pedestrian and landscaped areas. Along these routes in general the width of the driveway should be reduced in favour of a pedestrian route or alternatively a shared street can be established. Reduction of these spaces can also contribute to an improvement of traffic safety on general as vehicle speeds would be reduced. The pedestrian routes will benefit from tree planting to provide shade and greening of the area. Sustainable urban drainage and soft planted areas improve the overall character and climate of streets as opposed to large surfaces of heat radiating paving.

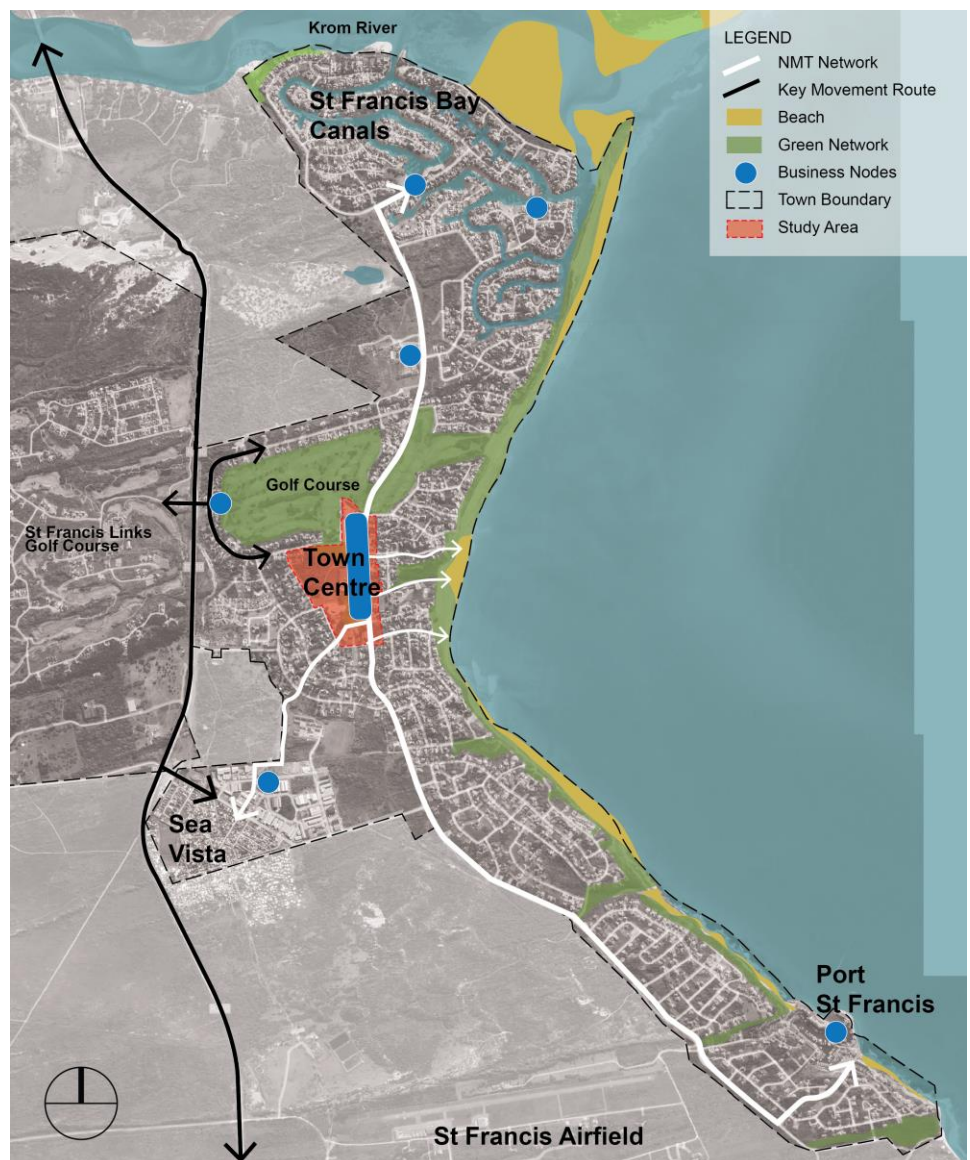
In front of buildings and businesses excess space can be transformed into spill out space for restaurants and shops. All these changes will greatly contribute to the pedestrian climate and the “Village feel” of the CBD.

The extended NMT route as identified along the entire length of St Francis Drive aims to provide and promote better and safer routes for cyclist and pedestrians between the Canals and Port areas and the St Francis CBD.

NMT facilities across St Francis Drive should be raised to create a safer crossing environment for pedestrians. This approach would also ensure reduced vehicle speeds on St Francis Drive and may contribute to less drastic interventions being necessary at junctions along St Francis Drive.

3.6 *Mobility : Motorised Transport & Circulation*

The St Francis Bay CBD focus on pedestrians and non-motorised transport has an impact on the circulation of motorised traffic in the larger area and is coupled with decentralised nodes of services in other areas outside the CBD. St Francis Drive as the internal collector route will become more of a local route with a focus on NMT while the R330 is the main connector for motorised transport. This will include for instance construction traffic to and from the commercial hub in Sea Vista. The intention is to slow down traffic on St Francis Drive - especially within the CBD.



Plan 23 : CBD located in the larger urban network

Further interventions in the CBD include creating localised one-way systems to facilitate improved access to the various parking areas as well as maximise parking supply. This will reduce congestion on the Lyme Road-St Francis Drive junction as well as the linkages.



Plan 24 : Circulation Motorised Transport

A number of areas have been identified as possible temporary parking areas in season. These areas are all located on the fringes of the CBD in order to reduce unnecessary traffic movements and take parked cars out of the area and thus reduce congestion. The temporary parking areas should be on soft/grassed surfaces or alternatively on permeable paving areas.

Configuration of the main junctions in the CBD precinct can be investigated further with a view to improving flow and reducing congestion during peak season periods. It is also important to ensure that any possible adjustments to traffic controls and operation at these junctions – which may address peak season concerns – do not negatively impact on operation during out-of-season periods.

The table below indicates the advantages and disadvantages of various interventions that could be considered at junctions.

Intervention	Advantages	Disadvantages
All-Way Stop Control	• Increase control at junction during peak season • Reduce speeds (although not main purpose of control) • Reduced delays to vehicles (provided flows balanced)	• Increased risk of non-compliance by vehicles on St Francis Drive during low traffic periods (out of-season) • Increased delays during high traffic periods
Traffic Circle	• Reduces delays to vehicles (provided flow balanced)	• Not ideal for pedestrian safety • Unbalanced flows lead to lower volume approaches not afforded opportunity to enter • Limited space not conducive to long delivery vehicles
Raised pedestrian crossings (Main Road)	• Reduces speeds through junction • Improved pedestrian safety	• Impact on through traffic on St Francis Drive • Impact on Emergency vehicles
Raised intersection (table)	• Reduces speeds through junction • Can still accommodate long vehicles • Improved pedestrian safety	• Impact on through traffic on St Francis Drive • Impact on Emergency vehicles

4.0 Catalytic Interventions

In order to achieve the spatial vision, a number of catalytic interventions have been identified to maximise investment, growth and urban renewal.

The interventions / projects have been costed as part of the Capital Expenditure Framework (Chapter 5).

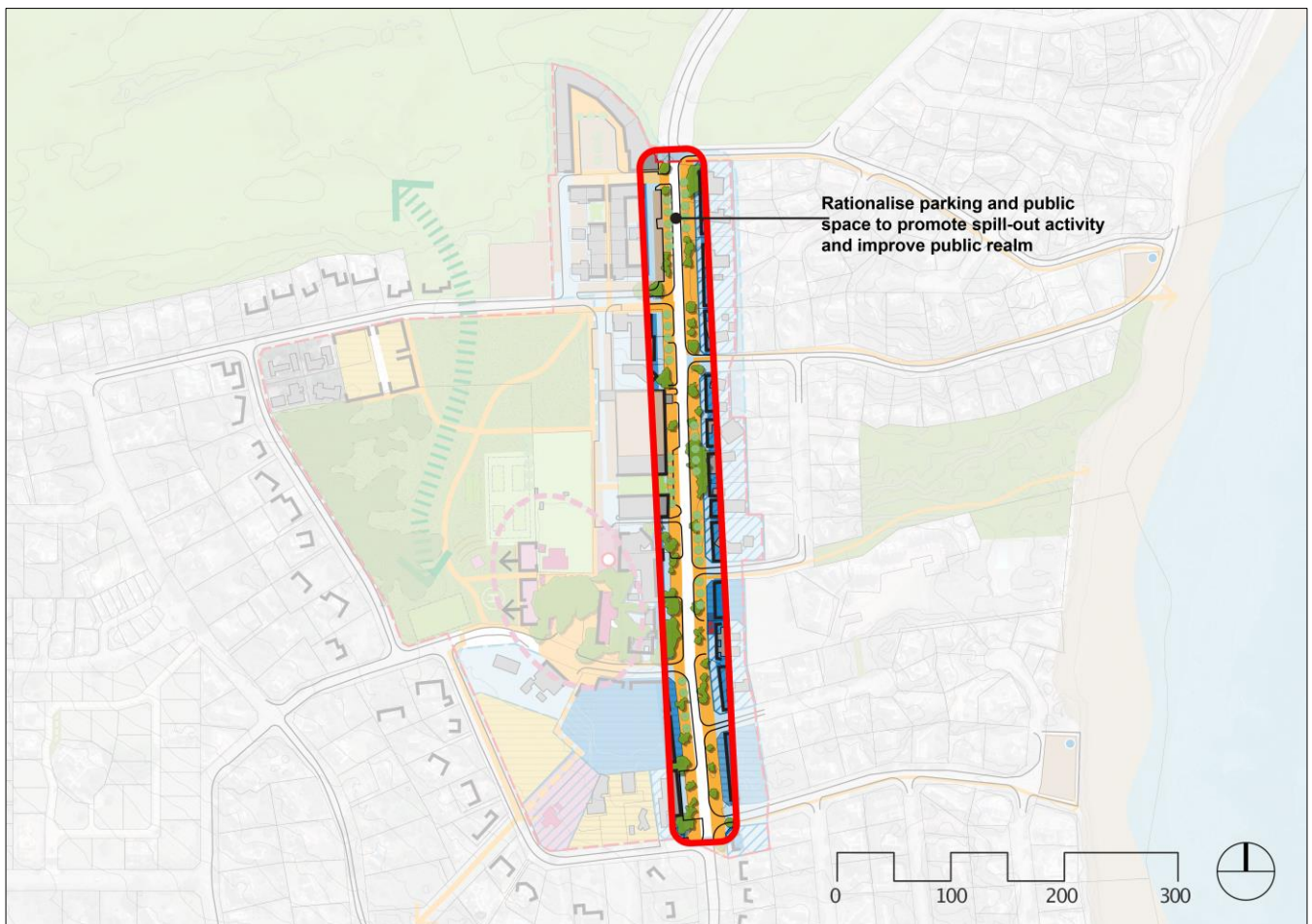
It is noted that all of these proposed interventions should be investigated in further detail, prior to implementation, to ensure that they do address the necessary objectives.

4.1 St Francis Drive Upgrade

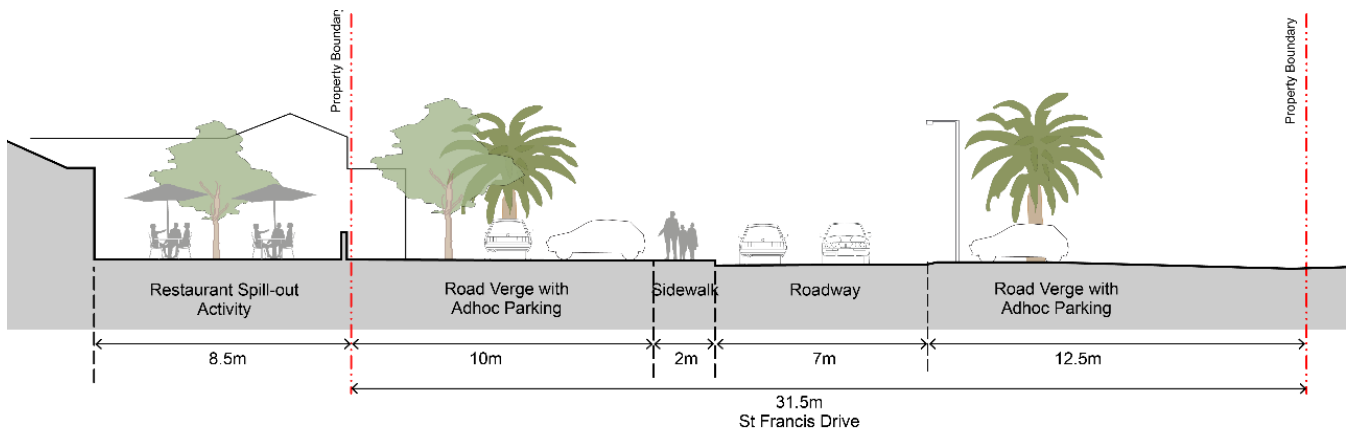
St Francis Drive is the central activity spine of the CBD and the main route into town from the north and the south. The aesthetics and functioning of St Francis Drive is of great importance for the image of the town and the business centre.

The proposal is to create a boulevard with green verges accommodating a NMT route and a continuous row of trees. All car parking needs to be removed from the street and can only be located behind low white walls which define the edge of the street. Each property can only have one access point to the street. Access points should preferably be combined to maximise parking and minimise both vehicle and pedestrian conflict. Attractive street lighting, banners and street furniture in the stretch of road between Liege Road and Kansas/Nevil Road will create a special atmosphere marking the town centre.

Various pedestrian crossings will be placed at intersections and traffic calming measures such as raised and paved intersections will create a safer and more pleasant walking environment. Universal access principles will form part of proposals, i.e., provision for elderly and disabled as well as continuity of pathways (pedestrian desire lines).



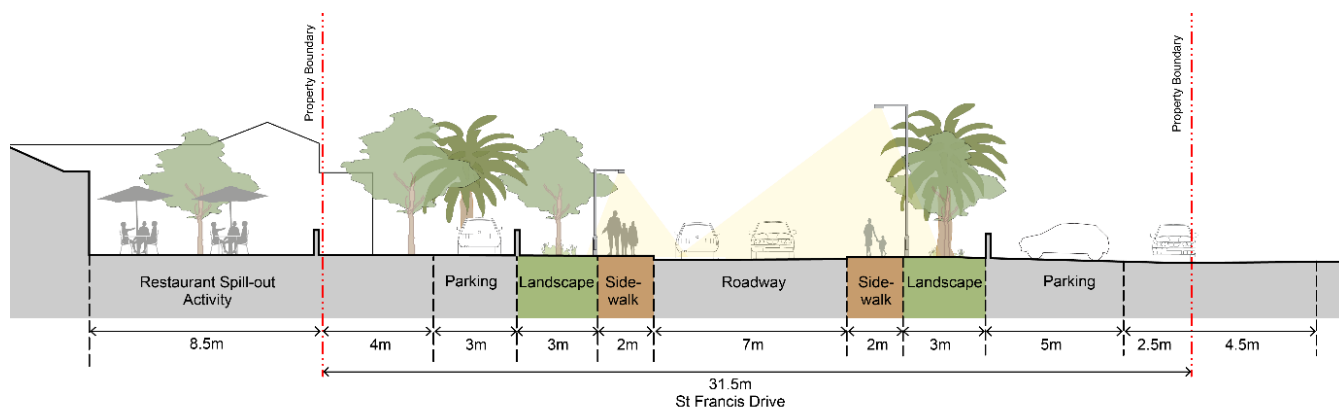
Plan 25 : St Francis Drive Upgrade project



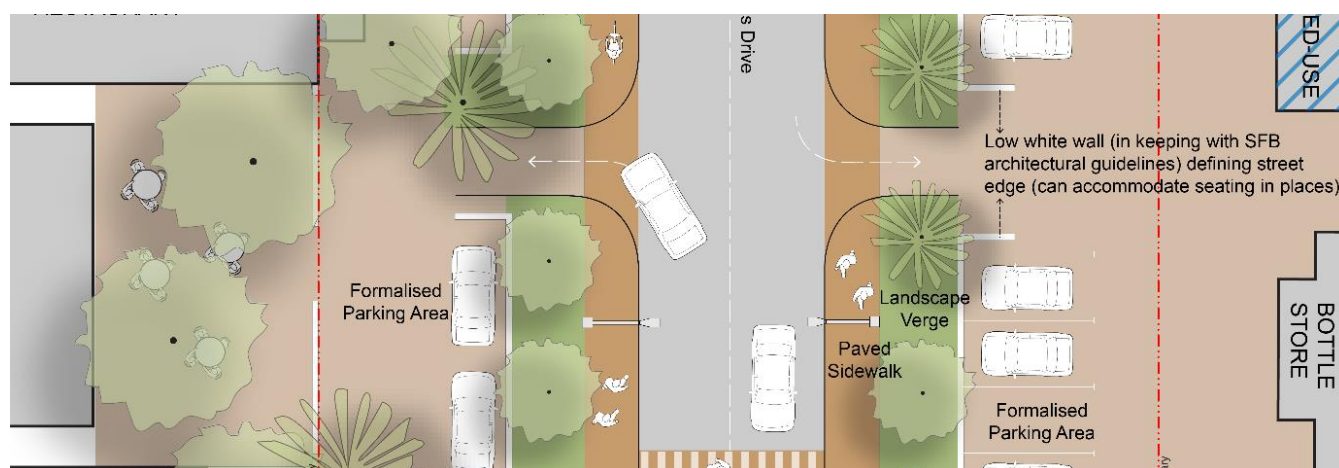
CORNER ASSISI AND ST FRANCIS DRIVE



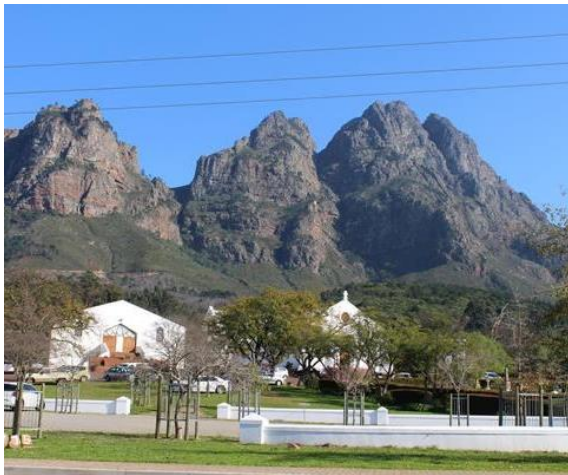
St Francis Drive in its current form with eroded edges and erratic pedestrian and NMT facilities (Source: Google Earth Streetview)



CORNER ASSISI AND ST FRANCIS DRIVE



Section and plan of the proposed new layout for St Francis Drive



Example of space defined by low white walls (Pniel)
(Source: Google Earth)



Parking shielded by low white walls (Hermanus)
(Source: Google Earth)



Continuous tree line as space defining element
(Source: Google Earth)



Example of interface between parking and pedestrian area
(Source: Google Earth)



Example of street edge defined by wall



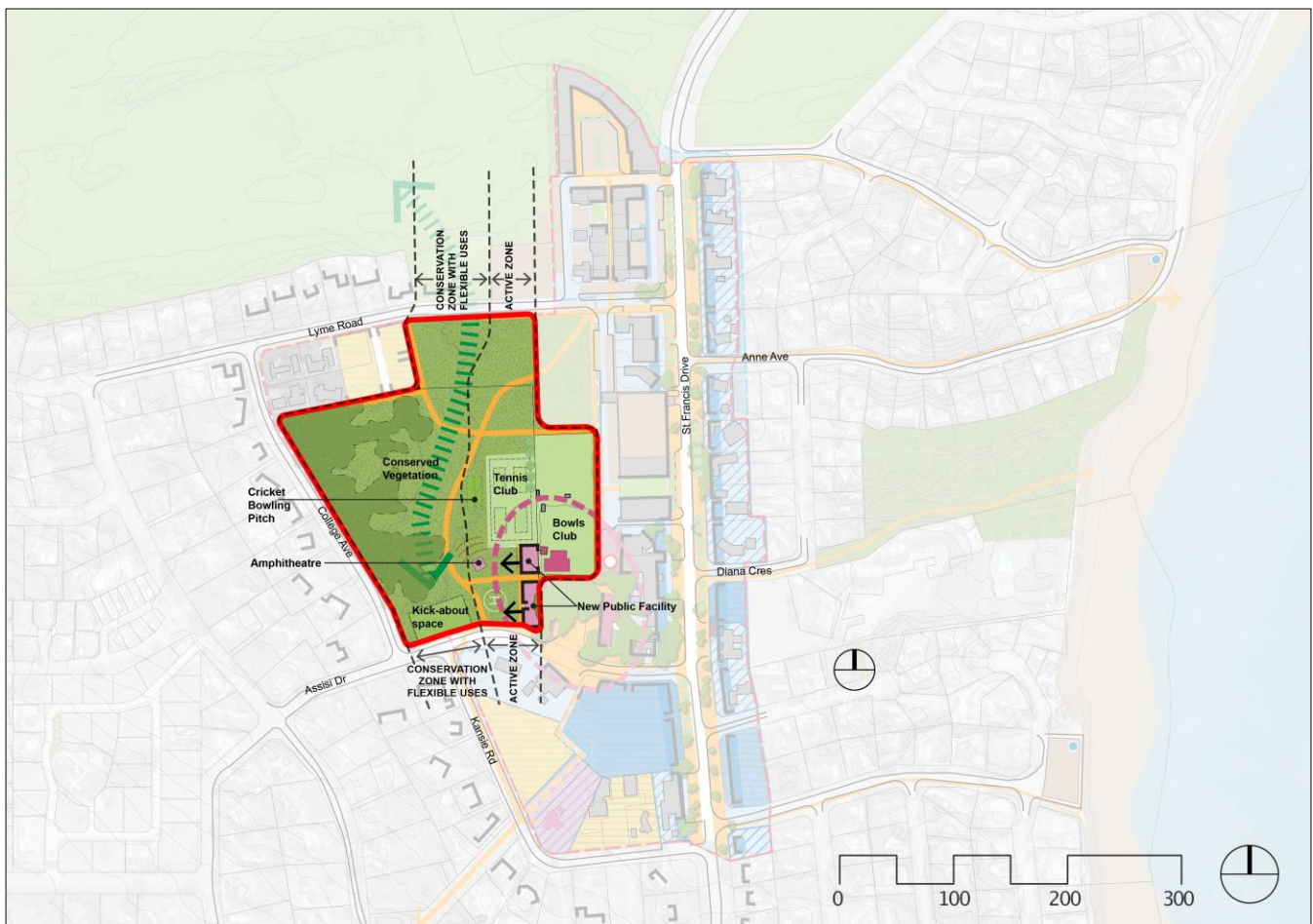
Example of street edge defined by wall

4.2 Village Green Development

Erf 400 and a large portion of erf 554 Sea Vista are ideally suited to be transformed into a “Village Green” that is linked to the town centre. The Village Green will be largely undeveloped space accommodating various sporting activities, recreational areas as well as conservation areas. The edges to the Village Green need to be activated, especially on the eastern side to create a safe and lively environment. Good pedestrian linkages with the business areas will ensure connectivity and activity. The western side will be kept more natural with the existing trees and planting and create an appropriate and quieter edge to the residential erven along College Road.

The Village Green can be used for events in season and be the green lung for the town centre during all seasons of the year.

A botanical report on the area has identified “*St Francis Fynbos Thicket Mosaic*” which includes various plants of conservation concern, threatened by coastal development on the site. The report is recommending conservation of the public open space. For this reason the north-eastern portion of the Village Green will be reinstated as part of the open space and parking will be relocated elsewhere.



Plan 26 : Proposed Village Green St Francis Bay



Example of natural amphitheatre (Source: Dezeen)



Example of a natural amphitheatre (Source: The Jewish Chronicle)



Example of sport and recreation activities on Village Green, Stanford (Source: Tripadvisor)



Example of recreation activities on Village Green (Source: Visit Surrey.com)



Example of event activities on the Village Green (Source: Forbes Africa)



Brunsvigia Gregaria (Candelabra Lily) can be found in the area (Source: St Francis Today)



Example of positive interface between buildings and Village Green (Source: Visit-Broadway.co.uk)

4.3 Pedestrian Urban Spaces (Rhapsody Square & Assisi Square)

With the Village Green becoming the central green space in the town centre, there are two areas that can be transformed into “town squares”, each at one end of the CBD. The focus of these areas should be on the pedestrian and outdoor quality which does not exclude parking from the squares.

Principles for the re-development of the urban spaces include :

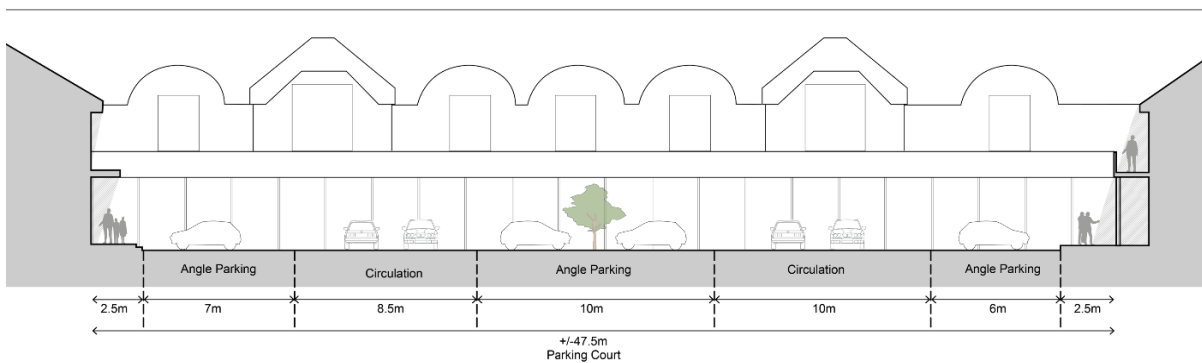
- Reduce the dimensions of over-scaled parking area, reducing the space for cars without reducing the number of parking bays
- Incorporate universal access principles form part of proposals, i.e., provision for elderly and disabled
- Create pedestrian movement areas and spill out spaces for the businesses
- Allow for Sustainable Urban Drainage (SUD's), permeable areas, planted verges and tree planting to promote stormwater infiltration, biodiversity and create shade
- Implement pedestrian signage with directions to the beach, Village Green, public facilities etc.
- Use tactical urbanism interventions: low budget-high impact and temporary interventions to test new proposals and/or adept spaces for the season



Plan 27 : Location of Rhapsody and Assisi Square in St Francis Bay

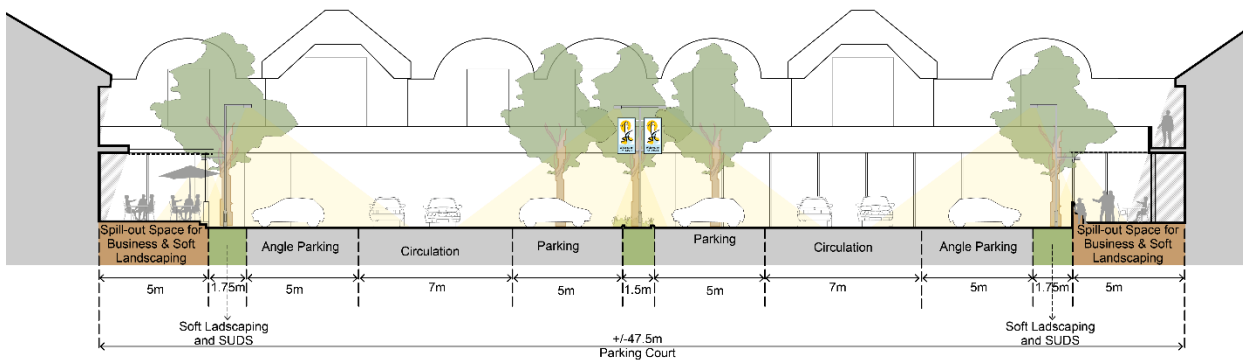


Current car dominated public space at Rhapsody Centre (Source: Google Earth)



Section of current Rhapsody Square

NORTHERN SHOPPING CENTRE



Proposed new layout of Rhapsody Square



Mobile tree experiment (Source: Bosk, Lucas Kemper)



Mobile tree experiment (Source: Bosk, Lucas Kemper)



Tactical urbanism example (Source: The Wagner Planner)



Signage options (Source: RSM Design)



SUDS system Hermanus (Source: A. Thompson)

4.4 One-way Traffic Flow

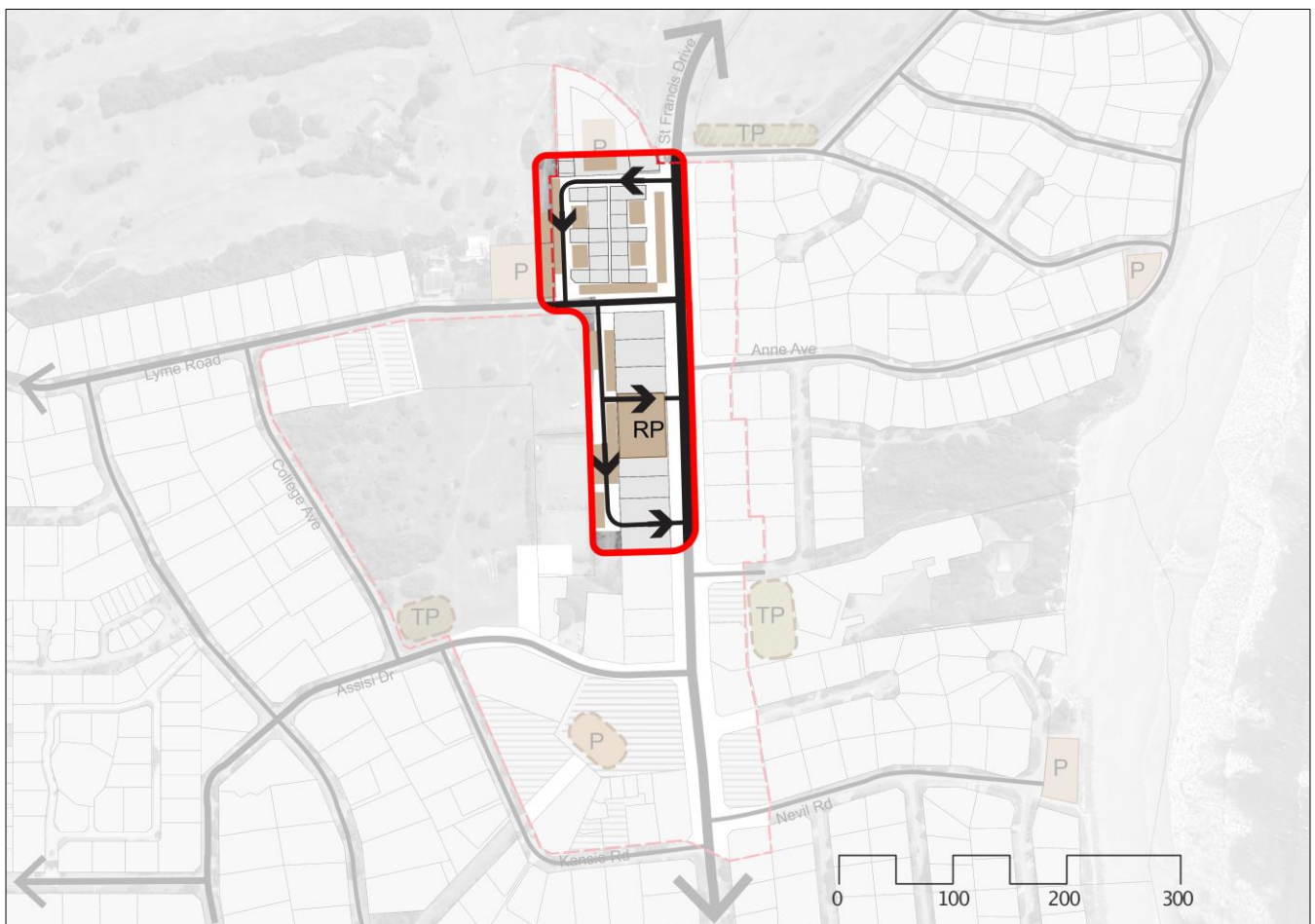
Reconfiguration of the current traffic flow in the parking areas in the precinct to one-way operation will improve overall traffic flow, maximise parking supply and increase space available for non-motorised transport (pedestrian) modes.

Specific changes could include:

- Changing current entry to Spar parking from St Francis Drive to exit;
- Changing exit onto rear service road to entry;
- Changing two-way movement at Rhapsody Square St Francis Drive access to one-way entry;
- Changing two-way movement at Rhapsody Square Lyme Road south access to one-way exit;

These proposals will further minimise congestion at the key intersections in the precinct – St Francis Drive / Lyme Road south as well as access points to/from St Francis Drive and Lyme Road south by reducing queuing vehicles and resultant congestion on St Francis Drive and Lyme Road south at the current access points.

In general, these proposals will improve safety for all road users as reduced roadway widths will slow vehicles and one-way flow will result in pedestrians crossing roadways having to contend with vehicles approaching from one side only.



5

Chapter 5 :

Implementation Framework

The Implementation Framework for the St Francis Bay CBD LSDF provides the vehicle for LSDF implementation through projects, budgets, priorities and institutional arrangements to ensure implementation, monitoring and review.

1.0 Legal Framework and Alignment

1.1 *Package of Plans and Land Use Management System*

Land use management as contemplated in SPLUMA comprises of various components and ideally should represent a hierarchy of plans and regulatory mechanisms within the Municipal Land Use Management System.

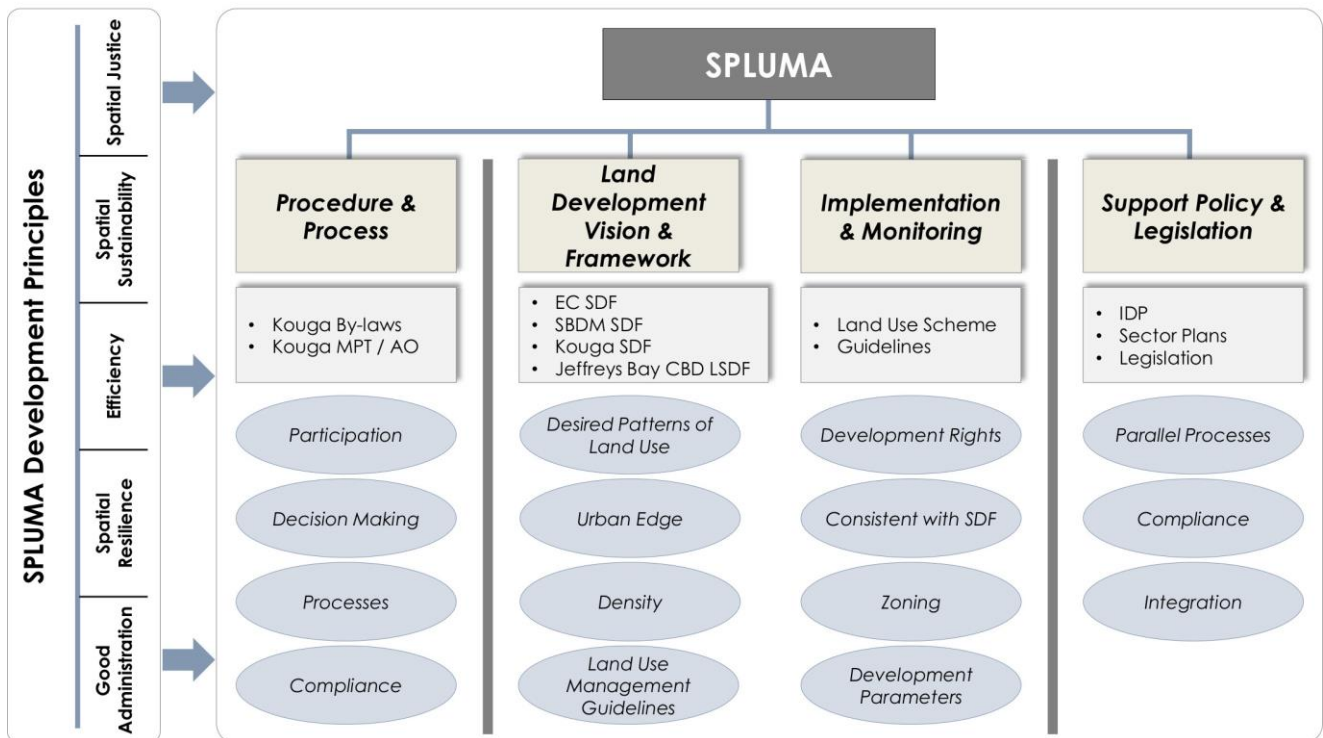
The 2 main components of a Land Use Management System as contemplated in SPLUMA are :

1. **Section 20** : *Spatial Development Frameworks* as guiding principles and short and long term vision for development and development implementation.
2. **Section 24** : *Land Use Scheme* as a regulatory mechanism to manage land use parameters and development on a site by site basis.

The Spatial Development Framework and Land Use Scheme should function as a unit and form the key pillars of the Municipal Land Use Management System. The St Francis Bay CBD Spatial Development Framework functions within a package of plans and forms part of a broader spatial planning network of informants, policy and existing strategies within the municipal area. This well-defined hierarchy of plans adds significant strength to the Land Use Management System for the Kouga Municipality and one of the key objectives of the St Francis Bay CBD Spatial Development Framework is to acknowledge the existing policy and ensure continuation of implementation and alignment.

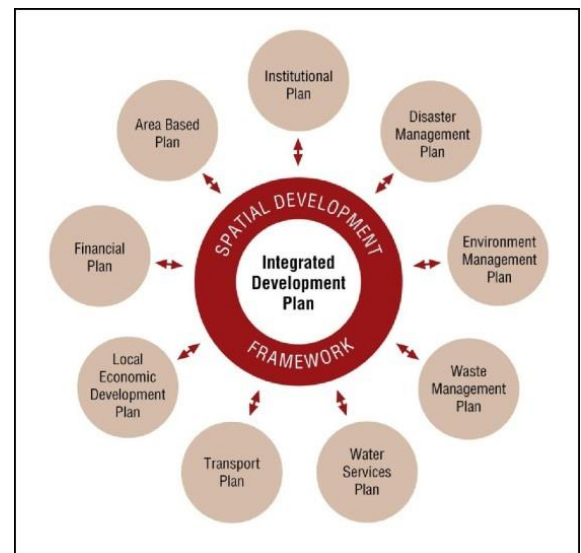
The graphic illustrates the package of plans and the land use management system for Kouga that is entrenched through the Municipal Spatial Development Framework.

Land Use Management System & Alignment



1.2 Municipal Land Use Scheme Alignment

- The Kouga Municipality recently compiled and Council approved an Integrated Land Use Scheme (2021). The Land Use Scheme was prepared in terms of SPLUMA and the relevant legislation as per the Kouga SPLUM By-laws.
- The LSDF implementation and annual review process should identify possible conflicts between the Land Use Scheme and the LSDF. This specifically relates to land use management guidelines and development parameters as outlined in the Land Use Scheme.
- The LSDF provides a land use management matrix, aligned with the Land Use Scheme zoning categories, densities and development parameters. These guidelines should be interpreted as relatively flexible to accommodate the overall objections and vision of the LSDF.
- As part of future LSDF review cycles, amendments and possible overlay zones for inclusion in the Land Use Scheme should be identified and incorporated.



1.3 Sector Plan Alignment

The LSDF is a long term, transversal planning and coordination tool and a spatial expression of the Kouga Municipality's IDP. While the LSDF is informed by the Sector Plans, strategically and spatially, the Sector Plans should be led by the MSDF. To this end, with the adoption of this revised SDF for the Kouga Municipality, when the Municipality's Sector Plans are reviewed, the LSDF must be a key consideration or framework for such a review to ensure alignment and for the sector plans to realise their full potential as implementation tools of the LSDF.

2.0 Policies and Guidelines for Decision Making

2.1 Objectives of Land Use Management

The key objective for implementation of land use management through the various land use management tools are based on 2 key underlying principles, i.e. :

- Resistance to and management of uncontrolled land development
- Promotion of development types and desired land development to realise the predetermined spatial vision

Land development decisions are therefore implemented to address a number of concerns, the precise mix of which is determined by the particular social, economic and political contexts of different times and places. These concerns, amongst others, include :

- **Environmental concerns** : uncontrolled development of land can have adverse effects on natural habitats, cultural landscapes and air and water quality.
- **Health and safety concerns** : uncontrolled development can lead to overcrowding and unsafe building construction. Certain land uses can also be detrimental to the health and safety of neighbours.
- **Social control** : the control of land uses and building types has long been a means of exerting social control, particularly through the exclusion of certain types of person, household or economic activity from certain areas through the application of particular development controls limiting, for instance, plot sizes, plot coverage and home industries.
- **The efficiency of infrastructure provision and traffic management** : increasingly it has become clear that where the granting of development permissions is not coupled with the provision of adequate infrastructure and traffic management the consequences can be severe. Similarly, where infrastructure is provided, generally at a high financial cost, without considering likely and relevant land-use and settlement patterns the opportunity costs to society are very high.
- **Determination of property values for purposes of rating** : the market value of land is the basis on which property valuation is determined and the extent and nature of the development permitted on the land is a key factor in that determination.
- **Aesthetic concerns** : the control of land development enables the government to prescribe certain design parameters for buildings.
- **Investment promotion** : changing the applicable land-use management instruments is often seen as a prerequisite for attracting certain types of investment to certain areas. This can take the form of both relaxing controls in those areas and increasing controls in other areas which might be more favoured by the market. These strategies are likely to be linked to local economic development initiatives.

2.2 Guiding Principles for Decision Making

Decision making within the Land Use Management System (rezoning, subdivision, departure, consent use, etc.) should be based on the following guiding principles :

- Promotion and support of the IDP and long term development vision.
- Support the key principles for development and development management as per the LSDF.
- Support the LSDF Conceptual Framework and Spatial Development Framework proposals, objectives and goals.
- Adhere to legislative requirements relevant to all forms of development, with specific reference to, but not limited to, environmental conservation, heritage, infrastructure, municipal powers and functions, National and Provincial Government legislation, guidelines and policy.
- Due cognisance to the principles of sustainability, equality, efficiency and integration as outlined in SPLUMA.
- Impact of development on the general welfare, safety, amenity and living environment of development on its and/or surrounding land uses and inhabitants.
- Adequate participation of the affected community and interested and affected parties.
- Economic sustainability, long term advantages and economic growth prospects.

SPLUMA and the Kouga SPLUM By-laws provide specific legislative requirements for decision making and emphasis the requirement that decisions should be consistent with the LSDF. However, consistency with the LSDF refers to the entire spatial vision, objectives and strategies of the LSDF and its proposals. Decisions should be based on an overall assessment of the LSDF and not only the LSDF plans and graphic presentations. A holistic and flexible approach should be adopted. Section 22 (2) of SPLUMA makes provision for specific circumstances that justify a departure from the LSDF provision.

Departures from the LSDF, as provided for in Section 22 (2) of SPLUMA and Section 13 of the Kouga SPLUM By-laws should :

- Carefully consider the specific land use proposal impact on the environment, urban form and municipal infrastructure.
- Provide a detailed motivation for departure and site-specific circumstances that warrant the departure.
- Ensure compliance with the overall spatial vision for the area and alignment with the SPLUMA principles.
- Section 22 (2) implementation should only be considered in extraordinary circumstances that specifically demonstrate merit for the amendment of the LSDF.

Decisions that depart from the SDF should be implemented as provided for in Section 13 of the Kouga SPLUM By-laws.

2.3 Legislative Requirements

Guidelines for decision making is captured in the relevant National and Municipal spatial planning legislation, with specific reference to the SPLUMA and Kouga SPLUM By-laws. Decision making on implementation of the LSDF should be guided, but not limited to the following sections.

Section 22 of Spatial Planning and Land Use Management Act

22. (1) A Municipal Planning Tribunal or any other authority required or mandated to make a land development decision in terms of this Act or any other law relating to land development, may not make a decision which is inconsistent with a municipal spatial development framework.
- (2) Subject to section 42, a Municipal Planning Tribunal or any other authority required or mandated to make a land development decision, may depart from the provisions of a municipal spatial development framework only if site-specific circumstances justify a departure from the provisions of such municipal spatial development framework.

Section 42 of Spatial Planning and Land Use Management Act

42. (1) In considering and deciding an application a Municipal Planning Tribunal must—
- (a) be guided by the development principles set out in Chapter 2;
 - (b) make a decision which is consistent with norms and standards, measures designed to protect and promote the sustainable use of agricultural land, national and provincial government policies and the municipal spatial development framework; and
 - (c) take into account—
 - (i) the public interest;
 - (ii) the constitutional transformation imperatives and the related duties of the State;
 - (iii) the facts and circumstances relevant to the application;
 - (iv) the respective rights and obligations of all those affected;
 - (v) the state and impact of engineering services, social infrastructure and open space requirements; and
 - (vi) any factors that may be prescribed, including timeframes for making decisions.
- (2) When considering an application affecting the environment, a Municipal Planning Tribunal must ensure compliance with environmental legislation.
- (3) An application may be approved in whole or in part, or rejected.

Section 13 of Kouga Spatial Planning and Land Use Management By-laws

13. Departure from municipal spatial development framework

- (1) For purposes of section 22(2) of the Act, site specific circumstances include –
 - (a) a departure, deviation or amendment that does not materially change the desired outcomes and objectives of a municipal and local spatial development framework, if applicable;
 - (b) a subsequent discovery that renders the site unsuitable for the proposed development as reflected in the municipal spatial development framework; or
 - (c) an unique circumstance pertaining to a discovery of national or provincial importance that results in an obligation in terms of any applicable legislation to protect or conserve such discovery.
- (2) The Municipal Planning Tribunal or Authorised Official may support an application that will result in a departure from the municipal spatial development framework, but such support must be made subject to the condition that the Council approves the amendment to the municipal spatial development framework and the application cannot be approved until the amendment of the municipal spatial development framework is approved by the Council.
- (3) If a Municipal Planning Tribunal or Authorised Official supports an application contemplated in subsection (2), it, he or she must inform the Council of such support and request the Council to consider an amendment of the municipal spatial development framework.
- (4) The Council must consider such a proposed amendment and may amend the municipal spatial development framework in terms of the provisions of this Chapter.
- (5) For purposes of this section, "site" means a spatially defined area that is impacted by the decision, including neighbouring land.

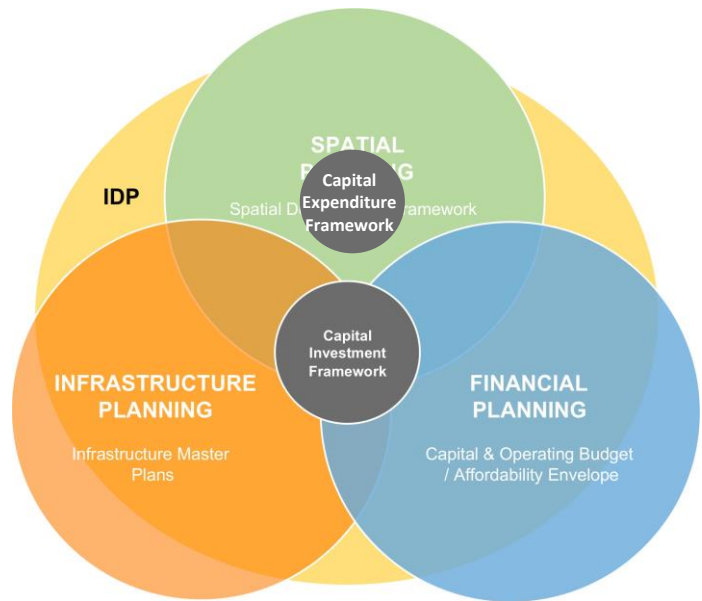
1.0 General criteria for consideration and determination of application by Municipal Planning Tribunal or Authorised Official

- 1.0** When the Municipal Planning Tribunal or Authorised Official considers an application submitted in terms of this By-law it, he or she must have regard to the following :
 - ▣ the desirability of the proposed utilisation of land and any guidelines issued by the member of the Executive Council regarding proposed land uses;
 - For the purpose of subsection (1)(b), desirability is the degree of acceptability of the proposed utilisation of land and matters which impact on the desirability which may be considered by the Municipal Planning Tribunal or Authorised Official are, amongst others:
 - 1.1 the land's suitability for proposed utilisation of land in terms of location, accessibility and physical characteristics;
 - 1.2 conformity with the municipal spatial development framework or the local spatial development framework, if applicable;
 - 1.3 the compatibility of the proposed utilisation of land with the character and the existing spatial structure of the surrounding area;
 - 1.4 the accessibility of the land regarding existing development and infrastructure;
 - 1.5 the cost and availability of required services and infrastructure;
 - 1.6 the external visual impact of the proposed utilisation of the land;
 - 1.7 any potential disruption of or damage to the environment or public nuisance as a result of the proposed utilisation of land and proposed mitigation measures;
 - 1.8 the potential impact on immediate neighbours and existing rights as well as the surrounding community;
 - 1.9 the proposed layout, including street pattern, density and open space and community facility provision; and
 - 1.10 traffic impact and access arrangements

3.0 Capital Expenditure Framework (CEF)

A Capital Expenditure Framework is a consolidated, high-level view of infrastructure investment needs in a study area over the long term (10 years).

The CEF articulates how the spatial proposals are to be achieved sequentially, with attention to projects, timeframes, budgets and funding. Planning inputs are based on the spatial planning proposals, Municipal, Provincial and National Government financial planning and capital budgets and the Municipality's Infrastructure Master Plans and infrastructure programme rollout.



3.1 Project Focus and Prioritisation

Objectives and vision are achieved through the project and programme implementation.

Given various budgetary constraints, the need for sustainable development and other issues likely to affect the implementation of identified projects, the implementation strategy should be focused on the following principles :

- Focus on projects that promote the optimal use of existing infrastructure and services and also enable the local municipality to make better returns from existing and newly built infrastructure
- Upgrading engineering services and infrastructure capacity is critical to accommodate the needs of new property developments
- Focus on projects that will stimulate the objectives and priorities
- Acknowledge existing IDP programmes and initiatives
- Acknowledge community prioritisation through ward prioritisation
- Focus on District and Provincial Programme Alignment
- Prioritise projects that could better unlock or trigger more investment into the area.
- Focus on projects that utilize and harness local initiatives
- Capital requirements for implementation and maintenance of the urban design proposals (public space)

The following sections confirm :

- Kouga IDP 2021/2022 project prioritisation and alignment
- CBD precinct urban design implementation (public space)

In order to achieve the CBD precinct vision and to ensure economic development and upgrading, the annual IDP project prioritisation for the precinct should be aligned with the SDF drivers and should identify catalytic interventions.

Projects are categorised as Catalytic, Strategic and Quick Win Projects.

Project Type	Objective	Implementation / Timeframe
Catalytic Projects	Catalytic projects relate to medium and large scale catalytic interventions to set the base for future public and private sector investment. The objective of these projects is to "get the basics right" and provide bulk support infrastructure to form a sound base for future growth, investment and strengthening of the node. These projects are generally funded by the Municipality through IDP prioritisation.	Short, medium and long term
Strategic Projects	Strategic projects relate to key areas of intervention that is generally dependent on successful implementation and rollout of the catalytic projects as identified. Strategic projects can be implemented as Public Private Partnerships (PPP) and depends on land availability and land release. Stakeholder participation with emphasis on land utilisation in the town and supporting nodal areas is key to implementation of strategic projects.	Long term
Quick Win Projects	Quick win projects or "low hanging fruit" relate to short term interventions that can make significant differences. Quick win projects are less reliant on the implementation of catalytic and strategic projects and can make short term differences with respect to getting institutional and capacity support in place.	Short term, but with ongoing financial support

3.2 Catalytic Projects (IDP Alignment)

The Kouga Integrated Development Plan (IDP) (2022/2027) identified projects relevant to St Francis Bay and the St Francis Bay CBD area. These are catalytic projects to ensure service availability.

▣ **Ward 12 Priorities**

- Illegal shacks in Sea Vista
- Law enforcement –Stray animals, bylaws crime
- Roads – Resealing of roads St Francis Drive, Grand Camore
- Roads – Potholes
- Gravel Roads –grading of gravel roads Cape St Francis Bay
- Beach –spit and dune- rock reventment
- Waterbourne sewerage
- Service improvement on sewerage trucks- 2day turnaround
- Water
- Stormwater maintenance and upgrade
- Water line upgrade – Canal Road – ongoing project
- Replacement all other old water pipes
- Canal bridges upgrade –on going project
- V drains –Lyme Road south and north
- Fire hazard –fire breaks and bush clearing incl plot clearing
- Erf 554- ongoing project
- Street Names
- Waste -water pump upgrade – ongoing project
- Upgrade of road to boat launching site at Kromme River Bridge – last bit of project
- Illegal signs
- Maintenance of Beach facilities – ongoing project

▣ IDP (2023/2027) Priority Projects

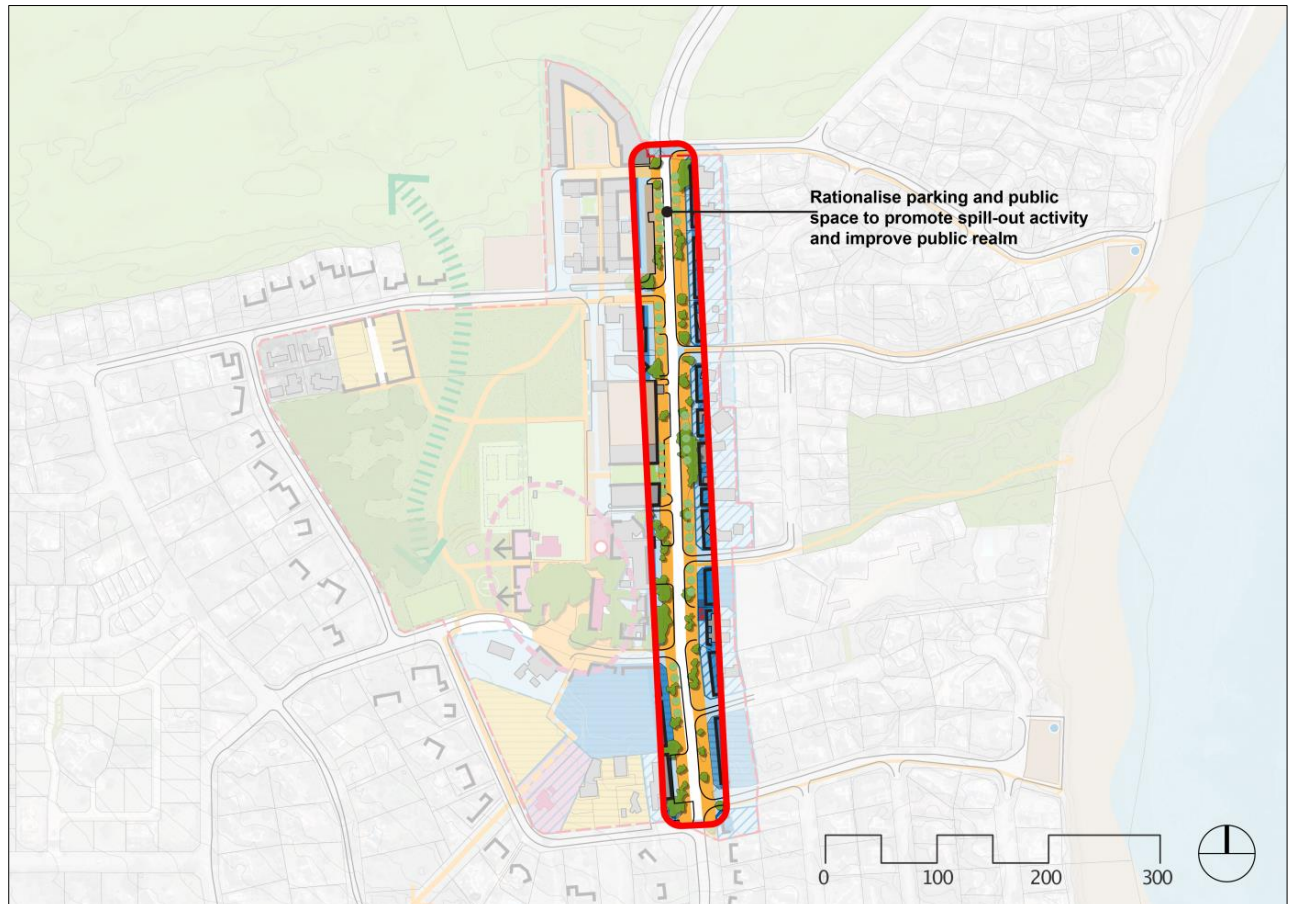
- Piped reticulation
- Install water borne sewer reticulation
- Upgrade sewer pump stations
- Provision of Stormwater infrastructure
- Upgrade / refurbish depot / workshop
- Main intake from Eskom upgrade
- NMD upgrade from 5 to 8 MVA
- Installation of landfill sites monitoring boreholes
- Implementation monitoring program for landfill sites
- Rehabilitation and closure permit applications for landfill site
- Spit management
- Ocean View electrification

3.3 Strategic Projects

In order to achieve the spatial vision, 3 key strategic projects were identified. These projects will enhance the public and private realm.

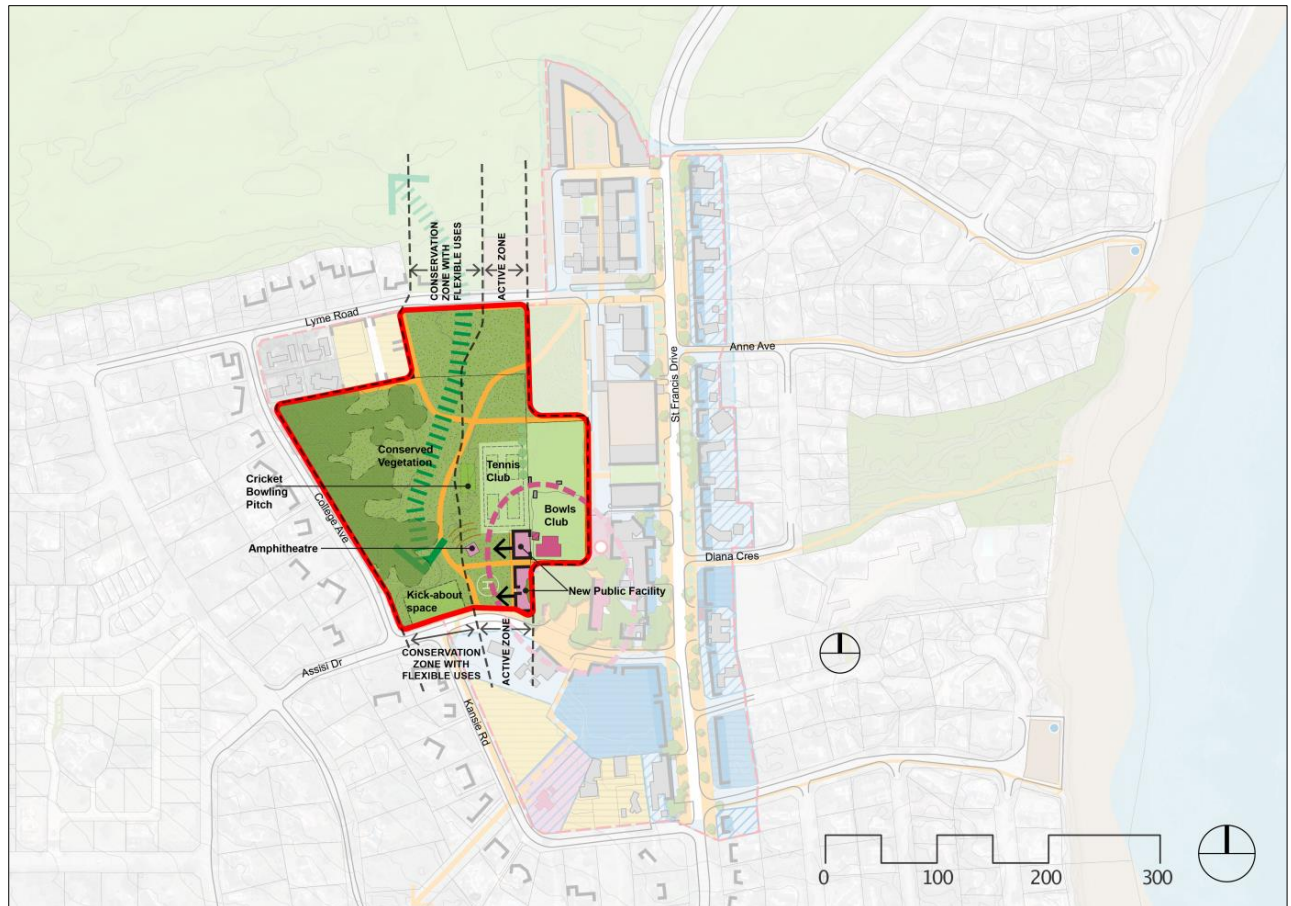
NOTE: Implementation of these projects will include detail design phases to ensure that the principles described earlier are incorporated and that they adequately accommodate potential development in the precinct without disadvantaging residents and businesses.

▣ **St Francis Drive Upgrade**



- Create a boulevard with green verges accommodating a NMT route and a continuous row of trees.
- All car parking needs to be removed from the street (traffic lanes) and relocated behind low white walls which define the edge of the street.
- Each property can only have one access point to the street although combined access points are preferred.
- Attractive street lighting, banners and street furniture in the stretch of road between Liege Road and Kansas/Nevil Road will create a special atmosphere marking the town centre.
- Various pedestrian crossings will be placed at intersections, traffic calming measures such as raised and paved intersections will create a safer and more pleasant walking environment taking universal access principles into account.

▣ Village Green Development



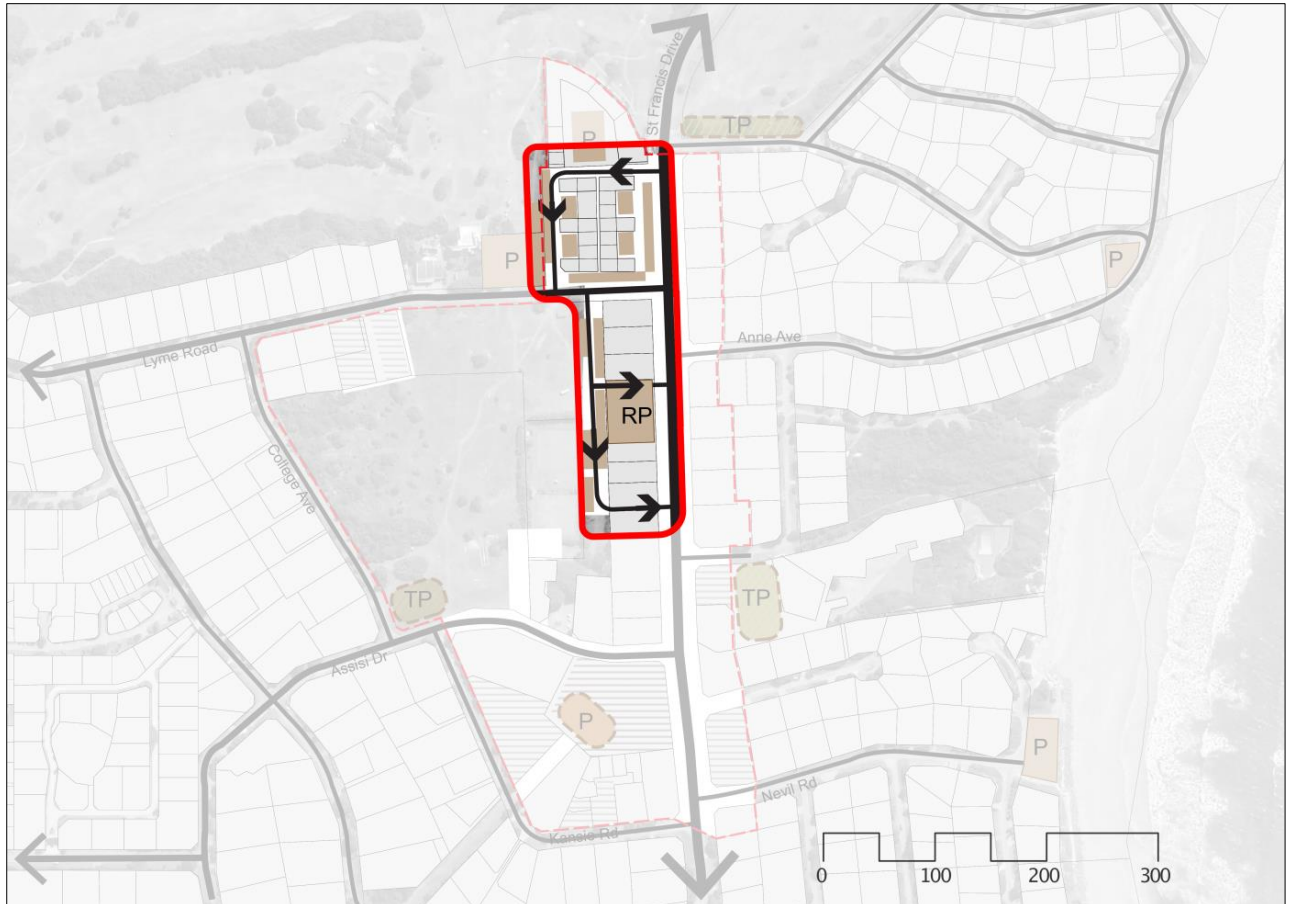
- The Village Green will be largely undeveloped space accommodating various sporting activities, recreational areas as well as conservation areas.
- Good pedestrian linkages with the business areas incorporating universal access principles will ensure connectivity and activity.
- The western side will be kept more natural with the existing trees and planting and create an appropriate and quieter edge to the residential erven along College Road.
- The Village Green can be used for events in season and be the green lung for the town centre during all seasons of the year.

▣ Pedestrian Urban Spaces (Rhapsody Square & Assisi Square)



- Reduce the dimensions of over-scaled parking area, reducing the space for cars without reducing the number of parking bays;
- Create pedestrian movement areas and spill out spaces for the businesses incorporating universal access principles;
- Allow for Sustainable Urban Drainage (SUD's), permeable areas, planted verges and tree planting to promote stormwater infiltration, biodiversity and create shade;
- Implement pedestrian signage with directions to the beach, Village Green, public facilities etc.;
- Use tactical urbanism interventions: low budget-high impact and temporary interventions to test new proposals and/or adept spaces for the season.

▣ One-way Traffic Flow



Improve traffic flow and reduce congestion on St Francis Drive and Lyme Road South by:

- Changing current entry to Spar parking from St Francis Drive to exit;
- Changing exit onto rear service road to entry;
- Changing two-way movement at Rhapsody Square St Francis Drive access to one-way entry;
- Changing two-way movement at Rhapsody Square Lyme Road south access to one-way exit;

3.4 CBD Precinct Urban Design Implementation & Capital Investment Framework

Implementation of the St Francis Bay Precinct Catalytic Intervention Projects has been costed at best practise and making use of rates for similar project elements.

The projects have been costed separately for each of the following elements where relevant.

- Paving - pedestrian sidewalks and parking areas
- Landscaping (urban design)
- Landscaping (gardens)
- Lighting
- Street furniture
- Services
- Stormwater

Note :

- No road upgrade costs have been applied to the roads as these have been or will be upgraded as part of a separate municipal project;
- Services and stormwater costs have been applied per assumed metre length
- Lighting has been applied at 1 lamp post per 50m road length
- Landscaping rates have been applied for hard and soft elements
- Estimated costs are for budgeting purposes and will be finalised once detailed design processes proceed

▣ **St Francis Bay CBD Precinct : Summary**

Section	Description	Estimated Cost	Contingencies (10 %)	Professional Fees (10 %)	Total
1	St Francis Drive Upgrade	R 14 027 587.50	R 1 402 758.75	R 1 543 034.63	R 16 973 380.88
2	Village Green Development	R 9 202 550.00	R 920 255.00	R 1 012 280.50	R 11 135 085.50
3A	Rhapsody Square Pedestrian Urban Space	R 2 362 950.00	R 236 295.00	R 259 924.50	R 2 859 169.50
3B	Assissi Square Pedestrian Urban Space	R 5 309 000.00	R 530 900.00	R 583 990.00	R 6 423 890.00
Total (excl. VAT)		R 30 902 087.50	R 3 090 208.75	R 3 399 229.63	R 37 391 525.88

▣ St Francis Bay CBD Precinct : Detailed Breakdown

Section	Description	Roadworks	Area (m²) / Length (m) / no	Rate	Amount	Total	Contingencies (10%)	Sub-total	Professional fee cost per area		Total
1	St Francis Drive Upgrade	Stormwater	615	R1 500.00	R922 500.00	R14 027 587.50	R1 402 758.75	R15 430 346.25	10.00%	R1 543 034.63	R16 973 380.88
		Paving/Parking	6378.5	R1 500.00	R9 567 750.00						
		Landscaping (Urban Design)	3189.25	R500.00	R1 594 625.00						
		Landscaping (Gardens)	3189.25	R250.00	R797 312.50						
		Services	184.5	R3 200.00	R590 400.00						
		Lighting	13	R35 000.00	R455 000.00						
		Street Furniture	1	R100 000.00	R100 000.00						
2	Village Green Development	Stormwater	200	R1 500.00	R300 000.00	R9 202 550.00	R920 255.00	R10 122 805.00	10.00%	R1 012 280.50	R11 135 085.50
		Paving/Parking	2545.4	R1 500.00	R3 818 100.00						
		Landscaping (Urban Design)	2545	R500.00	R1 272 700.00						
		Landscaping (Gardens)	12727	R250.00	R3 181 750.00						
		Services	100	R3 200.00	R320 000.00						
		Lighting	6	R35 000.00	R210 000.00						
		Street Furniture	1	R100 000.00	R100 000.00						
3A	Rhapsody Square Pedestrian Urban Space	Stormwater	100	R1 500.00	R150 000.00	R2 362 950.00	R236 295.00	R2 599 245.00	10.00%	R259 924.50	R2 859 169.50
		Paving/Parking	613.8	R1 500.00	R920 700.00						
		Landscaping (Urban Design)	1534.5	R500.00	R767 250.00						
		Landscaping (Gardens)	0	R250.00	R0.00						
		Services	100	R3 200.00	R320 000.00						
		Lighting	3	R35 000.00	R105 000.00						
		Street Furniture	1	R100 000.00	R100 000.00						

Section	Description	Roadworks	Area (m²) / Length (m) / no	Rate	Amount	Total	Contingencies (10%)	Sub-total	Professional fee cost per area		Total
3B	Assissi Square Pedestrian Urban Space	Stormwater	120	R1 500.00	R180 000.00	R5 309 000.00	R530 900.00	R5 839 900.00	10.00%	R583 990.00	R6 423 890.00
		Paving/Parking	2500	R1 500.00	R3 750 000.00						
		Landscaping (Urban Design)	1000	R500.00	R500 000.00						
		Landscaping (Gardens)	1500	R250.00	R375 000.00						
		Services	120	R3 200.00	R384 000.00						
		Lighting	2	R35 000.00	R70 000.00						
		Street Furniture	0.5	R100 000.00	R50 000.00						
Total (Excl. VAT)					R30 902 087.50	R3 090 208.75	R33 992 296.25	10.00%	R3 399 229.63	R37 391 525.88	

6

Chapter 6 :

Monitoring and Review

1.0 Monitoring

The St Francis Bay CBD LSDF is not a stand-alone sector plan and should be an integral part of the annual IDP review cycle, IDP implementation strategy and monitoring mechanism. It is not recommended to establish parallel or separate monitoring, review and implementation mechanisms, but rather align with the existing performance management framework implemented by the Kouga Municipality.

Performance management and implementation in Local Municipalities are guided and informed through various legislative mechanisms with specific reference to :

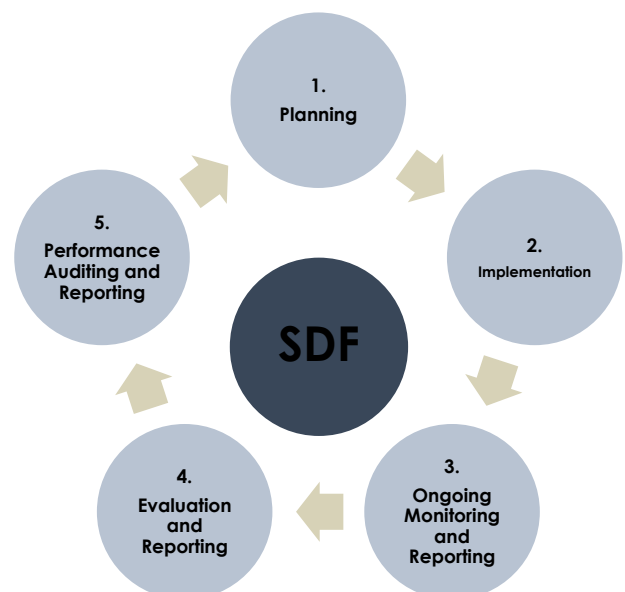
- Municipal Systems Act (32 of 2000)
- Municipal Planning and Performance Management Regulations (2000)
- Municipal Finance Management Act (56 of 2003)
- Spatial Planning and Land Use Management Act (16 of 2013)

The legislation contains mechanisms for implementation monitoring, evaluation and review, and as indicated, the St Francis Bay CBD LSDF should be part of this review cycle. In addition, the Kouga Municipality's Performance Management Policy should apply and expand to include SDF monitoring and review.

Annual Kouga SDF review should be an integral part of the IDP cycle.

The purpose of the LSDF is to provide a medium to long term vision and a set of strategies to attain this vision. SPLUMA requires that this be translated into an implementation framework that takes a 5-year view to inform the municipality's Integrated Development Plan and Budget. As a development, whether it be the public sector or the private sector, takes multiple years to be realised, it is not appropriate that the LSDF is substantially reviewed annually. The LSDF must encourage consistency and predictability in planning decisions to achieve the desired outcomes. Transformation of the built environment, in particular, is a long term process that requires determination and persistence.

Processes, including public participation processes, associated with the review of an LSDF are prescribed by SPLUMA and the Kouga Municipality SPLUM By-Law.



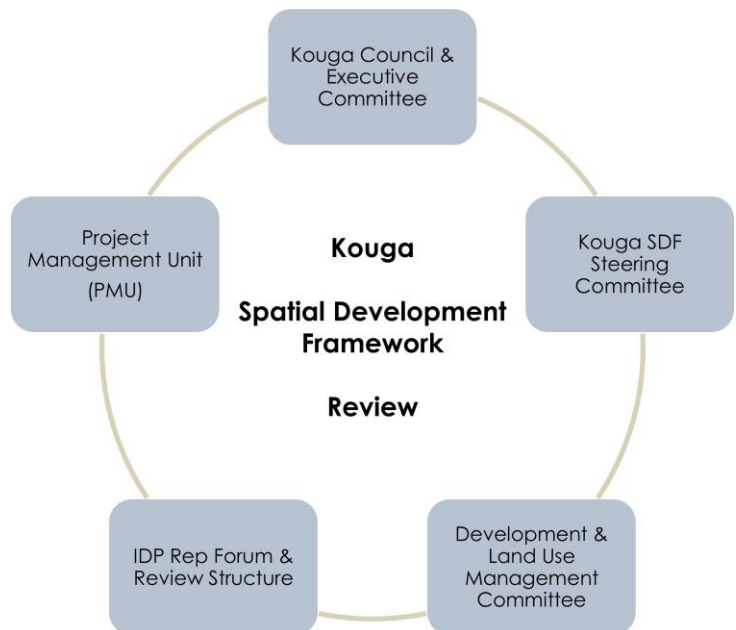
2.0 Review

The LSDF review cycle is managed and legislated through :

- Spatial Planning and Land Use Management Act
- Municipal Systems Act
- Kouga Spatial Planning and Land Use Management By-laws

These core legislative instruments confirm the LSDF review to be part of the Municipal Integrated Development Plan and therefore, the annual IDP review process should incorporate LSDF alignment. It is further required that the Kouga Municipality review its SDF through a 5-year review cycle.

LSDF Review can only be implemented successfully with the co-operation and integration of all sectors, departments and structures within the Municipality. However, the ultimate responsibility of LSDF Review and approval remains with the Council as a final decision-making structure. For the purposes of the Kouga SDF Review Cycle, the following structures will be instrumental in ensuring that the development vision is realised, and the Capital Expenditure Framework is implemented.





Hankey Central Business District (CBD) Local Spatial Development Framework (LSDF)

*Prepared in terms of the Spatial Planning & Land
Use Management Act, 2013 (Act 16 of 2013)*

Final Draft

Report 1798E/05

June 2026

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Project Number	1798E
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Assisted by :



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Abbreviations

AO	Authorised Official
CB	Central Business
CBD	Central Business District
CBP	Community Based Planning
CMPr	Coastal Management Programme
DM	District Municipality
EAS	Engineering Advice and Services
ECSDF	Eastern Cape Spatial Development Framework
FLISP	Finance Linked Individual Subsidy Programme
ICMA	Integrated Coastal Management Act
IDP	Integrated Development Plan
IGR	Inter-Governmental Relations
ILUS	Integrated Land Use Scheme
KFC	Kentucky Fried Chicken
KLM	Kouga Local Municipality
KPA	Key Performance Area
LED	Local Economic Development
LM	Local Municipality
LOS	Level of Services
LSDF	Local Spatial Development Framework
MPT	Municipal Planning Tribunal
MSDF	Municipal Spatial Development Framework
NDP	National Development Plan
NEM	National Environmental Management
NMBM	Nelson Mandela Bay Municipality
NSDF	National Spatial Development Framework
NSDP	National Spatial District Municipality
PCS	Project Steering Committee
PGDP	Provincial Growth and Development Plan
PSDF	Provincial Spatial Development Framework
RCAM	Road Classification and Access Management
SANRAL	South African National Roads Agency Limited
SBDM	Sarah Baartman District Municipality
SDF	Spatial Development Framework
SMME	Small, Medium and Micro Enterprise
SPLUM	Spatial Planning and Land Use Management
SPLUMA	Spatial Planning and Land Use Management Act
WTW	Water Treatment Works
WWTW	Waste Water Treatment Works

1

Chapter 1 :

Background & Context

1.0 Background to the Hankey Precinct Plan (Local Spatial Development Framework)

This document represents the Local Spatial Development Framework (LSDF) for the Hankey Central Business District (CBD) Precinct in the Kouga Local Municipality (KLM).

A Local Spatial Development Framework (LSDF) is an important Municipal Policy instrument provided for in legislation. Spatial development planning is a process to co-ordinate and optimise human activities, which require physical space or have an impact on physical space. Physical planning is therefore a public sector function that aims to promote public investment and regulatory frameworks within which private sector and public sector decision making and investment can take place.

The LSDF further aims to formulate spatially based policy guidelines whereby changes, needs and growth in the region can be managed to the benefit of the community. The LSDF should further guide and inform all decisions of the Municipality relating to use, development and planning of land, within a balanced assessment of need and to provide adequately for social and economic demands within a growing economy and population.

2.0 Objective of the CBD LSDF

The broad objectives of the CBD LSDF are outlined in the various policy mechanisms and guiding legislation, specifically the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) (SPLUMA) and the Kouga Spatial Planning and Land Use Management (SPLUM) By-laws.

Section 10 of the Kouga SPLUM By-laws confirms the objective of the LSDF :

- (1) *The Municipality may adopt a local spatial development framework for a specific geographical area of a portion of the municipal area.*
- (2) *The purpose of a local spatial development framework is to:*
 - (a) *provide detailed spatial planning guidelines or further plans for a specific geographic area or parts of specific geographical areas and may include precinct plans;*
 - (b) *provide more detail in respect of a proposal provided for in the municipal spatial development framework or where considered necessary to give effect to the municipal spatial development framework and or its integrated development plan and other relevant sector plans;*
 - (c) *address specific land use planning needs of a specified geographic area;*
 - (d) *provide detailed policy and development parameters for land use planning;*
 - (e) *provide detailed priorities in relation to land use planning and, in so far as they are linked to land use planning, biodiversity and environmental issues; or*
 - (f) *guide decision making on applications;*
 - (g) *comply with any other relevant provision that will give effect to its duty to manage municipal planning in the context of its constitutional obligations.*

3.0 Legal Status of the Precinct Plan

3.1 Legislation

LSDF's are statutory plans, which by their very nature reflect the agreed spatial values, principles and proposals according to the future development visions and policies of the communities residing within each municipality. This spatial reflection of the IDP represents an important social compact that should be paramount in assessing where development should be permitted, or not permitted, in any area of the municipality.

▣ **Spatial Planning & Land Use Management Act (SPLUMA)**

Section 22(1) and (2) of SPLUMA confirms the status of Municipal Spatial Development Frameworks and procedures for decision making and requires

"a Municipal Planning Tribunal or any other Authority required or mandated to make a land development decision in terms of this Act or any other law relating to land development may not make a decision which is inconsistent with the Municipal Spatial Development Framework".

3.2 Superseded Strategic Plans

The Hankey CBD LSDF supersedes the following strategic plans and policies applicable to the area (insofar as they affect the study area) :

- Kouga Spatial Development Framework (2021)

3.3 Land Use Rights, Conflicts & Decision Making

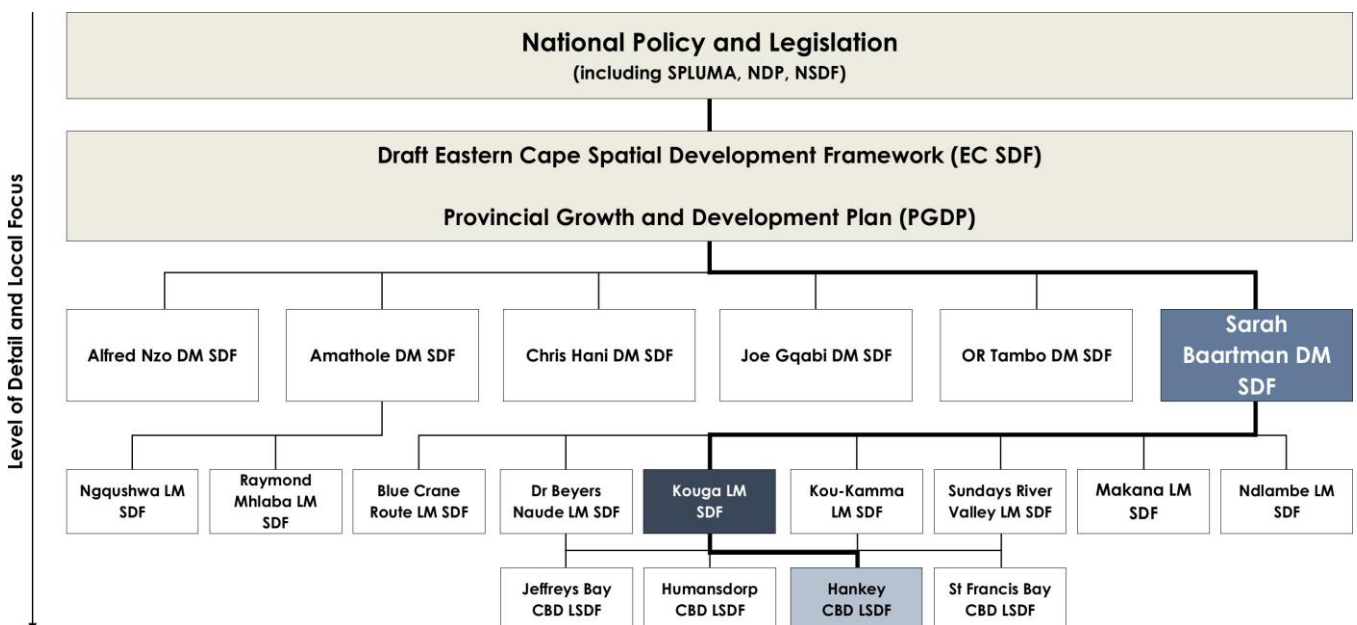
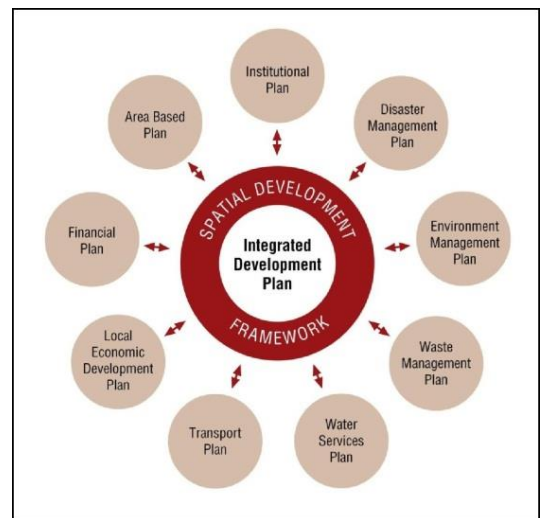
- The Hankey CBD LSDF has the same status as the IDP and should be implemented in the same manner.
- The LSDF is an extension of the Municipal Spatial Development Framework (MSDF).
- The LSDF will not infringe upon existing land use rights.
- No guideline containing in this LSDF or any proposal regarding land use that may arise from it creates any rights or exempts it from the obligation under any other law.
- Specific reference is made to the procedure for a change in land use, Rezoning, Subdivision, Departure and/or Council's Consent for land development.
- The normal procedure with respect to Land Use Management as outlined in the relevant land use management legislation still applies, including the requirements of the National Environmental Management Act, 1997 (Act 107 of 1997) and others.
- The status of the Local Spatial Development Framework (LSDF) is confirmed in Section 22 (1) of SPLUMA, and it clearly notes that a Municipal Planning Tribunal may not make a decision that is inconsistent with the LSDF.
- Section 22 (2) of SPLUMA further notes that the Municipal Planning Tribunal may depart from the provisions of a Municipal SDF only if site-specific circumstances justify a departure from the provision of the LSDF.

- Section 42 (1) of SPLUMA and Section 53 of the KLM Spatial Planning and Land Use Management By-laws further provide guidelines for decision making.
- Section 13 of the KLM By-laws provides guidelines for departure from the LSDF. These can be implemented subject to Section 13(1)(a) of the By-laws.
- The overall spatial vision, principles and development objectives of the LSDF should be consulted as part of a holistic approach to decision making and ensuring applications are consistent with the LSDF and MSDF Objectives.

3.4 *Spatial Plan Alignment*

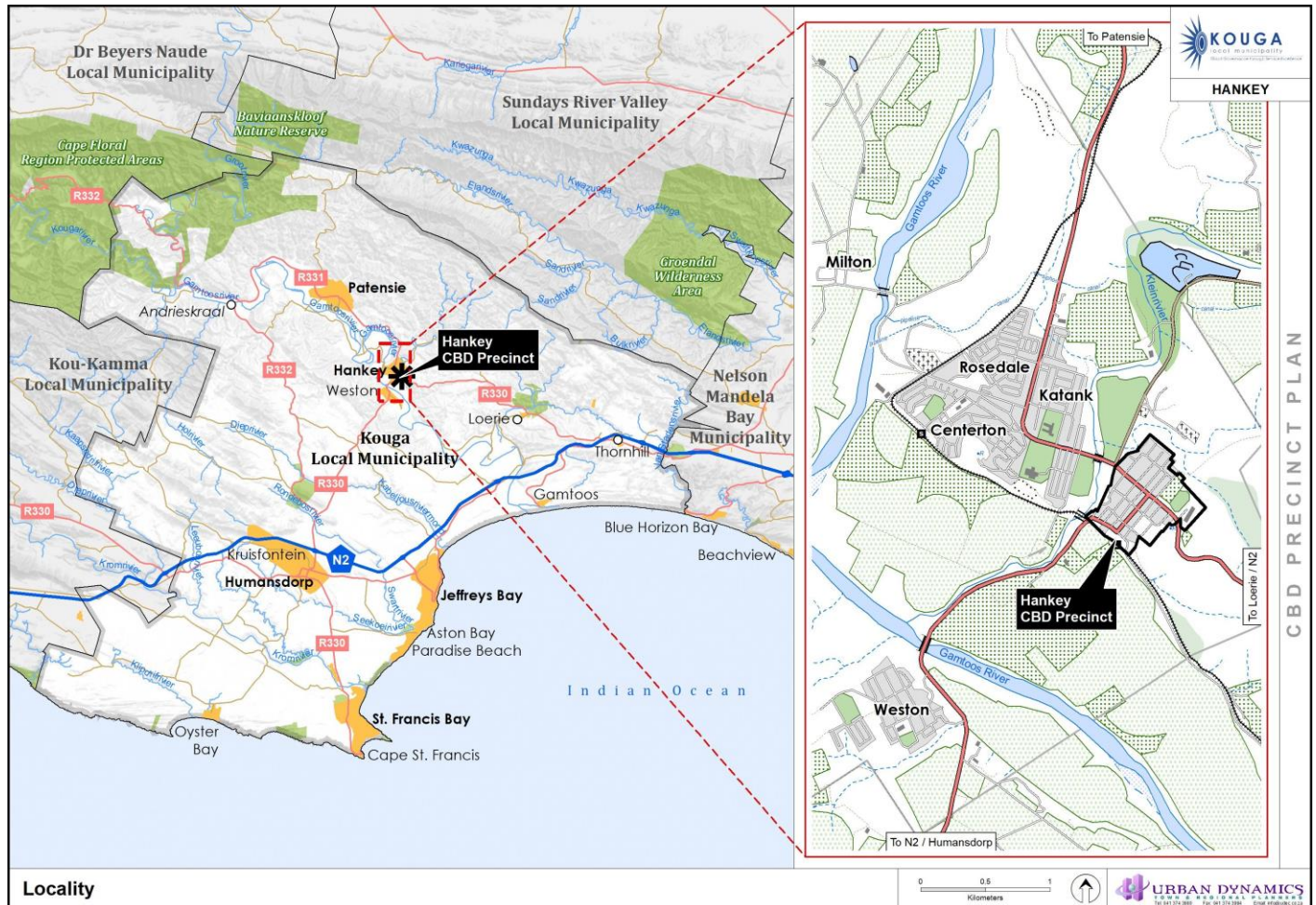
The alignment of the LSDF and SDF to the Draft National Spatial Development Framework (NSDF) and the Draft Provincial Spatial Development Framework (PSDF) is essential to create alignment with National, Provincial and Local programmes and projects and the initiatives of parastatals, entities and agencies.

The District SDF needs to be of a strategic and regional co-ordinating nature referring to local SDFs, which are more detailed and reflect the situation on the ground according to community needs, community development codes, livelihood zones and development requirements.



4.0 Study Area Overview

The KLM is situated in the Eastern Province and is one of 9 Local Municipalities located within the Sarah Baartman District Municipal area. It is approximately 80 km west of Port Elizabeth and includes the coastal zone between the Van Stadens River in the east and the Tsitsikamma River in the west and inland stretches towards the Baviaanskloof Mountains and Gamtoos Valley in the north. The Municipality is characterised by 3 topographical regions, i.e. the coastal region (including the towns of Jeffreys Bay, St Francis, Cape St Francis and Oyster Bay), the Gamtoos River Valley (including the towns of Hankey, Patensie, Loerie and Thornhill) and Humansdorp and surrounding commercial farming area.



Plan 1 : Locality

Hankey is a small town located in the Kouga Municipality. The town is situated approximately 105km southwest of Gqeberha (Port Elizabeth). According to 2011 census, the population of Hankey was estimated at 11 000. The CBD of Hankey is well defined and situated along the R330. It is however separated from the residential components of Weston and Centerlon. The CBD has a strong administrative function. The area has limited commercial and industrial component and largely depends on the bigger towns like Humansdorp and Jeffreys Bay for this purpose.

Due to population growth, there has been pressure to expand the CBD of Hankey to accommodate a mix of land uses and further address challenges related to :

- Stagnant economic activity
- High levels of unemployment
- Basic infrastructure that is not maintained properly
- Lack of space for community facilities
- Road layout and transport linkages that predispose the town to act as conduit for goods and services rather than as regional service point only.

The area is bounded by the railway line (south), the Kleinrivier drainage area (west), north end of Main and Philip Streets and the Sarah Baartman Memorial (east). Large residential areas of Centerton, Rosedale and Katank to the west of the study area along the R331, towards Patensie.



Plan 2 : Study Area (Aerial View)

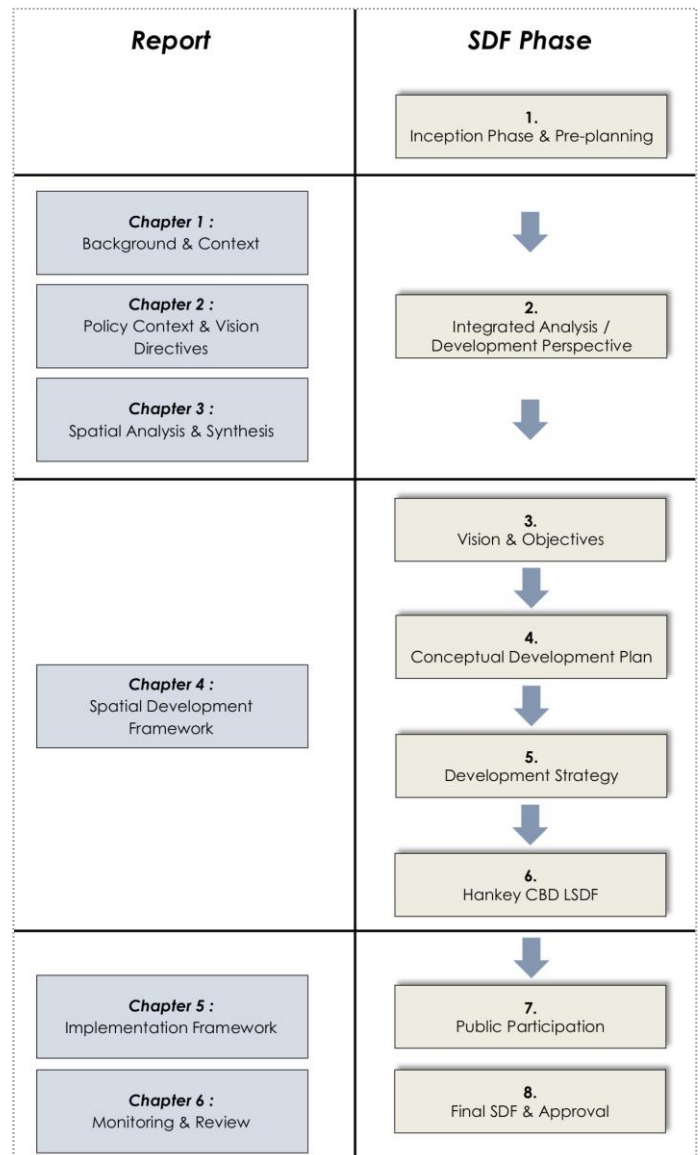
4.1 LSDF Objectives

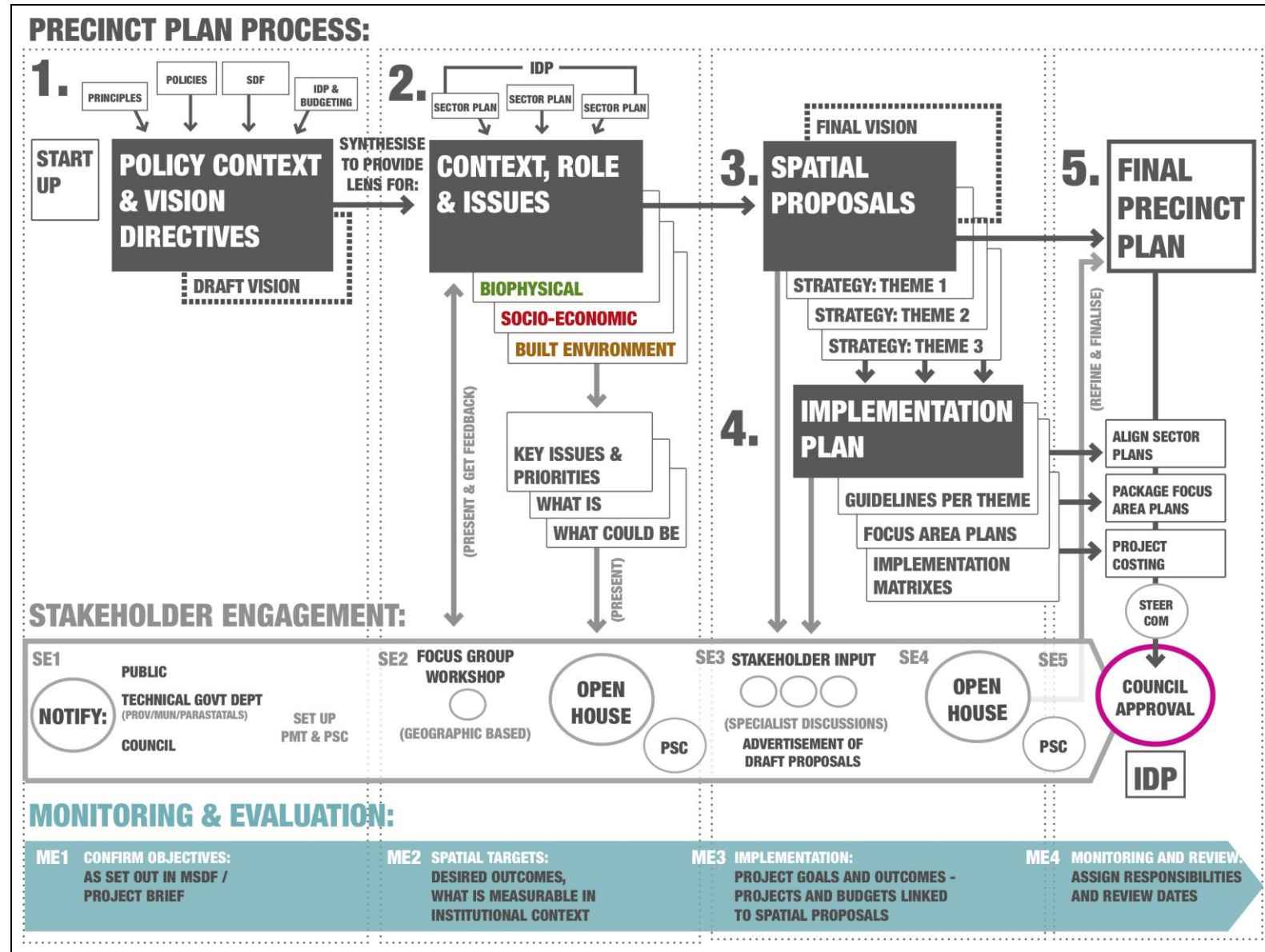
The main objective in developing a Precinct Plan for the Hankey CBD is :

- To develop a spatial vision for the Hankey CBD.
- To leverage private and community/ public investment within Hankey.
- To enhance the collateral value of properties within the CBD.
- To create conditions for broadening of capital formation and business development.
- To achieve efficiency in the movement of goods and people by restructuring the spatial form of the CBD by introducing proper land use zones and supporting the introduction of activity nodes and movement corridors.
- To create vibrant public and economic spaces.
- To build institutional and development capacity that will contribute to social and economic cohesion.

5.0 Precinct Plan Components & Report Structure

The LSDF methodology is based on an incremental approach and is strongly guided and directed through the National Guidelines for the Development of Local Spatial Development Framework (2021).





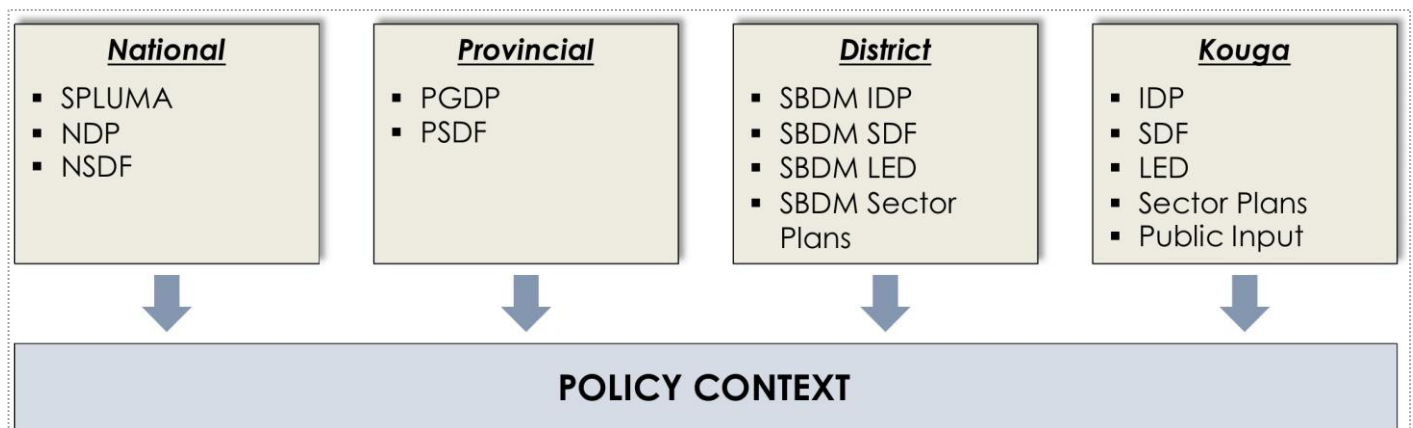
DRDLR Spatial Development Guidelines Final Draft as a Guiding Document

2

Chapter 2 :

Policy Context & Vision Directives

The spatial vision, principles and goals are guided by and should be aligned with various National, Provincial and Local informants. Specific reference is made to national guidelines and legislation for spatial development, i.e. Spatial Planning and Land Use Management Act (SPLUMA), National Development Plan (NDP), National Spatial Development Framework (NSDF), Provincial Growth and Development Plan (PGDP), Provincial Spatial Development Framework (PSDF), Kouga Integrated Development Plan (IDP), Kouga Spatial Development Framework (SDF), Kouga Local Economic Development (LED) Strategy and various sector plans.



The principles for strategic planning and urban restructuring are captured and well-documented in a range of National, Provincial and Local Policies and legislative directives. Although it is not the objective of the Hankey CBD LSDF to unpack these in detail, the key issues are emphasised to provide planning and strategic decision making direction.

1.0 National, Provincial & District Policy Directives

The following are key principles to consider.

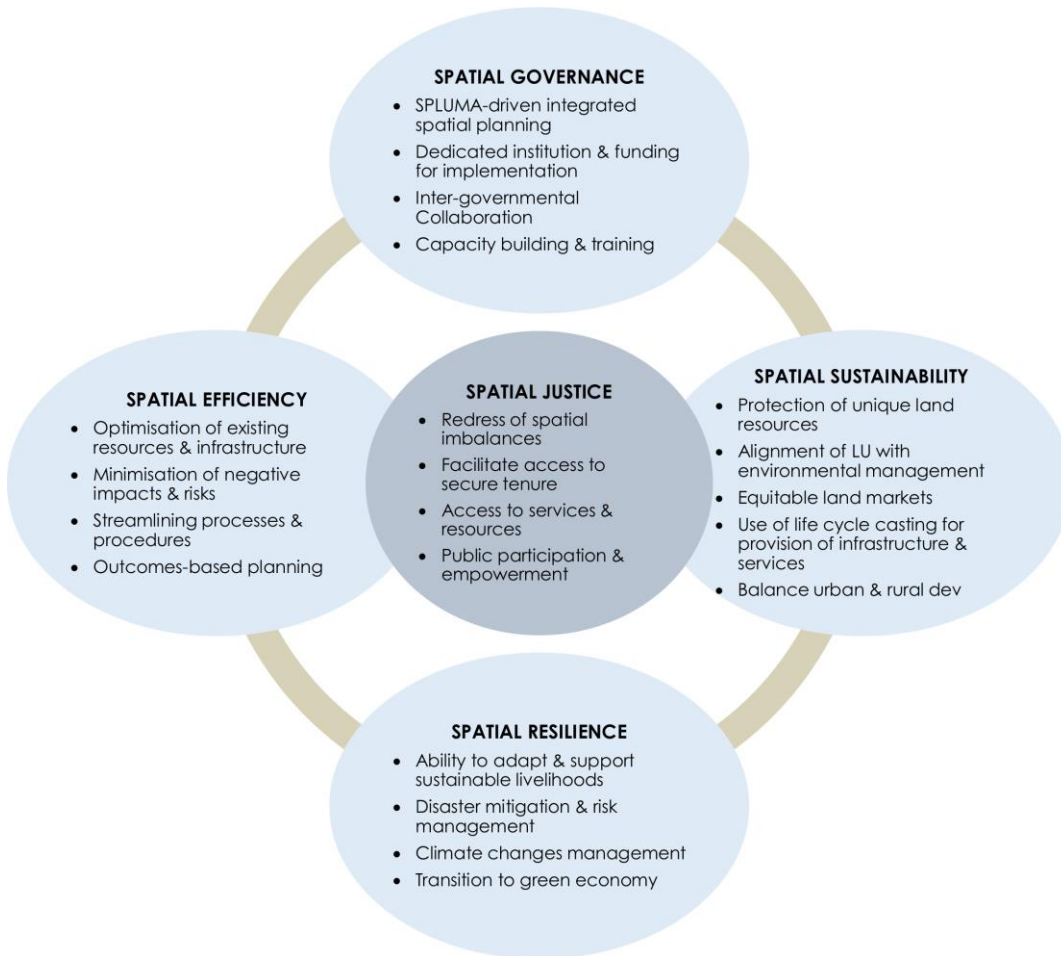
1.1 Spatial Planning & Land Use Management Act (SPLUMA)

SPLUMA provides an important set of overarching guidelines through the development principles contained in Chapter 2 of the Act.

The objectives of SPLUMA :

- Provide for a uniform, effective and comprehensive system of spatial planning.
- Ensure that the system of spatial planning and land use management promotes social and economic inclusion.
- Provide for development principles and norms and standards.
- Provide for the sustainable and efficient use of land.
- Provide for cooperative government and intergovernment relations.
- Redress the imbalances of the past and to ensure that there is equity in the application of spatial development planning and land use management systems.

Development Principles of SPLUMA :



1.2 Integrated Urban Development Framework (IUDF)

The National Development Plan (NPD) indicated that by 2030 South Africa should observe meaningful and measurable progress in creating more functionally integrated, balanced and vibrant urban settlements. To attain this goal, the Department of Cooperative Governance developed the IUDF to transform and restructure South Africa's urban spaces.

The IUDF seeks to foster a shared understanding across government and society about how best to manage urbanisation and achieve the goals of economic development, job creation and improved living conditions by addressing current urban inefficiencies as outlined in the NDP. The IUDF responds to, and also builds on various chapters of the NDP, particularly chapter 8 'Transforming human settlements and the national space economy'.

It provides a framework for reorganising the urban system so that cities and towns can become more inclusive, safe, productive and resource efficient, thus becoming good places to work and live in.

▣ IUDF Vision



⇒ Lever 1 – Objective

To create cities and towns that are well planned and efficient, and so capture the benefit of productivity and growth, invest in integrated social and economic development, and reduce pollution and carbon emissions, resulting in a sustainable quality of life for all citizens.

⇒ Lever 2 – Objective

To create cities and towns where goods and services are transported efficiently, and people can walk, cycle and use different transport modes to access economic opportunities, education institutions, health facilities and places of recreation.

⇒ Lever 3 – Objective

To create cities and towns that are liveable, integrated and multi-functional, in which all settlements are well connected to essential and social services, as well as to areas of work opportunities.

⇒ Lever 4 – Objective

To create cities and towns that have transitioned from traditional approaches to resource-efficient infrastructure systems, which provide for both universal access and more inclusive economic growth.

⇒ Lever 5 – Objective

To create cities and towns that grow through investments in land and property, providing income for municipalities, which allows further investments in infrastructure and services, resulting in inclusive, multi-functional urban spaces.

⇒ Lever 6 – Objective

To create cities and towns that are dynamic and efficient, foster entrepreneurialism and innovation, sustain livelihoods, enable inclusive economic growth, and generate the tax base needed to sustain and expand public services and amenities.

⇒ Lever 7 – Objective

To create cities and towns that are stable, safe, just and tolerant, and respect and embrace diversity, equality of opportunity and participation of all people, including disadvantaged and vulnerable groups and persons.

⇒ Lever 8 – Objective

To create cities and towns that have the necessary institutional, fiscal and planning capabilities to manage multiple urban stakeholders and intergovernmental relations, in order to build inclusive, resilient and liveable urban spaces.

⇒ Lever 9 – Objective

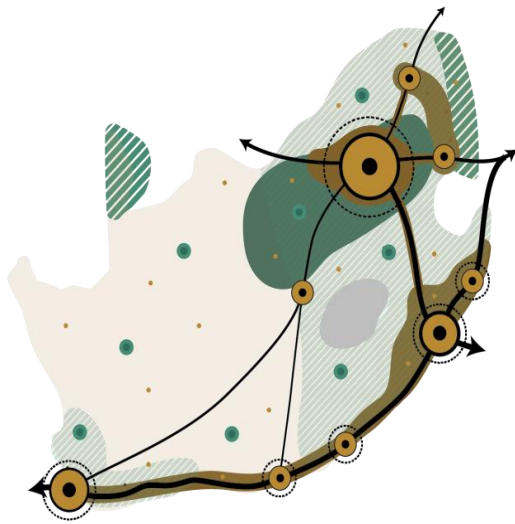
To create cities and towns that are supported by a fiscal framework that acknowledges the development potential and pressures of urban spaces manage their finances effectively and efficiently, and are able to access the necessary resources and partnerships for inclusive urban growth.

1.3 National Spatial Development Framework (NSDF)

The National Spatial Development Framework further provides spatial vision guidance for future planning and development.

The NSDF is further founded on 6 National spatial development concepts.





URBAN AREAS AND REGIONS AS ENGINES OF NATIONAL TRANSFORMATION, INNOVATION AND INCLUSIVE ECONOMIC GROWTH

NATIONAL SPATIAL DEVELOPMENT CORRIDORS AS INCUBATORS AND DRIVERS OF NEW ECONOMIES AND QUALITY HUMAN SETTLEMENTS

PRODUCTIVE RURAL REGIONS AS DRIVERS OF NATIONAL RURAL TRANSITIONS AND CORNERSTONES OF OUR NATIONAL RESOURCE FOUNDATION

A NATIONAL SPATIAL SOCIAL SERVICE PROVISIONING MODEL TO ENSURE EFFECTIVE, AFFORDABLE AND EQUITABLE SOCIAL SERVICE DELIVERY

A NATIONAL ECOLOGICAL INFRASTRUCTURE SYSTEM TO ENSURE A SHARED, RESILIENT AND SUSTAINABLE NATIONAL NATURAL RESOURCE FOUNDATION

A NATIONAL TRANSPORT, COMMUNICATIONS AND ENERGY INFRASTRUCTURE NETWORKS TO ENSURE A SHARED, INCLUSIVE AND SUSTAINABLE ECONOMY

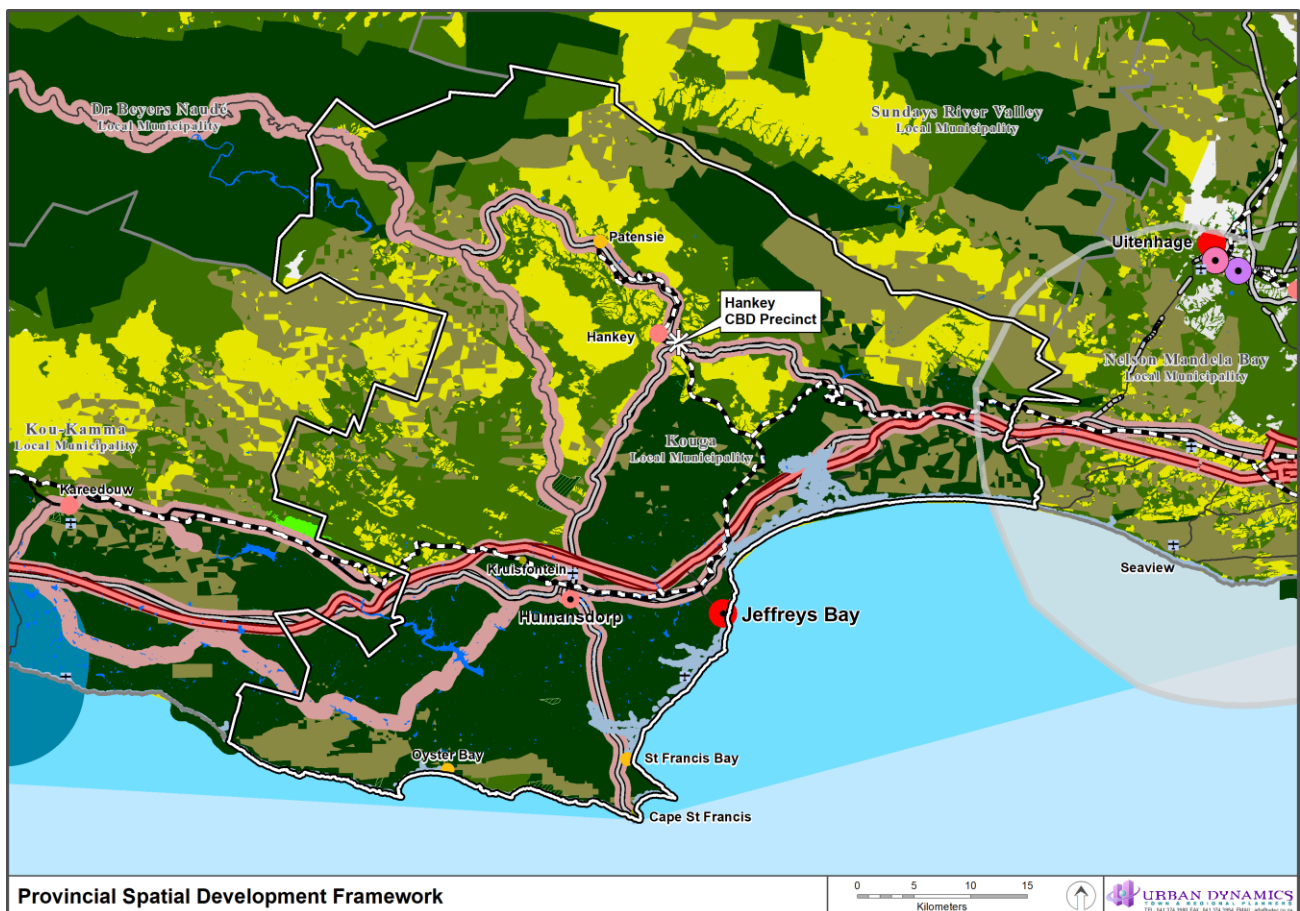
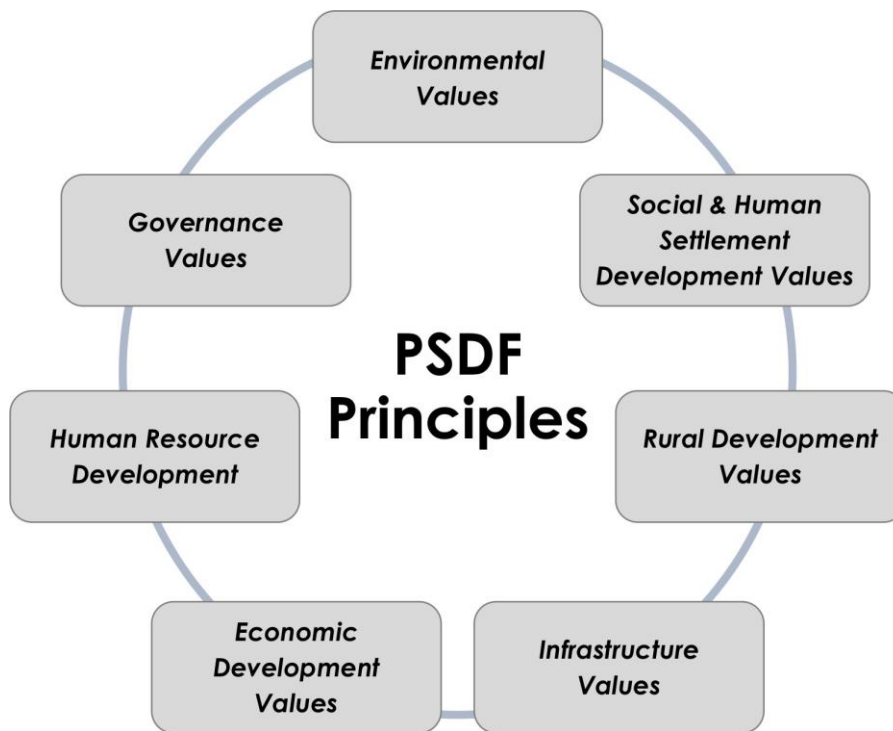
1.4 Provincial Spatial Development Framework (PSDF) (Draft 2019)

The Eastern Cape Province recently embarked on the revision of the Provincial Spatial Development Framework in terms of SPLUMA. The philosophy and approach of the Draft PSDF, for the purposes of the Hankey Precinct Plan, is adopted.

The PSDF provides a spatial development vision for the Province :

The future spatial perspective of the province over the next 15 to 20 years could be conceptualised in the context of the Provincial Growth and Development Plan vision of a "poverty free Eastern Cape". Understanding that such a vision would be founded upon a concept of a "modern, ecologically sustainable economy based in agriculture, tourism and industry", it is believed the future spatial perspective would comprise a spatial development framework of managed urban and rural human settlements clustered in urban (settlement) regions and corridors, alongside productive agricultural precincts, managed ecological natural resource areas and connected to a network of strategic transportation corridors, open to the global, national and provincial economy.

The PSDF is founded on 7 principles or spatial framework values.



Plan 3 : Provincial Spatial Development Framework

1.5 District Spatial Policy Directives

The following documents and strategies are specifically relevant and have been reviewed :

- Sarah Baartman District SDF (2013)
- Eastern Cape Biodiversity Plan
- Kouga IDP (2022/2027)
- Kouga SDF (2021)
- Kouga Land Use Scheme (2021)
- Kouga Spatial Planning and Land Use Management By-laws (2016)

1.6 Kouga IDP

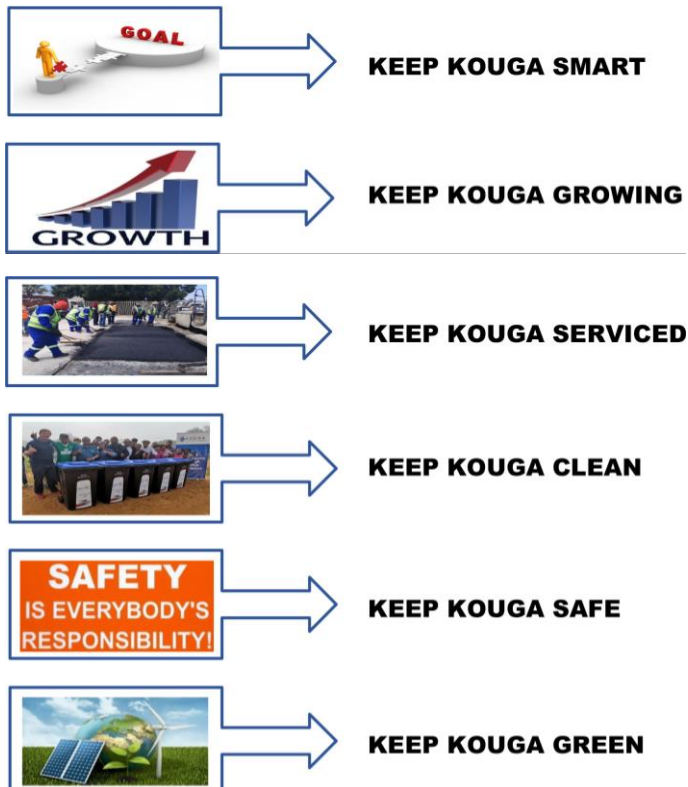
▣ **Municipal Vision**

Good Governance through Service Excellence

▣ **Municipal Mission**

- To create a government that addresses the needs and respects the values of Ubuntu in our communities.
- To create a better life for all through delivering inclusive and affordable services to residents.
- To create a safe environment with diverse opportunities for economic growth and development.
- To create a responsive, accountable and caring government for all its people.
- To create an efficient, well-managed, corruption free and legally compliant municipality.
- To create and maintain an effectively governed administration that is committed to financial sustainability.

▣ **Strategic Narratives**



■ Development Priorities

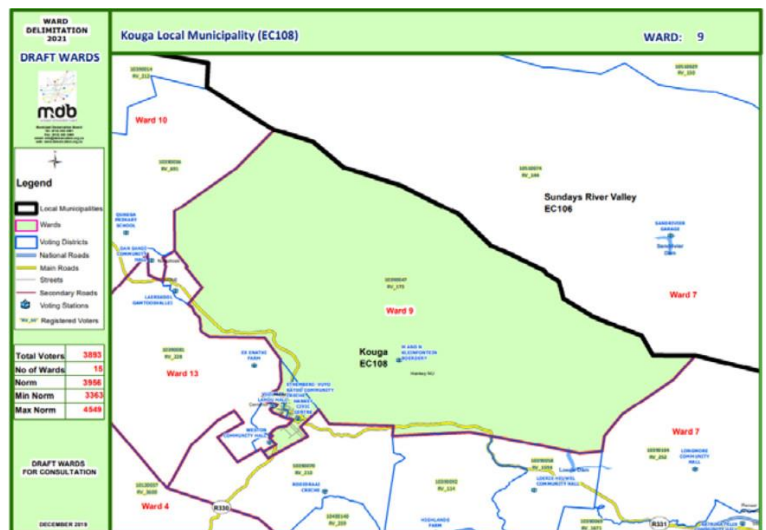
In support of the Municipal vision, the Municipality identified the following key focus areas.

KPA	Strategic Objective
1. Basic Services & Infrastructure	To manage and ensure the provision of basic municipal services and the reduction of infrastructure backlogs
2. Local Economic Development	To manage and provide town planning services and ensure the economic upliftment and development in the municipal area
3. Municipal Financial Viability & Transformation	To manage and provide financial services to ensure financial viability, compliance and reporting
4. Good Governance & Public Participation	To render integrated community services to enhance community development in general and promote a clean and safe environment
5. Institutional Transformation	To transform the institution into a high-performance organization with a skilled and diverse work force
6. Spatial Planning	To manage and provide town planning services and ensure the economic upliftment and development in the municipal area

■ Ward 9 Priorities

The study area falls within Ward 9 and the IDP process identified the following broad priorities for the Ward.

- Streetlights
- Skills entrepreneurial
- Youth development
- Storm water drainage
- Water security
- Upgrading of gravel roads (paving or tarr)
- Impounding of animals
- Land for stock farming



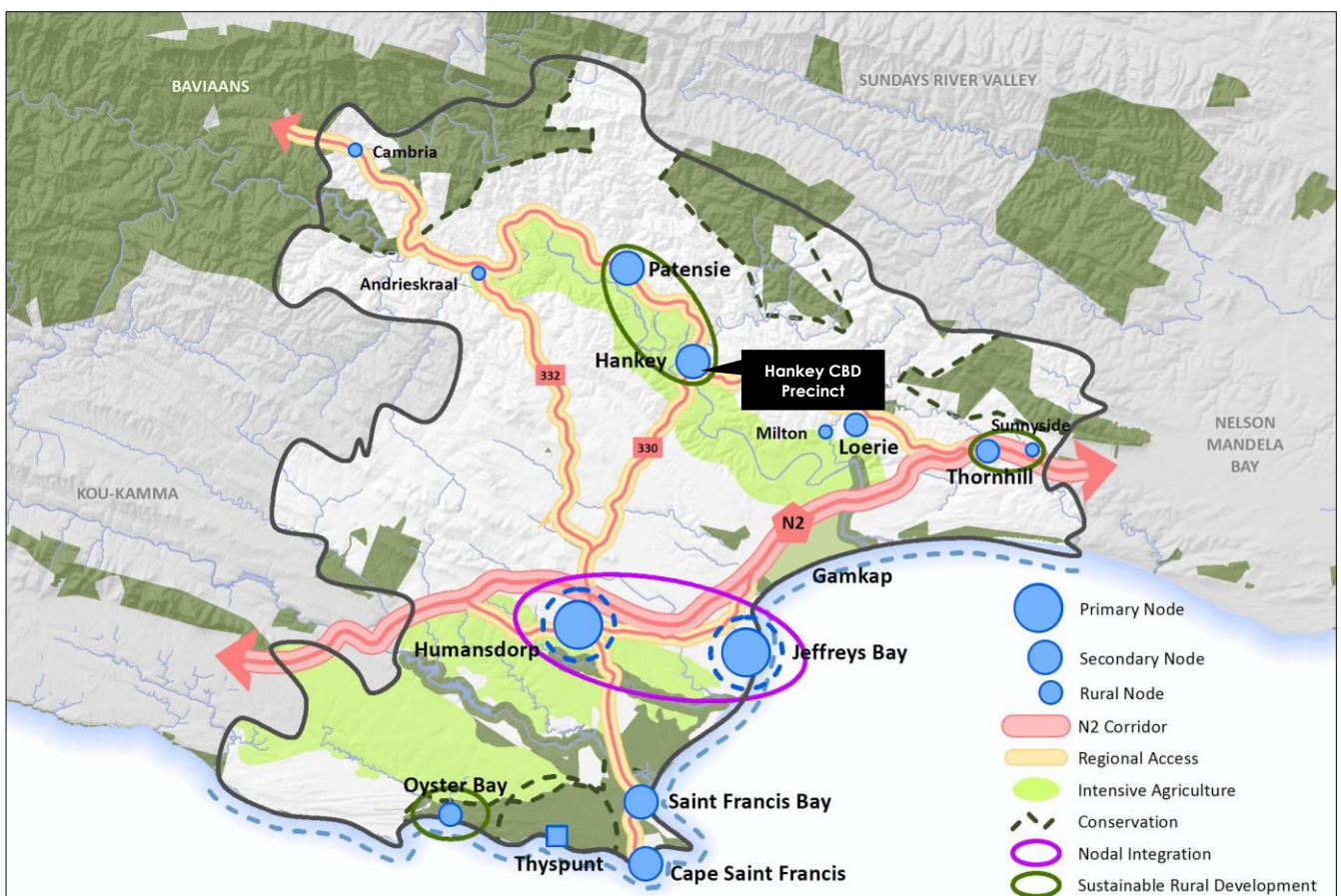
1.7 Kouga SDF (2021)

Spatial Vision :

"Kouga is a municipal area where well protected natural resources provide economic opportunities and a framework within which a network of well-connected SMART settlements, with a small town feel, provides social and economic opportunities for all residents."

This Vision is built on the following components :

- A hierarchy of settlements
- Networks – Mobility and Logistics
- Protect natural resources/Integrated Environmental Management
- Promoting Agriculture and Rural Development
- Efficient functioning of settlements / Resilient, Inclusive, Smart and Sustainable Settlements



Consolidated Spatial Concept



Municipal Spatial Plan

■ Hankey Nodal Framework

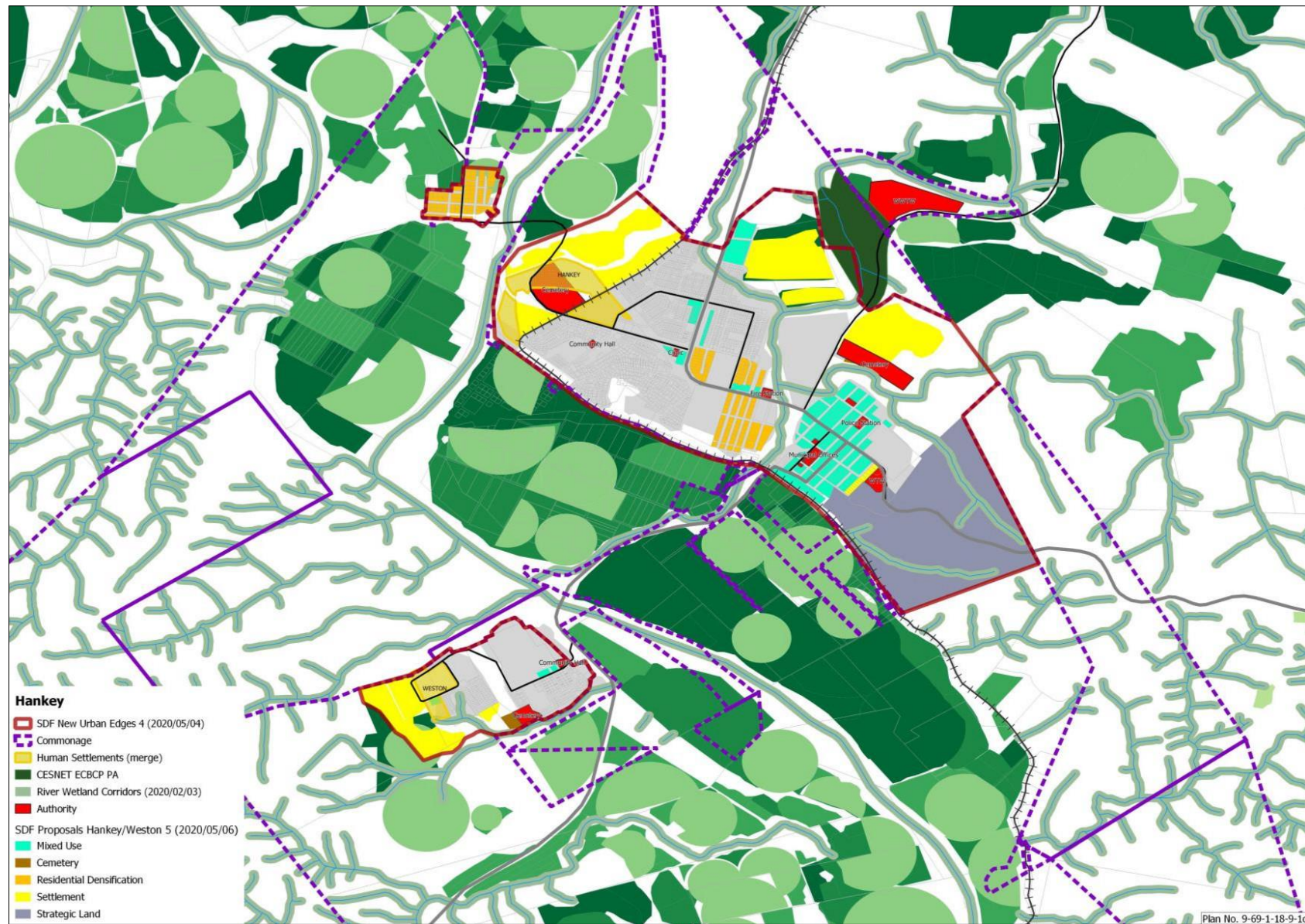
Nodal Status : Secondary Node	
Description	Priorities
Context	- Hankey has a strong administrative and commercial central place function. These commercial and administrative functions are complimented by a residential component and strong surrounding farming community. Industries and warehousing are more limited than in Patensie but the services sector is strongly defined. The central business district is well defined and situated along the main road in Hankey town, this is however separated from the residential components of Phillipsville and Centerton. - The residential area of Weston is situated approximately 3km west of Hankey on the Humansdorp road. - Hankey is surrounded by high potential agricultural land which is intensively developed and farmed.
Opportunities	- Strong administrative and commercial function with opportunities for future expansion and intensification of the Central Business District. - Redevelopment of the Sarah Baartman Heritage Site and other tourist attractions (Dr Phillips Grave, tunnel, etc.). - Opportunities for residential expansion west of Rosedale, north of Hankey Town and around Weston.
Constraints	- Difficult terrain characteristics limit future large scale expansion. - High demand for subsidised housing for lower income groups, drainage patterns and associated flood line restrict residential integration and areas for expansion. - Limited services availability to accommodate the human settlement demand. - Limited greenfields land available for the human settlement development.

Nodal Status : Secondary Node	
Description	Priorities
Urban Edge	- Alignment of urban edge to include the Sarah Baartman strategic land and approximately 100ha for future expansion north of the Hankey town CBD and west of Rosedale and Centerton. - Urban edge to take cognisance of high potential agriculture land, critical biodiversity areas and undevelopable steep slopes. - Further expansion of Milton to be limited to existing surveyed footprint. - The urban edge for Weston to include future rectification and expansion of Weston on municipal owned land to the west.
Nodes, Corridors & Access	- R331 access through Hankey and Rosedale remain primary rural access. - Expand mixed use opportunities in the greater Hankey town to existing surveyed footprint, to enable investment and local economic development. - Strengthen existing commercial nodes along R331 to provide services to the residential areas of Phillipsville, Rosedale and Centerton. - Mixed use nodes in Weston along main access road to ensure service delivery and sustainability.
Infill & Densification	- Permit expansion of Hankey town CBD to ensure intensified land uses and economic development. - Upgrade informal areas in old Hankey area with urban densification along the R331, west of the existing sports field. - Promote future integration and expansion of the Hankey town area north towards Yellow Woods Nature Reserve, east of the golf course. - Expansion of Centerton Cemetery and infill development west of Centerton and Rosedale.
Human Settlement	- Human Settlement :Land Demand by 2030 – 99ha - Human Settlement :Land Demand by 2050 – 214ha - SDF 2019 Provision – 68ha 19.48 hectares identified for Densification
Conservation	- Retain drainage and open space systems along the golf course, including Yellow Woods Nature Reserve and area west of Yellow Woods Nature Reserve, north of Phillipsville. - Conserve high potential agricultural land and critical biodiversity through enforcement of the urban edge.

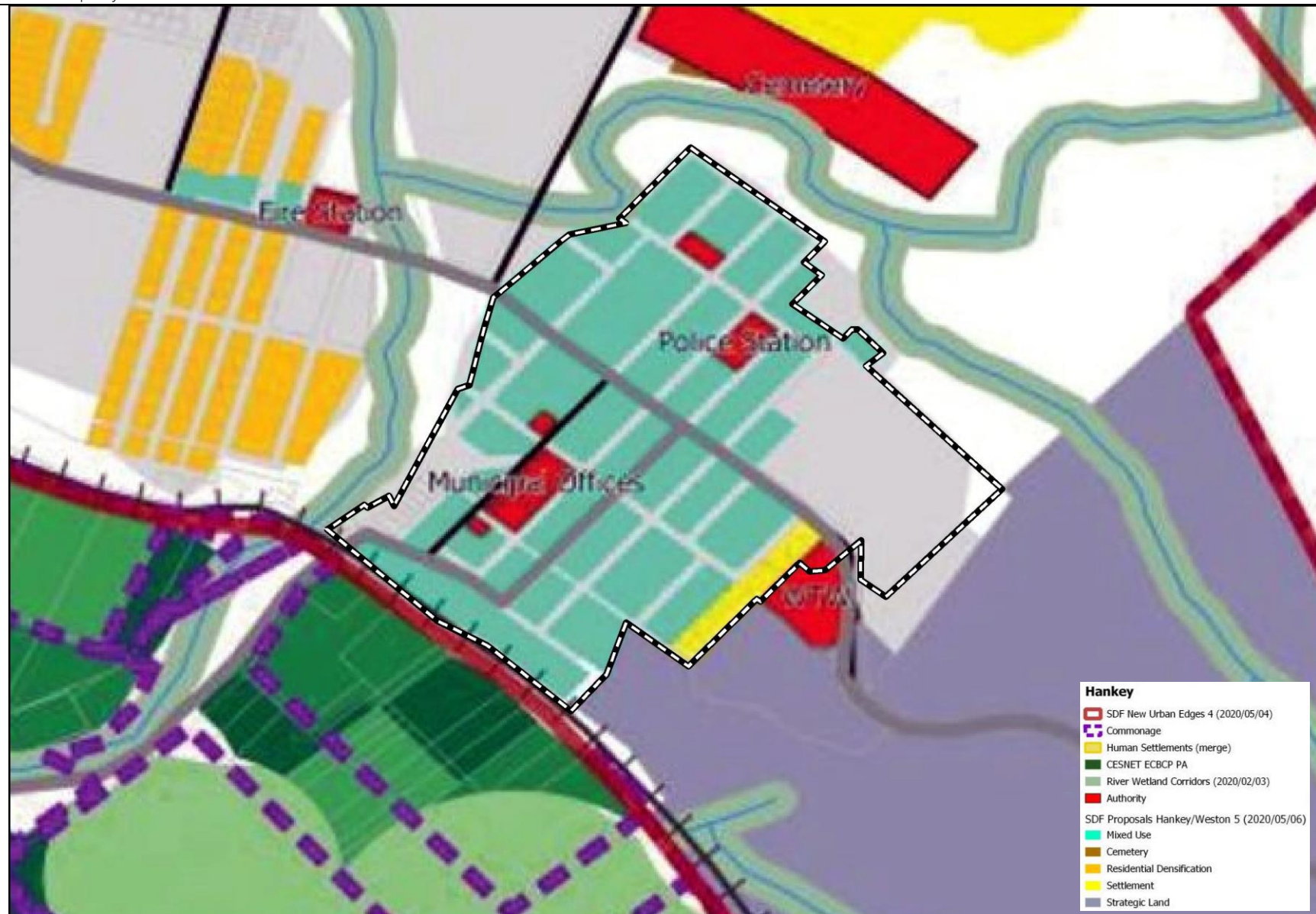
▣ **Kouga SDF : Hankey Actions (Strategies)**

The spatial planning actions required to achieve the Framework are reflected below :

1	Prepare a densification policy for the Hankey
2	Upgrade the Water Supply Capacity in Hankey
3	Upgrade the conservancy tank system in the "Old Hankey" and the CBD/town areas if these are to be used for densification to accommodate housing
4	Connect the newly constructed Weston WWTW to eradicate the 'bucket system' – Dept Human Settlements
5	Prepare a storm water management plan for Hankey – Particularly to address flooding around Vukani High School
6	Upgrade the Hankey to Loerie (R400) route
7	Upgrade the gravel roads
8	Prepare the Hankey and Western LSDF – (Focused on the identification of additional land for human settlement)
9	Prepare the Hankey and Weston Main Road Corridor Precinct Plan
10	Prepare a Hankey Commonage Management Plan



Hankey Framework Plan



Hankey CBD Framework Plan

1.8 Kouga SDF Land Use Management Guidelines

▣ Central Business Focus Area

Background	Policy Statement
<i>The designation of a CB Focus Area boundary enables the creation of tailored development proposals that meet the specific needs of the core of each settlement.</i>	• These areas would be characterised by mixed uses, including higher density residential as well as the conversion of low intensity old housing stock to more intensive and efficient uses. • The Hankey CBD specifically has the potential to take advantage of the tourism sector to create an attractive and high intensity beachfront, which still maintains a 'small-town' feel. • The specific development proposals and parameters will be set out in precinct plans and LSDF's for each area and settlement. • CBD Development should take account of the following: - The existing environment should be enhanced rather than eliminated. - Incorporate 'good' existing natural features into the proposals to ensure legibility and ensure that the current open space network is respected and integrated. - Existing structures should be repurposed where possible and appropriate. - Ensure walkability and access to public transport (Create high quality commuter facilities and infrastructure. - Public transport promoted as key mode of mobility and commuters should be designed for. - Incorporate mixed use development principles. - Higher residential need to be promoted (Refer to Residential Densification guidelines) and a broad spectrum of income groups and ownership patterns need to be included. - Support both the formal and the informal sector, and enhancing existing areas of activity.

▣ Settlement Upgrading

Background	Policy Statement
<i>The provision of adequate housing facilities for the population of the study area is one of the key principles and priorities embedded in the constitution. The development of residential areas and creation of liveable environments is of critical importance for social sustainability and upliftment of the people residing within the study area.</i>	• The focus is to upgrade and formalise existing informal areas. • Strive to eradicate informal housing and/or shacks. • Residential densities and non-residential land uses to be guided by detailed planning and accommodation of existing structures on-site. • Detailed planning to include feasibility, no-go areas and development options. • Residential densities up to 50 units per ha and above are encouraged. • Settlement upgrading should only be undertaken where the site is suitable for the intended settlement development and the residents can be effectively integrated into the existing urban fabric.
<i>Settlement Projects</i>	• Approved housing projects indicate sites where housing projects are in the planning phase or implementation phase. • Proposed future housing projects indicate sites that have been identified as potential sites for housing development.

■ Mixed-Use

Background	Policy Statement
To create a specific urban environment of mixed use through the redevelopment, infill and expansion or conversion of existing buildings or vacant land. Mixed use is focussed on combining compatible land uses in a manner which will enable higher intensity and diverse development.	• The intention of the Mixed Use categorisation is to increase development intensity within the demarcated mixed use area. Permit multiple uses to support commercial, high density residential, office, entertainment and support facilities without negatively impacting on the surrounding development. • Departures from the ILUS development parameters can be considered in specific cases to improve development, density and footprint. • Manufacturing and light industrial activities not permitted. • Residential densities in excess of 50 units per ha to be promoted. • Site development plans for all developments to be submitted for consideration prior to submission of a land use or building plan application.

■ Settlements : Business

Background	Policy Statement
Business districts, secondary business nodes and informal business activity are one of the most important formative agents within the urban structure given the past segregated planning policies. The placing, development and expansion of future business areas can play a major role in assisting the restructuring of the urban form. This component refers to the current and proposed sites for Business / Commercial use and include any land uses where enterprise for commercial and/or professional services and/or retail uses are to take place.	• Business/commercial related land use should be confined to the core urban areas (central business district) and secondary/lower order nodes. • The infiltration of business/commercial uses into a residential area or the periphery of the CBD should not be permitted (this excludes small house/spaza shops). • Spaza/House shops are encouraged along main roads in all informal or previously disadvantaged areas. This must be aligned with the policy of informal trading. • House shops should not be encouraged on Single Residential zoning except on properties that are currently zoned informal (It must be limited to all government low income housing schemes). • In order to attract investment, the provision of land for business purposes with the associated infrastructure should be provided on a pro-active basis. • The development of SMME should be encouraged in selected locations in or near business nodes and the CBD. • House enterprises and house shops should be permitted in residential areas. • The central business district should be demarcated. • Close linkages between business development and the local economic development plan and strategies should be implemented and co-ordinated on a sub-regional and district level. • Business proposals within residential neighbourhoods may be considered if the adjoining property is zoned for business. This is provided also that access is obtained from the same street. The proposed business must be compatible with the existing business and character of the area.

3

Chapter 3 :

Analysis & Synthesis

1.0 Introduction

The analysis of the study area represents an overall spatial picture of the Hankey CBD, the current situation, patterns and trends within the area and quantify specific needs and capacities. The information is focussed on key developmental sectors and based on the key issues identified.

2.0 Biophysical Environment

The bio-physical status quo for the CBD is outlined in the following sections, including :

- Climate and Climate Change
- Topography and Drainage
- Environment Management

2.1 Climate & Climate Change

The climate within Kouga differs between the 3 main geographical features, i.e. Coastal Region, Humansdorp and the Gamtoos River Valley. The area is classified as subtropical and is situated in an intermediate zone between the summer and winter rainfall zones of the country, with annual precipitation between 400 and 650mm along the coast and in the Humansdorp area with slightly lower rainfalls in the Gamtoos River Valley.

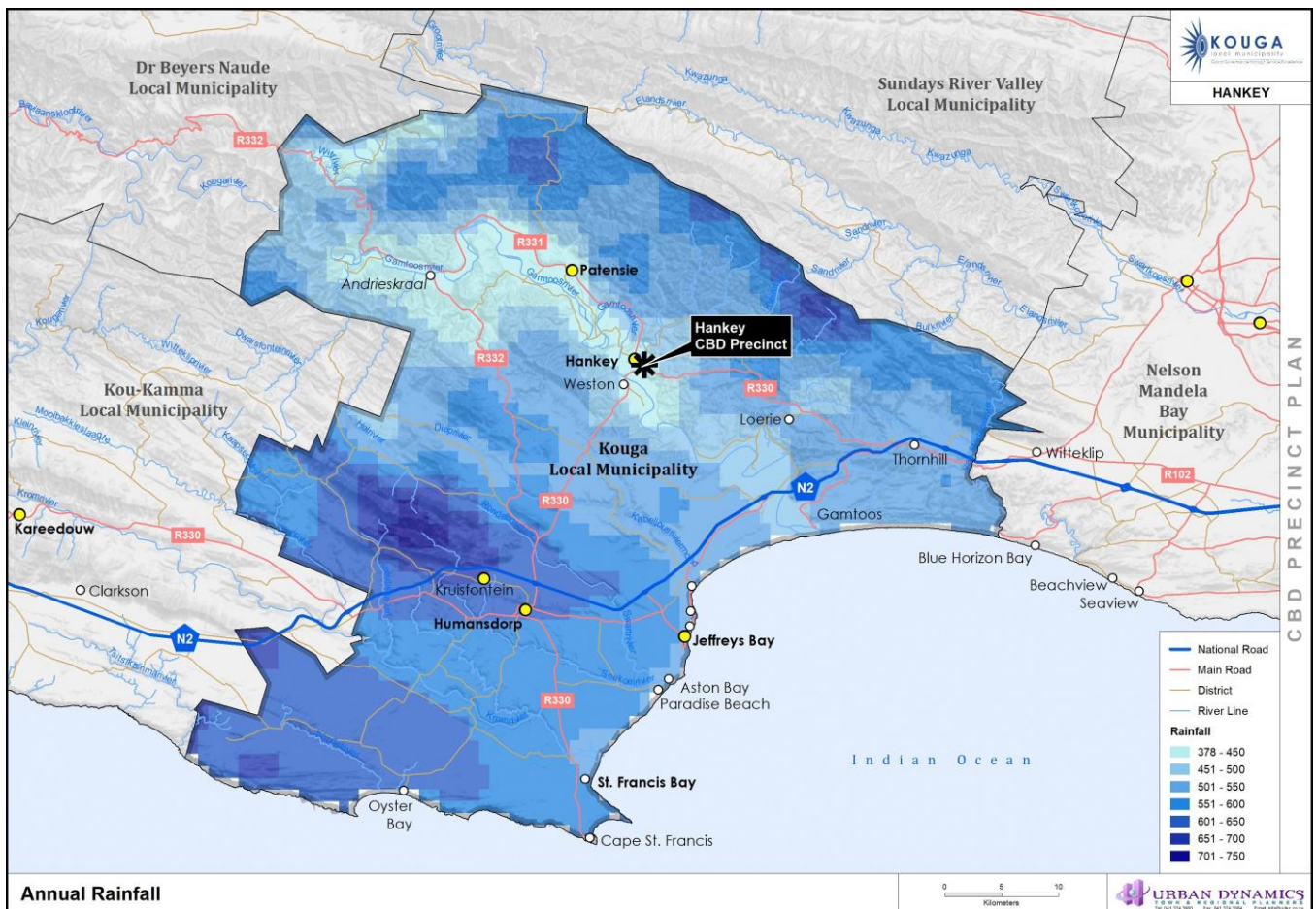
The prevailing wind direction is generally westerly to south-westerly with equally dominantly easterly winds during the summer month.

The impact of Climate Change on the Local Authority and its management of land use and scarce resources can be significant. These are :

- Change in rainfall patterns and average rainfall.
- Change in level of fluctuation of general climate patterns and tendencies.
- Increase in flood severity and draught occurrence.
- Change in ecosystems and desertification.
- Impact on bulk water supply resources and agricultural industry

Although the LSDF cannot directly mitigate against these issues, sector planning and general strategy formulation can indirectly mitigate against the impact of Climate Change. This includes strategies relating to Renewable Energy, Green Management Practices, Coastal Management and Environmental Sustainability.

In the Eastern Cape, predictions suggest higher temperatures, increased unpredictability of rainfall regimes, more intense rainfall (flooding), longer dry spells (drought periods), increased storm events and sea-level rise.



Plan 4 : Annual Rainfall

2.2 Geology & Soils

The geology and soil types within the study provide a basic indication of soil stability and possible construction constraints.

The geology in the Hankey CBD is described as :

- Conglomerate, subordinate lenticular sandstones and claystones
- Variegated (reddish-brown and greenish) silty mudstone and sandstone, subordinate grey shale and sandstone

Of greater importance is the soil classes.

	Soil Class	Favourable Properties	Limitations
2	Freely drained, structureless soils	<i>Favourable physical properties</i>	May have restricted soil depth, excessive drainage, high erodibility, low natural fertility
8	Imperfectly drained soils, often shallow and often with a plinthis horizon	<i>Relative wetness favourable in dry areas</i>	May be seasonally wet

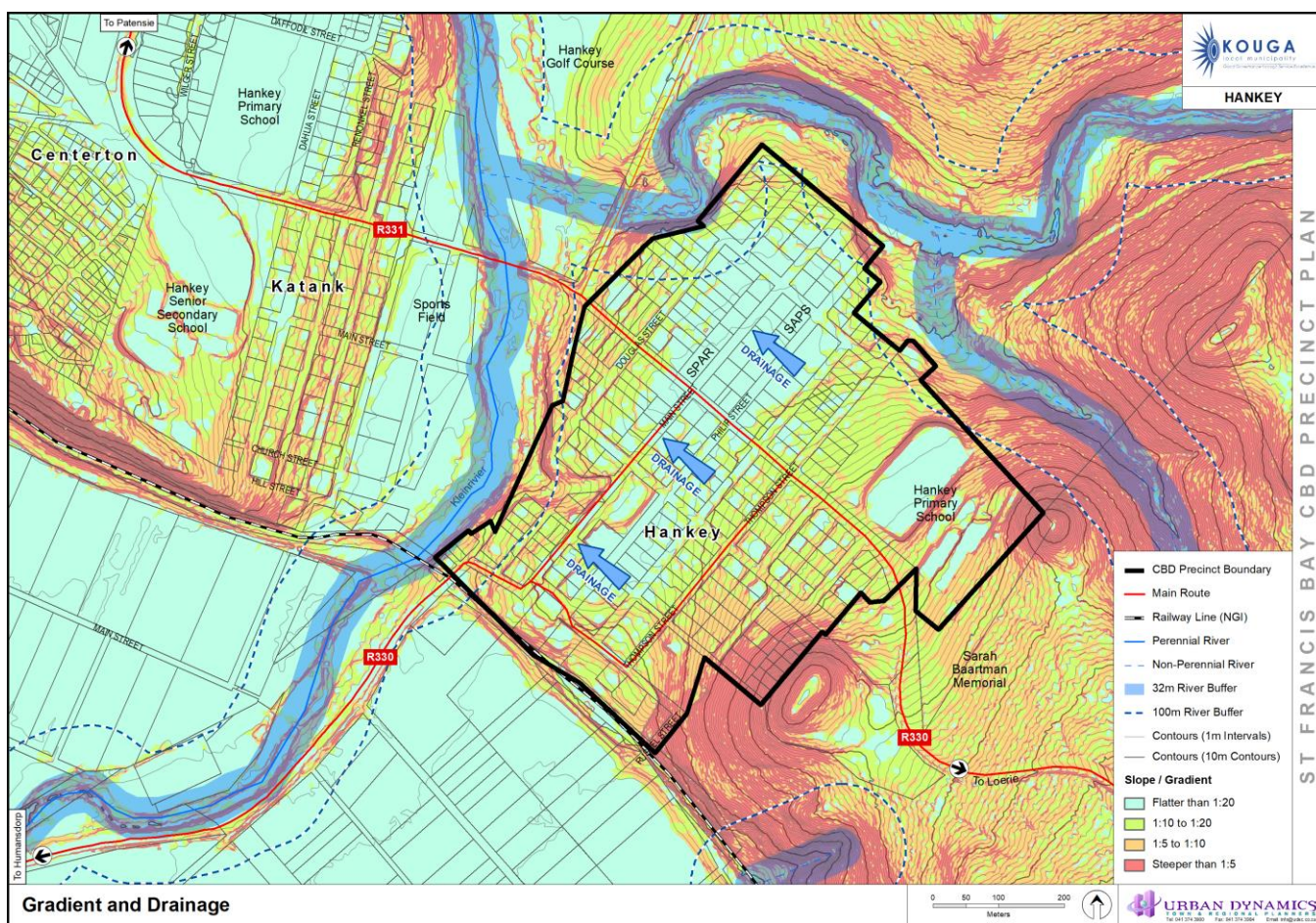
2.3 Drainage & Gradient

▣ Drainage

The greater Hankey generally drains towards the Kleinrivier, between Katank, Centerton and Hankey CBD. The Kleinrivier forms a major drainage channel in the district and drainage in the CBD through the installed storm water management system drains in an east-west direction, along existing open channels towards the Kleinrivier.

▣ Gradient

Gradients are generally flat with steeper areas along the eastern entrance to the CBD with steeper gradients along the east bank of the Kleinrivier. Future expansion of the CBD is generally restricted through surrounding drainage and gradient restrictions.



2.4 Environmental & Biodiversity

Environmental management must be implemented as a key element of the Hankey LSDF land use management strategy. The following legislative guidelines should be consulted and implemented for all development proposals and activities :

- National Environmental Management Act and Listing Activities
- Eastern Cape Biodiversity Conservation Plan

2.4.1 National Environmental Management Act (NEMA)

The National Environmental Management Act (NEMA) was passed in November 1998 and came into effect in January 1999. It is a framework Act underpinned by the concept of sustainable development, and covers the 3 primary areas of environmental concern – i.e. resource conservation and exploitation, pollution control and waste management, and land-use planning and development.

▣ **Purpose & Objectives**

In essence, NEMA does the following :

- translates environmental rights identified in the Constitution into a more tangible form
- promotes co-operative governance in environmental management
- provides a framework for developing environmental norms and standards
- provides a basis for alternate dispute resolution procedures
- emphasizes public interest in the environment

A number of mechanisms are provided to achieve these ideals, however the foundation of the Act is a set of environmental management principles which are based on the concept of sustainable development.

▣ **Integrated Environmental Management & the Environmental Assessment Process**

Chapter 5 of NEMA deals with environmental assessment (EA) and describes how the integrated environmental management (IEM) philosophy should be applied in the EA process with the intention of promoting the application of appropriate environmental management tools to ensure the integrated environmental management of activities. Section 23 of NEMA sets out the general objectives of EA, and Section 24 the procedures for the investigation, assessment and communication of the potential consequences or impacts of activities on the environment.

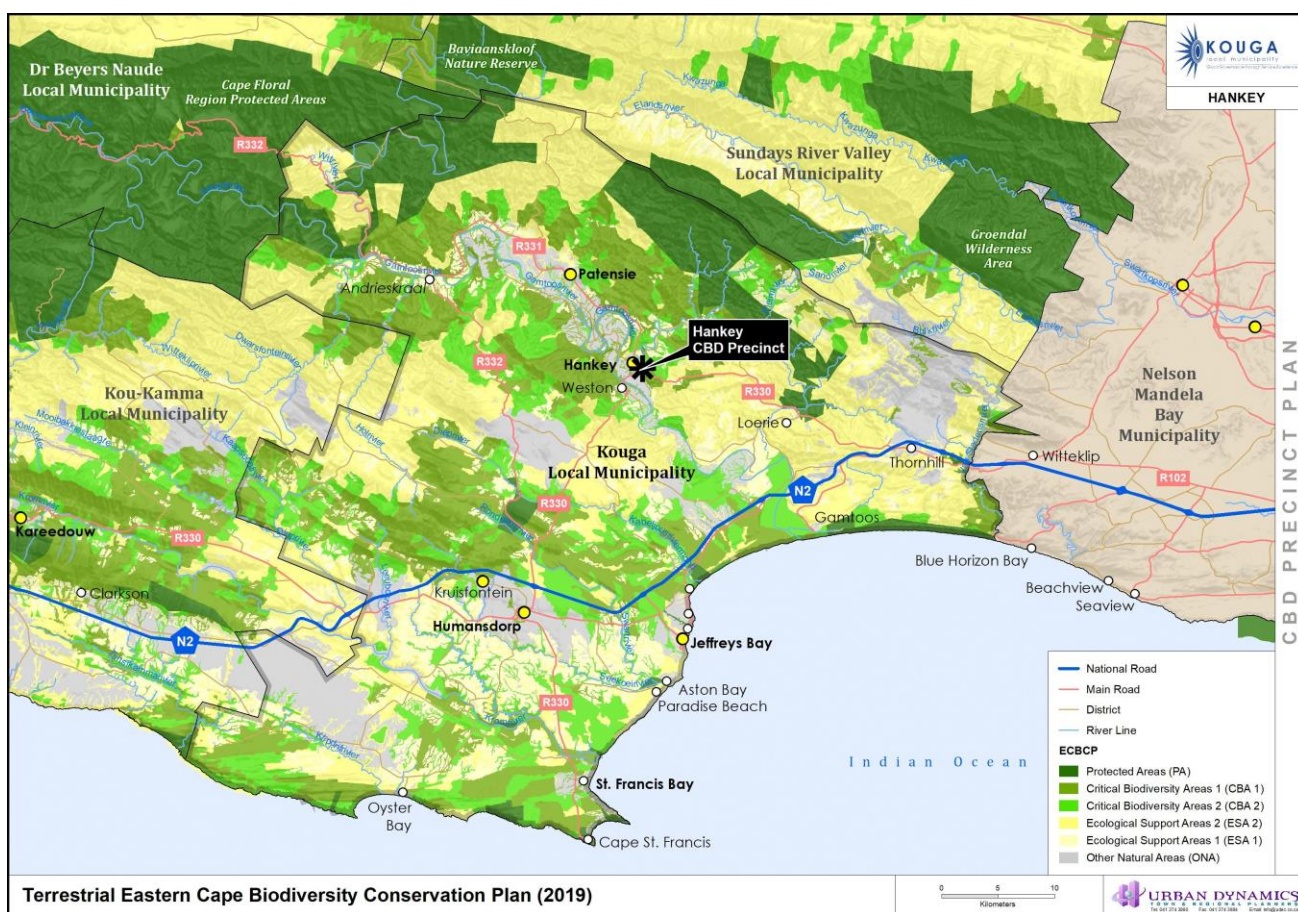
There are a number of tools that can be applied depending on the activity, including Strategic Environmental Assessments, Environmental Impact Assessments, Environmental Management Plans, Environmental Management Systems, Environmental Auditing etc.

There are 3 Listing Notices that identify different types of activities on a threshold-basis in different areas that would need authorisation prior to commencement (and would therefore need an environmental impact assessment) from the relevant competent authority.

2.4.2 Eastern Cape Biodiversity Conservation Plan (ECBCP)

The objectives of a BCP are to :

- Identify the minimum spatial requirements needed to maintain a living landscape that continues to support all aspects of biodiversity, and retain/maintain essential ecological infrastructure. This is achieved through the selection of areas, based on achieving targets which represent important biodiversity pattern AND ecological processes.
- Serve as the primary source of biodiversity information for land use planning and decision making.
- Inform conservation and restoration action in key biodiversity areas.



Plan 6 : Terrestrial Eastern Cape Biodiversity Conservation Plan

3.0 Built Environment

3.1 *Renewal in Context*

Rural town renewal (like urban renewal) is a process of change to towns and especially their centres.

Typically, the levels of desirability or degradation of space, infrastructure and structures in town centres are not static but vary across a town's life cycle. Historical centres are often outgrown, become technologically outdated and are no longer centrally located as a town naturally expands.

Typically, with the historical town centre, as described above, new development centres are then proposed and developed that better cater to contemporary conditions on more available and opportune land. This can be seen in the form of a distinct second centre.

The next period of the cycle can see the moving of several key activities and tenants to the more dispersed development centres and the possible regeneration and upgrading of the historical centre. This can be in the format of smaller businesses, socialising, tourism and niche retail activities.

A best-case scenario in this respect is that the new development centres are recognised within the context of a larger development plan for the town that allows these new centres and the historical town centre to develop.

3.2 *Historic Background*

Hankey was established in 1826 and is the Gamtoos Valley's oldest town. It was named after the Rev. William Alers Hankey, an ex-banker and the secretary of the London Missionary Society (LMS).

The purpose of the establishment of the village was to grow mielies and corn for the LMS main station at Bethelsdorp and also to carry out evangelistic work. The first property was "Wagondrift" owned by the Damant Bros. And although the town was planned for 250 families it started with 25 families.

The first irrigation scheme on the Klein Rivier was started by James Wait in 1827 and completed in 1830. It extended for 3.5 miles and he was awarded 50 cattle and the use of 50 workers.

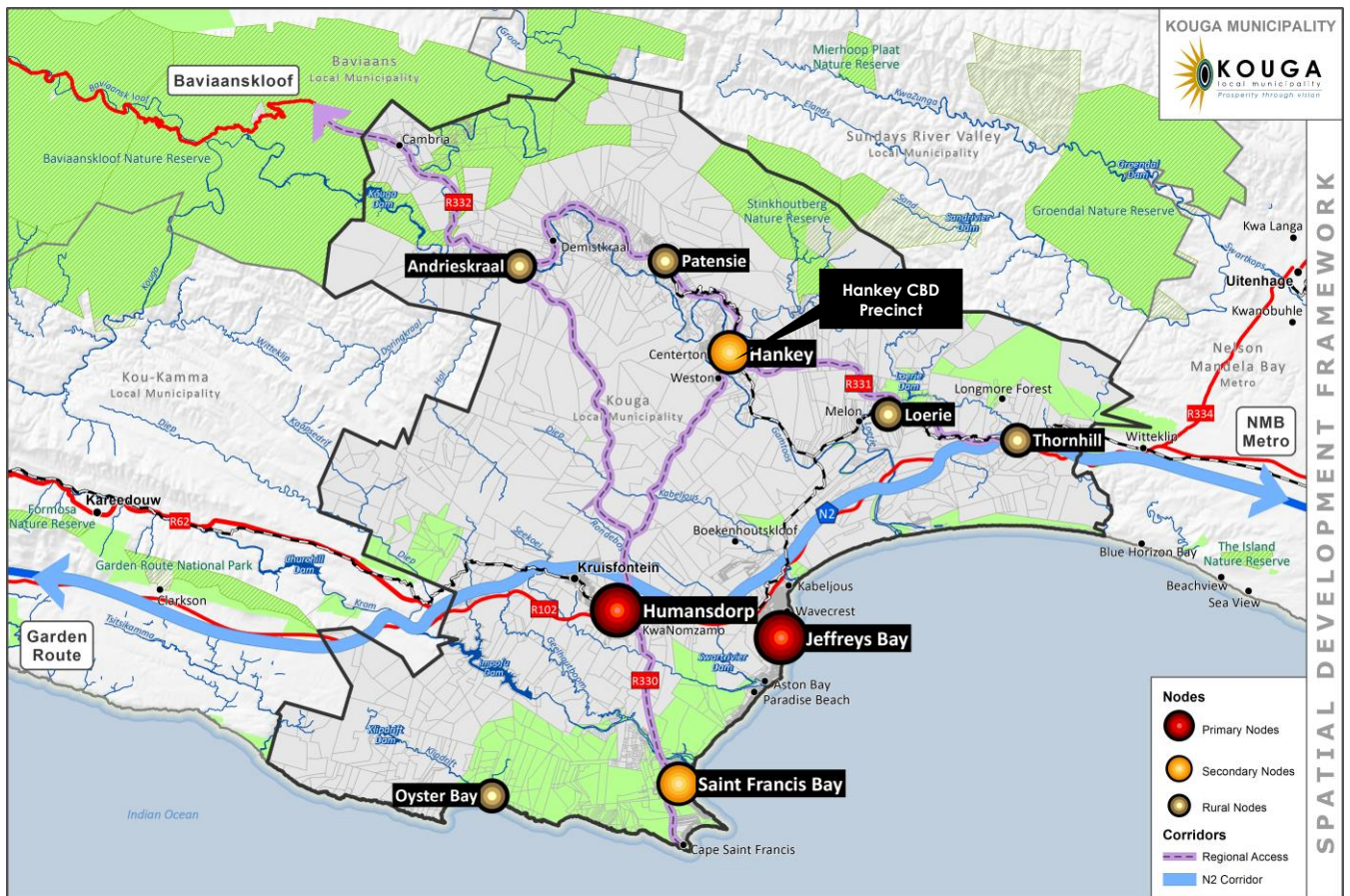
The second irrigation scheme on the Gamtoos River, a provincial heritage site in Hankey today, was carried out by William Enowy Philip. His inspiration was the window in the hill between Backhousehoek and Vensterhoek and was dug using pick and shovel and wheelbarrows. The length of the tunnel is 228 meters. It was started in April 1843 and completed in August 1844. This was the first ever tunnel scheme in South Africa.

William Enowy Philip was the son of Dr. John Philip. John Philip came to South Africa in 1818 as a Missionary and was instrumental in lobbying for equal civil rights for indigenous and coloured people in the Cape. Much to his doing an ordinance was passed in 1828 granting all free coloured people at the Cape every right to which any other British subjects were entitled. He retired in Hankey and both father and son's grave are behind the old "Philip Manse" beside the railway line.

On 19 August 2002, the remains of Saartjie Baartman were laid to rest on Vergaderingskop, a hill on the edge of town.

As is the case with most South African towns, there are residential areas previously reserved for non-white residents set up on the outskirts of the town. In the case of Hankey these are Centerton on the western edge of the town (on the opposite bank of the Klein River) and Weston, located about 1.5 kilometres to the south-west (on the opposite bank of the Gamtoos River).

3.3 Macro Context & Linkages



In order to understand the spatial connotation and role of the study area within the broader development context, the following key issues with respect to macro context of the Hankey CBD are noted.

- The town of Hankey is situated in the Gamtoos Valley and classified as a secondary node in the greater Kouga region.
- Hankey fulfils a strong administrative and business support function, especially in the dominant agriculture and services trade sectors.
- The town is administratively supported by smaller settlements, i.e. Loerie and Patensie, with major access through the R331, servicing the greater Gamtoos Valley.
- The Hankey CBD area fulfils a strong central place function in the greater Hankey town, including residential areas of Centerton, Katank, Rosedale and Weston.
- The town is situated as an eastern gateway to the valley and significant tourist attractions, i.e. Baviaans.
- As indicated, access to the Hankey CBD is generally limited to the R330 (east-west corridor) and the R330 western access.

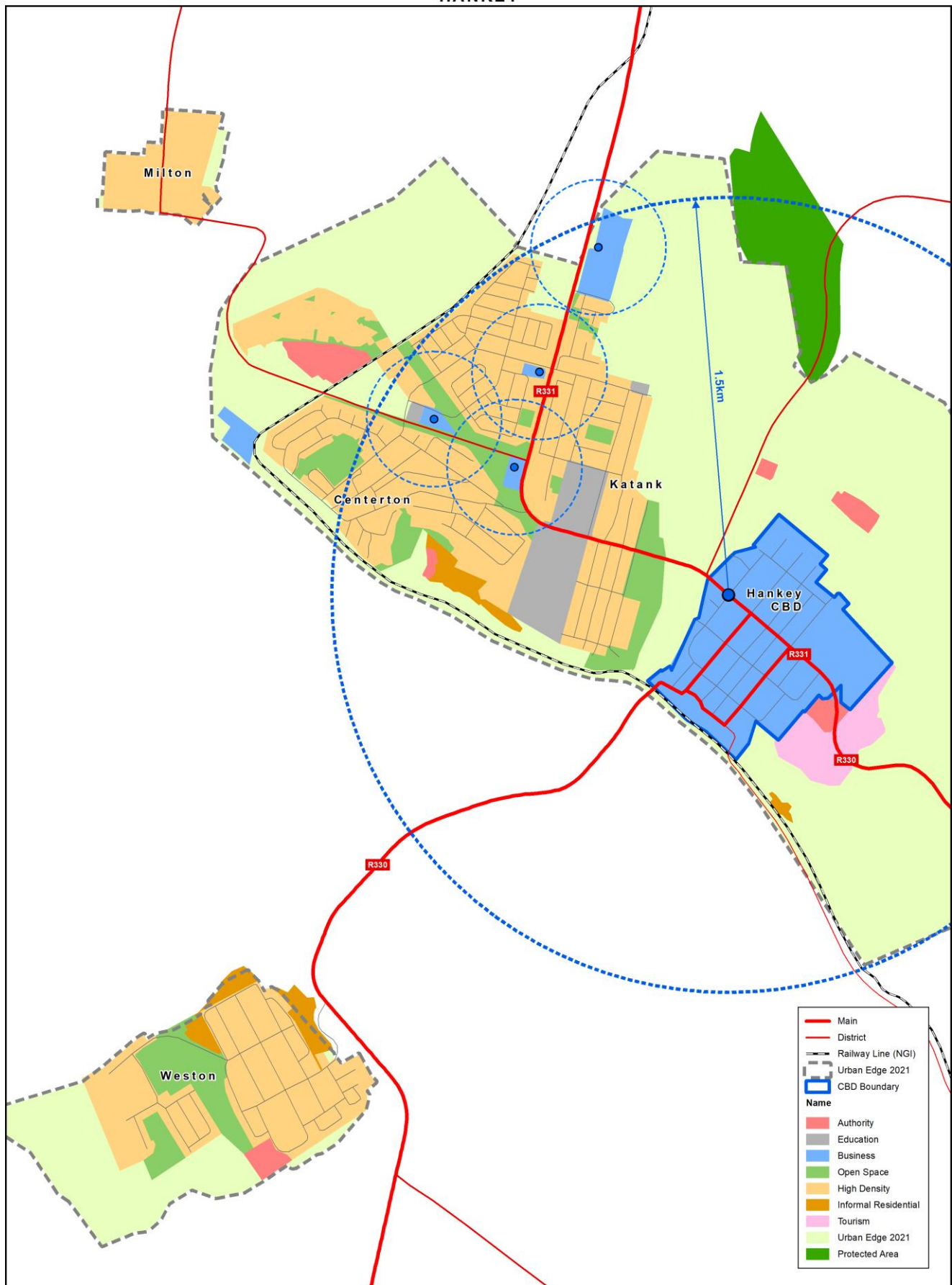
- The CBD area comprises of the historic and traditional town of Hankey and is generally limited by drainage patterns and undevelopable gradients to the east.
- The current development of the Sarah Baartman Memorial as a major Gamtoos Valley gateway node, significantly supports the tourism industry and activities in the town and area.
- Overall land uses typically reflect small town service centres, with limited industrial, fitment, manufacturing and smaller business activity along Main Street, with the Spar as the key anchor.
- Residential areas in the CBD have changed character in recent years with the introduction of non-residential activity and conversion of existing houses in service related trades and industries.
- Tourism accommodation within the CBD area is relatively limited and a number of streets are experiencing urban decay and dilapidated buildings.
- Previous efforts to identify and demarcate the CBD area (in terms of the Kouga SDF) for mixed use purposes have attracted some investment.
- Support business activities on the smaller scale is situated along main access roads in Centerton and Rosedale.
- Social facilities in the CBD are limited to the school, SAPS, municipal offices and limited Government support facilities.
- The majority of residents reside in the Rosedale / Centerton / Weston residential areas which are physically segregated from the CBD.
- The Kleinrivier drainage provides a physical barrier between existing residential areas and the CBD.
- The town is surrounded by high potential irrigation and agricultural land, steep gradients and drainage features, which limits future CBD expansion.
- Limited expansion potential for Centerton / Rosedale / Weston residential areas to accommodate population growth demand.



SKETCH : BASIC TOWN FORM

HANKEY

13:37 ON 2022/08/10



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Meters

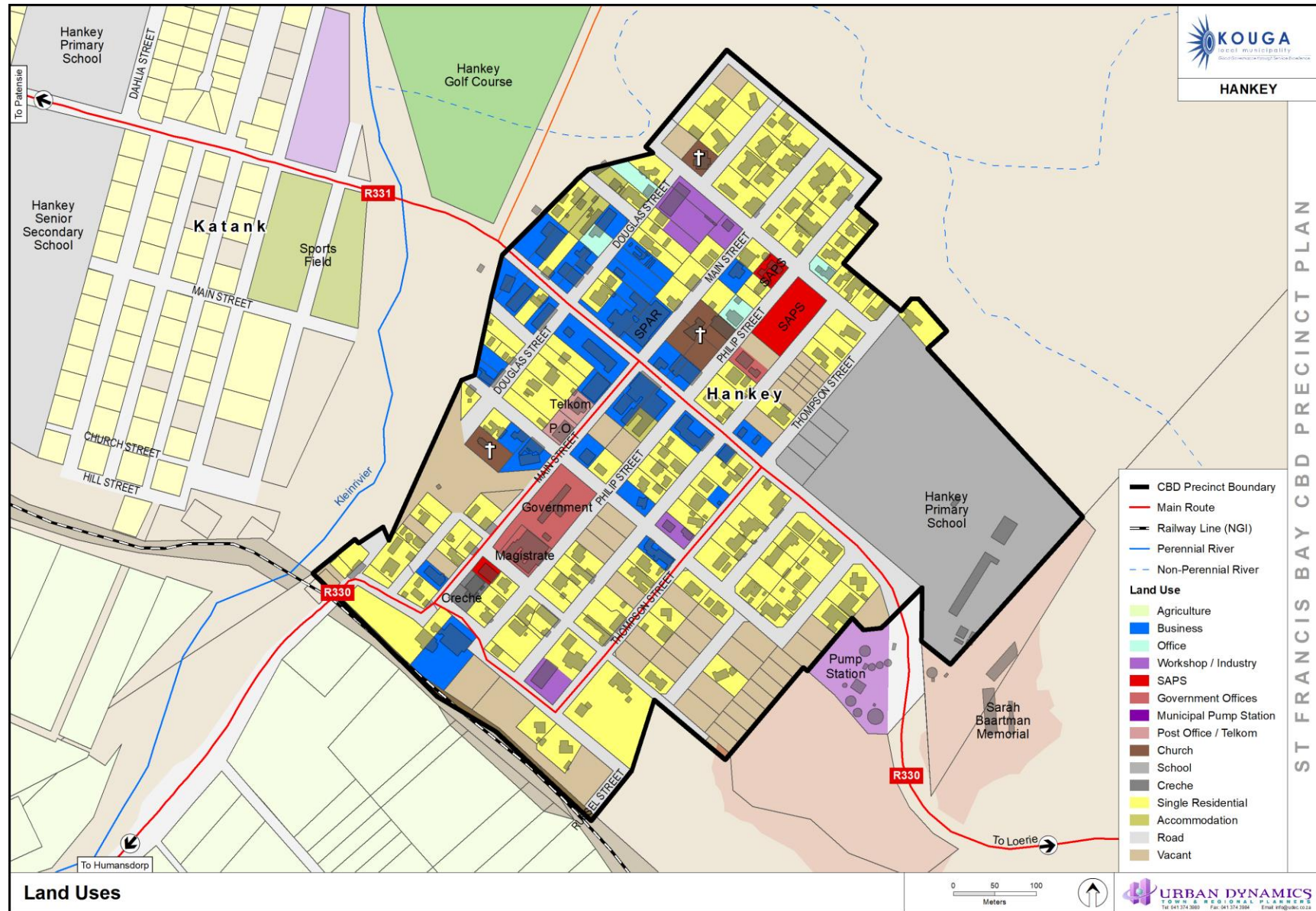
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URBAN DYNAMICS
TOWN & REGIONAL PLANNERS
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3.4 *Spatial Structure & Land Use*

The land use profile of the Hankey CBD is indicated in the table and diagram below. The current spatial structure is indicative structuring element reflecting demand for specific land uses and growth options.

Land Use	No. of Units	Area (ha)
Accommodation	4	0.35
Business	38	3.82
Church	6	0.62
Crèche	2	0.12
Government Offices	3	0.84
Monument	2	0.02
Municipal Pump Station	1	0.002
Office	4	0.35
Post Office / Telkom	2	0.18
Railway	2	0.24
Road	4	10.02
SAPS	3	0.55
School	5	7.16
Single Residential	127	12.92
Vacant	51	5.30
Workshop / Industry	6	0.77



Plan 7 : Land Uses



The layout of Hankey CBD is according to a grid structure of blocks measuring 50m by 130m. This creates a very walkable environment in terms of distances. Not all streets are tarred and stormwater creates problems on rainy days especially on the gravel roads. Most streets function as “shared streets” accommodating cars and pedestrians in the same space. This system works well since the car movements are limited in these streets. The town is defined by low density, mostly freestanding single storey and older buildings on large plots. There are lots of trees and gardens which soften the urban environment. The main road (R300) runs through the centre of Hankey and is both an important mobility route as well as a “High Street” accommodating most business and retail functions. The street is however currently unattractive, edges are not well defined and there are no pedestrian sidewalks.

Most of the public (regional) facilities are located in a strip along Main Street and Philips Street which runs perpendicular to the R300. This includes the Magistrates Court, Municipal Offices and the newly constructed SAPS building. The town does not have a central square or civic public space.

The edges of the Hankey CBD are defined by the old Apple Express Railway line in the west, de Klein Rivier valley and golf course separating the town area from the rest of Hankey and steep slopes on the eastern side. The river valley with adjacent sports fields currently acts as a barrier between the two parts of the town but this area has the opportunity to be developed as a recreation area linking both sides of the town.

The Sarah Baartman Memorial Museum, currently under construction on the hill when entering the town, will create a new gateway into the town and potentially can have a significant effect on both the economy as well as the spatial form of the town. The facility which includes exhibition areas, restaurant, lecture rooms and accommodation has the potential to attract visitors and create a tourism market for Hankey and the greater valley. Once the Museum is open and is attracting tourists, it can become the catalyst for tourism development in Hankey in terms of shops, restaurants, accommodation and linkages to points of interest in Hankey including the legacy of father and son Philips.

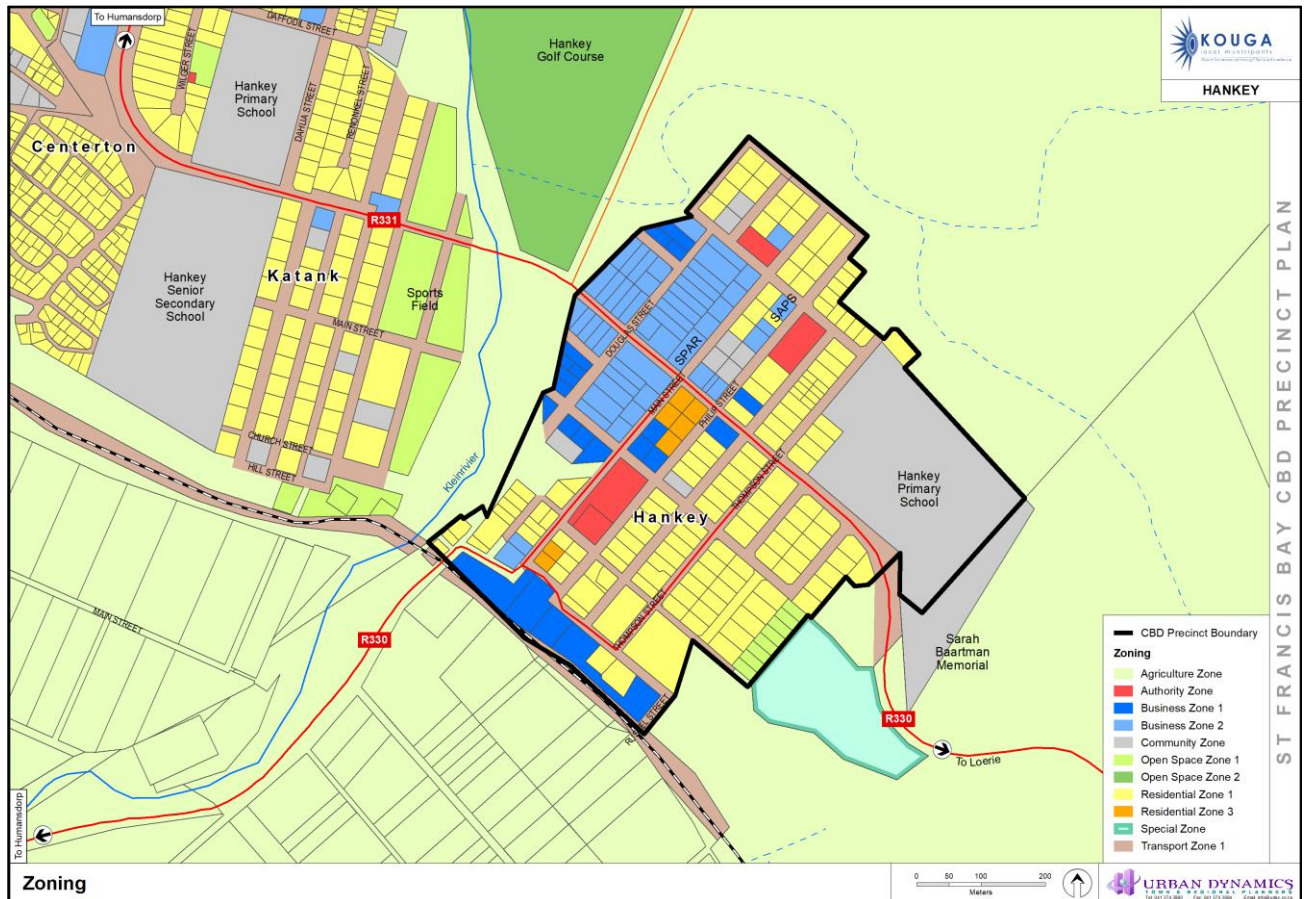
An interesting local feature in various part of the town is the use of the locally found “spoelklip” for stormwater dishes, retaining walls and other features. This creates the opportunity to further use the material to create and strengthen a local identity and spatial language.



3.5 Land Use Rights & Land Use Management

Land use rights and zoning within the study area are controlled and managed by Kouga Land Use Scheme (2021). The Kouga Land Use Scheme applies to the CBD and study area and manages land use rights throughout the Kouga municipal area.

3.5.1 Zoning



Plan 8 : Zoning

Zoning	Primary Use	No. of Units	Area (ha)
Agriculture Zone	- Agriculture - Agriculture Worker Accommodation	6	1.3
Authority Zone	Authority Use	4	1.3
Business Zone 1	- Shop - Office - Shopping Centre	21	3.1
Business Zone 2	- Business & Mixed Uses - General Residential Building	53	5.3
Community Zone	- Place of Worship - Place of Assembly - Place of Instruction	9	7.6
Open Space Zone 1	Public Open Space	8	0.5

Zoning	Primary Use	No. of Units	Area (ha)
Residential Zone 1	Dwelling Unit	146	13.9
Residential Zone 3	General Residential Building	7	0.6
Special Zone	Special use	1	0.00002
Transport Zone 1	- Public Streets & Parking - Transport Use	5	9.7

A large percentage of the properties are zoned for Residential and Business purposes. Several opportunities exist for conversion of single residential rights to higher intensity uses. This needs to be understood with consideration for other important aspects of the precinct such as issues of character and heritage, as well as infrastructure availability and traffic and transportation.

3.5.2 Land Use Management System

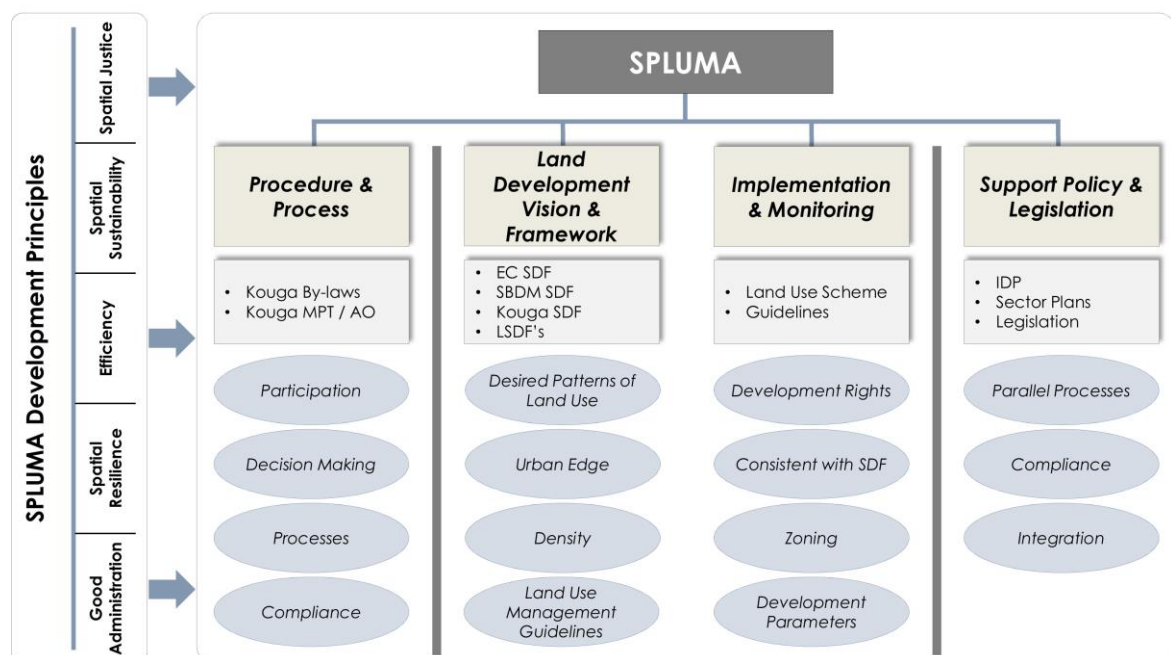
The Implementation Framework for the Hankey Precinct Plan provides the vehicle for Precinct Plan implementation through projects, budgets, priorities and institutional arrangements to ensure implementation, monitoring and review.

Land use management as contemplated in SPLUMA comprises of various components and ideally should represent a hierarchy of plans and regulatory mechanisms within the Municipal Land Use Management System.

The Spatial Development Framework and Land Use Scheme should function as a unit and form the key pillars of the Municipal Land Use Management System.

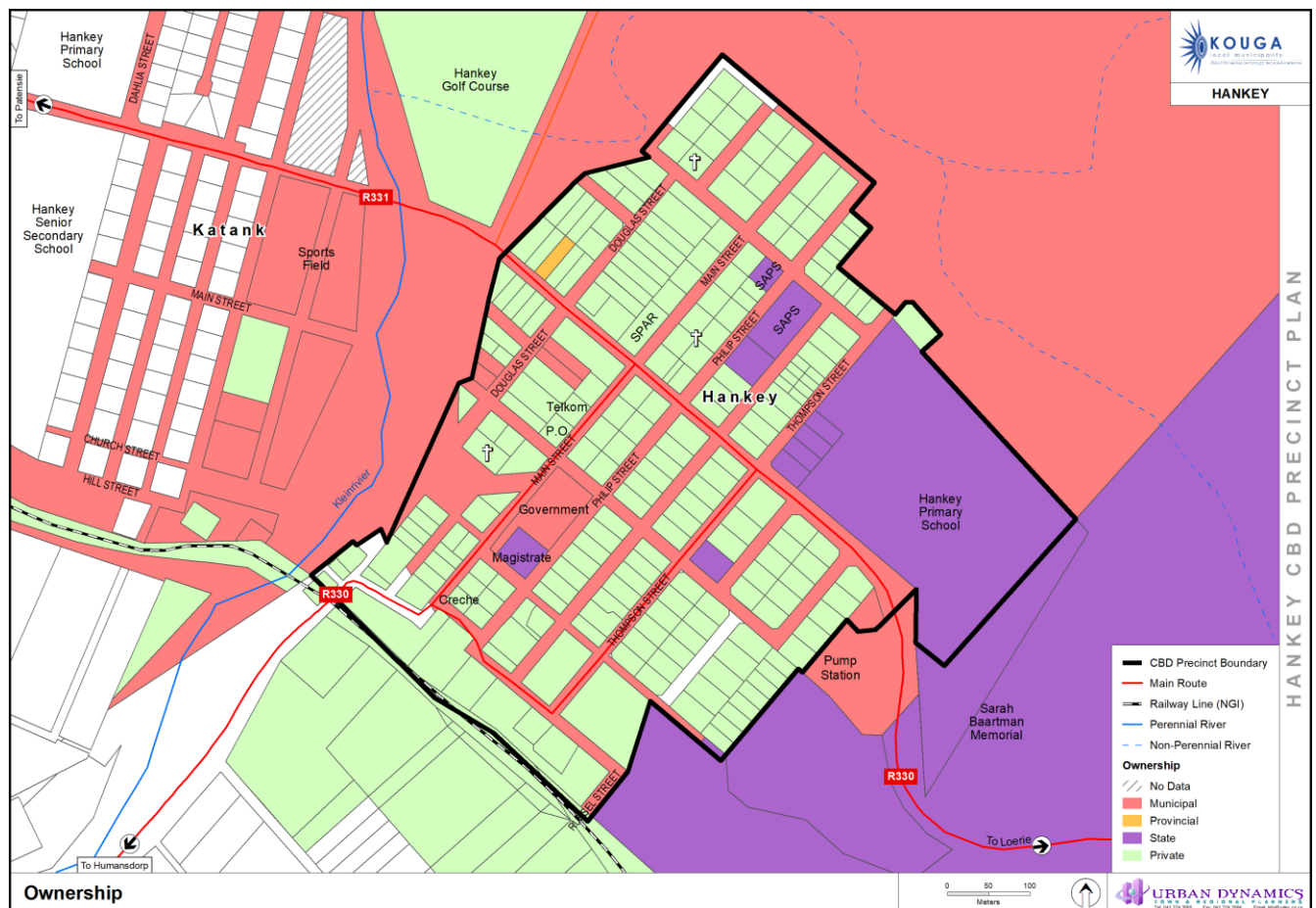
The graphic illustrates the package of plans and the land use management system for Kouga that is entrenched through the Municipal Spatial Development Framework.

Land Use Management System & Alignment



3.6 Ownership

Individual erven in the study area are privately owned. A number of properties are Municipal and State owned, i.e. SAPS, Primary School and Municipal Services.



Plan 9 : Ownership

3.7 Heritage

The heritage resource of the municipality is significant and contributes to the economy of the municipality and needs to be conserved in terms of the provisions of the National Heritage Resources Act, 1999 (Act 25 of 1999) (NHRA).

The NHRA introduced an integrated system for the identification, protection and management of heritage resources nationally, provincially and at municipal level.

The NHRA prescribes that land use planning and management to give attention to, and respond to, heritage considerations both at site and landscape levels.

Of particular significance is the obligation placed on the municipality to undertake the preparation of a comprehensive heritage inventory in terms of Section 30(5) of the NHRA.

The Kouga Municipality has not prepared such an inventory.

It is also important to note that the heritage resource of the municipality does not only comprise of conservation worthy buildings and urban precincts, but also includes physical and cultural landscapes.

The following sections from the NHRA are of specific importance for heritage management:

▣ **Section 30 (5)**

- Applies to the compilation of an inventory of heritage resources, including heritage objects and the submission of such an inventory to the relevant heritage authority.

▣ **Section 32 (7)**

- Authorises SAHRA to the maintenance and management of a register of heritage objects, which have been declared heritage objects under the relevant sections of the NHRA.

▣ **Section 34 (1)**

- “No person may alter or demolish any structure or part thereof which is older than 60 years without a permit issued by the relevant Provincial Heritage Resource Authority”.

▣ **Section 38**

- Spatial planning actions which will result in development listed in Section 38 need to be considered by the Heritage Resource Authority.

▣ **Section 47**

- Requires that the Heritage Resource Authority adopts a plan for the management of heritage resources and that all actions of authorities must be consistent with general policies.

4.0 Infrastructure

A high-level desktop study, based on the available GIS data, has been conducted to determine the availability of Water, Sewer and Stormwater services within the study area of the Hankey Local Spatial Development Framework (LSDF).

4.1 Water Services

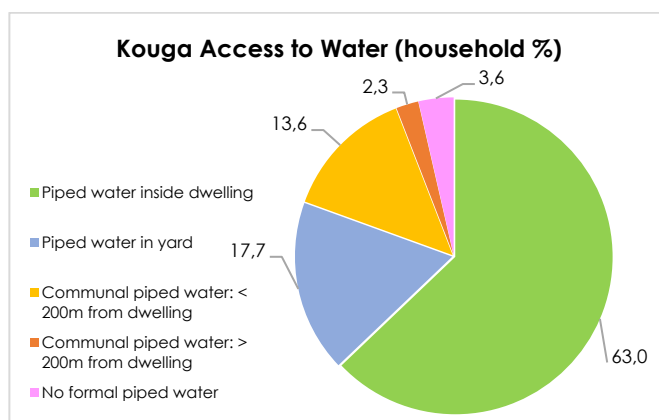


Figure 1 : Kouga Access to Water

The town of Hankey receives is allocated a quota of water from the Kouga dam and canal system by the Gamtoos Irrigation Board. The below points were extracted from the Kouga SDF, and highlight the key points within the Hankey water supply system, as well as the constraints.

- Gamtoos Irrigation board quota.
- Water is pump from a connection on the irrigation canal to the water purification plant, where the water is treated
- Treated water is also distributed by means of a pump network to the 1.5MI concrete reservoir located above Centerton and a 0.5MI concrete reservoir in Weston
- Due to the drought the Irrigation Board quota has been reduced and water shedding has been implemented since 2018
- The open irrigation canal to the north of Hankey is a safety hazard – particularly as the settlement growth is in that direction
- Boreholes have been drilled to address the quota reduction component. Water from these boreholes have high salinity and requires treatment – This upgrade project is on the IDP
- Three additional boreholes are situated on private land – The costs and processes required to bring these on stream need to be added to the IDP
- There is no water capacity to accommodate any additional dwellings.

■ Existing Infrastructure

Based on the data which is available, the Hankey study area is serviced by a water reticulation network, as depicted in the plan below. Based on the information available, the pipe sizes within the study area range from 30mm Ø to 150 mm Ø, with a large number of unknown pipe sizes.



Existing Water Reticulation Network (Hankey)

▣ Firefighting Requirements

The Red Book stipulates various firefighting requirements, dependent on the land use, as illustrated below in the table.

Risk classification	Total fire flow (L/s)	Minimum flow at one hydrant (L/s)	Minimum pressure at fire node (m)	Minimum pressure at rest of system (m)
High risk: CBD and high-risk industrial	100	25	15	5
Moderate risk 1: Industrial, business, high-rise flats $\geq$ four storeys	50	25	15	5
Moderate risk 2: Cluster & low-income housing, high rise flats $\leq$ three storeys	25	25	10	5
Low risk: Single residential housing	15	15	10	5

Design Criteria for the Provision of Fire Flow (Red Book 2019)

Based on the figures in the table above, and dependent on the proposed land use, the required pressure and flow rate will vary. Should a site have insufficient capacity for firefighting, a booster pump system will be required.

▣ Existing & Proposed Water Related Projects

The Kouga Integrated Development Plan 2022/27 and the Kouga Spatial Development Framework were consulted to identify any future potable water projects within Hankey. Where available, the project number as per the IDP has been provided. The following projects were identified:

- Upgrade and expand water treatment plant to treat saline borehole water and increase treatment capacity – Project Number IE_30;
- Groundwater Development (it is assumed this includes the sinking of three boreholes mentioned in the IDP)

The above projects are expected to improve the water security of Hankey as a whole, and therefore the CBD area will benefit from them.

4.2 Sanitation

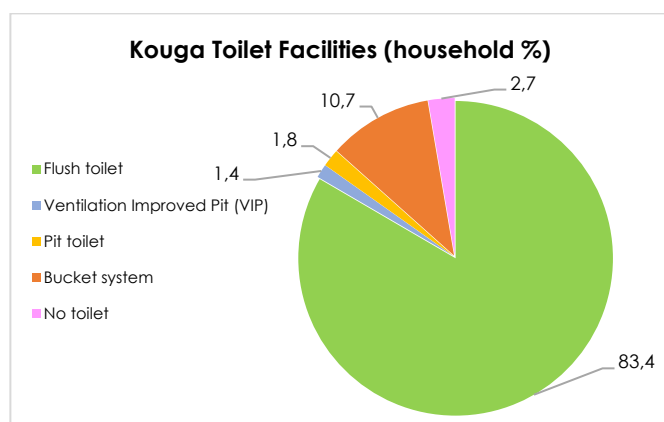


Figure 2 : Kouga Toilet Facilities

- The Hankey Waste Water Treatment Works has a design capacity of 1000 Kl/day (A conventional activated sludge process with maturation ponds)
- The Hankey WWTW also receives effluent from Patensie, which is transported to the plant by road
- Most of Hankey is serviced by water borne sewer reticulation, with the exception of "Old Hankey" and the CBD/town areas – This is a current MIG project
- A component of Weston is serviced by 'buckets' and conservancy tanks. The Department of Human Settlements have not provided the necessary funding to connect the newly constructed Weston Treatment Works

▣ Existing Infrastructure

Based on the data which is available, the Hankey study area is serviced by a sewer reticulation network, as depicted in the plan below. The pipe sizes within the study area, based on the information available, are unknown, and therefore updated information will be required. The Kouga SDF states that "Old Hankey" and the CBD areas are serviced by conservancy tanks. The upgrading of these areas to waterborne sewer system is due to be completed in the 2022/2023 financial year, and is currently underway.

The plan below currently shows no infrastructure within the study area, however, as stated above the area is serviced by conservancy tanks and currently the installation of a waterborne system is underway.



Existing Sewer Reticulation Network (Hankey)

▣ Existing & Proposed Sewer Related Projects

The Kouga Integrated Development Plan 2022/27 and the Kouga Spatial Development Framework were consulted to identify any future sewer/sanitation projects within Hankey. Where available, the project number as per the IDP has been provided. The following projects were identified:

- Upgrade the conservancy tank system in the "Old Hankey" and the CBD/town areas if these are to be used for densification to accommodate housing;
- Connect the newly constructed Weston WWTW to eradicate the 'bucket system';
- Hankey Wastewater Pump Station Phase 3;
- Hankey Wastewater Treatment Works Phase 2;
- Completion of Weston WWTW in Hankey – Project Number IE_76;
- Construction of Weston Sewer Reticulation Network – Project Number IE_77;
- Upgrade Centerton sewer pump station;
- Upgrade Hankey waste water treatment works.

Based on the above, the upgrading of the conservancy tank within the CBD / town areas will directly benefit any proposed development within the area. Furthermore, the upgrading of the waste water treatment works will likely increase the capacity of the system.

4.3 Stormwater

▣ Existing Infrastructure

No GIS stormwater data is available for the Hankey area. However, based on Google Earth Street view, it is evident that an existing stormwater piped system is present, as depicted in the image. Runoff is conveyed by roadside channels to grid inlets or catchpits, and then via a subterranean pipe network, to an outfall.



It must be noted that based on the information available, a large portion of Hankey consist of unsurfaced roads and therefore it is unlikely that a formal piped stormwater system exists in those areas. The image depicts Main Street, which appears to make use of road side channels to convey the stormwater runoff.



Runoff flows with the surface channels / road, is conveyed to a low point at which runoff is discharged into the adjacent open land, as depicted in the image.



▣ Existing & Proposed Stormwater Related Projects

The Kouga Integrated Development Plan 2022/27 and the Kouga Spatial Development Framework were consulted to identify any future stormwater projects within Hankey. Where available, the project number as per the IDP has been provided. The following projects were identified:

- Prepare a storm water management plan for Hankey – Particularly to address flooding around Vukani High School.

4.4 Solid Waste

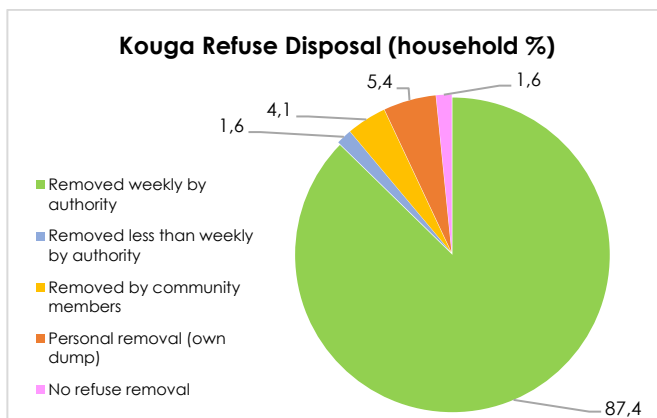


Figure 3 : Kouga Refuse Disposal

- There is a registered solid waste site in Hankey. This serves the other surrounding nodes

4.5 Electricity

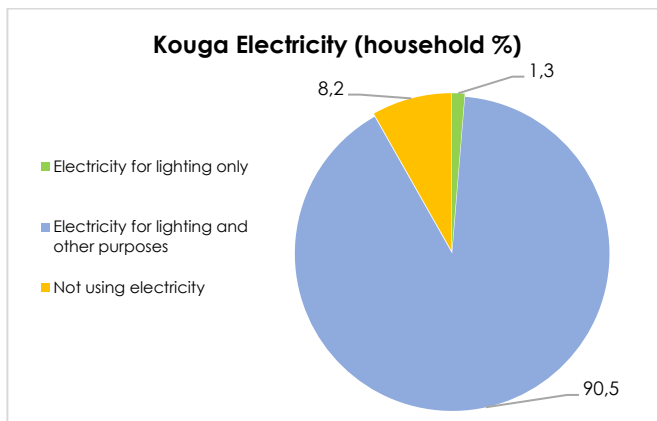


Figure 4 : Kouga Electricity

- ESKOM supply
- The maintenance of streetlights is problematic and cumbersome

5.0 Transport & Movement

An assessment based on available GIS data, traffic and road condition assessments conducted as part of the Road Asset Management System for the Sarah Baartman District Municipality, has been conducted to determine the traffic and transportation situation within the study area of the Hankey CBD.

5.1 Road Networks

5.1.1 Existing Road Network

The existing road network in the precinct comprises of 4.339km municipal and 1.881km provincial roads. The main roads in the precinct are described in further detail below. The posted speed limit along all roads is 60km/h.

Their functional classification perspective in terms of TRH26: South African Road Classification and Access Management Manual (RCAM) are indicated on the plan below.

- **North Street (R330)** is a Class R3 Provincial distributor road that provides access to towns and communities in the Gamtoos River Valley from the N2 in the east. The road is 8m wide, with some kerbing, wide verges and is in a fair condition. The road edges in the CBD area are poorly defined given that most of the verges are surfaced.



- **Main Street (R331)** is a Class R3 Provincial distributor road linking Hankey with Humansdorp and the N2 to the south. The road is 7.4m wide and is not kerbed. The road is in a fair to poor condition.

- **Thompson Street (MR398)** is a Class U3 Provincial distributor road serving residential properties. The road is 7.4m wide and is not kerbed. The road is in a poor condition.

- **Dower Street (MR398)** is a Class U3 Provincial distributor road serving residential properties and linking The R330 to the R331. The road is 7.4m wide and is not kerbed. Sections of the road are in good, fair and poor condition.

- **Thompson Street** is a Class U5b residential street serving residential properties. The road is 7.4m wide and is not kerbed. The road is in a very poor condition.

- **Mimosa Avenue** is a Class U5b residential street serving residential properties



- **Hill Street** is a Class U5b residential street serving residential properties. The road is unsurfaced.

- **Hurst Street** is a Class U5b residential street serving residential properties. Sections of the road are in good, fair and poor condition.

- **8th Street** is a Class U5b residential street serving residential properties. Sections of the road are in good, fair and poor condition.

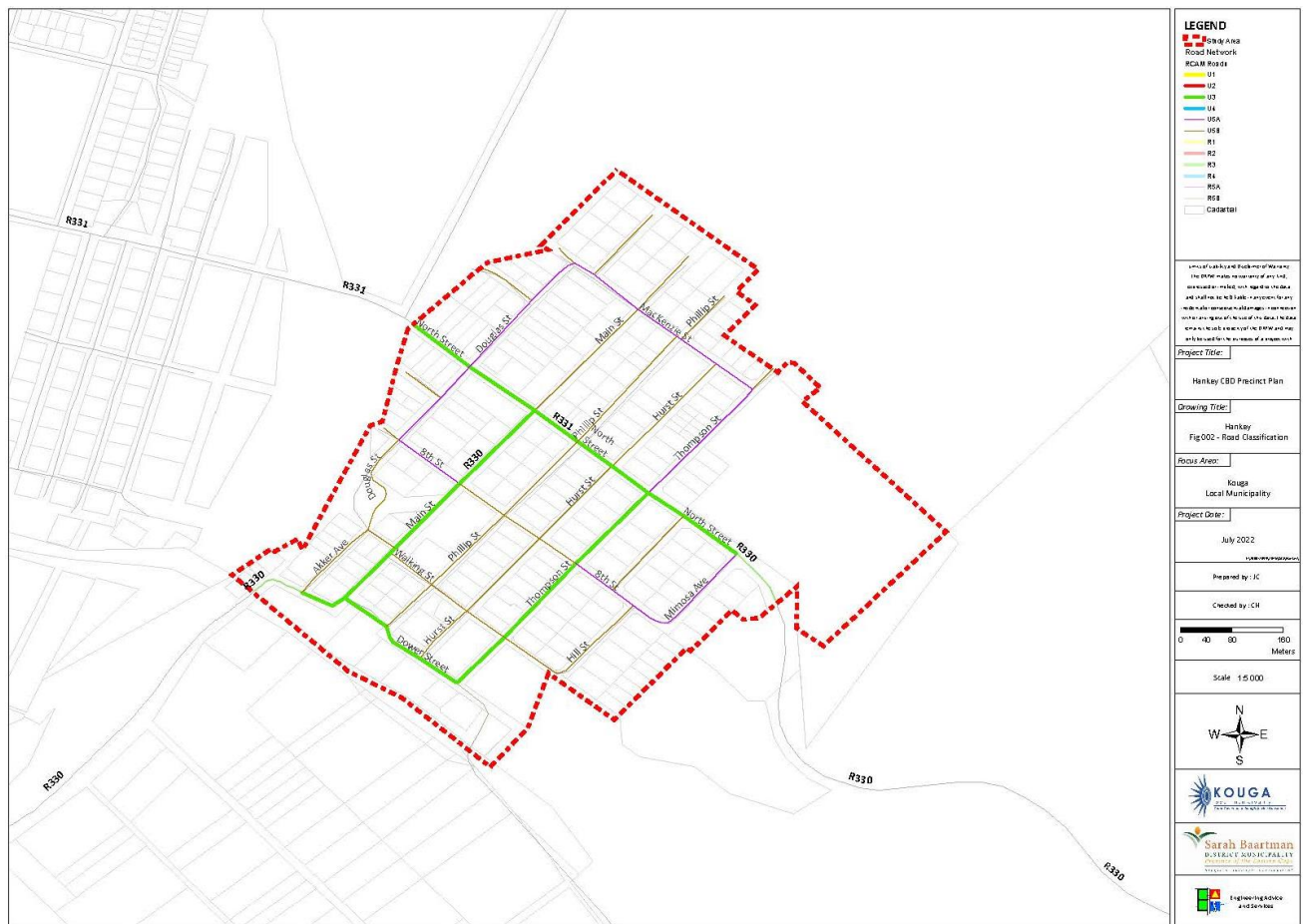
- **Philip Street** is a Class U5b residential street serving residential properties. The road is generally in a good condition.

- **Walking Street** is a Class U5b residential street serving residential properties. The road is in a good condition.

- **Douglas Street** is a Class U5b residential street serving residential properties. Sections of the road are in good and fair condition.

- **Mackenzie Street** is a Class U5b residential street serving residential properties. The road is in a good condition.

- **Akker Street** is a Class U5b residential street serving residential properties. The road is in a fair condition.



Plan 10 : Road Layout & RCAM

5.1.2 Road Condition

Road surface and conditions in the precinct area were assessed as part of the Road Asset Management System prepared by Engineering Advice and Services on behalf of the Sarah Baartman District Municipality. The table below indicates the road conditions for all surfaced and unsurfaced municipal and provincial roads in the precinct area.

Condition	Municipal		Provincial	
	Length (km)	Percentage (%)	Length (km)	Percentage (%)
Very Good	0.404	9.32%	0.000	0.00%
Good	2.055	47.36%	0.070	3.73%
Fair	0.466	10.74%	0.865	45.96%
Poor	0.127	2.92%	0.745	39.62%
Very Poor	1.287	29.66%	0.201	10.69%
Totals	4.339	100.00%	1.881	100.00%

Table 1 : Condition Index – CBD Precinct Area – Provincial & Municipal Roads

Condition	Unsurfaced		Surfaced	
	Length (km)	Percentage (%)	Length (km)	Percentage (%)
Very Good	0.000	0.00%	0.404	13.82%
Good	0.000	0.00%	2.055	70.25%
Fair	0.000	0.00%	0.466	15.93%
Poor	0.127	8.95%	0.000	0.00%
Very Poor	1.287	91.05%	0.000	0.00%
Totals	1.414	100.00%	2.925	100.00%

Table 2 : Condition Index – CBD Precinct Area –Municipal Surfaced & Unsurfaced Roads

67.5% of the municipal roads are surfaced.

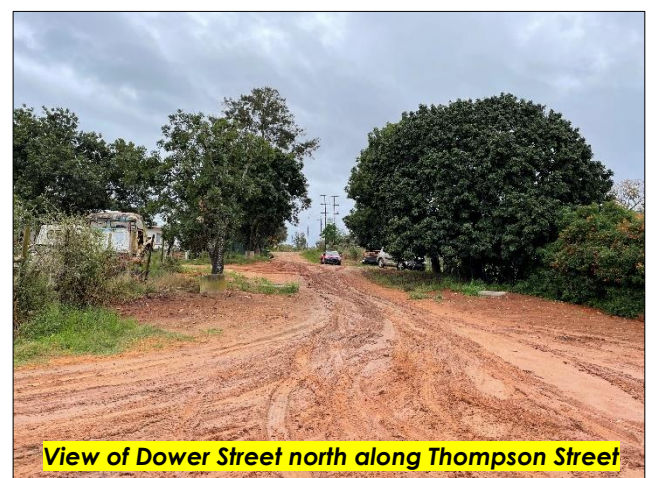
The condition of the surfaced municipal roads in the precinct area ranges from Fair (almost 16%) to Very Good (Almost 14%). Thus all surfaced municipal roads are in “Fair” or better condition). The condition of unsurfaced municipal roads ranges from Very poor (91%) to Poor (9%).

It is a heartening that the municipal roads are exhibiting a range of conditions. It is however important that preventative maintenance is undertaken (particularly the unsurfaced roads) in order to ensure that roads do not deteriorate further which would lead to the need for rehabilitation and in some cases reconstruction.

The provincial roads are classified as being in Very Poor (10.69%), Poor (39.62%), and Fair (45.96%) condition. Thompson Street would be categorised as Poor and very poor given that it is unsurfaced. This is of concern as the provincial roads, are the main access roads into and through the precinct and as such carry higher traffic volumes.

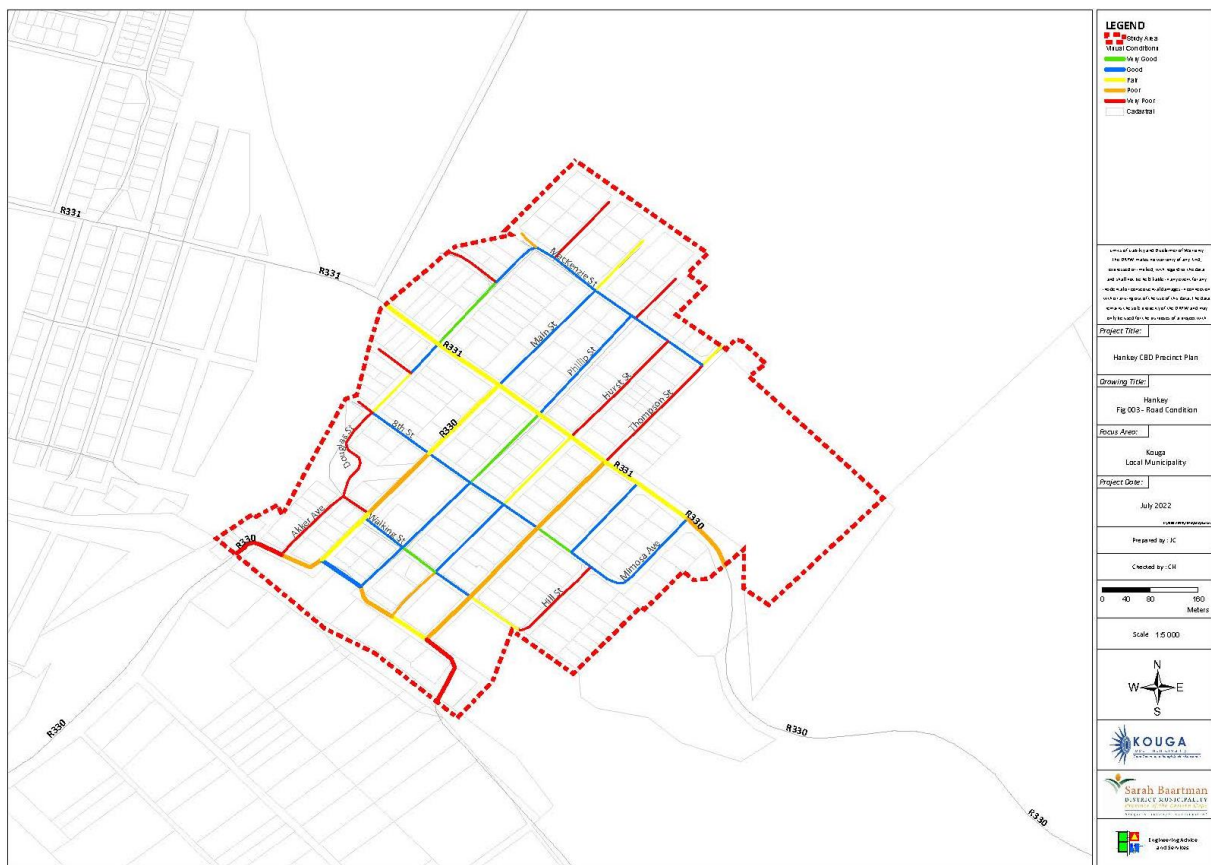
The bulk of through traffic in the precinct is along Main Street (R331) and North Street (R330) which are the provincial roads.

Although overland stormwater flow is provided for in the form of stone lined box channels – particularly along the north-south oriented streets – a lack of maintenance contributes to these being partly silted up. Gravel from unsurfaced roads on the eastern edge of the precinct is flushed down the streets into these channels.





The road conditions and surface types are indicated on the plans below, respectively.



Plan 11 : Road Condition



Plan 12 : Road Surface Type

5.2 Existing Traffic Flow & Movement

Since Hankey is part of the Gamtoos Valley Citrus producing area, traffic volumes fluctuate substantially throughout the year. During peak picking season traffic volumes can increase with additional heavy vehicle traffic.

Given the proximity of the CBD to the residential areas as well as low-income households, high pedestrian volumes are also evident in the CBD area given the retail opportunities thus adding to the overall congestion of the CBD. Given the lack of facilities for pedestrians, particularly at junctions along Main Road, safety can be a concern.

5.3 Traffic Flow

Traffic volumes at strategic intersections in and adjacent to (that would impact on) the CBD area were recorded over 12-hr periods from 06:00 to 18:00 during May 2019 and June 2021 as part of the RAMS currently being prepared by EAS on behalf of the SBDM. The locations of the traffic counts and the recorded link volumes are indicated on the plan below.

Constant traffic volumes are experienced throughout the day given the location of the CBD precinct along the regional route in the Gamtoos Valley as well as flows between the precinct and the surrounding residential areas throughout the day.



The traffic count data indicates the approximate ranges of traffic volumes on the roads in the Precinct Plan area as a guide. Note that it is not possible to accurately determine volumes on all links without conducting extensive junction and link surveys.

Current traffic volumes consist of light, medium and heavy private vehicles as well as minibus-taxi vehicles. The results of the surveys indicate that approximately 89.8% of traffic recorded in the precinct area are light vehicles and 10.2% is heavy vehicle traffic. The high heavy vehicle volumes are a reflection of the agricultural nature of the area surrounding the town.

8.4% and 0.95% of recorded vehicles are minibus-taxis and buses respectively.

Heavy vehicle traffic impacts on the condition of the road network, particularly if the condition is already poor. It is then a matter of time before a road would need to be completely reconstructed. These impacts are evident on the road surface from Main Street towards the river.

5.5 Traffic Flow Variation

Capacity analysis of the junctions at which traffic volumes have been surveyed has also been conducted to indicate the level of service at these junctions.

Operations during normal periods are in the order of LOS A.

In order to assess the impact of operation of affected junctions during abnormal periods, it is necessary to either source peak season volumes or apply an expansion factor to escalate normal traffic to peak or abnormal (e.g. picking) season volumes.

Normal traffic is traffic that occurs on a typical weekday during a school term, while peak season traffic is traffic that occurs during the peak holiday periods – normally Easter, June/July and Christmas/New Year

5.6 Conclusion

The content above is based on available information sourced through other studies, traffic impact assessments and the RAMS programme conducted in the precinct area.

In summary, the road network is in a fair condition. Traffic volumes are relatively low which ensures that congestion at junctions along the main routes through the precinct are not a concern.

The definition of North Street through the precinct is not conducive to orderly and safe traffic movement for through traffic and pedestrians.

6.0 Socio Economic Profile

The socio economic profile of Greater Kouga and especially Hankey provides an indicator of population estimates, growth and broader economic indicators.

6.1 Kouga Socio Economic Indicators

- The 2016 Community Survey estimated the population size of the Kouga at 112 941.
- Substantial growth from the 2011 Census which shown the population at 98558 (Census 2011). Despite it being the second smallest region in the Sarah Baartman District Municipality, covering only 4.1% of the district land area, Kouga Municipality is the most populous region representing approximately 24% of the total population in the district.
- The Kouga Municipality also has the fastest annual growth rate in the district (An average of 3,22% per annum between 2001 -2011 compared to annual growth rate of 1.1% in the district and 0.3% in the province).
- The KLM is characterised by vast differences in population density from one area to the next.
- The largest percentage of the population resides in the towns of Humansdorp and Jeffreys Bay.
- The large rural population gives a clear indication of the importance of rural development and the impact of rural development on socio economic growth and upliftment.
- 10.4% of persons reside in Hankey (11 761).

- 13% of the total Kouga population does not have any schooling.
- A total of 69 100 individuals in Kouga Municipality were considered functionally literate in 2016, while 14 100 people were considered literate.
- It was estimated that in 2016, 14.42% of all the households in the Kouga Municipality, were living on R 30 000 or less per annum.
- The per capita income in Kouga Municipality in 2016 is R55 000 which is higher than the Sarah Baartman District Municipality of R49 700.
- Dependency ratio is 53,2 (2011).
- The Kouga had a GDP of R10.5 billion in 2016 and contributed 31% to the Sarah Baartman District Municipality GDP of R34.2 billion in 2016.
- In 2016, the Kouga Municipality achieved an annual growth rate of 0.38% over a short term and 4.39% over a longer term.
- For the period 2006 to 2016 the average annual growth rate of 4.39% was the highest relative to its peers in terms of growth in constant 2010 prices.
- It is expected that Kouga Municipality will grow at an average annual rate of 2.11% from 2016 to 2021.
- In 2016, the trade sector is the largest within the Kouga Municipality accounting to R2.39 billion or 24.5% of the total GVA in the municipality's economy.
- The sector that contributes the second most to the GVA if the Kouga Municipality is the community services sector of 23.9%, followed by the finance sector of 15.3%.
- Kouga municipality's environmentally active people was 49 100 in 2016, which is 43.75% of its total population of 112 941.
- In 2006 the unemployment rate for Kouga was 13.4% and increased overtime to 14.7% in 2016. The gap between the labour force participation rate and the unemployment rate decreased which indicates a negative outlook for the employment within Kouga Municipality.
- In 2016, the unemployment rate in Kouga Municipality was 14.75%, which is an increase of 1.38 percentage points.

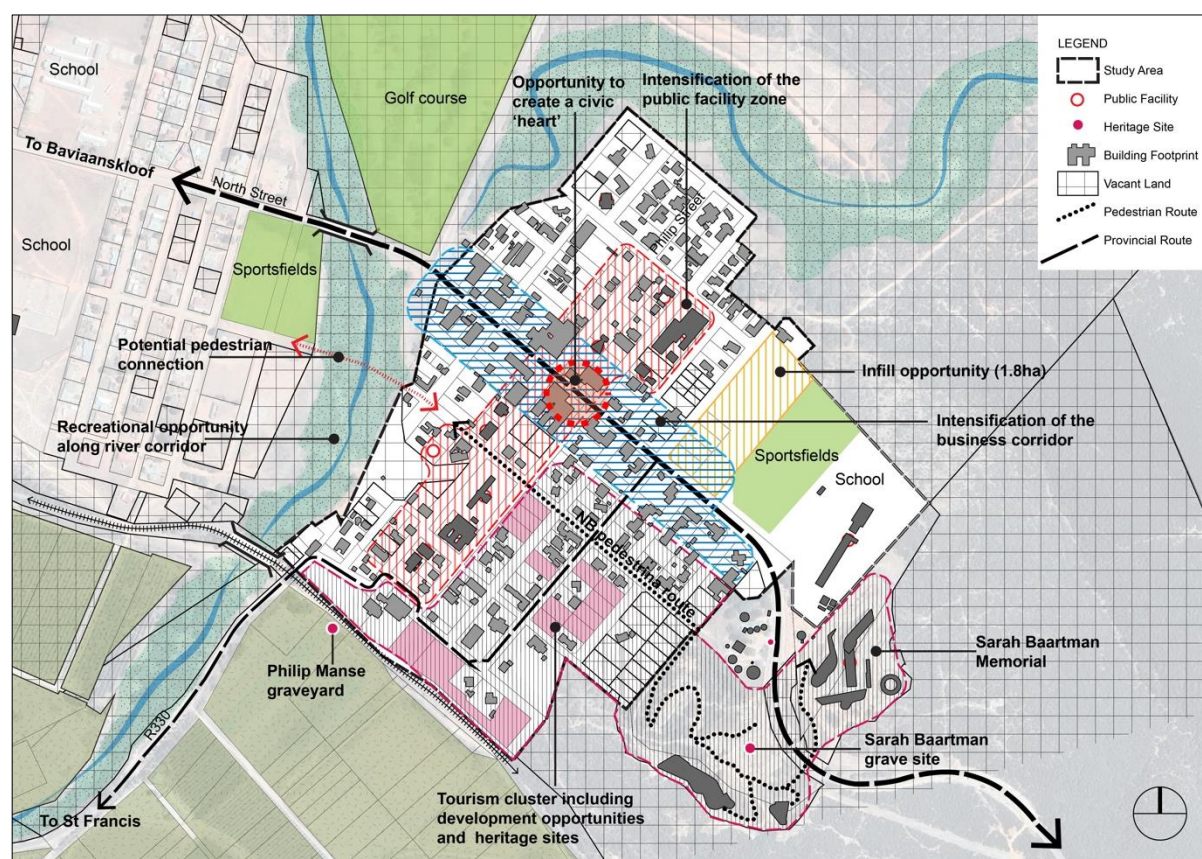
7.0 Synthesis & Key Development Issues

Based on the status quo analysis of the study area, the following strengths / opportunities and weaknesses / threats have been identified.

SWOT Analysis

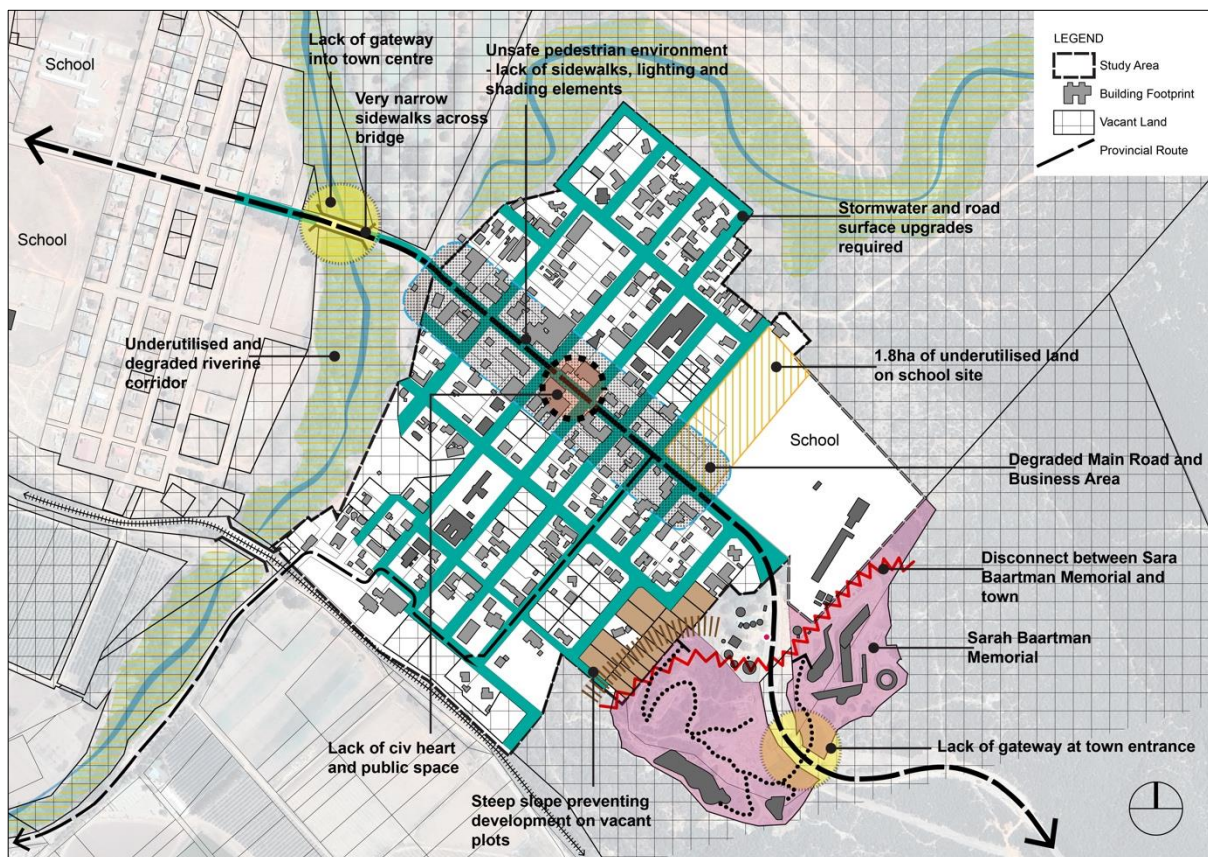
Strengths / Opportunities

- Strong administrative, business and commercial function in the Gamtoos Valley
- Support to the agriculture industry through service trades
- Opportunity for mixed use development
- Changing character to accommodate business activity
- Highly accessible gateway to the Gamtoos Valley
- Availability of internal services
- Sarah Baartman Memorial development opportunities
- Vacant land for development to strengthen the residential function as well as catering for tourism
- Creation of an attractive "High Street" along the R300
- Development of the river area as public space and recreation area, linking the different parts of Hankey
- Strengthening sense of place with the use of local materials and heritage elements



Weaknesses / Threats

- Limited area for CBD expansion
- Deteriorating infrastructure and urban decay
- Business conversion of residential properties for business purposes
- Poor enforcement of land use management guidelines and Land Use Scheme
- Physically removed from large residential precincts
- Lack of tourist support facilities
- Inadequate stormwater provision
- Unappealing streetscape along North Street
- Poor condition of unsurfaced roads
- Eroded urban space on the edges of Main Road (R300)
- Lack of safe and comfortable pedestrian linkages between Centerton (in the west) and the CBD as well as the Hankey Primary School and the Sarah Baartman Memorial in the east
- Absence of central civic space or heart in Hankey



4

Chapter 4 :

Spatial Development Framework

1.0 Background

The Spatial Development Framework proposals for Hankey CBD comprises of the following components, i.e. :

- Spatial Directives and Vision
- Spatial Strategies and LSDF Drivers
- Structuring Elements
- Land Use Management Guidelines
- Urban Design Guidelines and Urban Regeneration
- Transportation and Movement Strategies
- Infrastructure Provision

The spatial vision is based on guiding principles and vision directives as derived from National Policy, SPLUMA and the outcome of the Situation Analysis.

The spatial concept unpacks structuring elements that guide spatial development within rural and urban areas. It further illustrates the spatial vision of the Municipality, with specific reference to the various structuring elements, i.e. :

- Macro Context and Function
- Built Environment and Heritage
- Development Nodes
- Edges, Thresholds and Gateways
- Movement and Corridors

The above structuring elements provide a spatial concept on which strategies can be formulated.

The spatial strategies relate to the location of development and where it should take place with land use guidelines in the various precincts. The spatial strategies further provide strategic guidelines for the change of land use, including densification and infill development, architectural guidelines circulated and services provision, and how new development or expansion should take place.

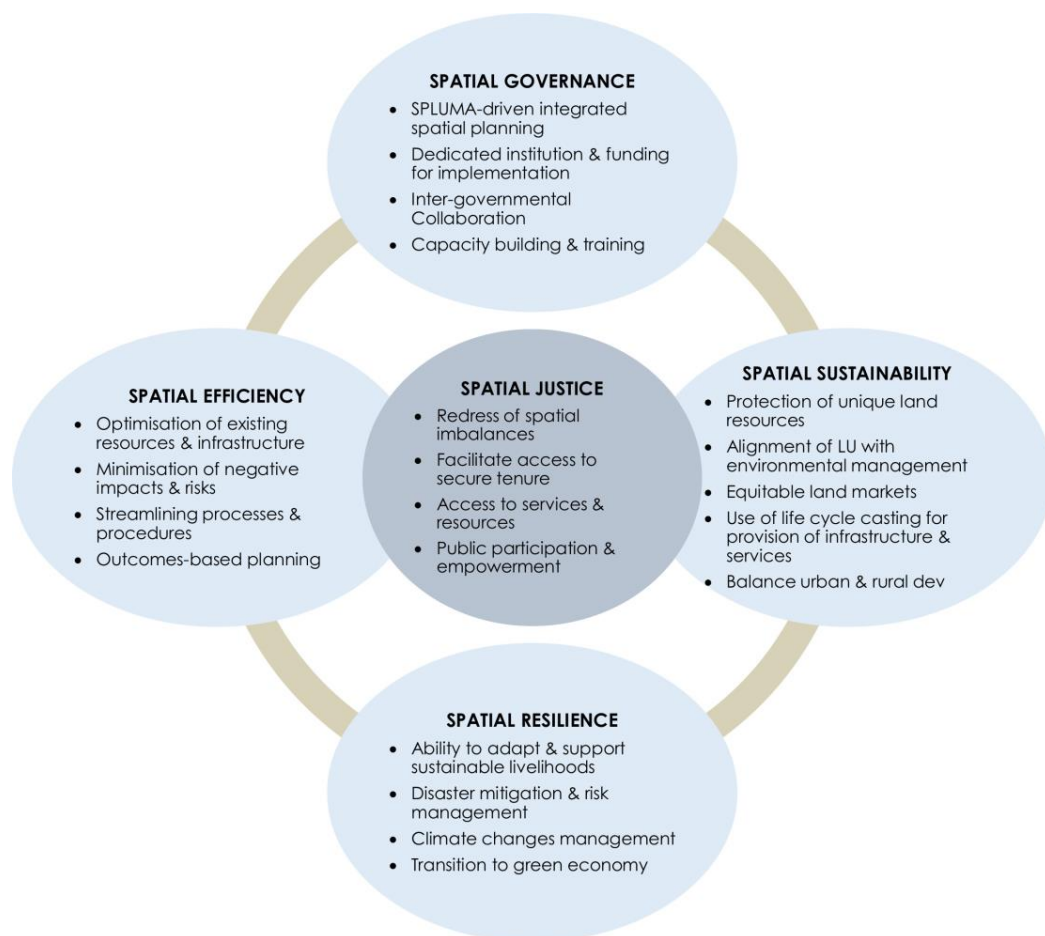
2.0 Spatial Vision

2.1 [Vision Directives](#)

▣ **SPLUMA**

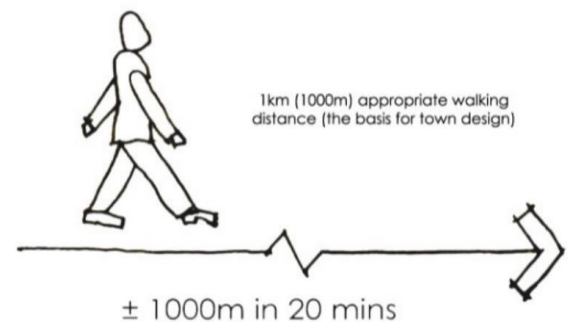
The SPLUMA Founding Principles must guide preparation, adoption and implementation of the Local Spatial Development Framework, policy formulation concerning spatial planning and development or use of land. SPLUMA reinforces and unifies the National Development Plan's vision and policies by using spatial planning mechanisms to eliminate poverty and equality while creating conditions for inclusive growth by seeking to foster a high employment economy that delivers on social and spatial cohesion.

The Narrative Principles set out in SPLUMA and Chapter 8 of the NDP apply to the Hankey CBD LSDF:



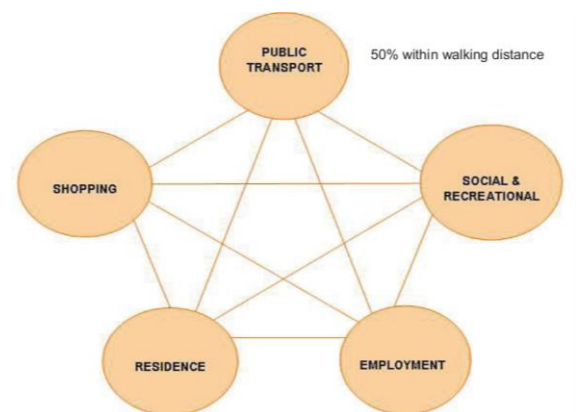
2.2 Settlement Planning Principles

The spatial concept and strategies are driven by principles for settlement planning and urban development. Principles on good spatial practice should inform all deliberations on spatial planning as a golden thread from the start. The Settlement Planning Principles further refine the SPLUMA principles, norms and standards.



▣ **Accessibility**

The need to ensure that people have access to a variety of opportunities is implied in the SPLUMA principles. This requires an understanding of the relationships between different activities in terms of spatial proximity (close and far), access and time. In the past accessibility has mostly been considered in terms of travel time in private vehicles.



However, this measurement is not only environmentally unsustainable, as it is mostly dependent on access to private motor vehicles but also reflects a denial of the reality that the majority of our citizens do not have private vehicles, may not always be able to afford public transport and thus have to spend significant time and energy walking to fulfil their needs. Thus, appropriate walking distance should always be used as the measure for accessibility. 20 minutes or 1km is regarded as an acceptable distance to walk and should be used as a basis of settlement design.

Functional Integration

The implementation of the walking distance principle to promote greater access to opportunities for all people will require the functional integration of urban activities. At least 50% of urban activities should be within walking distance of where people live.

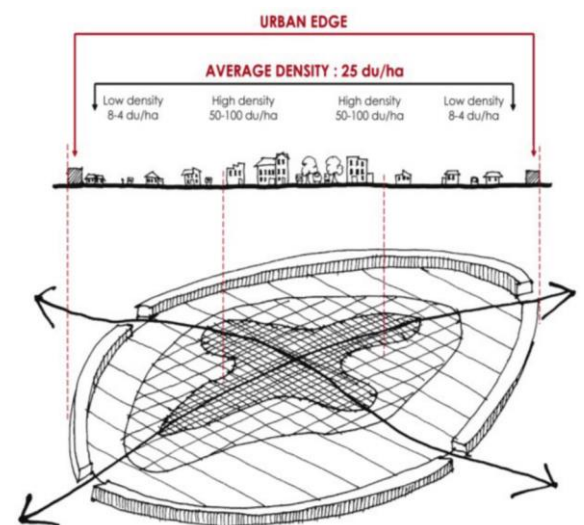
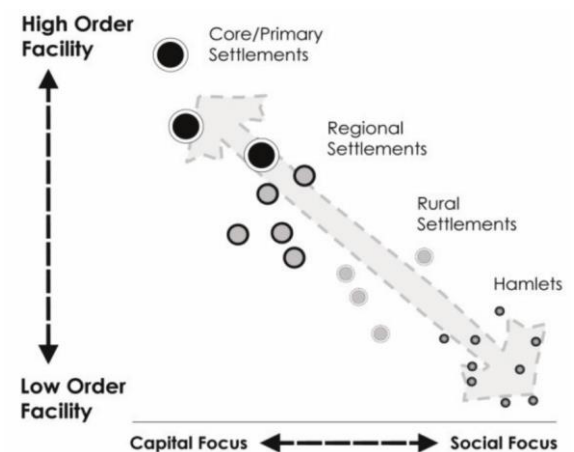
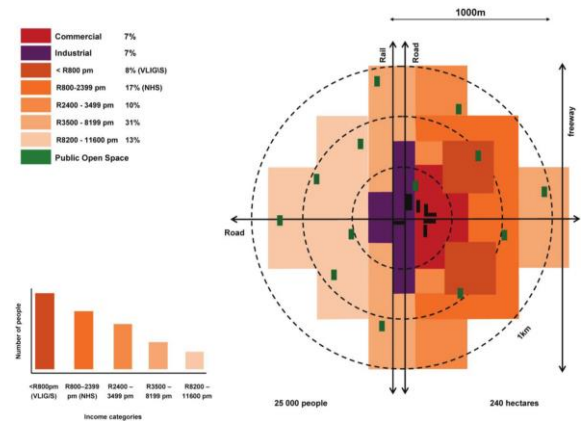
Socio-Economic Integration

The principle of access and integration also requires socio-economic integration. In reality, there is often community resistance to the integration of poor, middle and high-income communities. The use of a socioeconomic gradient with relatively small differences in income and property value between adjacent communities can help mediate this problem.

A high level of socio-economic integration can be achieved in a 1km radius by applying this principle. In particular, efforts should be made to locate low-income neighbourhoods nearer to the core or nodes of settlements and away from the periphery.

Efficient Urban Structure

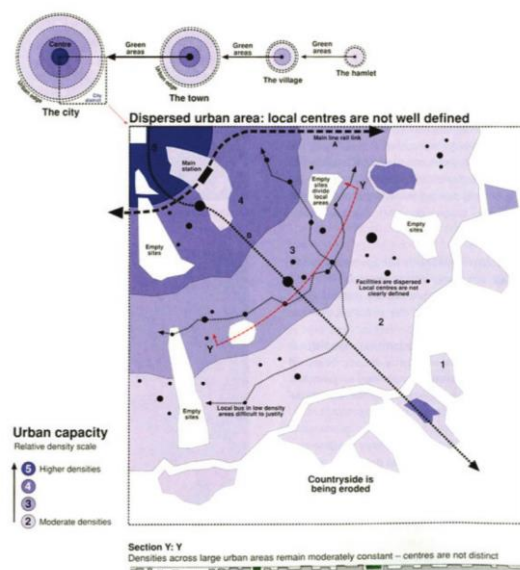
Applying the principles of walking distance access and functional integration will contribute to creating more efficient (i.e., where urban infrastructure is used optimally) settlements. Currently, settlements are characterized by segregation of land uses and low-density development that cannot support public transport, or small businesses. To address these issues and achieve better access and integration, appropriate densification will have to be promoted in settlements.



■ A Logical Nodal and Settlement and Nodal Hierarchy

The concept of nodal development allows for the efficient accommodation of a large population. In large urban areas, decentralised nodes are connected by high-speed arterials. This concept is applicable, where the various settlements should be allowed to grow optimally according to their character and function, whilst protecting agricultural, natural and scenic resources between settlements.

To increase economic activity, social facilities and employment opportunities should be grouped or clustered according to a spatial hierarchy logic, i.e., higher-order facilities in the most accessible locations and vice versa, rather than randomly scattered depending on where sector departments' individual landholdings happen to be.



■ Compaction and Densification

Understanding densities and how they may be altered depending on the kind of urban growth outcomes that are desirable and has given rise to a debate between the desirability of urban sprawl, generally associated with uncontrolled low-density growth, versus compact growth.

Compact growth is seen as being clearly focused and structured to efficiently provide transport and services, creating viable business thresholds and attractive public places, and reducing the impact of urban growth on scarce resources such as arable, scenic and high biodiversity potential land.

■ Protection and Enhancement of the Environment

The Municipality, in their decision-making, should give protection and improvement of the urban environment, the quality of life it allows, and the conservation of its biophysical and socio-economic resources.

The Municipality should carry out measures to enhance the urban environment and must encourage developers to implement policies, which enhance the local environments adjacent to their development. Environmental Management Regulations should form part of all application for all major development as stipulated by legislation.

■ Discourage Illegal Land Use

The Municipality should discourage the illegal use of land. Illegal land use results in a fragmented land use pattern creates conflict and infringe on land use rights.

As people are protected from being illegally evicted, the Municipality should focus on ways to prevent illegal land-use practices. Sound planning guidelines and speedy land developments are key mechanisms to prevent illegal land-use practices.

▣ **Efficient Public Participation and Capacity Building**

The objective requires that the Municipality should introduce mechanisms to ensure that the public, and in particular communities affected by land development, have opportunities to influence planning decisions. This objective is to ensure that the full resources of the region are utilised in facilitating land development. The underlying idea is a public-private sector partnership because neither sector on its own has the skills or capacity to do the job.

2.3 [CBD Spatial Vision](#)

The spatial vision for the Hankey CBD :

- Implementation of the spatial vision for the study area should be based on the narrative principles of SPLUMA and Chapter 8 of the National Development Plan, i.e. spatial governance, spatial sustainability, spatial resilience, spatial justice and spatial efficiency.
- The implementation of the LSDF enhances the socio economic development of the CBD and in the process, involves all relevant role players.

Promote and facilitate sustainable development through well-informed and proactive land use decisions and strategies, in support of private and Government investment

Support Local Economic Development through investment incentives

Retain and strengthen the small town character and historic function of the CBD

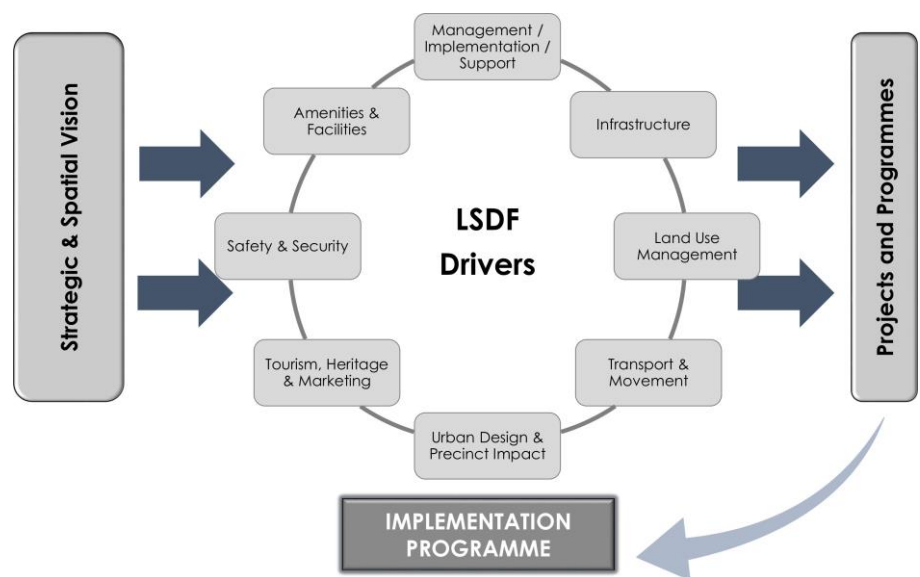
Promote the "Gateway to the Baviaans" with emphasis on tourism and agriculture

Attract investment, tourism and economic development through urban renewal programmes, improvement of mobility and streetscapes and urban design guidelines

3.0 LSDF Drivers & Spatial Strategies

3.1 Drivers

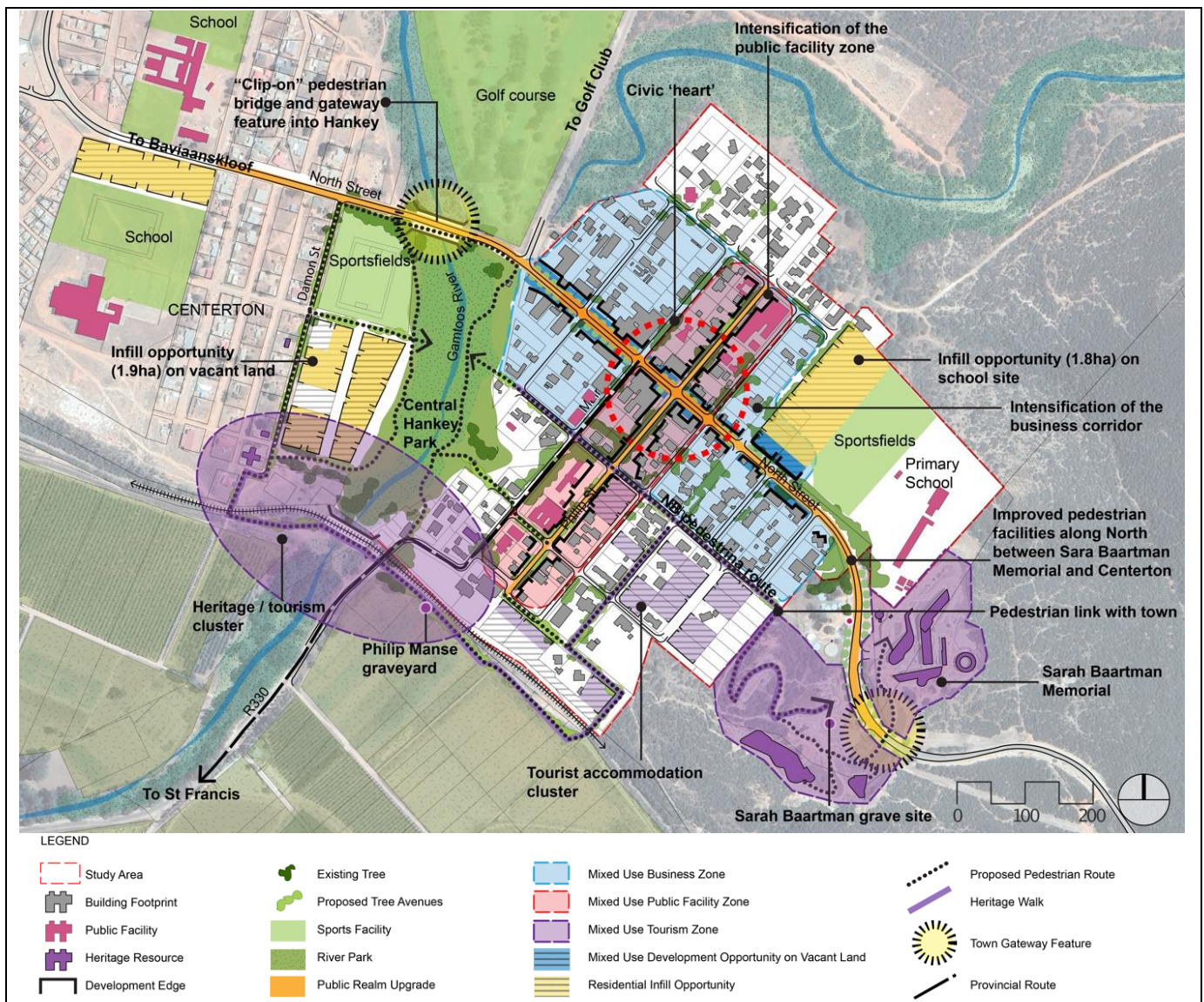
Achieving the Hankey CBD precinct Spatial Vision requires a multi-sectoral approach. Eight (8) LSDF Drivers have been identified.



LSDF Drivers	Strategies
Management / Implementation / Support	- Implement a Management Committee / Forum - Assess rates rebate options and special rates area - Implement overlay Zone with shortened decision making processes - LSDF annual priority update and IDP alignment
Infrastructure	- Prioritise maintenance and management of infrastructure - Align infrastructure priorities with annual IDP review cycle - Implement infrastructure proposals and upgrading as per the CEF
Land Use Management	- Land use parameters to promote investment - Support urban design guidelines - Promulgate Overlay Zone
Transport & Movement	- Maximise Public Parking - Improve NMT Safety - Improve Accessibility - Reduce Traffic Congestion - Upgrade main access corridor
Urban Design & Precinct Impact	- Promote nodes of focus and activity - Promote gateways at the entrances to the study area - Create Active and People Friendly Places
Tourism, Heritage & Marketing	- Identify and develop heritage nodes - Retain small town identity - Promote regeneration and development of the Public Realm and tourism gateway
Safety & Security	- Implement safety strategies - Implement overarching safety and security strategies - Align and participate in SAPS, traffic management and land use
Amenities & Facilities	- Facility management and maintenance - Facility provision and IDP budget alignment

3.2 Spatial Strategy

The CBD area of Hankey is clearly defined by a number of topographical features which limit the developable foot print of the town. This includes steep slopes on the northern and eastern side, the Gamtoos River in the west and river and railway line to the south. The area within these confinements includes a number of mostly privately owned, undeveloped properties. In general, building footprints are small relative to the size of the erven. The Draft Framework Plan Hankey CBD focusses on intensification of land in the CBD area in order to create more efficient use of space. This should take place while still preserving the small-town rural character of the agricultural Gamtoos River Valley in which Hankey is one of the nodes.



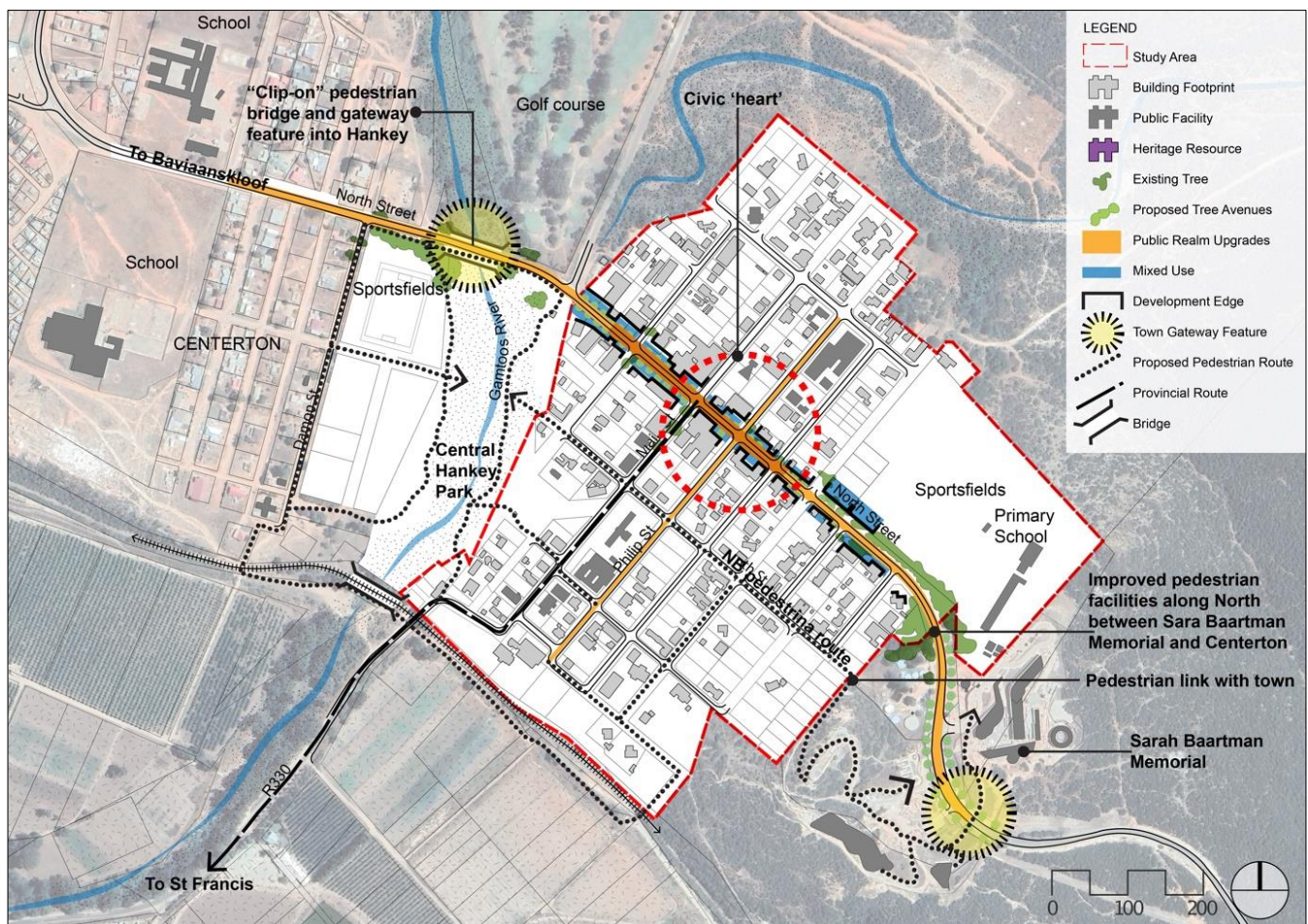
Draft Framework Plan Hankey CBD

The Framework plan aims to facilitate the following for the CBD area of Hankey :

- Allow for growth of the mixed-use function of the CBD as the service hub for Hankey town and surrounding rural areas. This relates to the business sector, focussing on the corridor on both sides of North Street with a focus on North Street itself. It also relates to Institutional and Public facilities including the Police Station, Magistrates Offices, Municipal Offices predominantly located along Philip Street which runs perpendicular to North Street.
- Promote tourism within the CBD of Hankey (and the rest of the town). This relates specifically to Hankey being a gateway to the Baviaanskloof Wilderness Area, the new Sarah Baartman Memorial which is to open in the future, as well as the number of smaller heritage sites. It requires that the CBD can offer services and amenities which will attract tourists to stop, stay and spend additional time in the town itself.
- Create opportunities for additional residential development, notably on school grounds. The increased residential function will ensure a safer and more sustainable environment in the area.
- Create a better connection between the CBD and the residential areas of Hankey north of the CBD. This can be achieved by developing a better, safer and more comfortable continuous pedestrian environment along North Street, from the schools in Centerton all the way to the Sarah Baartman Memorial. This will also include improvements to the bridge over the Gamtoos River.
- Promote the spatial integration of the CBD and Centerton by transforming the Gamtoos River valley from a barrier into a central park and recreation facility for all people on both sides of the river.

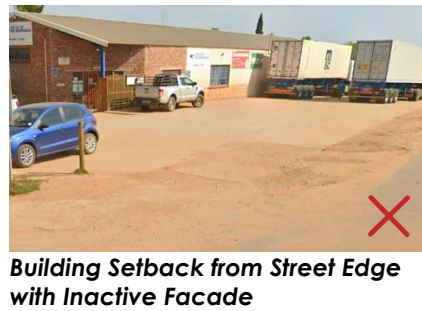
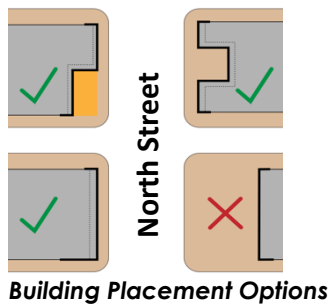
3.3 Gateways to Hankey CBD & High Street as a Central Spine

North Street is the main spine in the Hankey spatial network which accommodates the main retail and business activities. The business and retail focus is currently on the central area but should expand further along North Road towards the west and the east and become more of a "High Street" in Hankey. The character of the "High Street" will contribute strongly to the image and sense of place of Hankey. It is important that the street accommodates pedestrians and creates a safe and comfortable environment, but at the same time accommodating through-traffic. Heavy vehicle trucks commute through the town, mostly carrying citrus from farms in the area to Gqeberha. On the approach into Hankey from the east the road descends towards the town and offers a beautiful view of the town. The new Sarah Baartman Memorial is currently under construction on both sides of the road, on the other side, approaching from the east, the bridge over the Gamtoos River marks the entrance to the CBD. Both sites have the potential to be developed as "Gateways" to the Hankey CBD and contribute stronger to the identity of the town.



North Street as "High Street" and potential Gateways to the CBD

	Urban Design Guidelines
High Street	• Locate retail and business along High Street as much as possible • Locate buildings towards the road edge • Entrances and shopfronts to face the street • Locate parking in side streets, behind buildings or in front of shops (as last option)
Pedestrians	• Create dedicated space for pedestrians on both sides of North Street • Create and demarcate pedestrian domain with differentiation in paving materials, benches, trees & planters • Create shade during the day and light up the street at night • Develop a continuous safe and comfortable pedestrian and NMT route from Centerton and the entrance of the Sarah Baartman Memorial to the CBD linking with North Street
Motorised Traffic	• Clearly demarcate the edge of the roadway • Narrow the visual appearance of the road with street lights/banners/trees to slow down the traffic speed
Gateways	• Create spatial gateways on both sides of the CBD to promote the "Hankey identity" • On the western side the bridge to become the gateway, on the eastern side the entrance into the Sarah Baartman Memorial to become the gateway

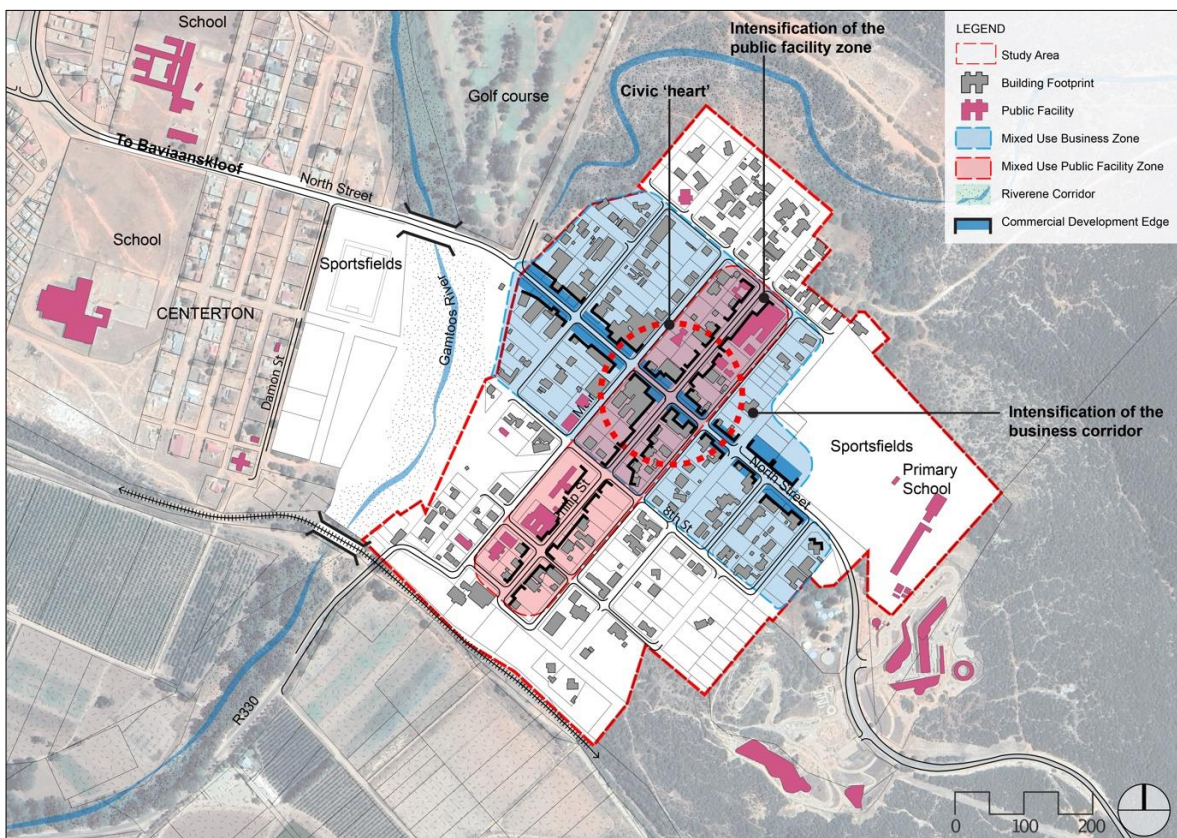


3.4 Mixed Use Business Zone & Institutional Corridor

The main mixed-use, business and retail functions are predominantly located along North Street in Hankey CBD. To promote clustering and access future growth of the business sector should take place in the urban blocks directly adjacent to North Street, as indicated as the blue area in the figure. The mixed-use business zone should ideally include some form of residential function in order to ensure 24h presence of people and create a safer environment.

A number of institutional functions and public facilities, including the Magistrates and Municipal offices and the new Police station, are located along Philip Street. This "Institutional Spine" is located perpendicular to North Street. To cluster and optimise accessibility and efficiency any additional future public facilities should ideally be located in this public facility zone.

This clustering will also ensure that the other areas of the CBD retain their predominant residential character with a possibility of including tourism accommodation.



Hankey CBD Mixed use Business corridor and Institutional spine

Urban Design Guidelines	
Mixed Use Business Zone	• Buildings to be located on the front of the plot • If building are set back from the front boundary the space in front of the building has to be soft landscaping • Office, retail and other public functions to be located along the street edge • Parking to be located at the back of the plot behind the buildings • Storage, workshops, light manufacturing all to take place towards the back of the property
Institutional Corridor	• Entrances to public buildings are to be clearly designed and focus on pedestrians • Parking to be directed to the back of the erf • Public uses to be located close to the street edge to promote passive surveillance • Creation of safe and comfortable (shaded) pedestrian route in Philip Street to promote walking • Wayfinding signage to support pedestrian movement between the various public facilities

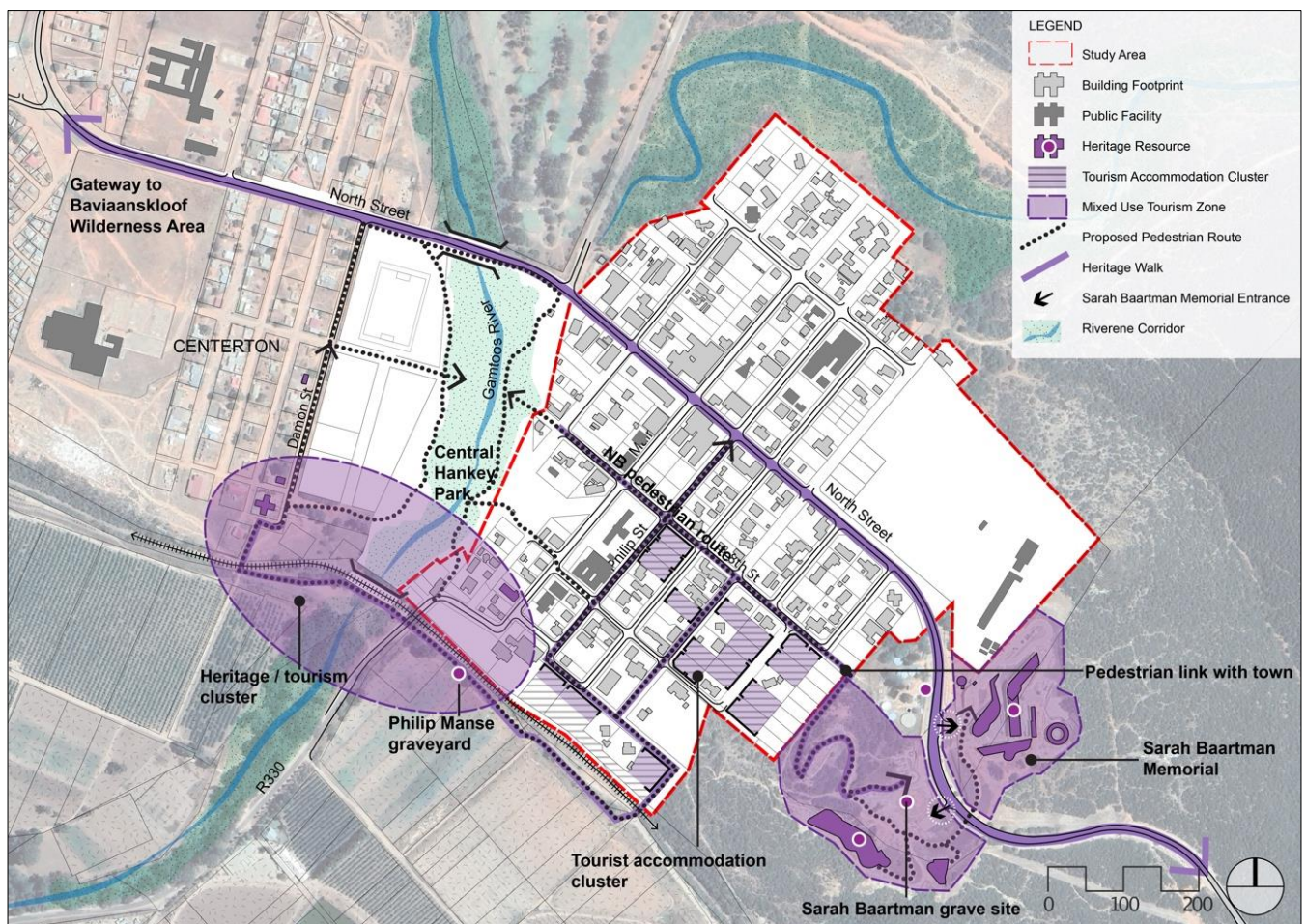
3.5 Heritage & Tourism

In order to benefit from the tourism opportunities and grow the tourism sector in the Hankey CBD area it is important to capitalise on two main aspects :

- Gateway to Baviaanskloof: Create attractions and services for visitors on the way to Baviaanskloof Wilderness Area. All travellers to Baviaanskloof will drive through Hankey via Norths Street and therefore the facilities and businesses along the corridor can target these visitors for shopping and/or refreshment stops.
- Future visitors to the Sarah Baartman Memorial: Hankey can benefit tremendously if the town can offer additional tourism attractions for people visiting the Memorial.

There are a number of heritage resources in addition to the Sarah Baartman Memorial and Cultural centre, that can promote Hankey further in terms of the legacy relating to human rights and its history. William Philips is known for construction of the first irrigation tunnel in South Africa, while his father Dr John Philip is known for his fight for human rights. John Philip came to South Africa in 1818 as a Missionary and was instrumental in lobbying for equal civil rights for indigenous and coloured people in the Cape. Much to his doing an ordinance was passed in 1828 granting all free coloured people at the Cape every right to which any other British subjects were entitled. He retired in Hankey and both father and son's grave are behind the old "Philip Manse" beside the railway line.

The southern side of the CBD is identified as the main cluster for tourism development accommodating a number of heritage resources. Walking routes and tourism accommodation can support and promote the development of tourism beyond, but connected to, the Sarah Baartman Memorial and the Baviaanskloof gateway.

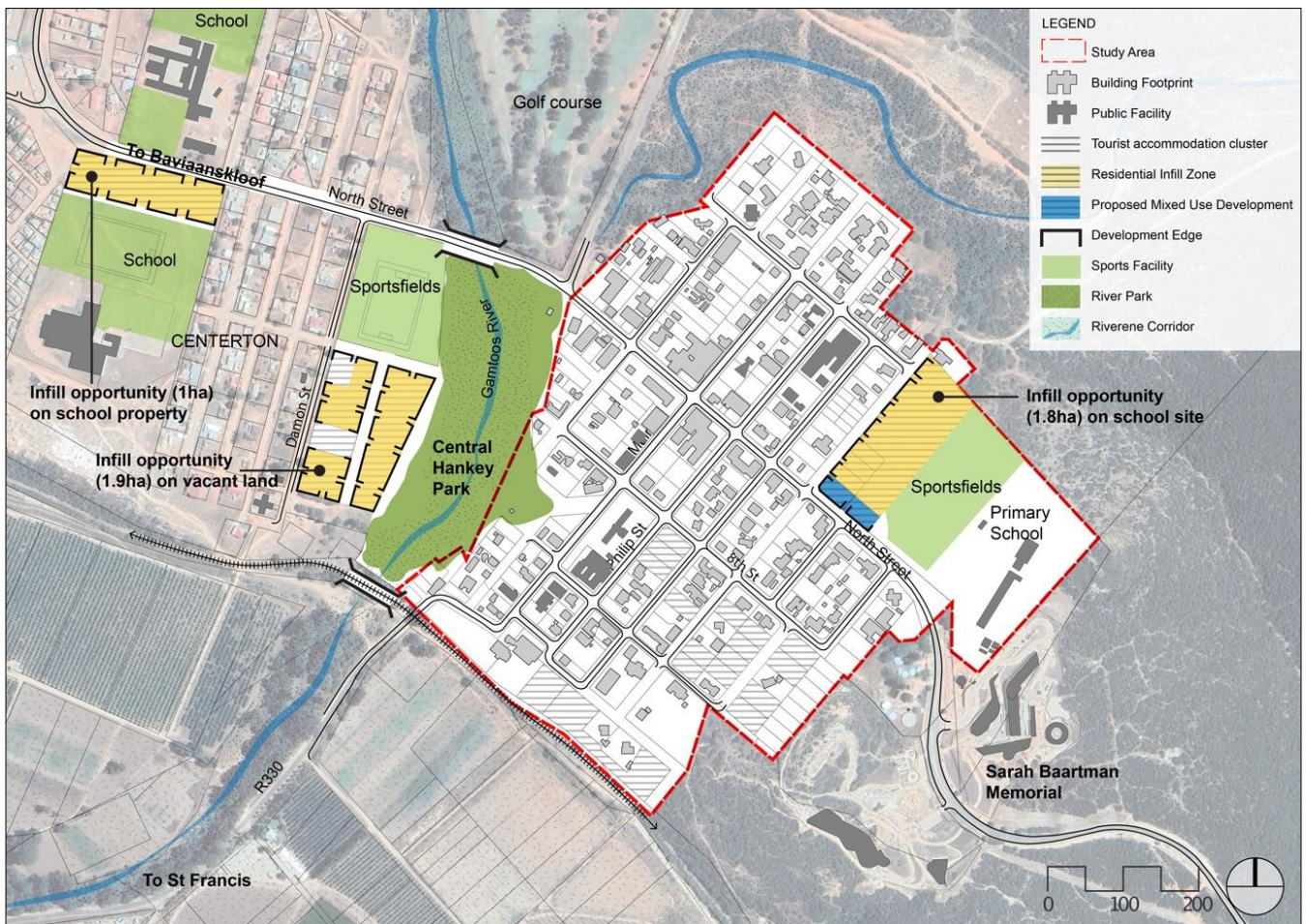


Tourism opportunities and clusters in Hankey CBD

	Urban Design Guidelines
Heritage attractions	- Identify, document and grade all heritage resources including cultural landscapes in a Heritage inventory - Create a heritage management plan - Create signage and information boards
Tourism routes	- Design a pedestrian tourism route, signpost it clearly and create information boards and pause moments - Ensure clear direction signage for cars
Accommodation and services	- To be predominantly located in the southern side of the town, along tourism routes - Facilities to be housed in small scale buildings and environments appropriate for the town of Hankey

3.6 Strengthening the Residential Function

It is important for the spatial quality of the CBD to maintain and strengthen the residential function in the area. It ensures 24h presence of people, ownership and activity in the area. Besides infill on vacant plots and densification on existing occupied even there is an opportunity for residential development on the underutilised school grounds which is currently part of the Hankey Primary School. The app 1,8ha will be able to accommodate a substantial number of units and should be developed for a mix of income levels. Additional infill projects could take place on the western edge of the Gamtoos River valley (1.9ha on Damon Street) as well as the underutilised land on the Hankey High School site. The development of housing on well-located sites in the vicinity of work and amenities needs to be prioritised in order to create a sustainable environment for people to live in.



Strengthening the residential function

	Urban Design Guidelines
Infill on vacant erven	Infill on current vacant erven is to be promoted, if the erf is located in the mixed-use area the possibility of live/work units should be considered
Densification on existing plots	2nd dwellings to be promoted on existing erven in order to increase the residential capacity of the town
New brown field developments	- Development to accommodate a range of income levels - Housing units along a public street to face the street and have access from the street - House types, character and style to be in keeping with the town of Hankey

3.7 Public Space & Green Structure to Connect & Integrate the Hankey CBD with Surrounding Areas

The CBD of Hankey has a relatively green and spacious character. Despite this there is no public space in the form of a square or park in the town besides the road reserves. The Gamtoos River Valley that separates the CBD with the rest of the town, and currently functions as a form of a buffer, provides an opportunity to be transformed into a central park for Hankey. The river valley is presently overgrown and mostly inaccessible. The transformed space as a park can become an attractive new green area with access on both sides for all residents of Hankey. It can become an important integrating recreation area as well as creating opportunities for environmental education, small scale food production and sporting activities like running and cycling. Clustered with the adjacent sports fields and golf course the park is connected to surrounding areas via green and tree-lined pedestrian routes.

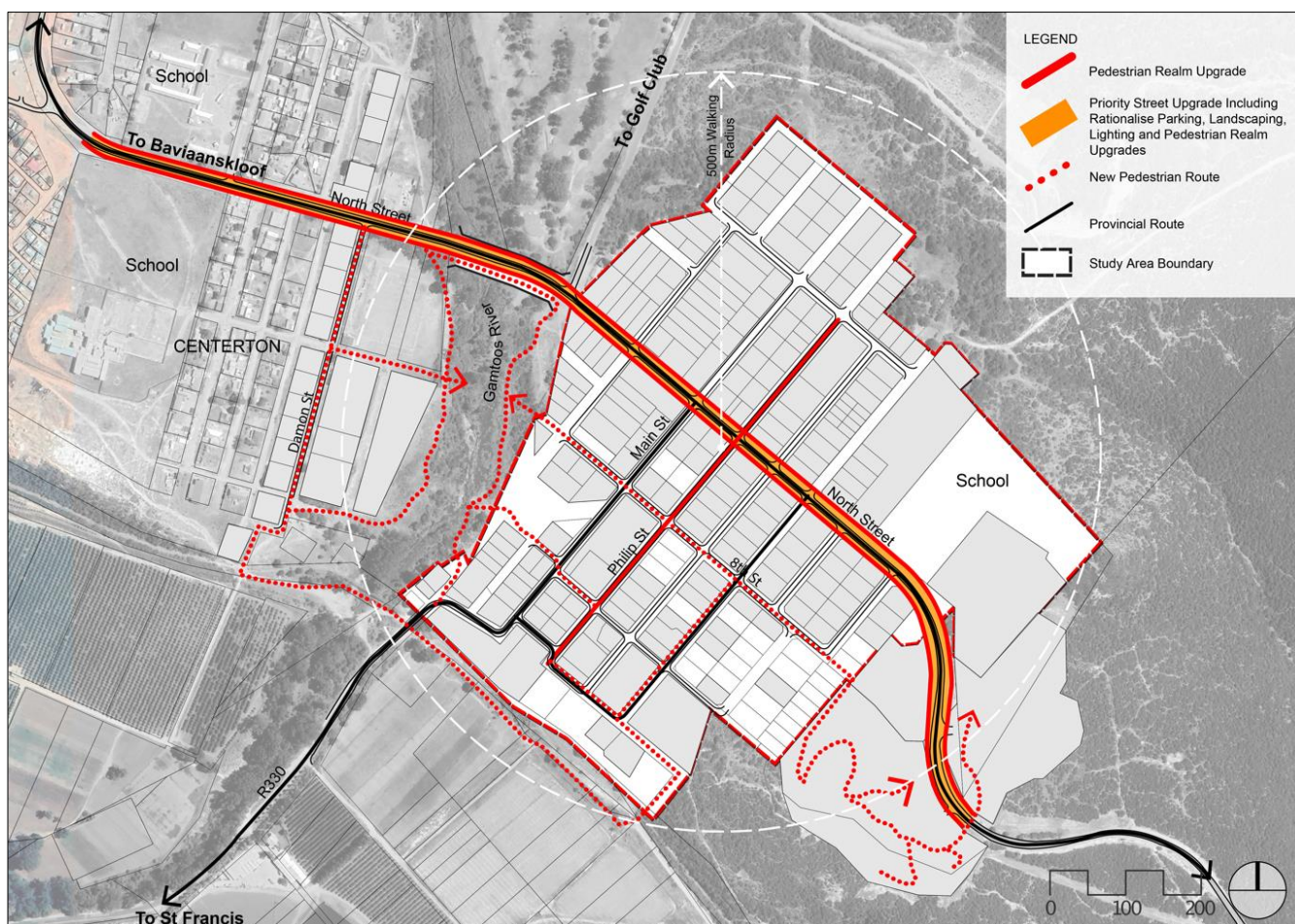


Green and recreation structure Hankey

Urban Design Guidelines	
Hankey Central Park	• Clear the park of alien invasive species • Create routes and clear overgrown areas • Create various activity areas (sport/urban agriculture/recreation/picnic etc.) • Allow for NMT routes along the river and ensure surveillance • Focus on safety and security in the area by creating active areas and visual connections from surrounding edges • Create clear entrances to the park connecting with pedestrian routes from the surrounding areas
Tree planting Pedestrian routes	• Connect the surrounding areas with pedestrian routes to the park • Use tree planting to assist in way finding • Theme routes by planting different species on different routes (example: east-west routes and north-south routes have different trees) • Create shaded pedestrian routes by planting trees

3.8 Access & Movement

The layout of the CBD area of Hankey is characterised by a grid pattern with the main connector road in the middle. The main connector road (R330/R331) links Hankey with Loerie, Patensie and Humansdorp. This road is also the main movement route for pedestrians between the CBD and the rest of Hankey. The grid pattern and size of the town make for a very walkable environment.



Access and movement Hankey CBD

The pedestrian facilities along the R330/R331 (North Road) in terms of safety, comfort and space require upgrading all the way between the Sarah Baartman Memorial and the schools and sports facilities in Centerton. This is especially important since the route carries heavy trucks transporting citrus through the valley. The conflict between pedestrians and truck and other vehicles needs to be minimised.

In addition, the proposal is to create alternative pedestrian routes and linkages to connect various tourism and heritage resources in order to stimulate local tourism. This includes the Sarah Baartman Memorial, the Philips' family graves (both Dr. John Philips and William Philips) and a number of heritage buildings in the area.

3.9 Transportation & Movement Strategies

The current situation in the Hankey CBD precinct is not conducive to a safe environment for non-motorised transport modes, in particular pedestrians, as the current environment in North Street is vehicle dominant, with pedestrians having to find their way through an area with undefined street edges and verges – between parked vehicles and manoeuvring areas, and in some cases having to walk in the roadway.

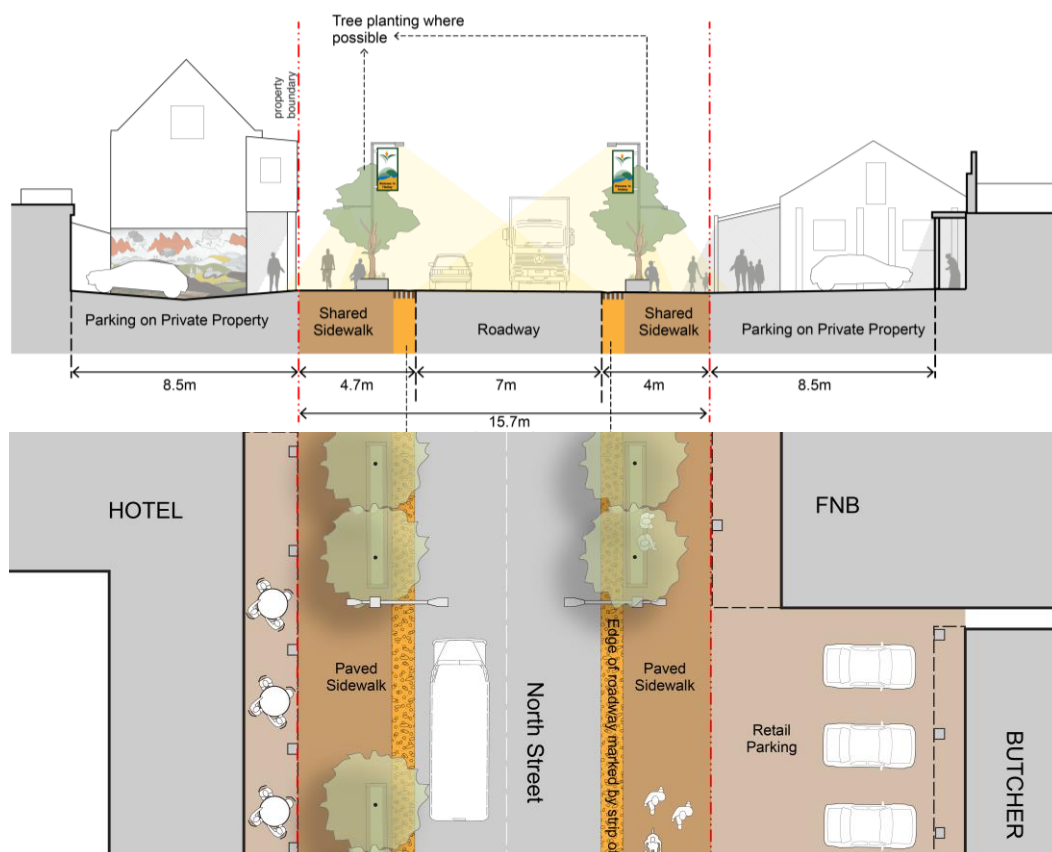
Traffic volumes along North Street west and east of the Main Street junction are in the order of 3500 and 2200 vehicles per day respectively, and volumes on Main Street south of North Street are in the order of 1800 vehicles per day.

Hourly two-way volumes range from 130 along Main Street to 250 along North Street. While these volumes can be considered relatively low, approximately 7% are heavy vehicles, most of which are transporting produce from agricultural concerns in the Hankey / Patensie valley to the west.

Clear definition between pedestrian areas, on-street parking and the roadway is important to ensure all road users, particularly pedestrians, are safe in the precinct. This will also encourage tourists passing through the precinct to stop and visit attractions or destinations.

In order to ensure that traffic does not unnecessarily intrude into the residential part of the precinct, the focus must be on ensuring that the main corridors, North Street and Main Street, accommodate higher traffic volumes, and that pedestrian areas along these corridors are clearly defined.

The conceptual cross-sections overleaf indicate this principle in further detail.



In addition to the reconfiguration of CBD streets and improved accommodation of pedestrian traffic, it is also important to channel pedestrian movement to safe locations – preferably at junctions where possible.

By following this approach, motorists are secure in the knowledge that pedestrians would cross the main route at designated locations.

Other streets in the precinct should be treated in terms of their function, which is to primarily provide access to adjoining properties. Pedestrian linkages should also be provided along those streets providing access to the SAPS.

It is further proposed to create tourism pedestrian routes through the precinct, linking the Sarah Baartman Memorial complex in the east to the Cemetary, Dr John Philip and William Philip's graves and the planned upgraded river park to the west of the precinct. To facilitate use of these corridors, it is imperative that pedestrian movement along these routes should be comfortable and safe.

3.10 Parking

Section 58 of the Kouga Local Municipality Integrated Land Use Scheme provides requirements for parking for various land uses including provision for alternative measures to ensure that developers do provide parking should it not be feasible or practical to do so on site.

There are likely to be situations where possible land use changes would mean that the required parking provision cannot be met on site for various reasons, i.e. heritage restrictions, existing built, terrain characteristics.

It is therefore necessary that the municipality have a process or policy in place for the study area to deal with such situations on a case-by-case basis.

The table below indicates the approach to be followed in managing the provision of on-site parking for a number of various development scenarios. Options A, B and C all deal with scenarios where parking can be accommodated on site, while options D and E deal with scenarios where parking is unable to be provided on-site.

Option	Development type	Parking Provision	Process to Follow
A	<i>Demolish and construct new building</i>	Site can accommodate parking for proposed development	Parking provided on-site in to Kouga Land Use Scheme
B	<i>Additions to existing</i>		
C	<i>Change in use – internal</i>		
D	<i>Additions to existing</i>	Site can partially accommodate parking	• Parking departure application by professional Town Planner • Departure application to include utilisation study and motivation for departure based on proposed land use by Professional Traffic Engineer • Submission of a detailed parking plan as part of the departure application • Confirmation that alternative parking and payment in lieu of parking are not practically or financially feasible • Kouga Municipality to consider all parking departure applications on a case-by-case basis • Application for parking departure does not automatically mean approval • Parking departures will only be considered and granted to 50 % of the Land Use Scheme requirements
E	<i>Change in use – internal</i>		

Parking Provision

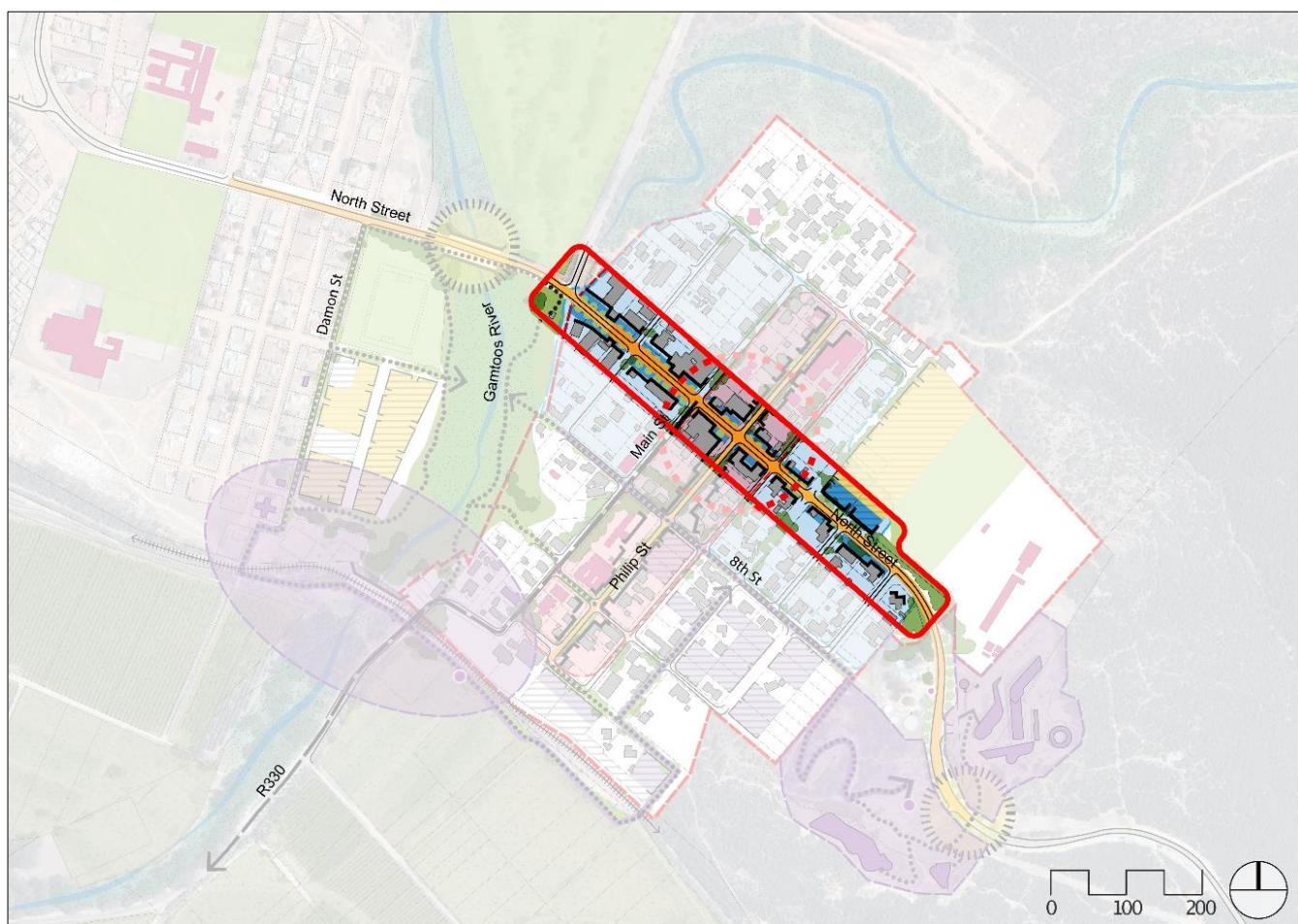
4.0 Catalytic Interventions

In order to achieve the spatial vision, a number of catalytic interventions have been identified to maximise investment, growth and urban renewal.

The interventions / projects have been costed as part of the Capital Expenditure Framework (Chapter 5).

4.1 *Hankey High Street*

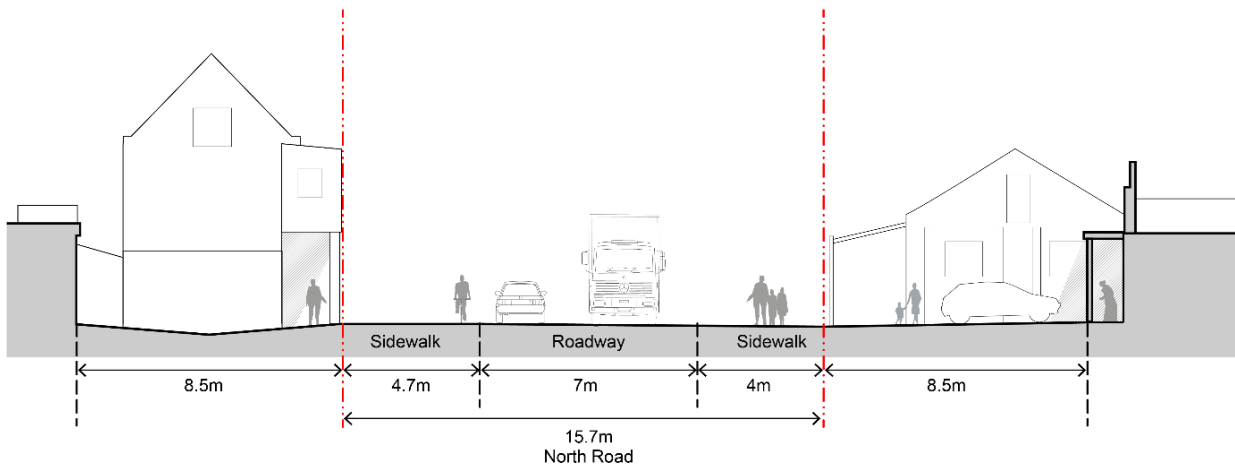
Create an attractive “*High Street*” in Hankey to promote the business area and contribute to the Hankey identity and sense of place. An important component of the project will be to improve pedestrian facilities and safety thereof. An active and positive interface between the buildings and public domain will add to the character and attraction of the street. Tree planting will create shade and visually frame the roadway, which in turn will slow down traffic. The use of local materials, especially the “*spoelklip*” which are found in the area and currently already used in many of the streetscapes, will add to the local ‘look and feel’ of the street.



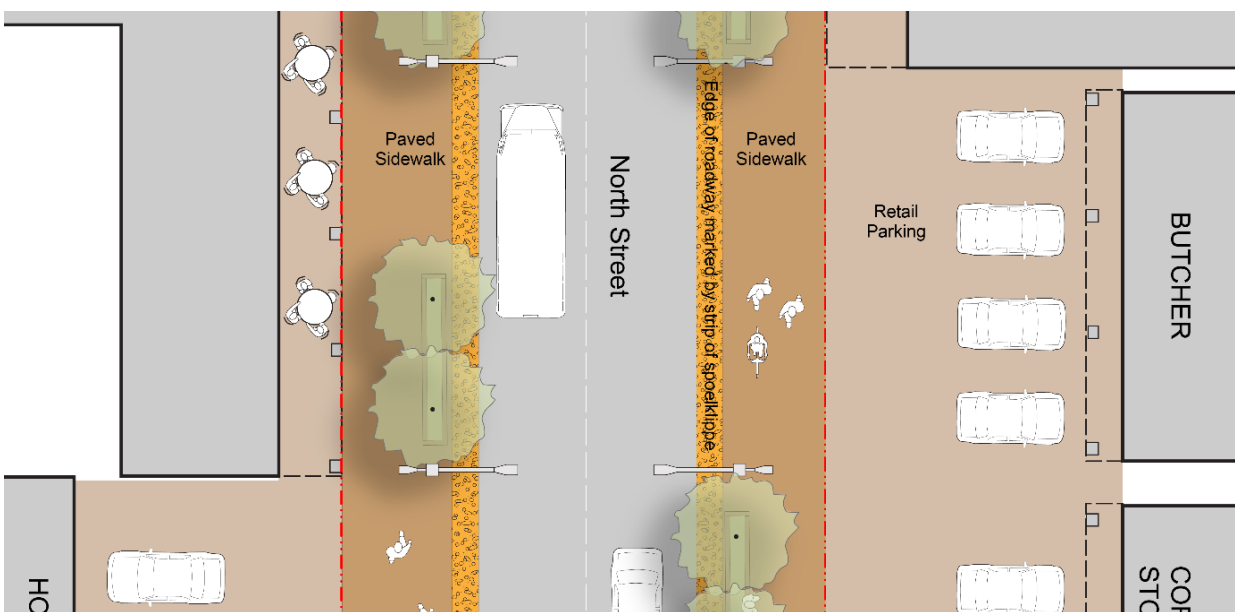
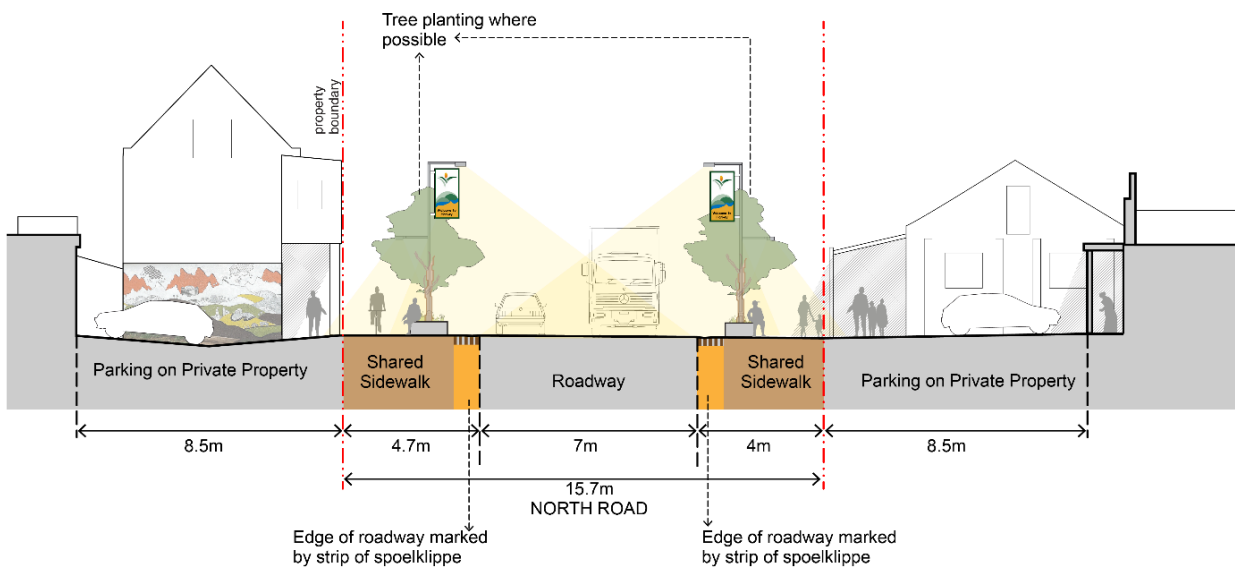
Hankey High Street project



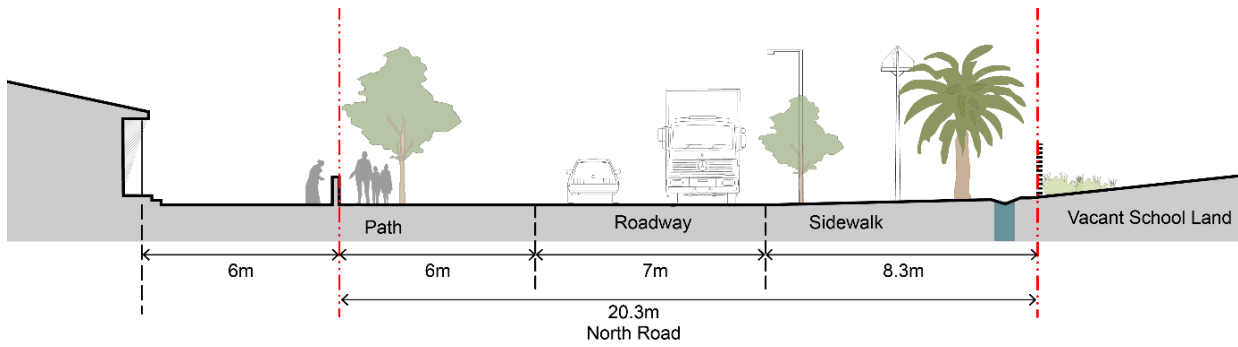
North Street in its current form (Source: Google Earth Streetview)



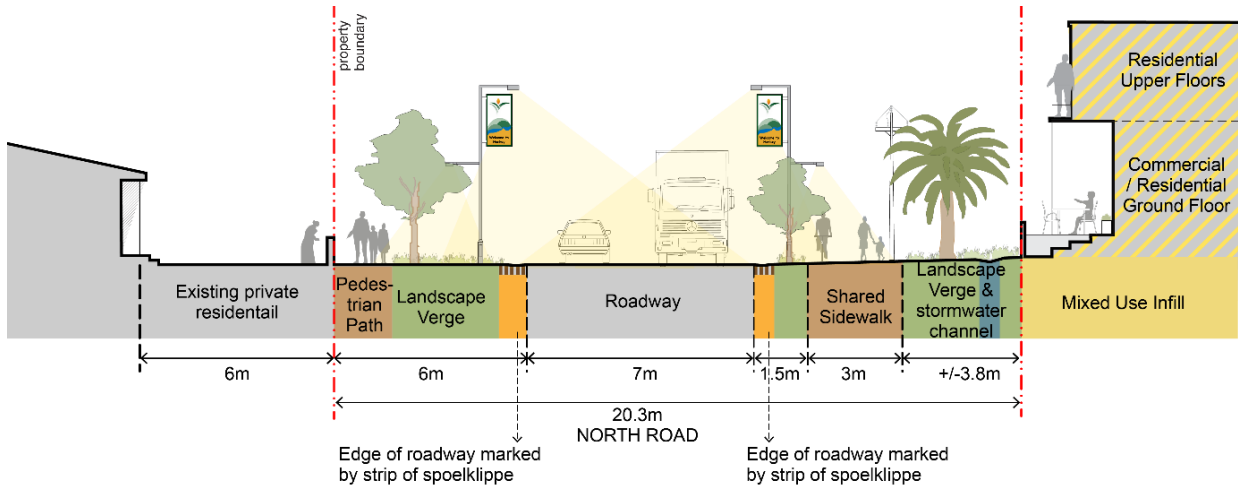
CORNER OF NORTH AND PHILIP ROAD



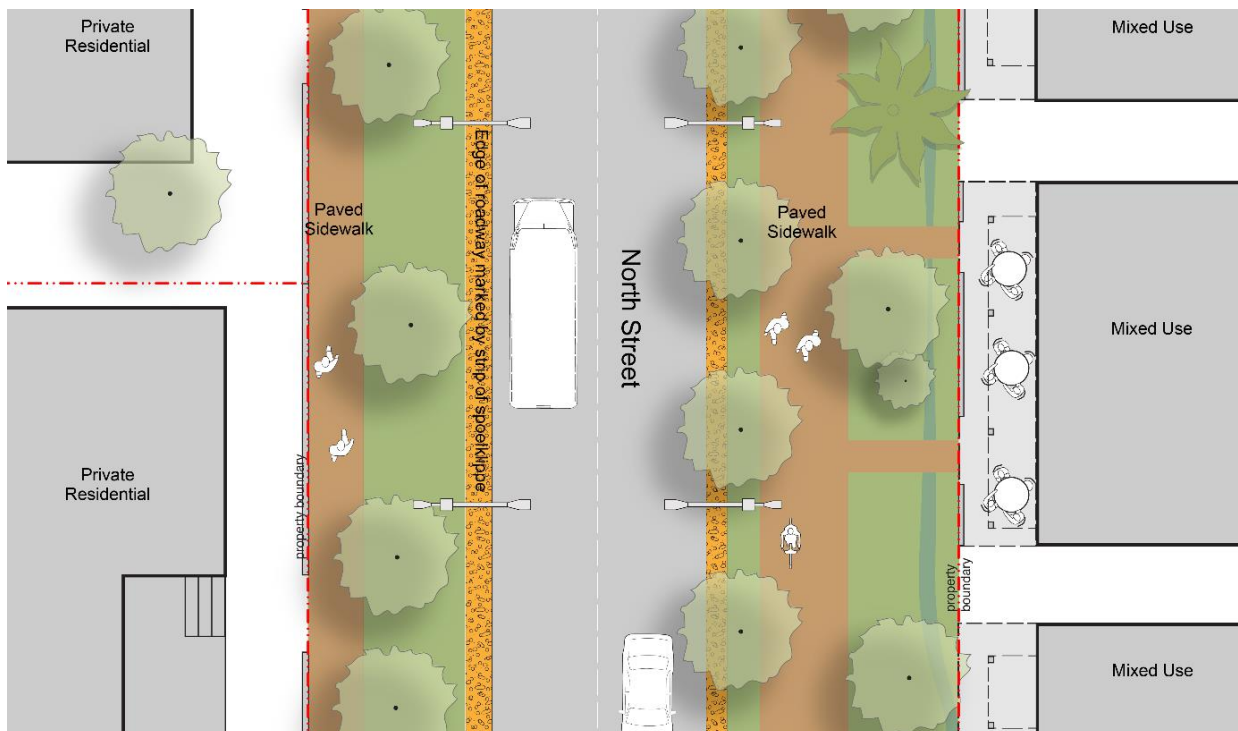
Existing and proposed new layout for North Street corner of North and Philip Street



CORNER OF NORTH AND RUSSEL ST



CORNER OF NORTH AND RUSSEL ST

**Existing and Proposed new layout of North Street corner of. North and Russel Street**



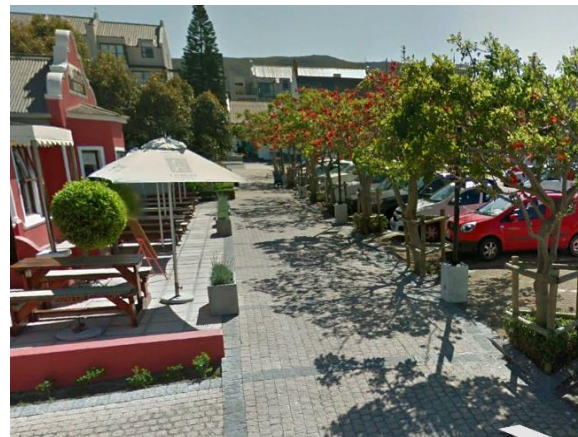
Public interface example Greyton High Street (Source: Google Earth)



Positive public interface (Source: Google Earth)



Dedicated pedestrian area (Source: Google Earth)



Example of interface between parking and pedestrian area (Source: Google Earth)



Example of stone strip to mark road edge

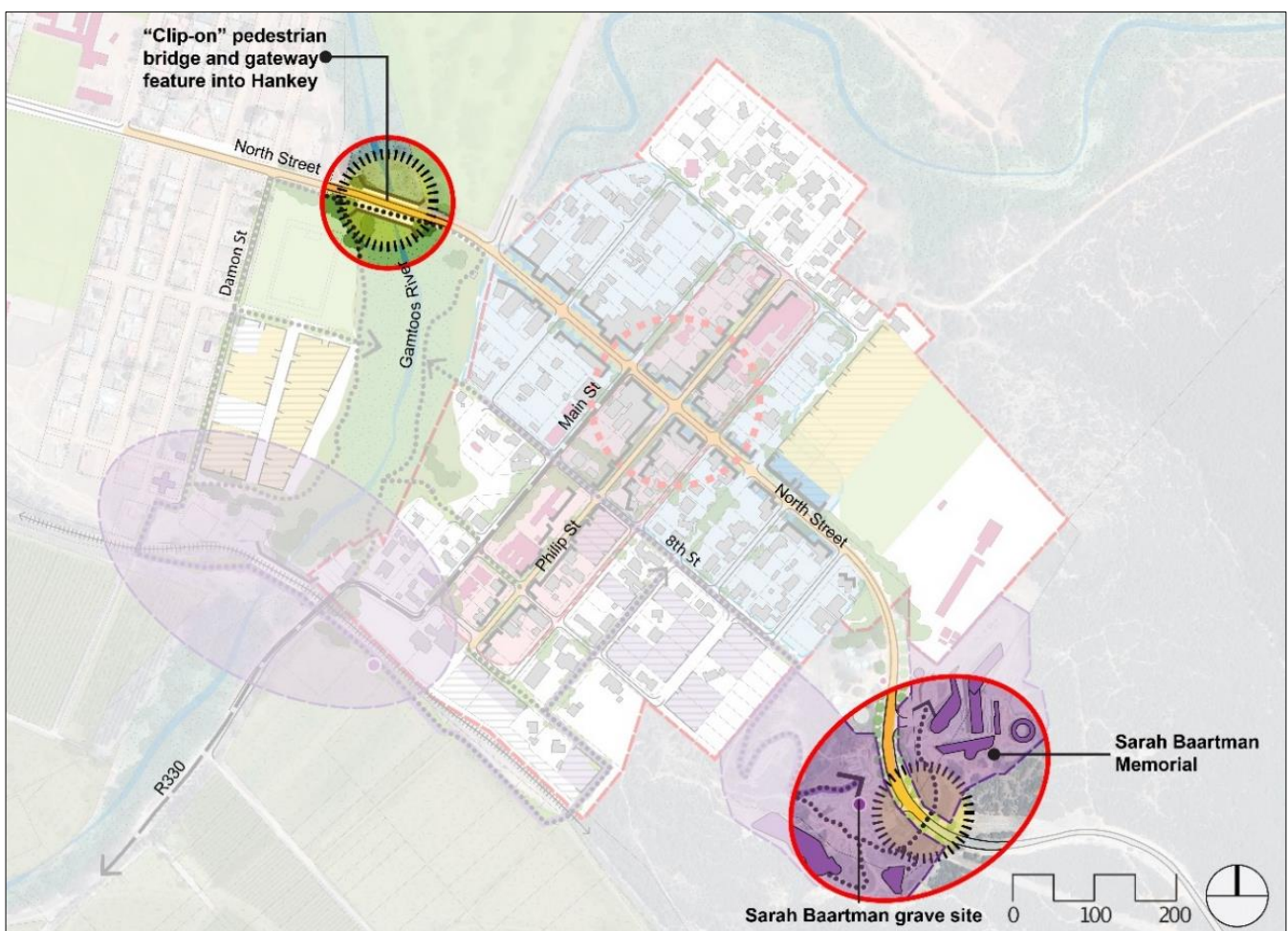


Example of stone strip to mark road edge

4.2 Gateways

The proposed project to develop a gateway at each of the entrances to Hankey CBD to create a sense of arrival and identity for the area. On the western edge a signature pedestrian 'clip-on' bridge across the river can become the focal point at the entrance to Hankey CBD. At the same time, it will ensure a safe and comfortable route for pedestrians into town from the residential areas west of the CBD. The existing bridge is very narrow and does not allow for dedicated pedestrian space. This unsafe situation can be mitigated by the project.

The Sarah Baartman memorial complex is a unique feature when entering the town from the east. The descending road and existing buildings create some form of sense of arrival. This however can be strengthened by a sculptural feature in the road reserve, both marking the entrance to the Sarah Baartman Memorial as well as the gateway into the town.



Hankey Gateway Projects



Example of Sculptural Pedestrian Bridge
(Source: ArchDaily)



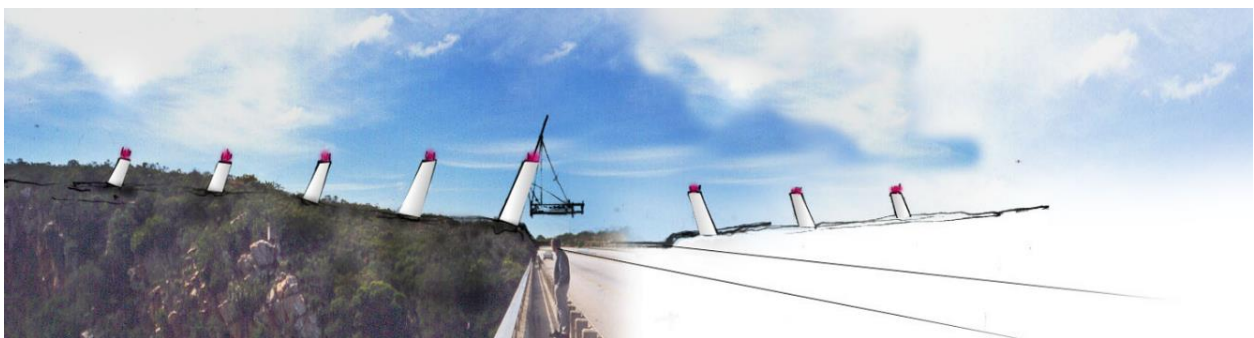
Example of Sculptural Pedestrian Bridge in NMBM
(Source: MBDA)



Example Sculptures at Gateway
(Source: Plantarchitect)



Example Sculpture at Gateway (Source: 2 InkStudio)



Example of Gateway Markers (Source: The Matrix...cc)



Example of Gateway Markers (Source: The Matrix...cc)

4.3 Central Park

The currently overgrown and inaccessible Gamtoos River Valley between the CBD and Centerton, creates the opportunity to be developed into an attractive central green recreation space. The new park can act as an integrating community facility creating a link between the Hankey CBD and Centerton communities. The river valley will become a safer space by activating it while at the same time it creates opportunities for leisure and recreation. The park should be developed by creating choice and opportunity for all ages and backgrounds to make it an inclusive space for all.



Hankey Central Park Project



Recreation Opportunities in Hankey Park
(Source: Visit Surrey)



Recreation Opportunities in Hankey Park
(Source: Kirstenbosch Botanical Garden)



Create walkways along the river



Stepping stones in water (Source: Archdaily)



Recreation opportunities for all people
(Source: GirlTrek)



Recreation opportunities for all people

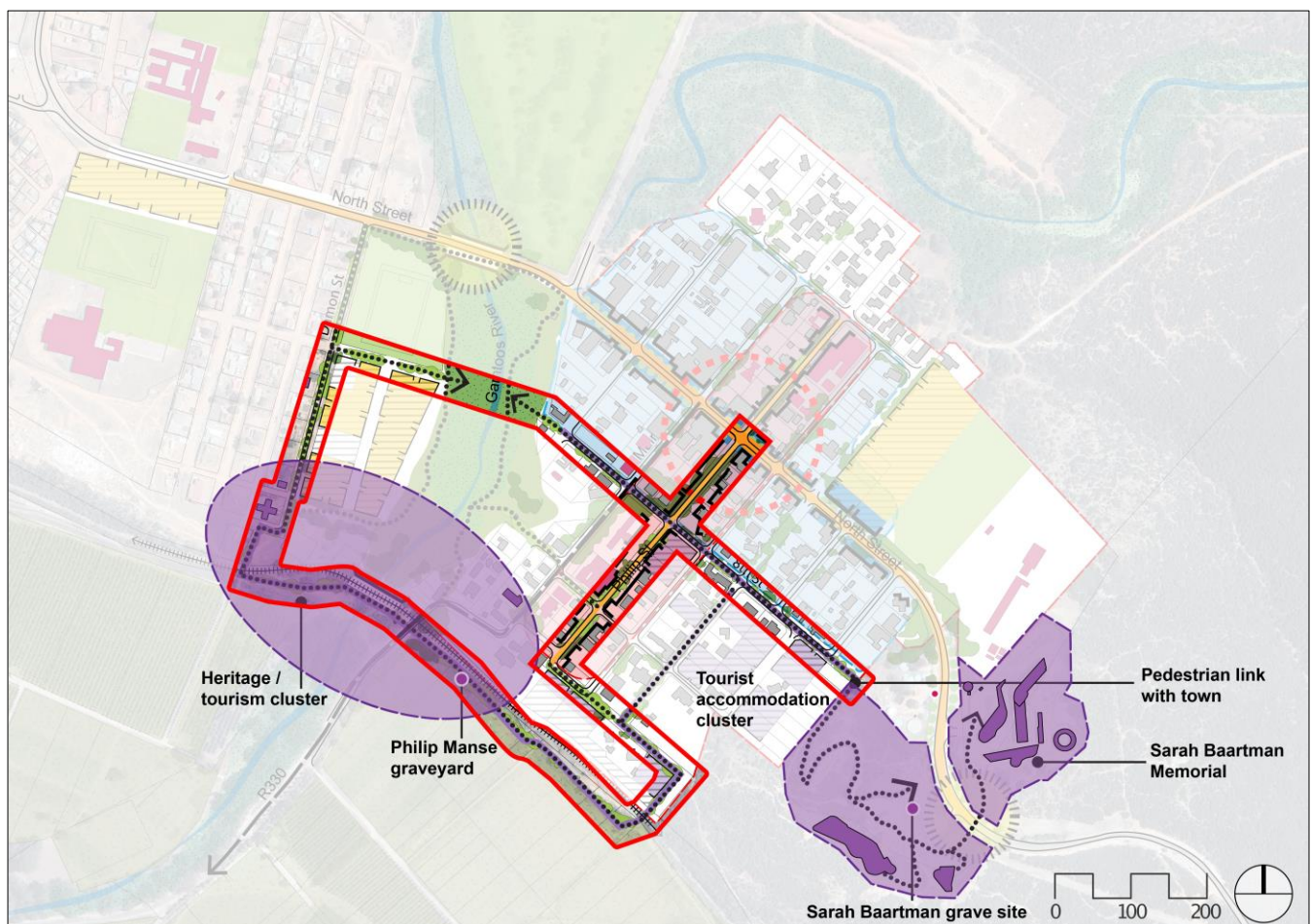
4.4 Tourism Route

The proposed tourism route aims at optimising the tourism opportunities of Hankey. Tourists are currently driving through Hankey on the way to the Baviaanskloof Wilderness Area and in the future tourists will be coming to visit the Sarah Baartman Memorial. The aim of the tourism route and tourism facility development is to create more attractions in Hankey to ensure visitors stay and include the town itself in their travel itinerary.

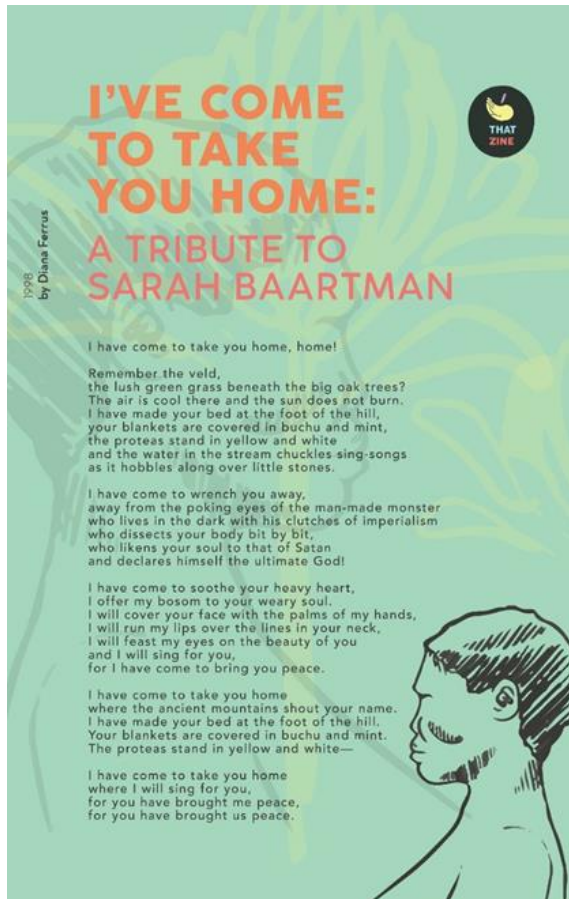
The project aims to create a “*tourism pedestrian route*” linking Sarah Baartman Memorial with cemetery and other heritage resources. The legacy of William Philip and his father the missionary Dr. John Philip's and their graves are important opportunities for this. The life story of Sarah Baartman and Dr. John Philip allow for a strong human rights theme to be promoted. The story of the first irrigation tunnel in South Africa dug by William Philip and his team has been very important for the development of the irrigation in the Gamtoos Valley.

The basis for the tourism route should be a heritage inventory and grading of the heritage resources. The spatial part of the project will entail the creation of attractive pedestrian routes, way finding signage and information signage. The route should also provide directions to the irrigation tunnel which is a National Monument.

In addition tourism accommodation and other services for visiting guests should be developed along North Street and the southern part of the Hankey CBD.



Hankey Tourism Route Project



The new Sarah Baartman Memorial can become an important catalyst for tourism in Hankey
(Source: Poetry From I've Come to Take You Home / Design by Sarah Fletcher)



Grave Philip's family (Source: Wikipedia)



The Hankey irrigation tunnel is a National Monument



Signage options to direct tourists
(Source: RSM Design)



Signage examples for wayfinding
(Source: Dotdash Design)

5

Chapter 5 :

Implementation Framework

The Implementation Framework for the Hankey CBD LSDF provides the vehicle for LSDF implementation through projects, budgets, priorities and institutional arrangements to ensure implementation, monitoring and review.

1.0 Legal Framework & Alignment

1.1 *Package of Plans & Land Use Management System*

Land use management as contemplated in SPLUMA comprises of various components and ideally should represent a hierarchy of plans and regulatory mechanisms within the Municipal Land Use Management System.

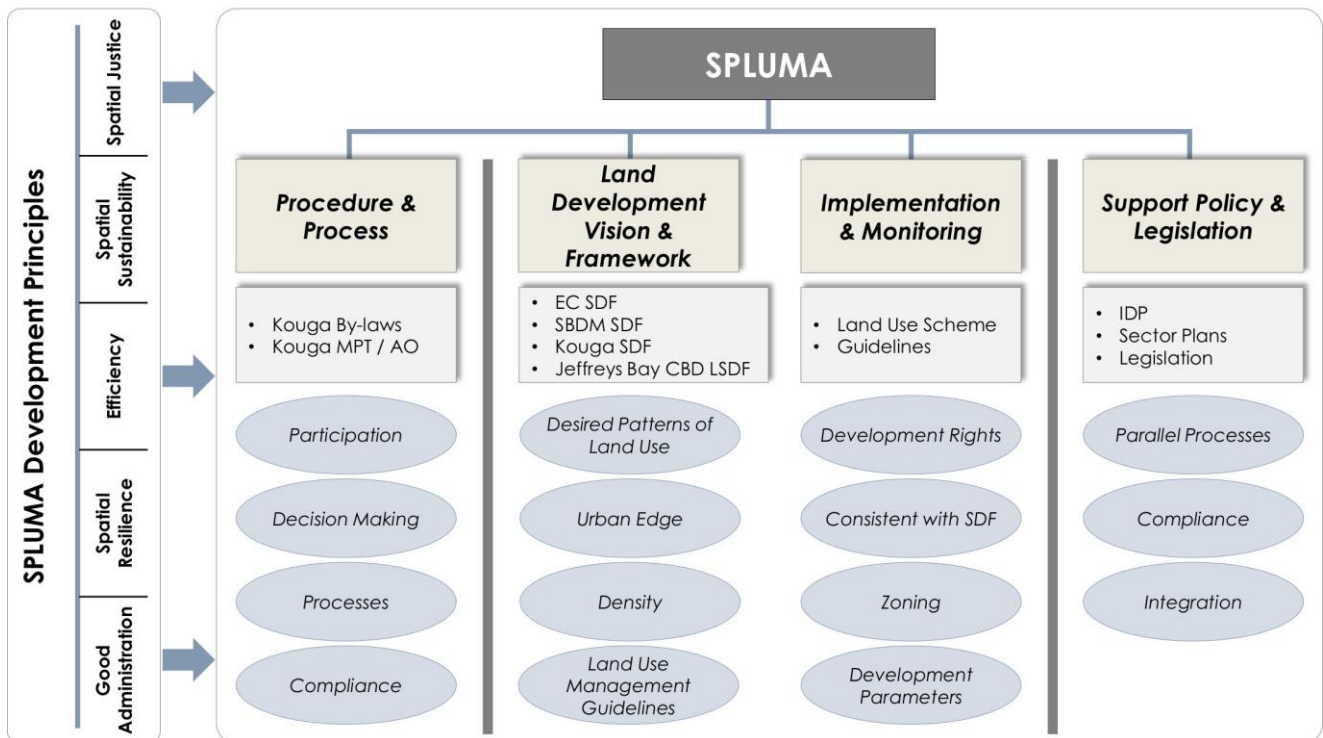
The 2 main components of a Land Use Management System as contemplated in SPLUMA are :

1. **Section 20** : *Spatial Development Frameworks* as guiding principles and short and long term vision for development and development implementation.
2. **Section 24** : *Land Use Scheme* as a regulatory mechanism to manage land use parameters and development on a site by site basis.

The Spatial Development Framework and Land Use Scheme should function as a unit and form the key pillars of the Municipal Land Use Management System. The Hankey CBD Spatial Development Framework functions within a package of plans and forms part of a broader spatial planning network of informants, policy and existing strategies within the municipal area. This well-defined hierarchy of plans adds significant strength to the Land Use Management System for the Kouga Municipality and one of the key objectives of the Hankey CBD Spatial Development Framework is to acknowledge the existing policy and ensure continuation of implementation and alignment.

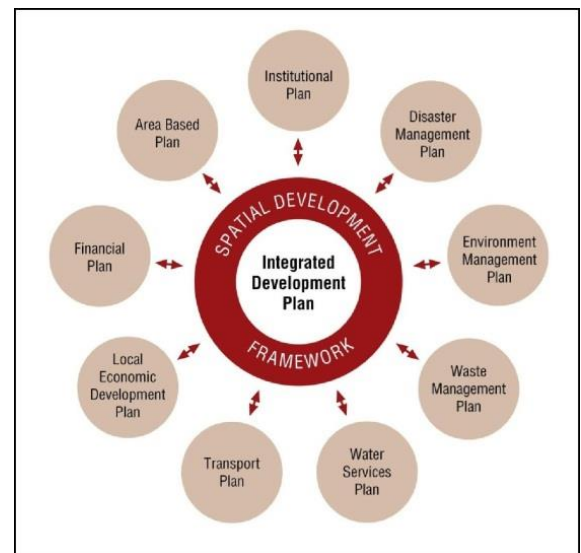
The graphic illustrates the package of plans and the land use management system for Kouga that is entrenched through the Municipal Spatial Development Framework.

Land Use Management System & Alignment



1.2 Municipal Land Use Scheme Alignment

- The Kouga Municipality recently compiled and Council approved an Integrated Land Use Scheme (2021). The Land Use Scheme was prepared in terms of SPLUMA and the relevant legislation as per the Kouga SPLUM By-laws.
- The LSDF implementation and annual review process should identify possible conflicts between the Land Use Scheme and the LSDF. This specifically relates to land use management guidelines and development parameters as outlined in the Land Use Scheme.
- The LSDF provides a land use management matrix, aligned with the Land Use Scheme zoning categories, densities and development parameters. These guidelines should be interpreted as relatively flexible to accommodate the overall objections and vision of the LSDF.
- As part of future LSDF review cycles, amendments and possible overlay zones for inclusion in the Land Use Scheme should be identified and incorporated.



1.3 Sector Plan Alignment

The LSDF is a long term, transversal planning and coordination tool and a spatial expression of the Kouga Municipality's IDP. While the LSDF is informed by the Sector Plans, strategically and spatially, the Sector Plans should be led by the MSDF. To this end, with the adoption of this revised SDF for the Kouga Municipality, when the Municipality's Sector Plans are reviewed, the LSDF must be a key consideration or framework for such a review to ensure alignment and for the sector plans to realise their full potential as implementation tools of the LSDF.

2.0 Policies & Guidelines for Decision Making

2.1 Objectives of Land Use Management

The key objective for implementation of land use management through the various land use management tools are based on 2 key underlying principles, i.e. :

- Resistance to and management of uncontrolled land development
- Promotion of development types and desired land development to realise the predetermined spatial vision

Land development decisions are therefore implemented to address a number of concerns, the precise mix of which is determined by the particular social, economic and political contexts of different times and places. These concerns, amongst others, include :

- **Environmental concerns** : uncontrolled development of land can have adverse effects on natural habitats, cultural landscapes and air and water quality.
- **Health and safety concerns** : uncontrolled development can lead to overcrowding and unsafe building construction. Certain land uses can also be detrimental to the health and safety of neighbours.
- **Social control** : the control of land uses and building types has long been a means of exerting social control, particularly through the exclusion of certain types of person, household or economic activity from certain areas through the application of particular development controls limiting, for instance, plot sizes, plot coverage and home industries.
- **The efficiency of infrastructure provision and traffic management** : increasingly it has become clear that where the granting of development permissions is not coupled with the provision of adequate infrastructure and traffic management the consequences can be severe. Similarly, where infrastructure is provided, generally at a high financial cost, without considering likely and relevant land-use and settlement patterns the opportunity costs to society are very high.
- **Determination of property values for purposes of rating** : the market value of land is the basis on which property valuation is determined and the extent and nature of the development permitted on the land is a key factor in that determination.
- **Aesthetic concerns** : the control of land development enables the government to prescribe certain design parameters for buildings.
- **Investment promotion** : changing the applicable land-use management instruments is often seen as a prerequisite for attracting certain types of investment to certain areas. This can take the form of both relaxing controls in those areas and increasing controls in other areas which might be more favoured by the market. These strategies are likely to be linked to local economic development initiatives.

2.2 Guiding Principles for Decision Making

Decision making within the Land Use Management System (rezoning, subdivision, departure, consent use, etc.) should be based on the following guiding principles :

- Promotion and support of the IDP and long term development vision.
- Support the key principles for development and development management as per the LSDF.
- Support the LSDF Conceptual Framework and Spatial Development Framework proposals, objectives and goals.
- Adhere to legislative requirements relevant to all forms of development, with specific reference to, but not limited to, environmental conservation, heritage, infrastructure, municipal powers and functions, National and Provincial Government legislation, guidelines and policy.
- Due cognisance to the principles of sustainability, equality, efficiency and integration as outlined in SPLUMA.
- Impact of development on the general welfare, safety, amenity and living environment of development on its and/or surrounding land uses and inhabitants.
- Adequate participation of the affected community and interested and affected parties.
- Economic sustainability, long term advantages and economic growth prospects.

SPLUMA and the Kouga SPLUM By-laws provide specific legislative requirements for decision making and emphasis the requirement that decisions should be consistent with the LSDF. However, consistency with the LSDF refers to the entire spatial vision, objectives and strategies of the LSDF and its proposals. Decisions should be based on an overall assessment of the LSDF and not only the LSDF plans and graphic presentations. A holistic and flexible approach should be adopted. Section 22 (2) of SPLUMA makes provision for specific circumstances that justify a departure from the LSDF provision.

Departures from the LSDF, as provided for in Section 22 (2) of SPLUMA and Section 13 of the Kouga SPLUM By-laws should :

- Carefully consider the specific land use proposal impact on the environment, urban form and municipal infrastructure.
- Provide a detailed motivation for departure and site-specific circumstances that warrant the departure.
- Ensure compliance with the overall spatial vision for the area and alignment with the SPLUMA principles.
- Section 22 (2) implementation should only be considered in extraordinary circumstances that specifically demonstrate merit for the amendment of the LSDF.

Decisions that depart from the SDF should be implemented as provided for in Section 13 of the Kouga SPLUM By-laws.

2.3 Legislative Requirements

Guidelines for decision making is captured in the relevant National and Municipal spatial planning legislation, with specific reference to the SPLUMA and Kouga SPLUM By-laws. Decision making on implementation of the LSDF should be guided, but not limited to the following sections.

Section 22 of Spatial Planning & Land Use Management Act

22. (1) A Municipal Planning Tribunal or any other authority required or mandated to make a land development decision in terms of this Act or any other law relating to land development, may not make a decision which is inconsistent with a municipal spatial development framework.
- (2) Subject to section 42, a Municipal Planning Tribunal or any other authority required or mandated to make a land development decision, may depart from the provisions of a municipal spatial development framework only if site-specific circumstances justify a departure from the provisions of such municipal spatial development framework.

Section 42 of Spatial Planning & Land Use Management Act

42. (1) In considering and deciding an application a Municipal Planning Tribunal must—
- (a) be guided by the development principles set out in Chapter 2;
 - (b) make a decision which is consistent with norms and standards, measures designed to protect and promote the sustainable use of agricultural land, national and provincial government policies and the municipal spatial development framework; and
 - (c) take into account—
 - (i) the public interest;
 - (ii) the constitutional transformation imperatives and the related duties of the State;
 - (iii) the facts and circumstances relevant to the application;
 - (iv) the respective rights and obligations of all those affected;
 - (v) the state and impact of engineering services, social infrastructure and open space requirements; and
 - (vi) any factors that may be prescribed, including timeframes for making decisions.
- (2) When considering an application affecting the environment, a Municipal Planning Tribunal must ensure compliance with environmental legislation.
- (3) An application may be approved in whole or in part, or rejected.

Section 13 of Kouga Spatial Planning & Land Use Management By-laws

13. Departure from municipal spatial development framework

- (1) For purposes of section 22(2) of the Act, site specific circumstances include –
 - (a) a departure, deviation or amendment that does not materially change the desired outcomes and objectives of a municipal and local spatial development framework, if applicable;
 - (b) a subsequent discovery that renders the site unsuitable for the proposed development as reflected in the municipal spatial development framework; or
 - (c) an unique circumstance pertaining to a discovery of national or provincial importance that results in an obligation in terms of any applicable legislation to protect or conserve such discovery.
- (2) The Municipal Planning Tribunal or Authorised Official may support an application that will result in a departure from the municipal spatial development framework, but such support must be made subject to the condition that the Council approves the amendment to the municipal spatial development framework and the application cannot be approved until the amendment of the municipal spatial development framework is approved by the Council.
- (3) If a Municipal Planning Tribunal or Authorised Official supports an application contemplated in subsection (2), it, he or she must inform the Council of such support and request the Council to consider an amendment of the municipal spatial development framework.
- (4) The Council must consider such a proposed amendment and may amend the municipal spatial development framework in terms of the provisions of this Chapter.
- (5) For purposes of this section, "site" means a spatially defined area that is impacted by the decision, including neighbouring land.

Section 53 of Kouga Spatial Planning & Land Use Management By-laws

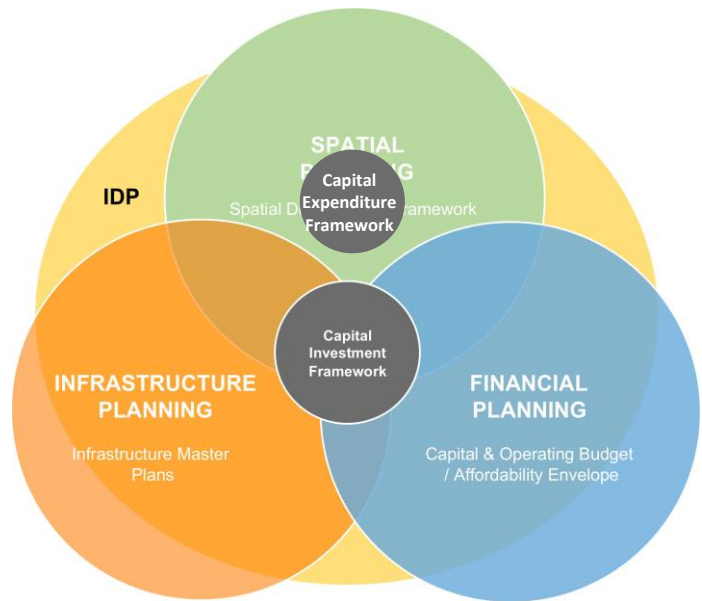
53. General criteria for consideration and determination of application by Municipal Planning Tribunal or Authorised Official

- (1) When the Municipal Planning Tribunal or Authorised Official considers an application submitted in terms of this By-law it, he or she must have regard to the following :
 - (b) the desirability of the proposed utilisation of land and any guidelines issued by the member of the Executive Council regarding proposed land uses;
- (4) For the purpose of subsection (1)(b), desirability is the degree of acceptability of the proposed utilisation of land and matters which impact on the desirability which may be considered by the Municipal Planning Tribunal or Authorised Official are, amongst others:
 - (a) the land's suitability for proposed utilisation of land in terms of location, accessibility and physical characteristics;
 - (b) conformity with the municipal spatial development framework or the local spatial development framework, if applicable;
 - (c) the compatibility of the proposed utilisation of land with the character and the existing spatial structure of the surrounding area;
 - (d) the accessibility of the land regarding existing development and infrastructure;
 - (e) the cost and availability of required services and infrastructure;
 - (f) the external visual impact of the proposed utilisation of the land;
 - (g) any potential disruption of or damage to the environment or public nuisance as a result of the proposed utilisation of land and proposed mitigation measures;
 - (h) the potential impact on immediate neighbours and existing rights as well as the surrounding community;
 - (i) the proposed layout, including street pattern, density and open space and community facility provision; and
 - (j) traffic impact and access arrangements

3.0 Capital Expenditure Framework (CEF)

A Capital Expenditure Framework is a consolidated, high-level view of infrastructure investment needs in a study area over the long term (10 years).

The CEF articulates how the spatial proposals are to be achieved sequentially, with attention to projects, timeframes, budgets and funding. Planning inputs are based on the spatial planning proposals, Municipal, Provincial and National Government financial planning and capital budgets and the Municipality's Infrastructure Master Plans and infrastructure programme rollout.



3.1 Project Focus & Prioritisation

Objectives and vision are achieved through the project and programme implementation.

Given various budgetary constraints, the need for sustainable development and other issues likely to affect the implementation of identified projects, the implementation strategy should be focused on the following principles :

- Focus on projects that promote the optimal use of existing infrastructure and services and also enable the local municipality to make better returns from existing and newly built infrastructure
- Upgrading engineering services and infrastructure capacity is critical to accommodate the needs of new property developments
- Focus on projects that will stimulate the objectives and priorities
- Acknowledge existing IDP programmes and initiatives
- Acknowledge community prioritisation through ward prioritisation
- Prioritise projects that could better unlock or trigger more investment into the area.
- Focus on projects that utilize and harness local initiatives
- Capital requirements for implementation and maintenance of the urban design proposals (public space)

In order to achieve the CBD precinct vision and to ensure economic development and upgrading, the annual IDP project prioritisation for the precinct should be aligned with the SDF drivers and should identify catalytic interventions.

Projects are categorised as Catalytic, Strategic and Quick Win Projects.

Project Type	Objective	Implementation / Timeframe
Catalytic Projects	Catalytic projects relate to medium and large scale catalytic interventions to set the base for future public and private sector investment. The objective of these projects is to "get the basics right" and provide bulk support infrastructure to form a sound base for future growth, investment and strengthening of the node. These projects are generally funded by the Municipality through IDP prioritisation.	Short, medium and long term
Strategic Projects	Strategic projects relate to key areas of intervention that is generally dependent on successful implementation and rollout of the catalytic projects as identified. Strategic projects can be implemented as Public Private Partnerships (PPP) and depends on land availability and land release. Stakeholder participation with emphasis on land utilisation in the town and supporting nodal areas is key to implementation of strategic projects.	Long term
Quick Win Projects	Quick win projects or "low hanging fruit" relate to short term interventions that can make significant differences. Quick win projects are less reliant on the implementation of catalytic and strategic projects and can make short term differences with respect to getting institutional and capacity support in place.	Short term, but with ongoing financial support

3.2 Catalytic Projects (IDP Alignment)

The Kouga Integrated Development Plan (IDP) (2022/2027) identified projects relevant to Hankey and the Hankey CBD area. These are catalytic projects to ensure service availability.

▣ **Ward 9 Priorities**

- Streetlights
- Skills entrepreneurial
- Youth development
- Storm water drainage
- Water security
- Upgrading of gravel roads (paving or tar)
- Impounding of animals
- Land for stock farming

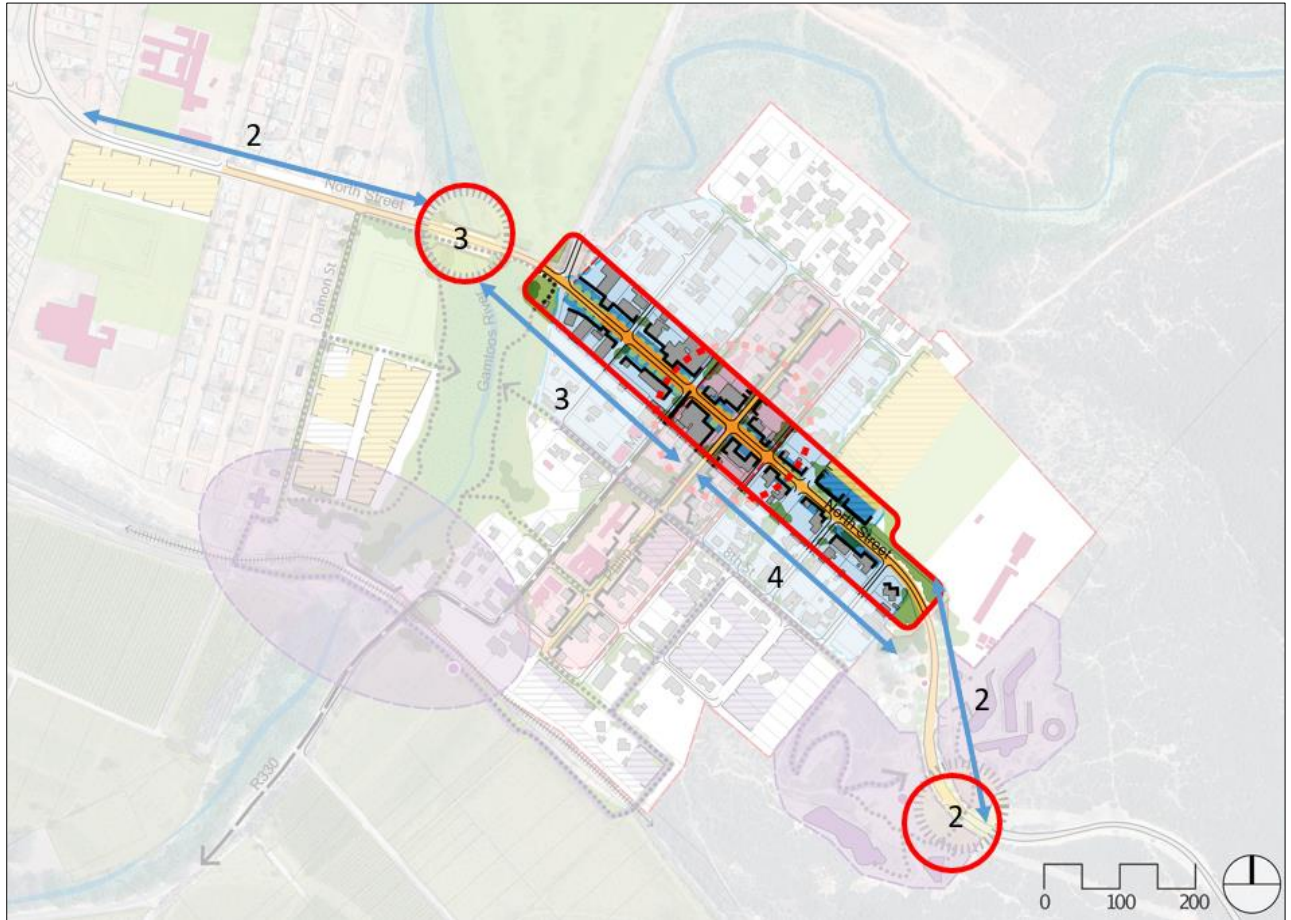
▣ **IDP (2023/2027) Priority Projects**

- Hosting annual events : Yellow Woods Jazz Festival
- Upgrade and expand water treatment plant to treat saline borehole water and increase treatment capacity
- Completion of Weston WWTW
- Construction of Weston Sewer Reticulation Network
- Fencing of waste management site
- Installation of waste management monitoring boreholes
- Construction of lined landfill cells
- Planning, design and approval construction of stormwater management landfill sites
- Building of new Police Station
- Installation of services (919 sites)
- Upgrade sanitation system (old Hankey)
- Mini fresh food and craft market

3.3 Strategic Projects

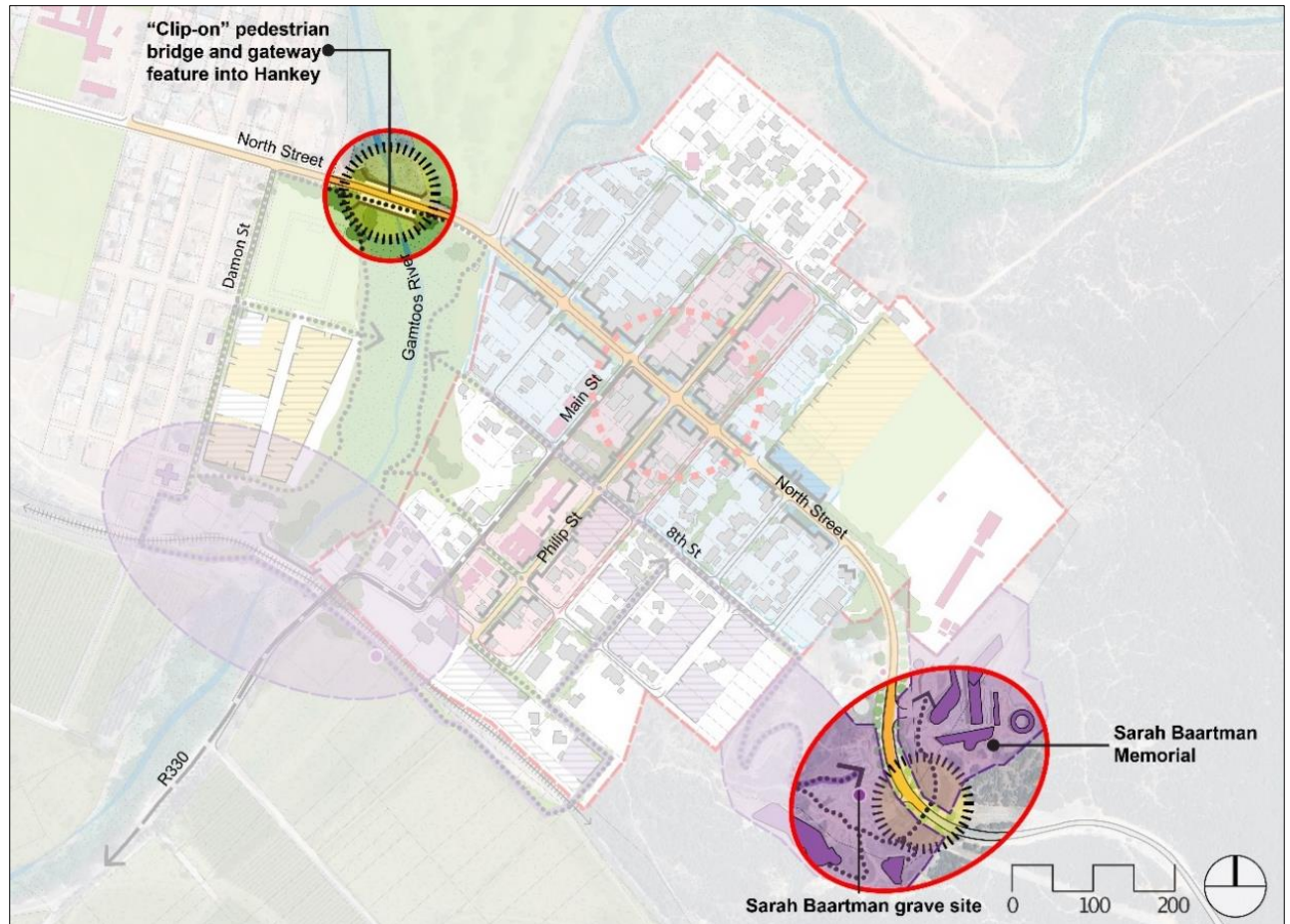
In order to achieve the spatial vision, 4 key strategic projects were identified. These project will enhance the public and private realm.

▣ **Upgrading of North Street**



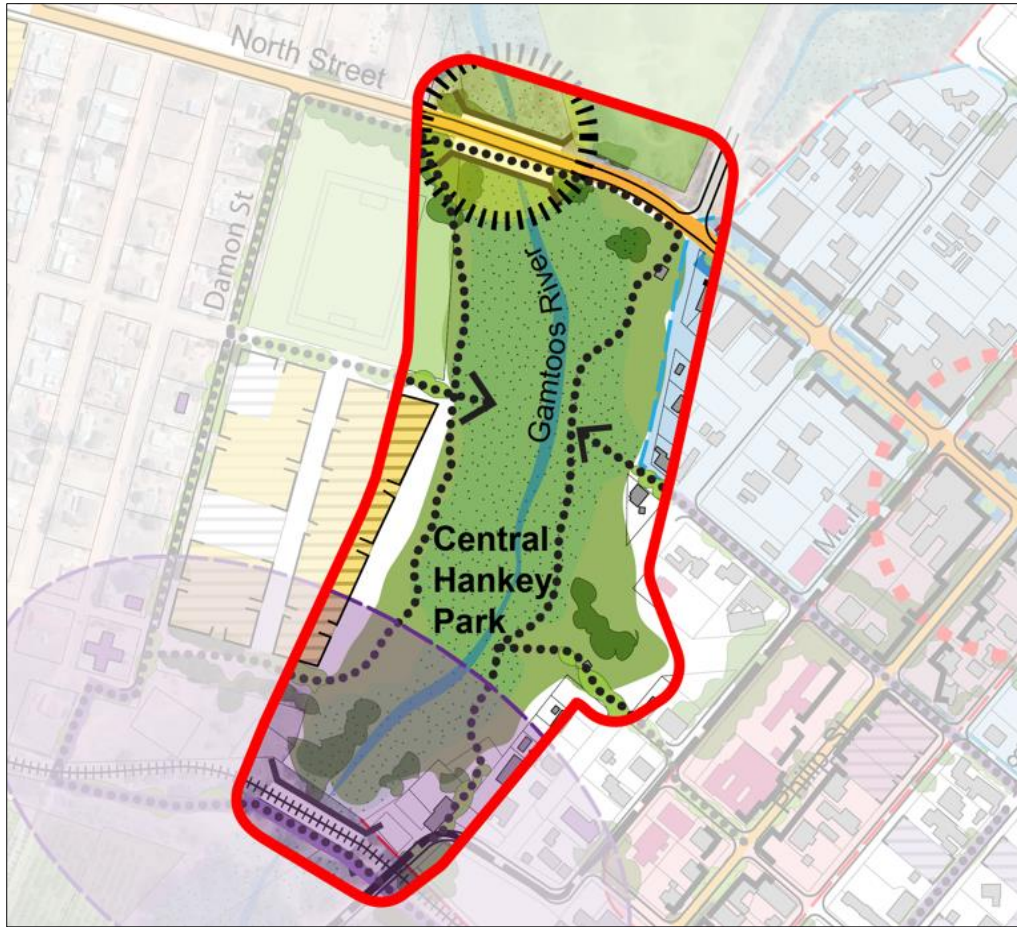
- Extend NMT sidewalks along North Street from CBD to Sarah Baartman Memorial and to the schools in Centerton
- Upgrade of North Street between Philip Street and the River
- Upgrade of North Street between Philip Street and Sarah Baartman Memorial
- Upgrade of Philip Street towards the Police station and Magistrates Court

▣ Gateways



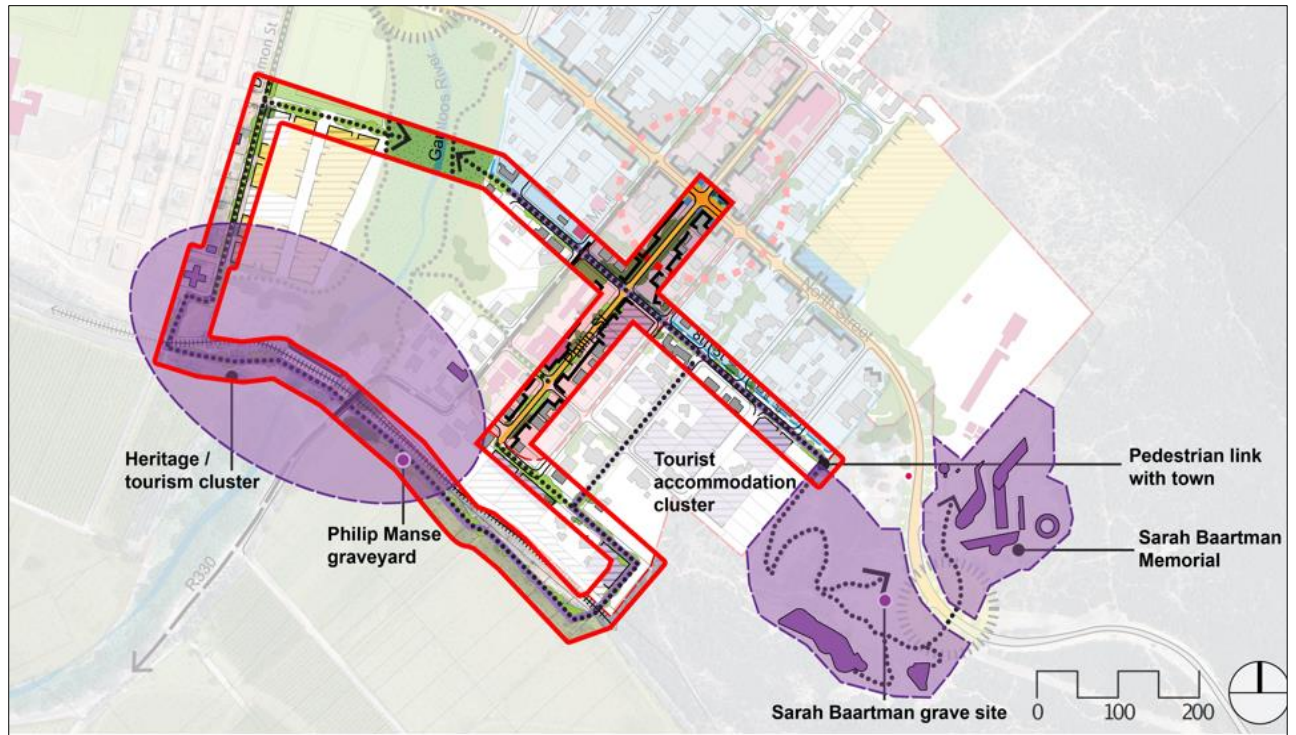
- Landscaping around Sarah Baartman Memorial Entrance
- Construction of clip on NMT bridge over the Gamtoos River

▣ Hankey Central Park



- Develop Landscape plan for the Hankey Central Park
- Implementation of landscaped park
- Clearing of entire area of alien vegetation, earthworks to create platforms, planting, play equipment, Laterite walkways with edging 2m wide, benches, tables

■ Tourism Route



- Finalise tourism walking route, linking the various attractions
- Prepare plans for tourism walking route upgrading: tree planting, surfacing, route markers
- Implementation of tourism route
- Tree planting, signage, sidewalk paving

3.4 CBD Precinct Urban Design Implementation & Capital Investment Framework

Implementation of the Hankey Precinct Catalytic Intervention Projects has been costed at best practise and making use of rates for similar project elements.

The projects have been costed separately for each of the following elements where relevant.

- Paving - pedestrian sidewalks and parking areas
- Landscaping (urban design)
- Landscaping (gardens)
- Lighting
- Street furniture
- Services
- Stormwater

Note :

- No road upgrade costs have been applied to the roads as these have been or will be upgraded as part of a separate municipal project;
- Services and stormwater costs have been applied per assumed metre length
- Lighting has been applied at 1 lamp post per 50m road length
- Landscaping rates have been applied for hard and soft elements
- Estimated costs are for budgeting purposes and will be finalised once detailed design processes proceed

▣ Hankey CBD Precinct : Summary

Section	Description	Estimated Cost	Contingencies (10 %)	Professional Fees (10 %)	Total
1	Hankey High Street	R 10 971 750.00	R 1 097 175.00	R 1 206 892.50	R 13 275 817.50
2	Hankey High Street	R 9 390 000.00	R 939 000.00	R 1 032 900.00	R 11 361 900.00
3	Central Park	R 8 306 562.50	R 830 656.25	R 913 721.88	R 10 050 940.63
4	Tourism Route	R 11 315 000.00	R 1 131 500.00	R 1 244 650.00	R 13 691 150.00
Total (excl. VAT)		R 39 983 312.50	R 3 998 331.25	R 4 398 164.38	R 48 379 808.13

■ **Hankey CBD Precinct : Detailed Breakdown**

Section	Description	Roadworks	Area (m²) / Length (m) / no	Rate	Amount	Total	Contingencies (10%)	Sub-total	Professional fee cost per area		Total
1	Hankey High Street	Stormwater	675	R1 000.00	R675 000.00	R10 971 750.00	R1 097 175.00	R12 068 925.00	10.00%	R1 206 892.50	R13 275 817.50
		Paving/Parking	4850	R1 500.00	R7 275 000.00						
		Landscaping (Urban Design)	2425	R500.00	R1 212 500.00						
		Landscaping (Gardens)	2425	R250.00	R606 250.00						
		Services	202.5	R3 200.00	R648 000.00						
		Lighting	13	R35 000.00	R455 000.00						
		Street Furniture	1	R100 000.00	R100 000.00						
2	Gateways	Bridge	120	R70 000.00	R8 400 000.00	R9 390 000.00	R939 000.00	R10 329 000.00	10.00%	R1 032 900.00	R11 361 900.00
		Paving/Parking	400	R1 500.00	R600 000.00						
		Landscaping (Urban Design)	200	R500.00	R100 000.00						
		Landscaping (Gardens)	200	R250.00	R50 000.00						
		Lighting	4	R35 000.00	R140 000.00						
		Street Furniture	1	R100 000.00	R100 000.00						
3	Central Park	Paving/Parking	1700	R1 500.00	R2 550 000.00	R8 306 562.50	R830 656.25	R9 137 218.75	10.00%	R913 721.88	R10 050 940.63
		Landscaping (Urban Design)	2000	R500.00	R1 000 000.00						
		Landscaping (Gardens)	17786.25	R250.00	R4 446 562.50						
		Lighting	6	R35 000.00	R210 000.00						
		Street Furniture	1	R100 000.00	R100 000.00						
4	Tourism Route	Stormwater	200	R1 000.00	R200 000.00	R11 315 000.00	R1 131 500.00	R12 446 500.00	10.00%	R1 244 650.00	R13 691 150.00
		Paving/Parking	5000	R1 500.00	R7 500 000.00						
		Landscaping (Urban Design)	2500	R500.00	R1 250 000.00						
		Landscaping (Gardens)	2500	R250.00	R625 000.00						
		Services	200	R3 200.00	R640 000.00						
		Lighting	20	R35 000.00	R700 000.00						
		Street Furniture	4	R100 000.00	R400 000.00						
				Total (Excl. VAT)	R39 983 312.50	R3 998 331.25	R43 981 643.75	10.00%	R4 398 164.38	R48 379 808.13	

6

Chapter 6 :

Monitoring & Review

1.0 Monitoring

The Hankey CBD LSDF is not a stand-alone sector plan and should be an integral part of the annual IDP review cycle, IDP implementation strategy and monitoring mechanism. It is not recommended to establish parallel or separate monitoring, review and implementation mechanisms, but rather align with the existing performance management framework implemented by the Kouga Municipality.

Performance management and implementation in Local Municipalities are guided and informed through various legislative mechanisms with specific reference to :

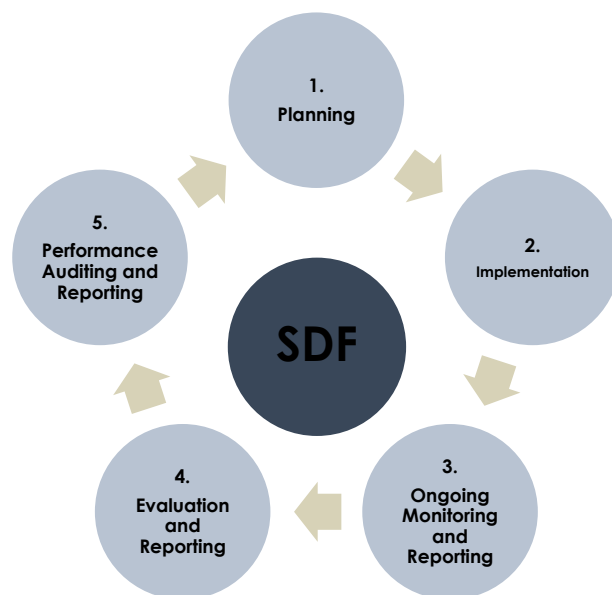
- Municipal Systems Act (32 of 2000)
- Municipal Planning and Performance Management Regulations (2000)
- Municipal Finance Management Act (56 of 2003)
- Spatial Planning and Land Use Management Act (16 of 2013)

The legislation contains mechanisms for implementation monitoring, evaluation and review, and as indicated, the Hankey CBD LSDF should be part of this review cycle. In addition, the Kouga Municipality's Performance Management Policy should apply and expand to include SDF monitoring and review.

Annual Kouga SDF review should be an integral part of the IDP cycle.

The purpose of the LSDF is to provide a medium to long term vision and a set of strategies to attain this vision. SPLUMA requires that this be translated into an implementation framework that takes a 5-year view to inform the municipality's Integrated Development Plan and Budget. As a development, whether it be the public sector or the private sector, takes multiple years to be realised, it is not appropriate that the LSDF is substantially reviewed annually. The LSDF must encourage consistency and predictability in planning decisions to achieve the desired outcomes. Transformation of the built environment, in particular, is a long term process that requires determination and persistence.

Processes, including public participation processes, associated with the review of an LSDF are prescribed by SPLUMA and the Kouga Municipality SPLUM By-Law.



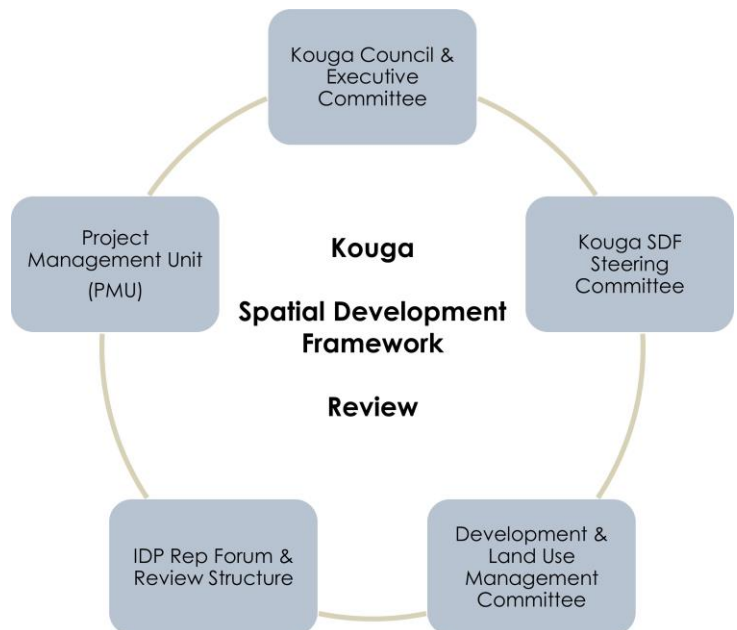
2.0 Review

The LSDF review cycle is managed and legislated through :

- Spatial Planning and Land Use Management Act
- Municipal Systems Act
- Kouga Spatial Planning and Land Use Management By-laws

These core legislative instruments confirm the LSDF review to be part of the Municipal Integrated Development Plan and therefore, the annual IDP review process should incorporate LSDF alignment. It is further required that the Kouga Municipality review its SDF through a 5-year review cycle.

LSDF Review can only be implemented successfully with the co-operation and integration of all sectors, departments and structures within the Municipality. However, the ultimate responsibility of LSDF Review and approval remains with the Council as a final decision-making structure. For the purposes of the Kouga SDF Review Cycle, the following structures will be instrumental in ensuring that the development vision is realised, and the Capital Expenditure Framework is implemented.





KOUGA MUNICIPALITY (EC108)

NOTICE NO:150-2024

**PUBLIC PARTICIPATION: DRAFT HANKEY LOCAL SPATIAL DEVELOPMENT
FRAMEWORK (LSDF)**

Notice is hereby given, in terms of Section 20 of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013), that the Draft Local Spatial Development Framework for the Hankey CBD (within the Kouga Local Municipality) is available for inspection on the Kouga Municipality website (www.kouga.gov.za).

The main objective of the Local Spatial Development Framework is to formulate a development vision for the Hankey CBD, including land use development parameters.

A Public Meeting will be held on **6 August 2024** at 14h00 – 16h00 at Weston Community Hall, Hankey.

Technical inquiries and comments / objections on the Local Spatial Development Framework should be directed in writing to Mr Jacobus Marais (jmarais@kouga.gov.za / 042 200 2200) within a period of 60 days from the publication of the notice along with the contact details of the person commenting / objecting.

**MR C. DU PLESSIS
MUNICIPAL MANAGER**

**P.O. BOX 21
JEFFREYS BAY
6330**

For Publication:

Kouga Express
Municipal Notice Boards
Municipal Website

-

18 July 2024



KOUGA MUNISIPALITEIT (EC108)

KENNISGEWING NO:150-2024

PUBLIEKE DEELNAME: KONSEP HANKEY PLAASLIKE RUIMTELIKE ONTWIKKELINGSPLAN

Kennis word hiermee gegee, in terme van Artikel 20 van die Ruimtelike Ontwikkelings & Grondgebruik Wet, 2013 (Wet 16 van 2013), dat die Konsep Plaaslike Ruimtelike Ontwikkelingsplan (SDF) vir die Hankey SSK (binne die Kouga Plaaslike Munisipaliteit) beskikbaar is ter insae op die Kouga Munisipale webwerf (www.kouga.gov.za).

Die hoofdoel van die Plaaslike Ruimtelike Ontwikkelingsplan is om die ontwikkelings visie vir die Hankey SSK te formuleer, insluitend grondgebruikontwikkelingsparameters.

'n Publieke Vergadering sal op **6 Augustus 2024** om 14h00 – 16h00 by Weston Gemeenskapsaal, Hankey gehou word.

Tegniese navrae en kommentaar / besware op die Ruimtelike Ontwikkelingsplan gerif kan word, op skrif, aan Mr Jacobus Marais (jmarais@kouga.gov.za / 042 200 2200) binne 'n tydperk van 60 dae vanaf die publikasie van die kennisgewing saam met die kontakbesonderhede van die persoon wat kommentaar lewer / beswaar maak.

MNR C. DU PLESSIS
MUNISIPALE BESTUURDER

POSBUS 21
JEFFREYS BAAI
6330

Vir Publikasie:

Kouga Express
Munisipale Kennisgewingsborde
Munisipale Webtuiste

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18 Julie 2024



KOUGA MUNICIPALITY (EC108)

NOTICE NO:151-2024

**PUBLIC PARTICIPATION: DRAFT ST FRANCIS BAY LOCAL SPATIAL DEVELOPMENT
FRAMEWORK (LSDF)**

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**MR C. DU PLESSIS
MUNICIPAL MANAGER**

**P.O. BOX 21
JEFFREYS BAY
6330**

For Publication:

Kouga Express
Municipal Notice Boards
Municipal Website

-

18 July 2024



KOUGA MUNISIPALITEIT (EC108)

KENNISGEWING NO: 151-2024

**PUBLIEKE DEELNAME: KONSEP ST FRANCIS BAAI PLAASLIKE RUIMTELIKE
ONTWIKKELINGSPLAN**

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'n Publieke Vergadering sal op **6 Augustus 2024** om 10h00 – 12h00 by St Francis Baai Rolbalklub gehou word.

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6330**

Vir Publikasie:

Kouga Express
Munisipale Kennisgewingsborde
Munisipale Webtuiste

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18 Julie 2024



PROVINCE OF THE EASTERN CAPE
IPHONDO LEMPUMA KOLONI
PROVINSIE OOS-KAAP

Provincial Gazette Igazethi Yephondo Provinsiale Koerant

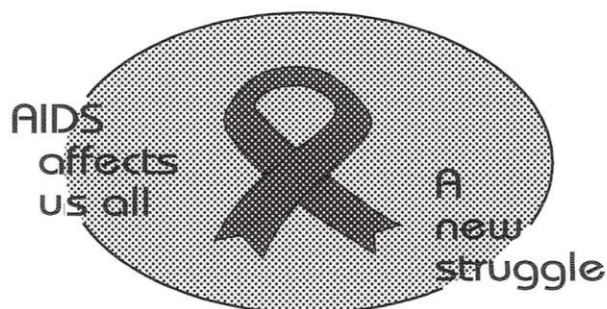
Vol: 31

BISHO/KING WILLIAM'S TOWN

22 July 2024
22 Julie 2024

No: 5248

We all have the power to prevent AIDS



Prevention is the cure

**AIDS
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DEPARTMENT OF HEALTH

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ISSN 1682-4555



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LOCAL AUTHORITY NOTICES • PLAASLIKE OWERHEIDS KENNISGEWINGS

LOCAL AUTHORITY NOTICE 1148 OF 2024

MUNISIPALITEIT **KOUGA** MUNICIPALITY**PUBLIC PARTICIPATION : DRAFT HANKEY LOCAL SPATIAL DEVELOPMENT FRAMEWORK (LSDF)**

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Mr C du Plessis
Municipal Manager
Notice No. 1798E/02/24

PUBLIEKE DEELNAME : KONSEP HANKEY PLAASLIKE RUIMTELIKE ONTWIKKELINGSPLAN

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Mnr C du Plessis
Munisipale Bestuurder
Kennisgewing Nr. 1798E/02/24

MUNISIPALITEIT **KOUGA** MUNICIPALITY

PUBLIC PARTICIPATION : DRAFT ST FRANCIS BAY LOCAL SPATIAL DEVELOPMENT FRAMEWORK (LSDF)

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Mnr C du Plessis
Munisipale Bestuurder
Kennisgewing Nr. 1799E/02/24

MAPINC

PROFESSIONAL LAND SURVEYORS

VARIOUS LAND USE APPLICATIONS

Notice is hereby given that the following applications have been made to the Kouga Municipality in terms of the Spatial Planning and Land Use Management By-Laws: Kouga Municipality (2016):

1. SUBDIVISION OF ERF 395 SEA VISTA (9 ASSISI DRIVE) ITO SECTION 59.
2. REMOVAL OF TITLE-DEED RESTRICTIONS & PERMANENT ERECTION: RELAXATION OF BUILDING LINES OF ERF 341 SEA VISTA (7 NAPIER ROAD) ITO SECTIONS 69 & 76.

APPLICANT: Jan Bester (MAP Inc. Land Surveyors): janbester@mapinc.co.za / 042-2951883

Interested members of the public can obtain further information from, or lodge objections to: The Town Planning Office of the Kouga Municipality, 16 Woltemade Street, Jeffreys Bay, Admin Officer, Tel 042-2002200 or E-mail Address cmakwane@kouga.gov.za / unxesi@kouga.gov.za

Motivated objections, if any, against the application, must be lodged in writing, to Section 97 & 98 of said By-Law, to reach the Planning Office not later than 30 days after the publication of this notice.

XY17Y10-KG250724



PUBLIC PARTICIPATION: DRAFT HANKEY LOCAL SPATIAL DEVELOPMENT FRAMEWORK (LSDF)

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Mnr C du Plessis, Munisipale Bestuurder
Kennisgewing Nr. 1798E/02/24

XY17Y10-KG250724



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Mnr C du Plessis, Munisipale Bestuurder
Kennisgewing Nr. 1799E/02/24

XY17Y10-KG250724



NOTICE NO 145/2024

ORDINARY COUNCIL MEETING: 30 JULY 2024

Notice is hereby given in terms of Section 19 of the Local Government: Municipal Systems Act, 2000 (Act No.32 of 2000) that an Ordinary Council Meeting will be held virtually on **Tuesday, 30 July 2024 at 10:00.**

As the meeting is a non-contact meeting, a full recording of the Council Meeting will be published on the Kouga website.

The Ordinary Council meeting agenda can be accessed and downloaded from the Kouga website: www.kouga.gov.za prior to the meeting.

C. DU PLESSIS - MUNICIPAL MANAGER

P.O. Box 21, JEFFREYS BAY, 6330

7903

Kennisgewing ten opsigte van 'n lisensie-aansoek ingevolge die Wet op Petroleumprodukte, 1977 (Wet nr. 120 van 1977)

Kennis geskied hiermee aan belang hebbende of geaffekteerde partye dat **JAROSTYLE (EDMS.) BPK., (2024/159578/07)** hierna genoem "die applikant", aansoek ingedien het om 'n kleinhandel lisensie, aansoeknommer **B/2024/07/04/0001; ENGEN WAVECREST**, 128 Da Gama rd, Wavecrest Jeffreys Bay 6330 Montaguerylaan 35.

Die doel van die aansoek is dat aan die aansoeker 'n lisensie toegestaan word om petroleumkleinhandelbedryf te onderneem soos uiteengesit in die aansoek. Reëlings vir die besigtiging van die aansoek dokumentasie kan getref word deur die Kontroleerder van Petroleumprodukte te kontak by tel. 043 703 6000 of e-pos: Renelwe.Phasha@dmre.gov.za.

Enige beswaar teen die uitreik van 'n lisensie ten opsigte van hierdie aansoek, met begemelde aansoeknommer duidelik aangedui, moet by die Kontroleerder van Petroleumprodukte ingedien word by onderstaande adres binne 'n tydperk van twintig (20) werksdae vanaf die datum van publikasie hiervan:

STRAATADRES:
Kontroleerder van Petroleumprodukte,

Departement van Minerale en Energie, Waverley Office Park, 3-33 Philip Frame rd, Chisholm East London.

POSADRES:
Die Kontroleerder van Petroleumprodukte, Departement van Minerale en Energie, Privaat Saak X 13011 Cambridge 5206.

XY17Y10-KG250724

NOTICE

NOTICE NO: 150-2024

PUBLIC PARTICIPATION: DRAFT HANKEY LOCAL SPATIAL DEVELOPMENT FRAMEWORK (LSDF)

Notice is hereby given, in terms of Section 20 of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013), that the Draft Local Spatial Development Framework for the Hankey CBD (within the Kouga Local Municipality) is available for inspection on the Kouga Municipality website (www.kouga.gov.za).

The main objective of the Local Spatial Development Framework is to formulate a development vision for the Hankey CBD, including land use development parameters.

A Public Meeting will be held on **6 August 2024** at 14h00 – 16h00 at Weston Community Hall, Hankey.

Technical inquiries and comments / objections on the Local Spatial Development Framework should be directed in writing to Mr Jacobus Marais (jmarais@kouga.gov.za / 042 200 2200) within a period of 60 days from the publication of the notice along with the contact details of the person commenting / objecting.

MR. C DU PLESSIS, MUNICIPAL MANAGER

KENNISGEWING NO:150-2024

PUBLIEKE DEELNAME: KONSEP HANKEY PLAASLIKE RUIMTELIKE ONTWIKKELINGSPLAN

Kennis word hiermee gegee, in terme van Artikel 20 van die Ruimtelike Ontwikkelings & Grondgebruik Wet, 2013 (Wet 16 van 2013), dat die Konsep Plaaslike Ruimtelike Ontwikkelingsplan (SDF) vir die Hankey SSK (binne die Kouga Plaaslike Munisipaliteit) beskikbaar is ter insae op die Kouga Munisipale webwerf (www.kouga.gov.za).

Die hoofdoel van die Plaaslike Ruimtelike Ontwikkelingsplan is om die ontwikkelings visie vir die Hankey SSK te formuleer, insluitend grondgebruikontwikkelingsparameters.

'n Publieke Vergadering sal op **6 Augustus 2024** om 14h00 – 16h00 by Weston Gemeenskapsaal, Hankey gehou word.

Tegnieke navrae en kommentaar / besware op die Ruimtelike Ontwikkelingsplan gerif kan word, op skrif, aan Mr Jacobus Marais (jmarais@kouga.gov.za / 042 200 2200) binne 'n tydperk van 60 dae vanaf die publikasie van die kennisgewing saam met die kontakbesonderhede van die persoon wat kommentaar lewer / beswaar maak.

NOTICE NO:151-2024

PUBLIC PARTICIPATION: DRAFT ST FRANCIS BAY LOCAL SPATIAL DEVELOPMENT FRAMEWORK (LSDF)

Notice is hereby given, in terms of Section 20 of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013), that the Draft Local Spatial Development Framework for the St Francis Bay CBD (within the Kouga Local Municipality) is available for inspection on the Kouga Municipality website (www.kouga.gov.za).

The main objective of the Local Spatial Development Framework is to formulate a development vision for the St Francis Bay CBD, including land use development parameters.

A Public Meeting will be held on **6 August 2024** at 10h00 – 12h00 at St Francis Bay Bowling Club.

Technical inquiries and comments / objections on the Local Spatial Development Framework should be directed in writing to Mr Jacobus Marais (jmarais@kouga.gov.za / 042 200 2200) within a period of 60 days from the publication of the notice along with the contact details of the person commenting / objecting.

MR. C DU PLESSIS, MUNICIPAL MANAGER

NOTICE

KENNISGEWING NO: 151-2024

PUBLIEKE DEELNAME: KONSEP ST FRANCIS BAY PLAASLIKE RUIMTELIKE ONTWIKKELINGSPLAN

Kennis word hiermee gegee, in terme van Artikel 20 van die Ruimtelike Ontwikkelings & Grondgebruik Wet, 2013 (Wet 16 van 2013), dat die Konsep Plaaslike Ruimtelike Ontwikkelingsplan (SDF) vir die St Francis Bay SSK (binne die Kouga Plaaslike Munisipaliteit) beskikbaar is ter insae op die Kouga Munisipale webwerf (www.kouga.gov.za).

Die hoofdoel van die Plaaslike Ruimtelike Ontwikkelingsplan is om die ontwikkelings visie vir die St Francis Baai SSK te formuleer, insluitend grondgebruikontwikkelingsparameters.

'n Publieke Vergadering sal op **6 Augustus 2024** om 10h00 – 12h00 by St Francis Baai Rolbalclub gehou word.

Tegnieke navrae en kommentaar / besware op die Ruimtelike Ontwikkelingsplan gerif kan word, op skrif, aan Mr Jacobus Marais (jmarais@kouga.gov.za / 042 200 2200) binne 'n tydperk van 60 dae vanaf die publikasie van die kennisgewing saam met die kontakbesonderhede van die persoon wat kommentaar lewer / beswaar maak.

NOTICE

Notice of Stakeholder Engagement Process and Release of Draft Basic Assessment Report for Stakeholder Comment

A Development and Environmental Maintenance Management Plan for the Coastal Area between the Kromme and Kabelous beaches & the Seekoei Estuarine Functional Zone, Kouga Local Municipality

DEDEAT Reference Number: EC08/C/LN1&3/M/27-2024

Development along the coast between the Kabelous and Kromme beaches has taken place in a dynamic area; where physical forces of wind, waves, and currents drive the form and function of the coastal environment. Development in dynamic areas disrupts and modifies the 'natural' coastal processes, resulting in management issues associated with shifting sand and coastal erosion. Typical problems that require ongoing management and maintenance are sand inundation of landward structures and infrastructure, coastal erosion and undercutting of seaside properties, access issues, etc. Human-induced change and ad-hoc management approaches to address these issues create further management problems and often result in negative environmental and social impacts. The Kouga Local Municipality (LM) is responsible for managing public structures and infrastructure, and public open spaces on municipal-owned property. To respond to problems in their area of jurisdiction, the Kouga LM has commissioned a Basic Assessment (BA) and Environmental Maintenance Management Plan (EMMP) for the coastal area between the Kromme and Kabelous beaches, including the Seekoei Estuarine Functional Zone (EFZ). The Seekoei Estuarine Management Plan (2018) is under review in parallel with this application and assessment process. Management recommendations provided for the Seekoei Estuary that required Environmental Authorisation prior to their implementation are included in this application.

Application Process and Public Participation:

An application for Environmental Authorisation (EA) for the project has been submitted to DEDEAT (as required in terms of Environmental Impact Assessment (EIA) Regulations, 2014 (as amended) promulgated under NEMA. The project triggers listed activities requiring EA under Listing Notice 1 and Listing Notice 3 of the EIA Regulations.

A Basic Assessment (BA) Process is being conducted to inform the application for EA (as per GN 113 of 2018). The Draft BA Report is available for a 30-day comment period from **16 July 2024 to 14 August 2024**.

As an Interested and Affected Party (IAP) you are invited to review the report, and provide comments. Registered stakeholders will continue to be notified of the BA process, and comments submitted on the Draft BA Report will be addressed in, and appended to, the Final BA Report that will be submitted to DEDEAT for their review during decision making.

The Draft BA Report is available on the EAP's website at:

<https://environmentcen.co.za/project-items/mmp-kromme-kabelous/>

Please contact us at the details below if you have difficulties downloading the report, and need alternative means.

EAP - GEN IEM Unit - Mike Cohen / Claire de Jongh / Belinda Clark
140 Kruger Gardens, Admiralty Way, Summerstrand, Gqeberha, 6001 Phone 082 320 3111 / 084 607 4743 / 072 725 6400 Email (preferred): steenbok@aerosol.co.za / claire@environmentcen.co.za / tlkxapox1@gmail.com

Mr. C. DU PLESSIS - MUNICIPAL MANAGER

7903



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7903

Jacobus Marais

From: Clint Carstens <Clint@thefarmyardsfb.co.za>
Sent: Tuesday, August 6, 2024 9:48 AM
To: Jacobus Marais
Subject: Questions on the St Francis Bay CBD Local Spatial Development Framework (LSDF)

Good Day Sir/Madam

Please would you be so kind as to answer my questions below as they relate to the St Francis Bay CBD Local Spatial Development Framework (LSDF) document.

1. What methodologies were used in the infrastructure capacity assessment, and how were the findings integrated into the LSDF?
2. On what date was the infrastructure capacity assessment done and have any subsequent assessments been completed to date?
3. How does the LSDF address community feedback and stakeholder engagement in its planning process?
4. What measures are in place to ensure the sustainability of the proposed developments, particularly in relation to environmental impacts?
5. Can you elaborate on the prioritization process for the identified catalytic projects and how funding will be secured for their implementation?
6. What mechanisms will be used to monitor and evaluate the implementation of the LSDF, and how often will the plan be reviewed?

Your response to the above will be greatly appreciated and will allow me to more fully understand and support the framework and its vision.

Thank You for your time,

--

Clint Carstens

7 Esmaralda Road

St Francis Bay

Disclaimer: E-Mail sent by the Kouga Municipality is to be treated as confidential, and the information in it may not be used or disclosed except for the purpose for which it has been sent. If you have reason to believe that you are not the intended recipient of this communication, please contact the sender immediately. Please then delete the message and do not disclose its contents to any person. Neither the sender nor Kouga Municipality accepts any liability whatsoever as a result of the further dissemination of this message. Whilst all reasonable steps are taken to avoid corruption of data or information, we do not accept any liability should such corruption occur. No employee or agent is authorised to conclude any binding agreement on behalf of the Kouga Municipality with another party by e-mail without express written confirmation by the Kouga Municipality.

Jacobus Marais

From: Anescha Swart
Sent: Wednesday, August 7, 2024 9:14 AM
To: Jacobus Marais
Cc: Lawrence Ramakuwela
Subject: OBJECTION TO THE PROPOSED ST. FRANCIS CBD SPATAL DEVELOPMDENT

Importance: High

Morning Kobus

FYI below. Objection on the LSDF of St Francis Bay.

MANY THANKS



From: Berenice Kilfoil <berenice.kilfoil@icloud.com>
Sent: Tuesday, August 6, 2024 3:25 PM
To: Anescha Swart <aswart@kouga.gov.za>
Subject: FW: OBJECTION TO THE PROPOSED ST. FRANCIS CBD SPATAL DEVELOPMDENT
Importance: High

You don't often get email from berenice.kilfoil@icloud.com. [Learn why this is important](#)

Subject: OBJECTION TO THE PROPOSED ST. FRANCIS CBD SPATAL DEVELOPMDENT

Dear Mr. Swart,

I object to the proposed ST FRANCIS BAY CBD SPATAL DEVELOPMENT in its entirety until such time as the following Infrastructure has been corrected.

1. Upgrade and resurfacing of all roads in St Francis Bay which are in the state of total collapse
2. Waterborn Sewage supplied to all existing homes and buildings

3. Upgrading and maintenance of all homes in Sea Vista
4. Removal of all illegal squatters from St. Francis Bay/Sea Vista
5. Upgrading and resurfacing of the R330 from Humansdorp to St Francis Bay which is also in a state of collapse.

Yours faithfully,
B Kilfoil
ERF 3172 ST001

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Jacobus Marais

From: Registry
Sent: Wednesday, August 7, 2024 9:54 AM
To: Jacobus Marais
Cc: Town Planning; Berenice Kilfoil
Subject: Fw: OBJECTION TO THE PROPOSED ST. FRANCIS CBD SPATAL DEVELOPMDENT

Good day,

Kindly find below correspondence for your attention.

Regards
 Registry

From: Berenice Kilfoil <berenice.kilfoil@icloud.com>
Sent: Tuesday, August 6, 2024 03:22 PM
To: Registry <registry@kouga.gov.za>
Subject: FW: OBJECTION TO THE PROPOSED ST. FRANCIS CBD SPATAL DEVELOPMDENT

You don't often get email from berenice.kilfoil@icloud.com. [Learn why this is important](#)

Subject: OBJECTION TO THE PROPOSED ST. FRANCIS CBD SPATAL DEVELOPMDENT

KOUGA MUNICIPALITY

I object to the proposed ST FRANCIS BAY CBD SPATAL DEVELOPMENT in its entirety until such time as the following Infrastructure has been corrected.

1. Upgrade and resurfacing of all roads in St Francis Bay which are in the state of total collapse
2. Waterborn Sewage supplied to all existing homes and buildings
3. Upgrading and maintenance of all homes in Sea Vista
4. Removal of all illegal squatters from St. Francis Bay/Sea Vista
5. Upgrading and resurfacing of the R330 from Humansdorp to St Francis Bay which is also in a state of collapse.

Yours faithfully,
 B Kilfoil
 ERF 3172 ST001

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Jacobus Marais

From: Jodi Kruger <Jodi.Kruger@pilog.co.za>
Sent: Thursday, August 15, 2024 11:50 AM
To: Jacobus Marais; Registry; Anescha Swart; Lorraine Maree
Subject: Comments/Suggestions Re: St Francis Bay Central Business District (CBD) Local Spatial Development Framework (LSDF)

You don't often get email from jodi.kruger@pilog.co.za. [Learn why this is important](#)

To Whom It May Concern

I would like to thank all the role players in the setting up the draft proposal, as well as express my excitement to potentially see positive development in the CBD of St Francis Bay. The ideas are all aesthetically pleasing and I am certain it will improve our town for the better.

I would however like to provide my input and "cast a vote" so to say with regards to Erf 400 & 554.

From the audio recording, I gathered the 3 main suggestions for the land usage was:

- Village Green
- Church/Place of Worship
- School

I would like to urge the municipality to keep the area as proposed in the draft as a Village Green...for the following reasons:

- Fauna: I volunteer for St Francis Animal Rescue. I have trapped, sterilized and released more than 10 feral cats on Erf 400. During this exercise, I have also mistakenly trapped (and released of course) and/or filmed numerous water mongoose, spotted genet and porcupine on my trail cam. Our wildlife is being constantly pushed out of vacant plots as development has accelerated making them extremely vulnerable to dangers such as road accidents, loss of habitat and lack of food. It is so important to keep a safe space for our suburban wildlife.
- Flora: I am aware that there are multiple protected plant species on Erf 400 & 554. Besides Milkwood trees, there are Kinkelbossie, Brunsvigia, Costal Fire Lilly, Red Satyr Orchid as well as other that are of conservation concern.
- General Environment: As per the commentary I heard on the meetings recording, the area is a wetland, surrounding business is prone to flooding and would worsen if Erf 400 & 554 are developed, and the heating of the CBD due to lack of green space are also of concern

- **Aesthetics:** No CBD will ever be attractive without a green space. It offers a sense of peace and prevents a CBD from feeling industrial and cold. It will maintain the feel of a Holiday Town.
- **Noise Pollution:** To consider using the space for a school or a place of worship will certainly encroach on the peace for the residents in the immediate area. Currently Erf 400 creates a noise buffer between the CBD and the residents (particularly to the West of Erf 400). The businesses in that area consist mostly of spas and holistic spaces and they depend on a quiet and peaceful environment. Schools/school children are notoriously noisy and large church gatherings and sermons certainly encroach on residents' peace (as we have learned from the noise travelling from as far as Sea Vista during church services).
- **Traffic:** Schools and churches bring copious amounts of additional traffic. This in itself will be contrary to the draft's proposal to create an ease of traffic in the area.
- **Location:** A church or a school can be established anywhere. It does not have to be slap bang in the middle of the CBD, however, the precious fauna and flora cannot be replaced.
- **Kickabout/Sporting area:** After hearing the concern about noise from one of the residents who attended the meeting regarding the kickabout/informal sport area, I don't believe eliminating it entirely is the solution. I would suggest that perhaps a small area can be fenced off and access limited to time when it is appropriate to make noise. However, the Sea Vista children have been using it as a soccer field for years, and it would be unfair to take it away from them.

I trust these points will be seriously considered, and thank you for taking the time.

Kind Regards

Jodi Kruger

29 Cockle St, St Francis Bay, 6312

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Kouga Local Municipality
33 Da Gama Road
Jeffreys Bay

For Attention: Mr Lawrence Ramakuwela
For Noting: Mr J Marais
Councillor: M van der Linde

20 September 2024

DRAFT ST FRANCIS BAY CBD SPATIAL DEVELOPMENT PLAN – COMMENTS/CONCERNS AND OBJECTIONS

Mr Ramakuwela,

I Roy Norman Smith, identity number 5206125106086, is the property owner of Erf 303 St Francis Bay and a permanent resident. The public participation meeting held in St Francis Bay on 6th August 2024 regarding the draft St Francis Bay CBD Spatial Development Plan and your call for inputs and objections refers.

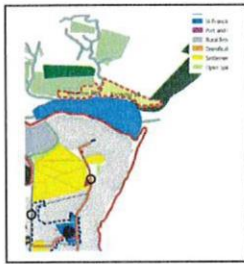
The diagram on page 8 of the Report refers. In terms of the '*DRDLR Spatial Development Guidelines Final Draft as a Guiding Document*' it is my understanding that meeting of 6 August 2024 was the second open house meeting, convened as a public participation meeting. The draft St Francis Bay CBD Spatial Development Plan will be updated with the inputs received after the second open house meeting and the updated document will be distributed for a final round of public participation before submitting it to Council.

It is my understanding that I do not need to register as an affected stakeholder for my inputs/objections/comments to be considered. As the St Francis Bay CBD Spatial Development Plan affects all residents, we are automatically regarded as stakeholders.

CONCERNS

- 1) I wish to express concern regarding the fragmented public participation approach. Currently there are three parallel public participation processes i.e. the St Francis Bay CBD Spatial Development Plan, the St Francis Bay Spatial Development Plan and the Kouga Integrated Land Use Scheme which appears to be out of synch. It is my understanding that St Francis Bay Spatial Development Plan informs the St Francis Bay CBD Precinct Development Plan which in turn informs the Kouga Integrated Land Use Scheme.
 - a) The St Francis Bay Spatial Development Plan and the St Francis Bay CBD Precinct Development Plan is not being considered holistically. It is only rational that the St

Francis Bay Spatial Development Plan should first be finalised, followed by the St Francis Bay CBD Precinct Development Plan.



On Page 21 of the St Francis Bay Central Business District (CBD) Local Spatial Development Framework (LSDF) Report, two CBD areas are mapped. What is the plan? Will the area next to the river become the main CBD? If so, minimal investment should be made in upgrading the current area.

- b) Council may potentially be subjected to three fragmented decision-making processes. Council's decision-making process will therefore be irrational and can be challenged in terms of the Promotion of Administrative Justice Act 3 of 2000.
- 2) The Report does not provide information on estimated cost or funding. The '*DRDLR Spatial Development Guidelines Final Draft as a Guiding Document*' provides that costing should be included in the spatial development plan. It is irrational to express support or objection to the proposal without an indication what the cost will be and how will it be funded.
- 3) Regarding the upgrading of St Francis Drive. I am aware that the municipality has financial constraints, and the priority is to fund basic municipal services projects like fixing roads and potholes, waterborne sewerage, stormwater upgrade etc which should enjoy priority. In context the upgrading of St Francis Drive is a low priority project. In other municipalities such a project is a typical SRA project. Pages 91 and 92 in the report reads: The three projects are categorised as strategic projects which can be implemented as Public Private Partnerships (PPP). Will this be another special rating area?
- 4) The '*DRDLR Spatial Development Guidelines Final Draft as a Guiding Document*' provides that alternative development proposals should be tabled. Based on business case principles, the preferred option should be put forward as a proposal. The report provides no alternative proposals for consideration. It is unreasonable to express support or objection to the proposal without considering all options.
- 5) The rationale for including Erf 400 in the CBD area is unclear. Why can it not be included as an open space in the residential area? On page 93 it is proposed to develop the Village Green which will be largely undeveloped space but on page 33 it is recorded that "The proposed redevelopment of Erf 400 can have a significant impact on the overall function of the CBD, to service the surrounding growing residential areas". I emphasise **the proposed redevelopment of Erf 400**. There appears to be a master plan for developing Erf 400 which is not transparent. Keeping ERF 400 as a residential open space will prevent the development of Erf 400 for business purposes.
- 6) The report does not take age and sex demographics of permanent residents into account (No reference in paragraph 6.1 Kouga Socio Economic Indicators). On page 72 it is recorded that the aesthetics and functioning of St Francis Drive is of great importance for the image of the town and the business centre. St Francis Bay has a high number of retirees. Rationalising

parking space on St Francis Drive will prejudice the elderly. The plan places aesthetics above providing for elderly. The plan must consider the interests, needs and values of the elderly. The plan must provide for dedicated parking for elderly in the CBD in manner that is convenient for the elderly.

- 7) Page 51 refers: *'Traffic volumes at strategic intersections in and adjacent to (that would impact on) the CBD area were recorded over 12-hr periods from 06:00 to 18:00 during May 2019 and June 2021 as part of the RAMS'* – It is irrational to extrapolate this and use it as a planning base for December peak season. Assessment should be done over the peak period in December and plans should be based on these findings.
- 8) There is no evidence in the report that the traffic movement plan will work. It is only reasonable to expect that computer modelling should demonstrate the effectiveness of the plan.

OBJECTIONS

- 1) I object to the proposal that the Village Green can be used for events in season. These events are typically music festivals that carry on for days e.g. Billy's Beach for five days, Calamari festival for ten days. Associated with such events is a massive influx of people causing intolerant traffic noise, public nuisance (inebriated patrons) and noise nuisance till early morning hours. The proposal does not factor in traffic movement and parking for those attending such events. The impact of public nuisance and noise nuisance will disrupt the comfort of residents on Lyme Road South, College, Reservoir, Assisi and Kansies Roads and will impact rentals in proximity. The Environment Conservation Act (Act 73 1989) identifies that recreational activities will probably have a detrimental effect on environment. The plan must prohibit the use of the Village Green for events that cause public nuisance and noise nuisance.
- 2) I object to the proposal that an amphitheatre be developed in the Village Green. Associated with amphitheatre is noise nuisance. An example is the St Francis Drumming Circle that convened on Sunday afternoons causing noise nuisance for hours. The amphitheatre opens the door for the reintroduction of such and other musical events. An amphitheatre in the Village Green should be prohibited as it will adversely impact residents in College, Reservoir, Assisi and Kansies Roads.
- 3) I object to the kick-out space provided for on the Village Green. This has become an intolerable noise nuisance from early afternoon for residents living in proximity. Associated with the kick-out is shouting and cheering causing noise nuisance. The kick-about attracts spectators associated with drinking in public. Numerous complaints have already been filed in this regard.

ENHANCEMENTS

- 1) The Sea Vista – CBD pedestrian route via Kansies Road needs to be reviewed. The pedestrian pathway recently constructed has limited impact to alleviate the problem of pedestrians walking in the middle or on the side of the road. It is dangerous both for pedestrians and vehicles. Cognisance must be taken that a lot of children use this route.
- 2) The elbow in the road at the Police station causes a blind spot for traffic in both directions. Residents visiting the police station tend to park in front of the small access gate leading to the station. Vehicles moving from Assisi to St Francis Drive are forced to move over to the right side of the road to avoid the parked cars. It is dangerous and an accident in waiting.
- 3) It does not make sense to upgrade St Francis Drive and not deal with the problem that the section between Neville Road and Assisi Road is a loitering zone for casual labour. The proposal must deal with this issue and propose a tangible solution to the problem.



R Smith

15 Kansies Road, St Francis Bay

Cell: 082 782 4451

Email: smithrns@iafrica.com

Kouga Local Municipality
33 Da Gama Road
Jeffreys Bay

For Attention: Mr Lawrence Ramakuwela
For Noting: Mr J Marais
Councillor: M van der Linde

20 September 2024

DRAFT ST FRANCIS BAY CBD SPATIAL DEVELOPMENT PLAN – COMMENTS/CONCERNS AND OBJECTIONS

Mr Ramakuwela,

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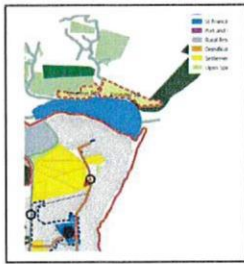
The diagram on page 8 of the Report refers. In terms of the *'DRDLR Spatial Development Guidelines Final Draft as a Guiding Document'* it is my understanding that meeting of 6 August 2024 was the second open house meeting, convened as a public participation meeting. The draft St Francis Bay CBD Spatial Development Plan will be updated with the inputs received after the second open house meeting and the updated document will be distributed for a final round of public participation before submitting it to Council.

It is my understanding that I do not need to register as an affected stakeholder for my inputs/objections/comments to be considered. As the St Francis Bay CBD Spatial Development Plan affects all residents, we are automatically regarded as stakeholders.

CONCERNS

- 1) I wish to express concern regarding the fragmented public participation approach. Currently there are three parallel public participation processes i.e. the St Francis Bay CBD Spatial Development Plan, the St Francis Bay Spatial Development Plan and the Kouga Integrated Land Use Scheme which appears to be out of synch. It is my understanding that St Francis Bay Spatial Development Plan informs the St Francis Bay CBD Precinct Development Plan which in turn informs the Kouga Integrated Land Use Scheme.
 - a) The St Francis Bay Spatial Development Plan and the St Francis Bay CBD Precinct Development Plan is not being considered holistically. It is only rational that the St

Francis Bay Spatial Development Plan should first be finalised, followed by the St Francis Bay CBD Precinct Development Plan.



On Page 21 of the St Francis Bay Central Business District (CBD) Local Spatial Development Framework (LSDF) Report, two CBD areas are mapped. What is the plan? Will the area next to the river become the main CBD? If so, minimal investment should be made in upgrading the current area.

- b) Council may potentially be subjected to three fragmented decision-making processes. Council's decision-making process will therefore be irrational and can be challenged in terms of the Promotion of Administrative Justice Act 3 of 2000.
- 2) The Report does not provide information on estimated cost or funding. The '*DRDLR Spatial Development Guidelines Final Draft as a Guiding Document*' provides that costing should be included in the spatial development plan. It is irrational to express support or objection to the proposal without an indication what the cost will be and how will it be funded.
- 3) Regarding the upgrading of St Francis Drive. I am aware that the municipality has financial constraints, and the priority is to fund basic municipal services projects like fixing roads and potholes, waterborne sewerage, stormwater upgrade etc which should enjoy priority. In context the upgrading of St Francis Drive is a low priority project. In other municipalities such a project is a typical SRA project. Pages 91 and 92 in the report reads: The three projects are categorised as strategic projects which can be implemented as Public Private Partnerships (PPP). Will this be another special rating area?
- 4) The '*DRDLR Spatial Development Guidelines Final Draft as a Guiding Document*' provides that alternative development proposals should be tabled. Based on business case principles, the preferred option should be put forward as a proposal. The report provides no alternative proposals for consideration. It is unreasonable to express support or objection to the proposal without considering all options.
- 5) The rationale for including Erf 400 in the CBD area is unclear. Why can it not be included as an open space in the residential area? On page 93 it is proposed to develop the Village Green which will be largely undeveloped space but on page 33 it is recorded that "The proposed redevelopment of Erf 400 can have a significant impact on the overall function of the CBD, to service the surrounding growing residential areas". I emphasise **the proposed redevelopment of Erf 400**. There appears to be a master plan for developing Erf 400 which is not transparent. Keeping ERF 400 as a residential open space will prevent the development of Erf 400 for business purposes.
- 6) The report does not take age and sex demographics of permanent residents into account (No reference in paragraph 6.1 Kouga Socio Economic Indicators). On page 72 it is recorded that the aesthetics and functioning of St Francis Drive is of great importance for the image of the town and the business centre. St Francis Bay has a high number of retirees. Rationalising

parking space on St Francis Drive will prejudice the elderly. The plan places aesthetics above providing for elderly. The plan must consider the interests, needs and values of the elderly. The plan must provide for dedicated parking for elderly in the CBD in manner that is convenient for the elderly.

- 7) Page 51 refers: *'Traffic volumes at strategic intersections in and adjacent to (that would impact on) the CBD area were recorded over 12-hr periods from 06:00 to 18:00 during May 2019 and June 2021 as part of the RAMS'* – It is irrational to extrapolate this and use it as a planning base for December peak season. Assessment should be done over the peak period in December and plans should be based on these findings.
- 8) There is no evidence in the report that the traffic movement plan will work. It is only reasonable to expect that computer modelling should demonstrate the effectiveness of the plan.

OBJECTIONS

- 1) I object to the proposal that the Village Green can be used for events in season. These events are typically music festivals that carry on for days e.g. Billy's Beach for five days, Calamari festival for ten days. Associated with such events is a massive influx of people causing intolerant traffic noise, public nuisance (inebriated patrons) and noise nuisance till early morning hours. The proposal does not factor in traffic movement and parking for those attending such events. The impact of public nuisance and noise nuisance will disrupt the comfort of residents on Lyme Road South, College, Reservoir, Assisi and Kansies Roads and will impact rentals in proximity. The Environment Conservation Act (Act 73 1989) identifies that recreational activities will probably have a detrimental effect on environment. The plan must prohibit the use of the Village Green for events that cause public nuisance and noise nuisance.
- 2) I object to the proposal that an amphitheatre be developed in the Village Green. Associated with amphitheatre is noise nuisance. An example is the St Francis Drumming Circle that convened on Sunday afternoons causing noise nuisance for hours. The amphitheatre opens the door for the reintroduction of such and other musical events. An amphitheatre in the Village Green should be prohibited as it will adversely impact residents in College, Reservoir, Assisi and Kansies Roads.
- 3) I object to the kick-out space provided for on the Village Green. This has become an intolerable noise nuisance from early afternoon for residents living in proximity. Associated with the kick-out is shouting and cheering causing noise nuisance. The kick-about attracts spectators associated with drinking in public. Numerous complaints have already been filed in this regard.

ENHANCEMENTS

- 1) The Sea Vista – CBD pedestrian route via Kansies Road needs to be reviewed. The pedestrian pathway recently constructed has limited impact to alleviate the problem of pedestrians walking in the middle or on the side of the road. It is dangerous both for pedestrians and vehicles. Cognisance must be taken that a lot of children use this route.
- 2) The elbow in the road at the Police station causes a blind spot for traffic in both directions. Residents visiting the police station tend to park in front of the small access gate leading to the station. Vehicles moving from Assisi to St Francis Drive are forced to move over to the right side of the road to avoid the parked cars. It is dangerous and an accident in waiting.
- 3) It does not make sense to upgrade St Francis Drive and not deal with the problem that the section between Neville Road and Assisi Road is a loitering zone for casual labour. The proposal must deal with this issue and propose a tangible solution to the problem.



R Smith

15 Kansies Road, St Francis Bay

Cell: 082 782 4451

Email: smithrns@iafrica.com

Jacobus Marais

From: bart.logie@gmail.com
Sent: Sunday, September 22, 2024 10:59 AM
To: Jacobus Marais
Subject: Draft Local Spatial Development meeting 06 August 2024, Comments.

You don't often get email from bart.logie@gmail.com. [Learn why this is important](#)

Thank you to our local Municipality for organising a most informative meeting last month.

We have owned our home, Erf 332, in St Francis Bay for 44 years and have obviously seen a tremendous amount of development. We no longer have a quiet, seaside village with plenty of open spaces!

Our hopes and requests are that open areas are kept in our town. Green spaces, lungs, such as Erf 554, for the people, plants and creatures.

It is interesting to note that a number of cities, worldwide, have bought up old buildings and demolished them to provide open spaces in busy central areas. It would be cheaper by far and exhibit a degree of foresight too often sadly lacking, to ensure that the open spaces were here from the start.

We look forward to continuing our walks in our delightful open spaces WITH IN OUR town.

Kind regards

Caryl and Bart Logie.

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Jacobus Marais

From: Lorraine Maree
Sent: Monday, September 30, 2024 10:02 AM
To: Maggie Langlands; Thabelo Mphohoni
Cc: Kromme Enviro-Trust St Francis; Alex Gotte; secretary@stfranciskrommetrust.co.za
Subject: RE: Comment on St Francis Bay CBD draft LSDF

Thank you Maggie

I have also forward the email to Shena and the director

Lorraine

From: Maggie Langlands <maggielanglands@gmail.com>
Sent: Friday, September 27, 2024 12:47 PM
To: Thabelo Mphohoni <tmphohoni@kouga.gov.za>
Cc: Kromme Enviro-Trust St Francis <chairman@stfranciskrommetrust.co.za>; Alex Gotte <support@dna-online.co.za>; secretary@stfranciskrommetrust.co.za; Lorraine Maree <lmaree@kouga.gov.za>
Subject: Comment on St Francis Bay CBD draft LSDF

From: Renewables - SFB Kromme Enviro-Trust <renewables@stfranciskrommetrust.co.za>

St Francis Bay CBD Draft Local Spatial Development Framework

Comment from Kromme Enviro-Trust (St Francis)

The Kromme Enviro-Trust has reviewed the draft LSDF for the St Francis CBD from an environmental standpoint and comments as follows:

1. The proposal is commended for recognising the necessity to conserve the threatened indigenous plant species on Erf 554 (p.68)
2. We strongly support the proposal to relocate the informal parking on the eastern corner of Erf 554 to allow the vegetation to recover (p.68, p.77))
3. And we likewise strongly support the proposal to include indigenous educational gardens in the Village Green precinct (p.68)
4. The proposals to accommodate pedestrian and non-motorised traffic and to discourage vehicles in the CBD are also supported from an environmental perspective
5. The planting of trees and other vegetation in the CBD is likewise supported as environmentally beneficial as well as visually attractive

This email has been directed to the above email address because Mr Marais's email has been compromised by phishing.

Regards Maggie Langlands



Mobile: +27 82 458 8063

E-mail: renewables@stfranciskrommetrust.co.za

Website: www.stfranciskrommetrust.co.za

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Jacobus Marais

From: Milla Herbst <millaherbst@gmail.com>
Sent: Friday, August 23, 2024 2:45 PM
To: Jacobus Marais; Registry; Anescha Swart; Shena Ruth; Lorraine Maree; Lawrence Ramakuwela; Elsa Van Biljon; Cedrick Grootboom
Subject: Provision for a place of worship in St Francis Bay

Some people who received this message don't often get email from millaherbst@gmail.com. [Learn why this is important](#)

To whom it may concern,

I am a member of Oxygen Life and am hereby asking for provision to be made for a place of worship. Our town desperately needs one.

Many thanks,
Milla Herbst

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Jacobus Marais

From: Luke Biggs <lukejamesbiggs@gmail.com>
Sent: Thursday, August 22, 2024 8:28 PM
To: Jacobus Marais; Registry; Anescha Swart; Shena Ruth; Lorraine Maree; Lawrence Ramakuwela; Elsa Van Biljon; Cedrick Grootboom
Subject: Land to be made for a church in St Francis Bay

Some people who received this message don't often get email from lukejamesbiggs@gmail.com. [Learn why this is important](#)

Hi there,

Hope this email finds you well.

I am part of Oxygen Life Church and I would like provision of land to be made for a church in St Francis Bay.

There has been huge growth in Oxygen Life Church since its establishment in St Francis Bay where their current venue has now reached its maximum capacity for people to gather. This shows signs of a need in the St Francis community.

Thank you so much

Kind Regards
 Luke Biggs

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Jacobus Marais

From: Felicia Sivewright <lishi.sivvy@gmail.com>
Sent: Thursday, August 22, 2024 6:02 PM
To: Jacobus Marais; Registry; aswart@kouga.gov; sruth@kouga.gov; Lorraine Maree; iramakuwela@kouga.gov; Elsa Van Biljon; Cedrick Grootboom
Subject: Church Provision Request

Some people who received this message don't often get email from lishi.sivvy@gmail.com. [Learn why this is important](#)
Hello

This mail is to request that the St. Francis Bay Municipality make provision for Oxygen Life Church (church) within their planning.

This is a direct response for comments based on the latest Notice, in terms of Section 20 of the Spatial Planning and Land Use Management Act 2013, regarding the draft LSDF for St. Francis Bay CBD.

Thank you,

Felicia Sivewright

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Jacobus Marais

From: Tim Sivewright <timsivvy1970@gmail.com>
Sent: Thursday, August 15, 2024 2:39 PM
To: Jacobus Marais; Registry; aswart@kouga.gov; sruth@kouga.gov; Lorraine Maree; iramakuwela@kouga.gov; Elsa Van Biljon; Cedrick Grootboom
Subject: Comments - Provision for a church in town planning

Some people who received this message don't often get email from timsivvy1970@gmail.com. [Learn why this is important](#)

Good day,

This mail serves as request for the St Francis Bay Municipality to make provision for a church within their planning.

This is a direct response for comments based on the latest Notice ,in terms of Section 20 of the Spatial Planning and Land Use Management Act ,2013, regarding the draft LSDF for St Francis Bay CBD

Sincerely

Richelle Sivewright
 2 Sardinia Road
 Santareme
 St Francis Bay
 +27 (0)845505478 Mobile

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Jacobus Marais

From: Ray Dawson <raydawson@oxygenlife.co.za>
Sent: Thursday, August 15, 2024 1:31 PM
To: Jacobus Marais; Registry; Anescha Swart; Lawrence Ramakuwela; Cedrick Grootboom
Cc: Shena Ruth; Lorraine Maree; Elsa Van Biljon
Subject: LSDF for St Francis Bay CBD - Provision for a CHURCH
Attachments: Outlook-jpnbaivt; Outlook-taysw1a3; Outlook-fibi3coe; Outlook-dhctpu1m

Some people who received this message don't often get email from raydawson@oxygenlife.co.za. [Learn why this is important](#)

Good Afternoon,

My name is Ray Dawson, I have the privilege of leading the Oxygen Life Church Congregation here in St Francis Bay.

The congregation was started just over 3 years ago with only 3 members, currently our Sunday attendance can be up to 140 people, with our Easter and Christmas meetings anything between 300 and 500 people in attendance.

Our desire is that we would be able to attain a plot of ground and put up our own building at some point.

As far as I'm aware, Erf 400 and Erf 3087 are the only two plots with zoning that make provision for a "place of worship", with Erf 3087 already being signed up in a long term lease for a Creche/Day Care.

After attending the public meeting on the 6 August 2024, it was stated that in the current draft for the LSDF for St Francis Bay CBD, no provision had been made for a church.

I would like to ask that off the back of the feedback given on the 6 August at the public meeting, that the Kouga Municipality please make provision for a church in their planning.

I know Erf 400 is a highly contentious piece of ground, but would like to even suggest that if the tennis courts are to be moved that possibly to consider allocating the existing tennis court area for a church. I know that one of the other concerns that was mentioned was the lack of parking in St Francis Drive. The grass area between the tennis courts and St Francis Drive could then still be used for parking, servicing the Church during our peak times (mostly Sundays) and then during the week it can service the businesses' within the area. As a suggestion.

Look forward to your response.

Regards,

RAY DAWSON

LEAD ELDER – ST FRANCIS CONGREGATION

raydawson@oxygenlife.co.za | C: +27 82 428 6731 | T: +27 41 581 8633



Oxygen Life Church ("OLC") is a voluntary association of persons, PBO Nr. 930011027. Personal Information Consent & Privacy Policy: By emailing us you consent to our storage and use of your personal information, stored locally and/or cross border. Your personal information will be handled in accordance with our Privacy Policy which can be viewed on our Website ([Click here to view](#)) e-Contracting: The provisions of Sections 11, 12, and 13 of the Electronic Communications and Transactions Act, 25 of 2002, in so far as e-contracting is concerned, is expressly excluded. In other words, no data message or electronic communication will be recognised as binding OLC to any contract. E-mail Notice & Disclaimer: The information, supplied herein is intended solely for the named email addresses only, and is used at your own risk and the e-mail recipient indemnifies and holds OLC harmless against all loss, damage, liability or expense from whatsoever cause arising, which you or any third party may sustain as a result of having used the email, or information. Unauthorised use, copying or distribution of this email or any part of its content or attachments is prohibited. Any services and/or products offered by us is subject to the terms and conditions on our Website set out ([Click here to view](#)), which terms and conditions apply to you in your relationship with us and we encourage you to read these important terms. Opinions expressed in this e-mail are those of the sender and not necessarily OLC. If you are not the intended recipient, please notify OLC immediately by returning this e-mail to sender and destroying all copies of this communication.

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Jacobus Marais

From: lance kabot <lancekabot77@gmail.com>
Sent: Thursday, August 8, 2024 12:19 AM
To: Jacobus Marais
Subject: Comments & objections to St Francis Bay Central Business District (CBD) Local Spatial Development Framework (LSDF)

You don't often get email from lancekabot77@gmail.com. [Learn why this is important](#)

Dear Johan,

Comments:

I agree with the intensification and containment of the CBD, as well as the improvements to the Village Green. Connecting the CBD to the beach and Village Green is also a very good initiative.

Objections:

1) Parking on St. Francis Drive

The elimination of street parking on St. Francis Drive is not practical and will severely effect the businesses on this strip. Have elderly customers been considered? What about the night time restaurant trade? St. Francis Drive has a vagrant problem. Who escorts the customers safely to their cars?

2) Pop Up & Event companies

Careful consideration needs to be exercised before giving trading licences to pop ups & event companies. They should not be allowed into town to compete with local businesses that operate all year round, employ local people, invest in local property, pay rates & taxes and spend their earnings locally.

In the case of the Brew pubs & restaurants, we invest heavily in compliance; liquor licenses, fire plans, storm water drains, sewage lines, or health & safety, insurance, disabled access, training of staff, toilets, parking, parking attendants etc.

In contrast, pop ups & event companies bring in staff, tents, food, beverages, entertainment productions & equipment from outside our local economy. They spend very little on compliance, rent, rates etc. They earn money in our local economy - in some cases given prime position right at the centre of the CBD, (eg. Uncle Nics, Nduna Productions, SAB beer tent at the Calamari Festival 2024) This is going to create a serious parking, toilet facility and kitchen health & safety problem. Hard to understand when 6 restaurants are within walking distance and others are a short drive away. The money these companies, and their staff earn, is largely spent outside of our local economy. This is not the way to support local businesses and build a sustainable town.

Regards,
 Lance Kabot
 Owner & Brewer
 St. Francis Brewing Company
 082 334 076 210 8316

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Date: 6 August, 2024

Mr. Jacobus Marais
Kouga Municipality

by email: jmarais@kouga.gov.za
copy to: registry@kouga.gov.za

Feedback from the St Francis Bay Residents - Polls

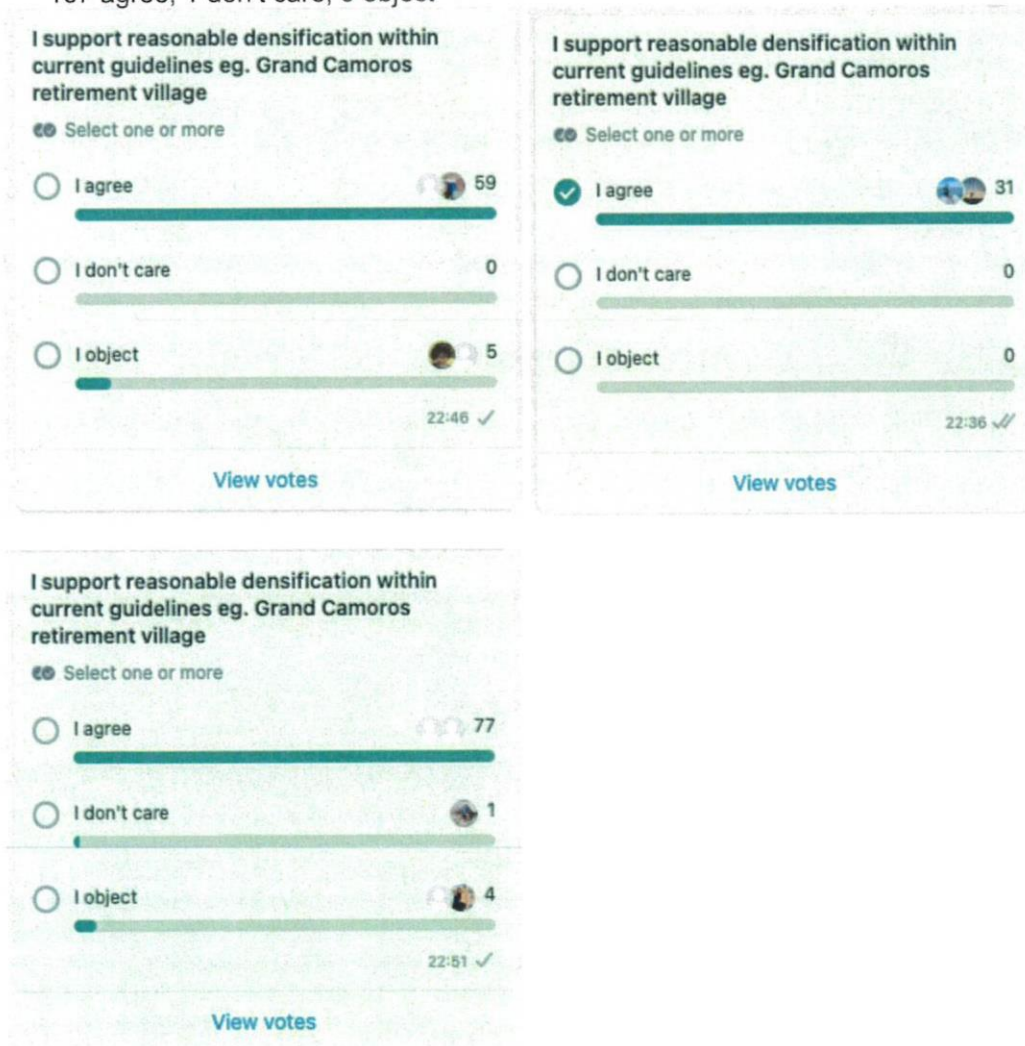
Dear Mr. Marais,

Below is feedback from hundreds of residents on three (3) different WhatsApp groups regarding the draft CBD Spatial Development Framework

1. The St Francis Bay WA Group
2. The Santareme WA Group
3. The Kouga Traffic & Roads WA Group

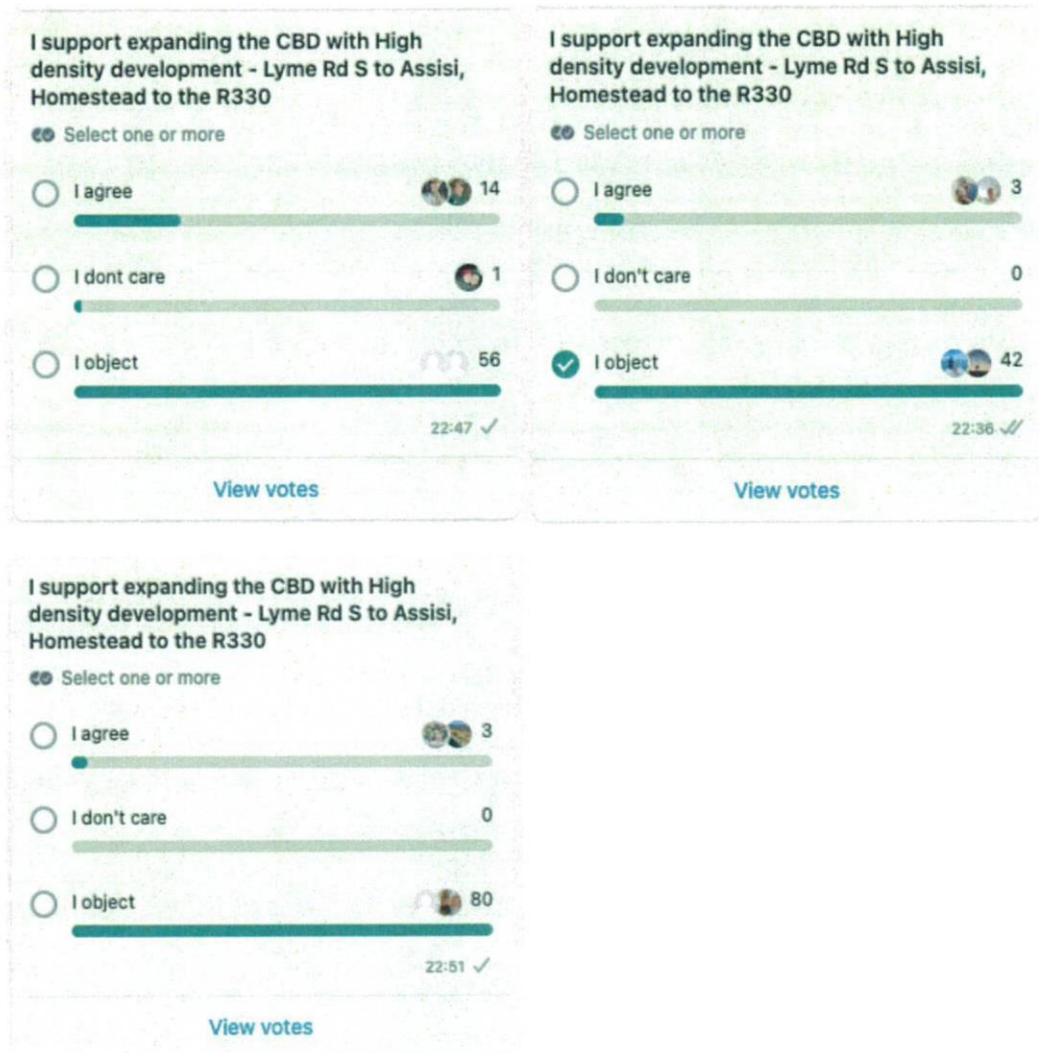
Question 1:

167 agree; 1 don't care; 9 object



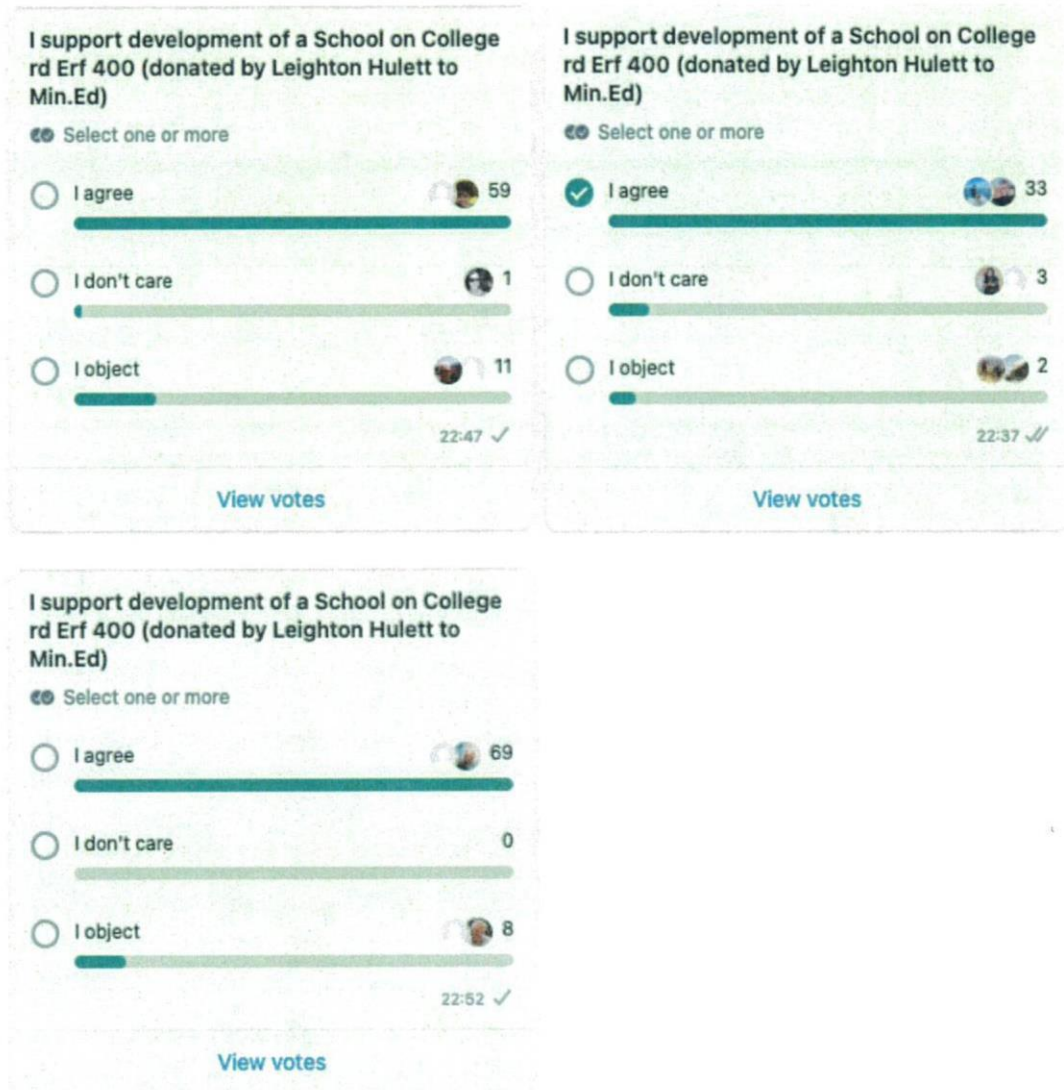
Question 2:

20 agree ; 1 don't care ; 178 object



Question 3:

161 agree ; 4 don't care ; 21 object



Question 4:

1 agree ; 0 don't care ; 222 object

Response	Count
I agree	1
I don't care	0
I object	78

22:48 ✓

[View votes](#)

Response	Count
I agree	0
I don't care	0
I object	49

22:38 ✓

[View votes](#)

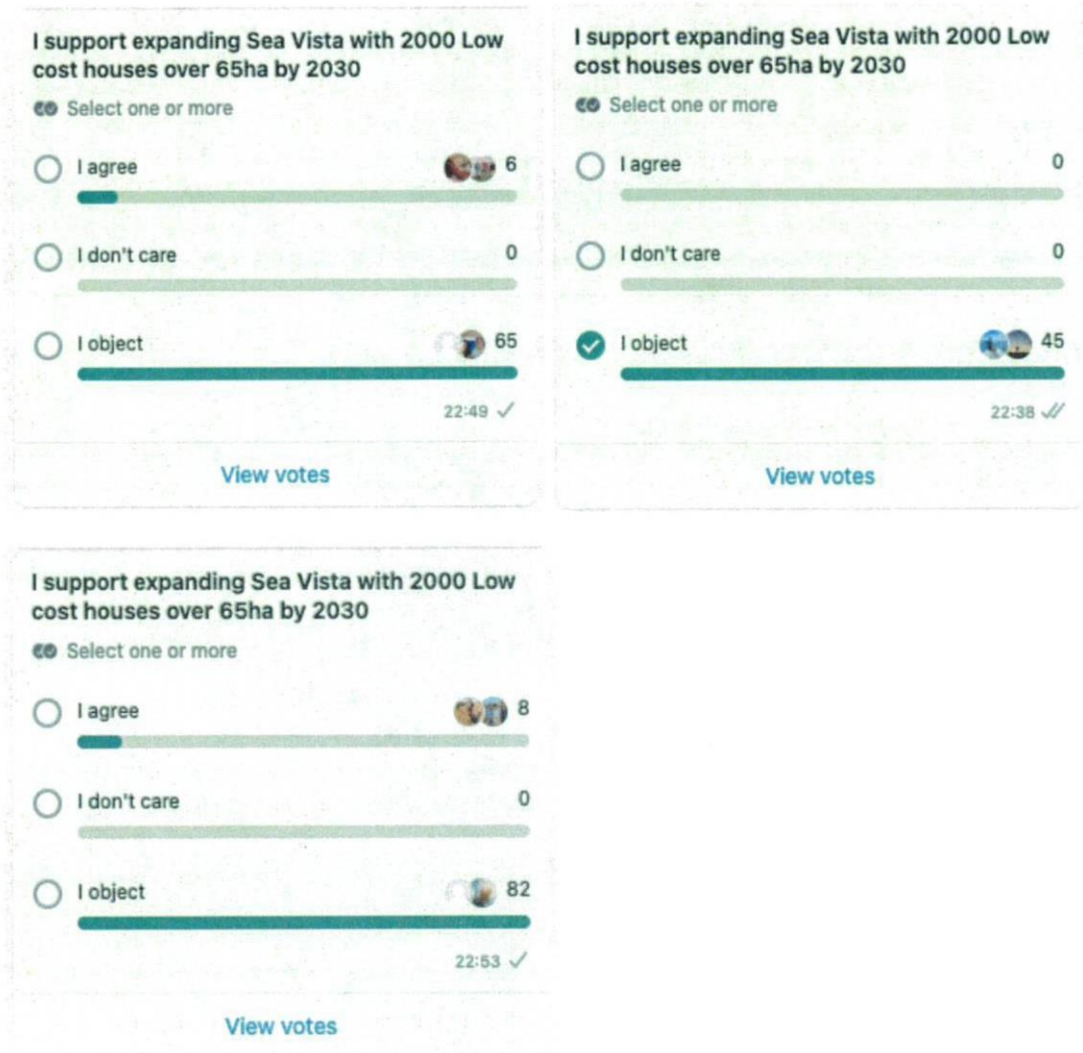
Response	Count
I agree	0
I don't care	0
I object	95

22:53 ✓

[View votes](#)

Question 5:

14 agree ; 0 don't care ; 192 object



Poll Results as at 16h12 on 6 August;

I confirm that these poll numbers are unique per resident on each group and can be verified based on unique mobile numbers linked to residents.

Councillor Loraine Maree is on these groups and has access to this data and can verify numbers and sentiments accordingly

Your Sincerely,

Craig Kilfoil, St Francis Bay

Date: 6 August, 2024

Mr. Jacobus Marais
Kouga Municipality

by email: jmarais@kouga.gov.za
copy to: registry@kouga.gov.za

St Francis Local Spatial Development Framework

Dear Mr. Marais,

This is an objection and suggestion about the St Francis CBD LSDF:

While many of the justifications for the densification of the St Francis Village CBD might be considered a good idea the council is assuming that the rate-paying owners of the properties in the village want the village to become a larger town. This is not the case as there is a large amount of undeveloped land in St Francis Bay that could be considered.

While there is a need for less expensive housing for older retirees and younger 1st-time property owners, one cannot assume that cheaper is only achieved by building high-rise structures that are not always suitable for the elderly or young families. Port St Francis currently has low-cost accommodations, bachelor apartments, 1 and 2-bedroom unoccupied apartments which are available.

Whilst the village could benefit from more small business locations, such as the Village Square and The Village Centre will these businesses be able to sustain themselves out of peak season? Does this require the entire area from St Francis Drive to the R330 along Lyme Road South and as far as Homestead Road to be re-zoned to high density?

The land being rezoned should rather be used to build a school for the children of St Francis Bay and any additional land be used for sports facilities.

There is no sense in expanding Sea Vista as there is already a huge informal settlement that is expanding monthly let alone annually. There is huge unemployment in the Sea Vista area and crime is becoming a major concern for the local St Francis rate-paying community. The local authority should look to evicting the illegal squatters and not by supplying more land.

I also do not believe that due regard has been given to the basic services infrastructure

- 1) Septic tanks and the removal of the sewerage by trucks which are in high demand and are currently inadequate for the area.
- 2) Existing St Francis Bay road infrastructure which has ever-increasing potholes that are not being attended to.
- 3) The road to Humansdorp is also in urgent need of attention as it is crumbling.

Yours Sincerely,

Bev Esterhuizen

Bev Esterhuizen

Erf 2449 Sea Vista, St Francis Bay

0825688671

Jacobus Marais

From: Berenice Kilfoil <berenice.kilfoil@icloud.com>
Sent: Tuesday, August 6, 2024 3:20 PM
To: Jacobus Marais
Subject: OBJECTION TO THE PROPOSED ST. FRANCIS CBD SPATAL DEVELOPMDENT

Importance: High

You don't often get email from berenice.kilfoil@icloud.com. [Learn why this is important](#)

Dear Mr. Marais,

I object to the proposed ST FRANCIS BAY CBD SPATAL DEVELOPMENT in its entirety until such time as the following Infrastructure has been corrected.

1. Upgrade and resurfacing of all roads in St Francis Bay which are in the state of total collapse
2. Waterborn Sewage supplied to all existing homes and buildings
3. Upgrading and maintenance of all homes in Sea Vista
4. Removal of all illegal squatters from St. Francis Bay/Sea Vista
5. Upgrading and resurfacing of the R330 from Humansdorp to St Francis Bay which is also in a state of collapse.

Yours faithfully,
 B Kilfoil
 ERF 3172 ST001

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Jacobus Marais

From: Janine Barnard <janine.barnard1@gmail.com>
Sent: Tuesday, August 6, 2024 3:18 PM
To: Jacobus Marais; Registry
Subject: Objection & Suggestions - St Francis Local Spatial Development Framework

Some people who received this message don't often get email from janine.barnard1@gmail.com. [Learn why this is important](#)

Date: 6 August, 2024

Mr. Jacobus Marais
 Kouga Municipality

by [email:jmarais@kouga.gov.za](mailto:jmarais@kouga.gov.za)
 copy to: registry@kouga.gov.za

Objection & Suggestions - St Francis Local Spatial Development Framework

Dear Mr. Marais,

This is an objection and suggestions pertaining to the St Francis CBD LSDF:

While many of the justifications for the densification of the St Francis Village CBD have some merit it pre-supposes that people want the village to become a larger town. I object to that presumption. There is ample undeveloped land in St Francis Bay. High density residential development is not required.

While there is a need for less expensive housing for older retirees and younger 1st time property owners, it is a false assumption that cheaper accommodation can only be achieved by high density accommodations. For example, The Homestead and The Grand Camoros developments offer small accommodations (1 bedroom) that did not require high density re-zoning. Furthermore, Port St Francis has many hundreds of low cost accommodations, bachelor apartments, 1 bedroom and 2 bedroom apartments that are mostly unoccupied.

I agree that the village could benefit from more small business locations, such as the Village Square and The Village Centre but same does not require that the entire area from St Francis drive to the R330 along Lyme road South and as far as Homestead road be re-zoned to high density. I object to the proposed new CBD Framework Plan. I suggest a reasonable widening of the "urban edge" to allow for natural growth along exiting boundaries.

Sea Vista already has high unemployment. Sea Vista already has hundreds, maybe thousands of illegal shacks in the adjacent squatter camp. Crime is growing out of control. It follows that allowing for the expansion of Sea Vista can only lead to higher unemployment and thus higher crime. I strongly object to the expansion of Sea Vista. I propose that the local authority apply the law and evict the illegal squatters.

The Founder of St Francis Bay Mr. Leighton Hulett promised [and defined in the Provincially approved town plan] to have a school on ERF 400 between College road and the Municipal buildings. Mr. Hulett donated the land to the Ministry of Education for said purpose. I believe from those that participated in negotiations, that the Province did a "land-swop" for ERF 400 with KLM where KLM gave up land which was then used by Province to build the new school in Sea Vista. There are restrictions on the use of ERF 400.

It remains that St Francis College has many hundreds of school children and that the school has paid rent to the farm owners [The Parkers] for over 20 years. The school does not own a single building. Had it paid the rental money into a bank bond, it could have owned a multi-million rand school by now. This is a travesty that should not be continued.

We need a school in the village and I propose that a portion of ERF 400 is used for a primary school; And, I propose that any school sports facility such as a multi-purpose sports field for soccer, hockey, cricket could also be used by the community when not in use by the school. Smaller sports facilities such as two Tennis courts could have multiple uses to include sports like Netball. It would be a win-win while also keeping a significant portion of the land as "green".

By allowing for a school with sports facilities such as Tennis courts, it could free up the current Tennis courts land for other usage while keeping the community happy.

The entire LSDF is flawed if it presupposes that the basic services infrastructure can accommodate higher density than it can currently sustain. It cannot for the following reasons:

- a.
- b. St Francis still relies mainly on septic tank
- c. manual removal of sewage by truck. High density developments (such as at Port St Francis) require underground water-borne sewage collection in tanks and large pumping stations to deliver the sewage to the treatment plant. It is unclear if the proposed CBD
- d. densification has defined sewage pumping capability.
- e.
- b.
- c. Increased density means less natural grass resulting
- d. in higher run-off after heavy rainfall. The St Francis Bay tennis courts, St Francis drive from the Municipality to the Village Square already flood regularly due to non-existent storm water reticulation. The proposed densification directly up-hill of the
- e. existing flood-prone areas would result in catastrophic flooding damages to the main village small business and surrounding residential properties If storm water systems are not built.
- f.
- c.
- d. The exiting road infrastructure of St Francis
- e. Bay is crumbling and in a disgraceful state of repair. Any densification plan must promise existing infrastructure has suitable road traffic capacity or be supported by concrete commitments for the necessary upgrades to allow for the increased volume of traffic.
- f. It follows that the proposed densification is absurd without said commitments to road infrastructure.
- g.

The LSDF suggests a need and a desire for massive growth in St Francis Bay with the inclusion of high density accommodations. The result would be a significant increase in road traffic along the only road into St Francis Bay, the R330 to Humansdorp.

Per a recent statement by Mayor Hattingh Bornman "The road between Humansdorp and St Francis Bay [R330] is unfortunately not on the Provincial list for upgrading".

The road from Humansdorp is collapsing under already increased post-covid growth. Further volumes will hasten the collapse of the R330 road.

It follows that the proposed densification of St Francis Bay is flawed without commitments by the Provincial legislature to upgrade the regional R330 road infrastructure to Humansdorp; as is required by National Treasury guidelines.

Your Sincerely,

Janine M. Barnard

40 Esmaralda Rd

Santareme

St Francis Bay

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6 August, 2024

Mr. Jacobus Marais
Kouga Municipality

by email: jmarais@kouga.gov.za
copy to: registry@kouga.gov.za

Objection & Suggestions - St Francis Local Spatial Development Framework

Dear Mr. Marais,

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I agree that the village could benefit from more small business locations, such as the Village Square and The Village Centre but same does not require that the entire area from St Francis drive to the R330 along Lyme road South and as far as Homestead road be re-zoned to high density. I object to the proposed new CBD Framework Plan. I suggest a reasonable widening of the "urban edge" to allow for natural growth along exiting boundaries.

Sea Vista already has high unemployment and has hundreds, maybe thousands of illegal shacks in the adjacent squatter camp. Crime is growing out of control. It follows that allowing for the expansion of Sea Vista can only lead to higher unemployment and thus higher crime. If all development comes to an end the unemployment will rise and also the crime. Kouga Municipality will have a bigger burden on their shoulders with illegal electricity & water connections. Our local clinic can't accommodate all as it is, never mind if the population doubles. There is already a lot of trouble for local kids to get to school and back to build more house will only contribute to an even bigger problem, I strongly object to the expansion of Sea Vista. I propose that the local authority apply the law and evict the illegal squatters. The land allocated is wetland and and home to a lot of wild life. More houses, more people, more farm animals and domestic animals, Our law enforcement can't contain farm animals running all over town, Our local animal welfare has their hands full with feeding and helping animals in need, with a significant high cost to them.

Our local police, security companies and law enforcement has their hands already full as it is and can't keep up with the demand.

The entire LSDF is flawed if it presupposes that the basic services infrastructure can accommodate higher density than it can currently sustain. It cannot for the following reasons:

- a. St Francis still relies mainly on septic tank manual removal of sewage by truck. High density developments (such as at Port St Francis) require underground water-born sewage collection in tanks and large pumping stations to deliver the sewage to the treatment plant. It is unclear if the proposed CBD densification has defined sewage pumping capability.

- b. Increased density means less natural grass resulting in higher run-off after heavy rainfall. The St Francis Bay tennis courts, St Francis drive from the Municipality to the Village Square already flood regularly due to non-existent storm water reticulation. The proposed densification directly up-hill of the existing flood-prone areas would result in catastrophic flooding damages to the main village small business and surrounding residential properties if storm water systems are not built.
- c. The existing road infrastructure of St Francis Bay is crumbling and in a disgraceful state of repair. Any densification plan must promise existing infrastructure has suitable road traffic capacity or be supported by concrete commitments for the necessary upgrades to allow for the increased volume of traffic. It follows that the proposed densification is absurd without said commitments to road infrastructure.

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Per a recent statement by Mayor Hattingh Bommman "The road between Humansdorp and St Francis Bay [R330] is unfortunately not on the Provincial list for upgrading".

The road from Humansdorp is collapsing under already increased post-covid growth. Further volumes will hasten the collapse of the R330 road.

It follows that the proposed densification of St Francis Bay is flawed without commitments by the Provincial legislature to upgrade the regional R330 road infrastructure to Humansdorp; as is required by National Treasury guidelines.

First fix our current infrastructure before more is added,

Your Sincerely,

Jaco & Marissa O'Neill
St Francis Bay

Jacobus Marais

From: Marc <marc@isat.co.za>
Sent: Tuesday, August 6, 2024 1:31 PM
To: Jacobus Marais
Cc: Anescha Swart
Subject: Comments / Objections on LSDF from, St Francis Blue Bottle ERF 1489

Thanks for a great meeting held this morning,

Just to follow on from the below email sent this morning before the meeting, a few more Questions,

I see on page 39 we are as we are General Business to be downgraded to Limited Business / Office on page 64 ?

Suggestion: under Rationalise parking & public space to improve public realm page 75, to avoid pedestrians and cyclists being in the way and being run over, they should be put furthest from the road, swapped more to the business boundary ?

Regards Marc ERF 1489

Hi good morning,

I, Marc Lars Schwitter and Gillian Frances Schwitter, the Owners of St Francis Blue Bottle Liquor Store for 25 Years.

We have been looking through Spatial Development Framework 2nd Draft and see that they are wanting to tidy up the car parking situation along St Francis Drive.

We are very much in support of this, BUT, you are taking away way more parking than you are making provision for.

This will only make the situation way worse.

Public will just then anyhow park where they like, even on top of the plants, which they do to our garden already!

The TEMPORARY parking (BEHIND the Liquor Store) would be needed throughout the year NOT ONLY OVER DECEMBER!

Also when restructuring by the Liquor Store one has to bear in mind we have link trucks that still need access to our premises.

Regards

Marc and Gilly Schwitter

Marc & Gilly Schwitter

☎ 042 294 0303

☎ 042 294 1028

✉ marc@isat.co.za

Part Of The Blue Bottle Group



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Jacobus Marais

From: duke d <dukedl17@gmail.com>
Sent: Tuesday, August 6, 2024 9:52 AM
To: Jacobus Marais
Subject: Proposed Sea Vista Expansion Plan

Dear Mr J Marais

If not too late and as resident and owner of two properties in SFB, Please add my vote as against the proposed expansion plan.

Kind regards

Henri Dell

0827476077

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Jacobus Marais

From: Marc <marc@isat.co.za>
Sent: Tuesday, August 6, 2024 9:04 AM
To: Jacobus Marais
Subject: Comments / Objections on LSDF from, St Francis Blue Bottle

Hi good morning,

I, Marc Lars Schwitter and Gillian Frances Schwitter, the Owners of St Francis Blue Bottle Liquor Store for 25 Years.

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We are very much in support of this, BUT, you are taking away way more parking than you are making provision for.

This will only make the situation way worse.

Public will just then anyhow park where they like, even on top of the plants, which they do to our garden already!

The TEMPORARY parking (BEHIND the Liquor Store) would be needed throughout the year NOT ONLY OVER DECEMBER!

Also when restructuring by the Liquor Store one has to bear in mind we have link trucks that still need access to our premises.

Regards

Marc and Gilly Schwitter

Marc & Gilly Schwitter

☎ 042 294 0303

☎ 042 294 1028

✉ marc@isat.co.za

Part Of The Blue Bottle Group



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Jacobus Marais

From: Melina Tsiotsiopoulos <mtsotsiopoulos@gmail.com>
Sent: Tuesday, August 6, 2024 8:21 AM
To: Jacobus Marais
Subject: Spatial development

Good day sir

I am unfortunately unable to make the meeting but would like to stress my opinion I strongly oppose the whole proposal

Thanking you

Melina Tsiotsiopoulos

Big Time and Peri Peri

Sent from Melina

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Jacobus Marais

From: Rambling Rose <ramblingrose@telkomsa.net>
Sent: Tuesday, August 6, 2024 8:11 AM
To: Jacobus Marais
Subject: objections -draft LSDF for st francis bay cbd

We object to the draft as it does not allow for off street parking in the CBD, we feel that a CBD should provide extra parking and function like a CBD and not a green belt,

The business being Rambling Rose will struggle to trade with a limited amount of parking available as when it is busy the Spar Centre next to us uses a lot of our parking area as well as the other businesses in this street. This will cause our turnover to drop and job losses for the local community that we employ a good deal of in this street.

The single entrance to the property will also cause big problems as we have delivery truck delivering goods and a lot of elderly customers that park and cannot always navigate parking bays so easily and won't be able to turn.

Regards

Craig and Mechelle Aylesbury

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Jacobus Marais

From: Alastair Stuart-White <alastairwhite@gmail.com>
Sent: Monday, August 5, 2024 9:59 PM
To: Jacobus Marais
Subject: Objection against new spatial devpt plan.

Dear Sir,

Please note my strong objection against the extension of Sea Vista Township from Tarragona rd along St.Francis Drive.

Regards,

A.Stuart-White

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Jacobus Marais

From: Catherine Mitchley <cathmitchley@gmail.com>
Sent: Monday, August 5, 2024 7:01 PM
To: Jacobus Marais
Cc: Catherine Mitchley
Subject: Public Participation LSDF draught SFB CBD, 6 Aug 2024

Dear Sir

I agree, parking worries me A LOT, ludicrous taking it away along the Main Rd and needs addressing, along with way, way, way tooooooooooo much Business Development! UNIDENTIFIED, benefitting WHO?

I, for one, as a restaurant owner, would like to know what businesses are going in?
 We have a Wimpy now, what is next Pep, Romans Pizza, cheap clothing shops from other countries!!!

MORE restaurants /coffee shops, gyms, pharmacies, Cafe Vida, Sorbet, Dischem Col'cachios , the list goes on we can't even fill our businesses out of season! July / August, as ANY shop / business owner, is no joke.

I have lived here 20 years, raised 2 boys here from 1 and 3 yrs, have people lost all small town sense? What does that actually say about us beings, WHAT?

The actual paths and recreational areas are fantastic. Positioning my be imperfect, a green belt but let us dictate the positioning. It's funny how the free town improvements suddenly appear along with a million percent of UNIDENTIFIED business development!

Is a Church included? How about a school relocation?
 Where is another retirement facility with medical care 24/7?
 What about some nice TOILETS in seavista, lovely to wee along the main road etc.... Oh, sorry, that's perfectly ok. It doesn't affect us.

Regards

Cath Mitchley
 The Kitchen

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Jacobus Marais

From: Abe Foley <abefoley@mweb.co.za>
Sent: Monday, August 5, 2024 6:47 PM
To: Jacobus Marais
Subject: Notice 151-2024

I hereby object to the St.Francisbay local spatial development framework Abe Foley

Cell: 082 559 6524

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Jacobus Marais

From: Berenice Kilfoil <berenice.kilfoil@icloud.com>
Sent: Monday, August 5, 2024 6:35 PM
To: Jacobus Marais
Subject: St Francis CBD planning

Mr Marais, Please accept my total and complete objection to the absolutely disastrous proposal you are putting forward for the CBD development of St Francis Bay. What you are proposing will destroy this area beyond repair overnight. Our properties will become worthless and we will be looking to you for compensation. Berenice Kilfoil

Sent from my iPhone

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Jacobus Marais

From: Ray Dawson <raydawson@oxygenlife.co.za>
Sent: Monday, August 5, 2024 12:41 PM
To: Jacobus Marais
Subject: LSDF for St Francis Bay CBD
Attachments: 1000289851.jpg; 1000289856.jpg

Good Afternoon,

My name is Ray Dawson and I lead the Oxygen Life Church in St Francis Bay, Our congregation start just over 3 years ago. We would like to acquire a piece of land in order to build our own church building.

I have tried on numerous occasions to engage with someone from the Municipality, inquiring about any Municipal owned land that is allocated for a church, with no success.

I don't understand the process, but I have seen the draft sent out regarding LSDF, Within the draft I see that erf400 is zoned for a Place of Worship!

I understand that this is a very contested piece of ground, but I would like to know if any provision has been made for a church? And how do I go about finding out more?

Look forward to hearing back from you.

Regards

Ray Dawson
0824186731

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St Francis Bay CBD Local Spatial Development Framework

Response Report : February 2025

Comment / Submission	I & AP	Category	Response
1. <i>What measures are in place to ensure the sustainability of the proposed developments, particularly in relation to environmental impacts?</i>	Clint Carstens	General	- The proposals as per the Local Spatial Development Framework (LSDF) represent a spatial vision for the future of the study area - Detailed designs, budgets and sustainability assessments will have to be done prior to implementation of each phase or anchor project - All development is subject to the National Environmental Management Act (NEMA) listed activities
2. <i>Total and complete objection to the absolutely disastrous proposal you are putting forward for the CBD development of St Francis Bay. What you are proposing will destroy this area beyond repair overnight</i>	Berenice Kilfoil	General	- The development proposals and spatial vision for the area specifically aims to protect the character, density and impact of future commercial development on the surrounding residential areas - The CBD edge as per the approved SDF is adopted with various restrictions on development intensity and no non-residential development is proposed outside the Central Business District (CBD) edge
3. <i>The report does not take age and sex demographics of permanent residents into account</i>	Roy Smith	General	- The status quo assessment includes a socio economic profile of the study area - Specific reference to economic growth and high level population figures are included
4. <i>The planting of trees and other vegetation in the CBD is likewise supported as environmentally beneficial as well as visually attractive</i>	Maggie Langlands (Kromme Enviro-Trust (St Francis))	General	Noted
5. <i>Agree with the intensification and containment of the CBD, as well as the improvements to the Village Green. Connecting the CBD to the beach and Village Green is also a very good initiative</i>	Lance Kabot (St Francis Brewing Company)	General	Noted
6. <i>Careful consideration needs to be exercised before giving trading licences to pop ups and event companies. They should not be allowed into town to compete with local business that operate all year round, employ people</i>	Lance Kabot (St Francis Brewing Company)	General	All trading licences and informal pop-ups will be subject to Council's By-laws and the normal application procedure
7. <i>Pop ups and even companies bring in staff, tents, food, beverages, entertainment productions and equipment from outside our local economy. They spend very little on compliance, rent, rates, etc.</i>	Lance Kabot (St Francis Brewing Company)	General	
8. <i>The land being rezoned should rather be used to build a school for the children of St Francis Bay and any additional land be used for sports facilities</i>	Bev Esterhuizen	General	- The LSDF proposes a broad spatial vision for the study area and does not rezone specific land portions - The utilisation of Erf 400 and Erf 554 have been addressed in detail as part of this response report

Comment / Submission	I & AP	Category	Response
9. Upgrading and maintenance of all homes in Sea Vista	Berenice Kilfoil	General	- The study area includes the properties between Kansies Road, Lyme Road South, College Road and up to the mid-block properties east of St Francis Drive, i.e. the St Francis Bay CBD - Noted, however, this falls outside the study area and should be addressed by Council's Human Settlement Policy and current spatial planning initiatives underway
10. Removal of all illegal squatters from St Francis Bay / Sea Vista	Berenice Kilfoil	General	
11. Poll Question 1 : I support reasonable densification within current guidelines, e.g. Grand Camoros Retirement Village 167 agree, 1 don't care, 9 object	Craig Kilfoil Polls : - The St Francis Bay WA Group - The Santareme WA Group - The Kouga Traffic & Roads WA Group	General	
12. Poll Question 2 : I support expanding the CBD with high density development – Lyme Rd S to Assisi, Homestead to the R330 20 agree, 1 don't care, 178 object	Craig Kilfoil Polls : - The St Francis Bay WA Group - The Santareme WA Group - The Kouga Traffic & Roads WA Group	General	
13. Poll Question 4 : I support expanding Sea Vista from Tarragona Rd to the Airfield, R330 to St Francis Drive 1 agree, 0 don't care, 222 object	Craig Kilfoil Polls : - The St Francis Bay WA Group - The Santareme WA Group - The Kouga Traffic & Roads WA Group	General	
14. Poll Question 5 : I support expanding Sea Vista with 2000 low cost houses over 65 ha by 2030 41 agree, 0 don't care, 192 object	Craig Kilfoil Polls : - The St Francis Bay WA Group - The Santareme WA Group - The Kouga Traffic & Roads WA Group	General	
15. Does this require the entire area from St Francis Drive to the R330 along Lyme Road South and as far as Homestead Road to be rezoned to high density?	Bev Esterhuizen	General	
16. There is no sense in expanding Sea Vista as there is already a huge informal settlement that is expanding monthly let alone annually	Bev Esterhuizen	General	
17. The local authority should look to evicting the illegal squatters and not by supplying more land	Bev Esterhuizen	General	
18. Does not require that the entire area from St Francis Drive to the R330 along Lyme Road South and as far as Homestead Road be rezoned to high density	Janine Barnard	General	
19. Strongly object to the expansion of Sea Vista. I propose that the local authority apply the land and evict the illegal squatters	Janine Barnard	General	

Comment / Submission	I & AP	Category	Response
20. <i>High density developments (such as at Port St Francis) require underground water-born sewage collection in tanks and large pumping stations to deliver the sewage to the treatment plant</i>	Janine Barnard	General	Noted, the vision of the broader Kouga SDF should assess further expansion nodes outside the St Francis Bay CBD LSDF study area
21. <i>Does not require that the entire area from St Francis Drive to the R330 along Lyme Road South and as far as Homestead Road be rezoned to high density</i>	Jaco & Marissa O'Neill	General	
22. <i>Strongly object to the expansion of Sea Vista. I propose that the local authority apply the land and evict the illegal squatters</i>	Jaco & Marissa O'Neill	General	
23. <i>Against the proposed expansion plan</i>	Henri Dell	General	
24. <i>Strongly oppose the whole proposal</i>	Melina Tsiotsiopoulos	General	
25. <i>Objection against the extension of Sea Vista Township from Tarragona Rd along St Francis Drive</i>	Alastair Stuart-White	General	
26. <i>What about some nice toilets in Sea Vista?</i>	Catherine Mitchley (The Kitchen)	General	
27. <i>There is a large amount of undeveloped land in St Francis Bay that could be considered</i>	Bev Esterhuizen	General	
28. <i>The village could benefit from more small business locations, such as the Village Square and the Village Centre, but will these business be able to sustain themselves out of peak season?</i>	Bev Esterhuizen	General	
29. <i>While there is a need for less expensive housing for older retirees and younger 1st time property owners, it is a false assumption that cheaper accommodation can only be achieved by high density accommodations</i>	Janine Barnard	General	
30. <i>There is ample undeveloped land in St Francis Bay. High density residential development is not required</i>	Jaco & Marissa O'Neill	General	- High density residential development is not proposed for the study area - Noted, although limited space is available for future expansion of the CBD area, the vision is to protect the residential character of the surrounding area
31. <i>While there is a need for less expensive housing for older retirees and younger 1st time property owners, it is a false assumption that cheaper accommodation can only be achieved by high density accommodations</i>	Jaco & Marissa O'Neill	General	
32. <i>Where is another retirement facility with medical care 24/7?</i>	Catherine Mitchley (The Kitchen)	General	
33. <i>There is ample undeveloped land in St Francis Bay. High density residential development is not required</i>	Janine Barnard	General	
34. <i>I agree that the village could benefit from more small business locations, such as the Village Square and the Village Centre</i>	Janine Barnard	General	
35. <i>I agree that the village could benefit from more small business locations, such as the Village Square and the Village Centre</i>	Jaco & Marissa O'Neill	General	

Comment / Submission	I & AP	Category	Response
36. Reasonable widening of the "urban edge" to allow for natural growth along exiting boundaries	Janine Barnard	General	- The inclusion of the properties to the east of St Francis Drive for use as low impact business is supported by the LSDF - Utilisation of the existing tennis club site should be adequate for medium term commercial growth in the CBD
37. Reasonable widening of the "urban edge" to allow for natural growth along exiting boundaries	Jaco & Marissa O'Neill	General	
38. As a restaurant owner, would like to know what businesses are going in	Catherine Mitchley (The Kitchen)	General	The LSDF provides a guideline for business development within the study area and future development is subject to a normal Spatial Planning & Land Use Management Act (SPLUMA) application process for rezoning
39. Object to the St Francis Bay Local Spatial Development Framework	Abe Foley	General	No reasons provided
40. How does the LSDF address community feedback and stakeholder engagement in its planning process?	Clint Carstens	Process & Procedure	- The preparation of the LSDF follows a detailed public participation process and methodology as outlined in the Kouga Spatial Planning & Land Use Management (SPLUM) By-laws - All comment received as part of the advertising process are addressed and compiled as part of this response report - Ultimate approval of the LSDF as policy for land use management will be done by the Kouga Council, after taking careful consideration of all input provided - The LSDF is prepared for an active period of approximately 5 years and ongoing monitoring and evaluation of implementation should be done as part of the Integrated Development Plan (IDP) review process - The LSDF provides a spatial vision for the study area and is subject to availability of funds and public / private sector investment - Noted - The LSDF makes proposals for a very limited area within St Francis Bay at a higher level of detail than the Kouga SDF - Revision of the Kouga SDF and Land Use Scheme will be adequately informed by the detailed proposals as formulated for the St Francis Bay LSDF area
41. What mechanisms will be used to monitor and evaluate the implementation of the LSDF, and how often will the plan be reviewed?	Clint Carstens	Process & Procedure	
42. Fragmented public participation approach. Currently there are three parallel public participation processes, i.e. the St Francis Bay CBD Spatial Development Plan, the St Francis Bay Spatial Development Plan and the Kouga Integrated Land Use Scheme which appears to be out of sync	Roy Smith	Process & Procedure	
43. The St Francis Bay Spatial Development Plan and the St Francis Bay CBD Precinct Development Plan is not being considered holistically.	Roy Smith	Process & Procedure	
44. It is only rational that the St Francis Bay Spatial Development Plan should first be finalised, followed by the St Francis Bay CBD Precinct Development Plan	Roy Smith	Process & Procedure	
45. Council may potentially be subjected to three fragmented decision-making processes	Roy Smith	Process & Procedure	
46. The report provides no alternative proposals for consideration. It is unreasonable to express support or objection to the proposal without considering all options.	Roy Smith	Process & Procedure	- Various options and alternatives have been discussed with the Kouga Spatial Planning and Management Teams, through the public participation process and detailed assessment of the professional service providers - Proposals and input are vastly different and every effort was made to address these comments

Comment / Submission	I & AP	Category	Response
47. What methodologies were used in the infrastructure capacity assessment, and how were the findings integrated into the LSDF?	Clint Carstens	Infrastructure	- A high-level desktop study was undertaken, which made use of the existing Kouga SDF to obtain the various existing infrastructure capacities, as well as future proposed works capacities. - Existing GIS information obtained from the Kouga Municipality was used to identify existing infrastructure within the study area - The findings were integrated within the relevant headings within the LSDF
48. On what date was the infrastructure capacity assessment done and have any subsequent assessments been completed to date?	Clint Carstens	Infrastructure	- The Kouga SDF document for 2021 was the source of all capacity data. The SDF was adopted by Council in 2021, and therefore the assessments would have been done around this period - No subsequent assessments have been done by the reporting team, however, it is possible and likely that updated assessments may be found within the latest approved Kouga SDF
49. Waterborn Sewage supplied to all existing homes and buildings	Berenice Kilfoil	Infrastructure	- The comment / question is not clear - Kouga LM adopted a policy a few years back that the minimum accept standard for sanitation services will be a waterborne system in all areas. Internal reticulation in all areas that is currently serviced by conservancy tanks, needs to be addressed in future because of the increase in volume and the pressure on service delivery it brings during the peak holiday season
50. Septic tanks and the removal of the sewerage by trucks which are in high demand and are currently inadequate for the area	Bev Esterhuizen	Infrastructure	
51. St Francis still relies mainly on septic tanks	Janine Barnard	Infrastructure	
52. St Francis still relies mainly on septic tanks	Jaco & Marissa O'Neill	Infrastructure	
53. High density developments (such as at Port St Francis) require underground water-born sewage collection in tanks and large pumping stations to deliver the sewage to the treatment plant	Jaco & Marissa O'Neill	Infrastructure	
54. Regarding the upgrading of St Francis Drive. I am aware that the municipality has financial constraints, and the priority is to fund basic municipal services projects like fixing roads and potholes, waterborne sewerage, Stormwater upgrade, etc. which should enjoy priority. The three projects are categorised as strategic projects which can be implemented as Public Private Partnerships (PPP). Will this be another special rating area?	Roy Smith	Capital Expenditure Framework Infrastructure	- It is noted that the Kouga Municipality has various priorities for service delivery and implementation - However, the recommendation is not to establish a special rating area for the implementation of the LSDF proposals - These proposals are spatial planning guidelines to assist the Municipality with assessing investment in the area in future - The plan will go a long way in sourcing possible additional grant funding specifically aimed at small town revitalisation, as a motivating and support tool
55. The entire LSDF is flawed if it presupposes that the basic services infrastructure can accommodate higher density	Janine Barnard	Infrastructure	- In terms of services, the LSDF merely highlights / identifies what existing infrastructure is present, any future infrastructure projects and the capacity of bulk infrastructure as per the SDF and other available sources of information. Confirmation of future demand will be addressed as part of the planning and development procedure - Any development proposals will be investigated in detail to confirm that existing services can accommodate potential additional demand
56. It is unclear if the proposed CBD densification has defined sewage pumping capability	Janine Barnard	Infrastructure	
57. The entire LSDF is flawed if it presupposes that the basic services infrastructure can accommodate higher density	Jaco & Marissa O'Neill	Infrastructure	
58. It is unclear if the proposed CBD densification has defined sewage pumping capability	Jaco & Marissa O'Neill	Infrastructure	

Comment / Submission	I & AP	Category	Response
59. <i>Upgrading and resurfacing of the R330 from Humansdorp to St Francis Bay which is also in a state of collapse</i>	Berenice Kilfoil	Infrastructure	- The R330 from Humansdorp to St Francis Bay is a provincial road and thus maintenance thereof is a provincial department of transport function - The R330 also falls outside of the project study area and therefore does not form part of the report
60. <i>The road to Humansdorp is also in urgent need of attention as it is crumbling</i>	Bev Esterhuizen	Parking & Traffic	
61. <i>The road from Humansdorp is collapsing under already increase post-covid growth. Further volumes will hasten the collapse of the R330 road</i>	Janine Barnard	Parking & Traffic	
62. <i>The LSDF suggests a needs and a desire for massive growth in St Francis Bay with the inclusion of high density accommodations. The result would be a significant increase in road traffic along the only road into St Francis Bay, the R330 to Humansdorp</i>	Jaco & Marissa O'Neill	Parking & Traffic	
63. <i>The road from Humansdorp is collapsing under already increase post-covid growth. Further volumes will hasten the collapse of the R330 road</i>	Jaco & Marissa O'Neill	Parking & Traffic	
64. <i>It follows that the proposed densification of St Francis Bay is flawed without commitments by the Provincial legislature to upgrade the regional R330 road infrastructure to Humansdorp, as is required by National Treasury guidelines</i>	Jaco & Marissa O'Neill	Parking & Traffic	
65. <i>The LSDF suggests a needs and a desire for massive growth in St Francis Bay with the inclusion of high density accommodations. The result would be a significant increase in road traffic along the only road into St Francis Bay, the R330 to Humansdorp</i>	Janine Barnard	Parking & Traffic	This would be addressed as part of a more detailed study; however, it is the industry norm and required by most Municipalities, incl. Kouga Municipality, that any runoff generated by a new development is reduced to that of the pre-development level/volume. This is typically achieved by means of attenuating runoff (temporarily storing it and releasing it gradually). Thus, there is no increase in peak runoff flow experienced by the existing infrastructure
66. <i>Increased density means less natural grass resulting in higher run-off after heavy rainfall</i>	Janine Barnard	Infrastructure	
67. <i>Increased density means less natural grass resulting in higher run-off after heavy rainfall</i>	Jaco & Marissa O'Neill	Infrastructure	This would need to be addressed as part of a stormwater management plan for the area, or as part of a greater Stormwater Master Plan
68. <i>The St Francis Bay tennis courts, St Francis Drive from the Municipality to the Village Square already flood regularly due to non-existent storm water reticulation</i>	Janine Barnard	Infrastructure	
69. <i>The St Francis Bay tennis courts, St Francis Drive from the Municipality to the Village Square already flood regularly due to non-existent storm water reticulation</i>	Jaco & Marissa O'Neill	Infrastructure	Any development proposals will be investigated in detail to confirm that road links and intersections can accommodate potential additional demand.
70. <i>Any densification plan must promise existing infrastructure has suitable road traffic capacity</i>	Janine Barnard	Infrastructure	

Comment / Submission	I & AP	Category	Response
71. <i>The Sea Vista – CBD pedestrian route via Kansies Road needs to be reviewed. The pedestrian pathway recently constructed has limited impact to alleviate the problem of pedestrians waling in the middle or on the side of the road</i>	Roy Smith	Parking & Traffic	This facility provides an important link between Sea Vista and the CBD Precinct
72. <i>It does not make sense to upgrade St Francis Drive and not deal with the problem that the section between Neville Road and Assisi Road is a loitering zone for casual labour. The proposal must deal with this issue and propose a tangible solution to the problem</i>	Roy Smith	Parking & Traffic	The plan provides a concept proposal for the upgrading of St Francis Drive. Location specific issues will be addressed once the design will be refined. However the issue raised should be addressed through management of the area
73. <i>The proposals to accommodate pedestrian and non-motorised traffic and to discourage vehicles in the CBD are supported from an environmental perspective</i>	Maggie Langlands (Kromme Enviro-Trust (St Francis))	Parking & Traffic	Noted
74. <i>Upgrade and resurfacing of all roads in St Francis Bay which are in the state of total collapse</i>	Berenice Kilfoil	Parking & Traffic	These roads fall outside of the project study area and will be addressed under other budget provisions
75. <i>Existing St Francis Bay road infrastructure which has ever-increasing potholes that are not being attended to</i>	Bev Esterhuizen	Parking & Traffic	
76. <i>The exiting road infrastructure of St Francis Bay is crumbling and in a disgraceful state of repair</i>	Janine Barnard	Parking & Traffic	
77. <i>It follows that the proposed densification is absurd without said commitments to road infrastructure</i>	Janine Barnard	Parking & Traffic	
78. <i>It follows that the proposed densification of St Francis Bay is flawed without commitments by the Provincial legislature to upgrade the regional R330 road infrastructure to Humansdorp, as is required by National Treasury guidelines</i>	Janine Barnard	Parking & Traffic	
79. <i>The exiting road infrastructure of St Francis Bay is crumbling and in a disgraceful state of repair</i>	Jaco & Marissa O'Neill	Parking & Traffic	
80. <i>Any densification plan must promise existing infrastructure has suitable road traffic capacity</i>	Jaco & Marissa O'Neill	Parking & Traffic	
81. <i>It follows that the proposed densification is absurd without said commitments to road infrastructure</i>	Jaco & Marissa O'Neill	Parking & Traffic	
82. <i>Erf 400 and 554 : Keep the area as proposed in the draft as a Village Green</i>	Jodi Kruger	Erf 400 / 554 / Village Green	- This is contained in the Precinct Plan - Refer to more detailed comments in this response report
83. <i>The rationale for including Erf 400 in the CBD area is unclear</i>	Roy Smith	Erf 400 / 554 / Village Green	- Erf 400 is the public Village Green with an important central recreation function for the whole town, similar to the central function of the CBD - The future proposal is to set Erf 400 aside as an open space area - Proposals are not made to redevelop Erf 400, but rather preserve this as an open space area to the benefit of the greater St Francis Bay
84. <i>Why can Erf 400 not be included as an open space in the residential area?</i>	Roy Smith	Erf 400 / 554 / Village Green	

Comment / Submission	I & AP	Category	Response
85. On page 33 it is recorded that "The proposed redevelopment of Erf 400 can have a significant impact on the overall function of the CBD, to service the surrounding growing residential areas"	Roy Smith	Erf 400 / 554 / Village Green	The development of Erf 400 is not supported by this plan, the area is identified as "Village Green" which is a public open space
86. There appears to be a master plan for developing Erf 400 which is not transparent	Roy Smith	Erf 400 / 554 / Village Green	
87. Keeping Erf 400 as a residential open space will prevent the development of Erf 400 for business purposes	Roy Smith	Erf 400 / 554 / Village Green	
88. Object to the kick-out space provided for on the Village Green. This has become an intolerable noise nuisance from early afternoon for residents living in proximity	Roy Smith	Erf 400 / 554 / Village Green	- There is currently already a kick about space on the erf - If there is unacceptable behaviour this should be dealt with as an enforcement issue
89. The Province did a "land-swap" for Erf 400 with KLM where KLM gave up land which was then used by Province to build the new school in Sea Vista	Janine Barnard	Erf 400 / 554 / Village Green	Noted
90. Object to the proposals that the Village Green can be used for events in season	Roy Smith	Erf 400 / 554 / Village Green	The use of areas for events is regulated through municipal management and permit systems, this will regulate activities, times, noise, size etc. The precinct plan merely identifies and creates opportunities
91. Associated with such events is a massive influx of people causing intolerant traffic noise, public nuisance (inebriated patrons) and noise nuisance till early morning hours	Roy Smith	Erf 400 / 554 / Village Green	
92. Village Green impact of public nuisance and noise nuisance will disrupt the comfort of residents on Lyme Road South, College, Reservoir, Assisi and Kansies Roads and will impact rentals in proximity	Roy Smith	Erf 400 / 554 / Village Green	
93. The plan must prohibit the use of the Village Green for events that cause public nuisance and noise nuisance	Roy Smith	Erf 400 / 554 / Village Green	
94. Object to the proposal that an amphitheatre be developed in the Village Green. Associated with amphitheatre is noise nuisance	Roy Smith	Erf 400 / 554 / Village Green	
95. An amphitheatre in the Village Green should be prohibited as it will adversely impact residents in College, Reservoir, Assisi and Kansies Roads	Roy Smith	Erf 400 / 554 / Village Green	
96. Can you elaborate on the prioritization process for the identified catalytic projects and how funding will be secured for their implementation?	Clint Carstens	Capital Expenditure Framework	- The LSDF identifies a number of strategic projects, i.e. St Francis Drive Upgrade, Village Green upgrade development, pedestrian urban spaces and one-way traffic flow - These projects are regarded as priority catalytic projects that can make a significant difference in the operation and integration of the St Francis Bay CBD - Costing and funding sources should be based on further detailed planning and design through appropriate sources, public / private partnerships and other grant funding
97. The Report does not provide information on estimated cost of funding. It is irrational to express support or objection to the proposal without an indication what the cost will be and how will it be funded	Roy Smith	Capital Expenditure Framework	

Comment / Submission	I & AP	Category	Response
98. <i>There is no evidence in the report that the traffic movement plan will work. It is only reasonable to expect that computer modelling should demonstrate the effectiveness of the plan</i>	Roy Smith	Parking & Traffic	- Any development proposals will be investigated in detail to: - Confirm that road links and intersections can accommodate potential additional demand and are safe for all road users - Make provision for the elderly and incorporate universal access principles - Ensure required parking demand is addressed - Ensure pedestrian needs are addressed - Ensure delivery requirements are met - The proposal is not to eliminate parking but to accommodate parking along St Francis Drive in a different configuration
99. <i>Rationalising parking space on St Francis Drive will prejudice the elderly</i>	Roy Smith	Parking & Traffic	
100. <i>The plan must provide for dedicated parking for elderly in the CBD in manner that is convenient for the elderly</i>	Roy Smith	Parking & Traffic	
101. <i>Parking assessment should be done over the peak period in December and plans should be based on these findings</i>	Roy Smith	Parking & Traffic	
102. <i>The elbow in the road at the Police station causes a blind spot for traffic in both directions. Vehicles moving from Assisi to St Francis Drive are forced to move over to the right side of the road to avoid the parked cars</i>	Roy Smith	Parking & Traffic	
103. <i>The elimination of street parking on St Francis Drive is not practical and will severely affect the business on this strip</i>	Lance Kabot (St Francis Brewing Company)	Parking & Traffic	
104. <i>Under Rationalise parking and public space to improve public realm to avoid pedestrians and cyclists being in the way and being run over, they should be put furthest from the road, swapped more to the business boundary</i>	Marc & Gilly Schwitter (Blue Bottle Liquors)	Parking & Traffic	
105. <i>They are wanting to tidy up the car parking situation along St Francis Drive. We are very much in support of this, but, you are taking away way more parking than you are making provision for</i>	Marc & Gilly Schwitter (Blue Bottle Liquors)	Parking & Traffic	
106. <i>The temporary parking (behind the liquor store) would be needed throughout the year, not only over December</i>	Marc & Gilly Schwitter (Blue Bottle Liquors)	Parking & Traffic	
107. <i>When restructuring by the liquor store one has to bear in mind we have link trucks that still need access to our premises</i>	Marc & Gilly Schwitter (Blue Bottle Liquors)	Parking & Traffic	
108. <i>Object to the draft as it does not allow for off street parking in the CBD, we feel that a CBD should provide extra parking and function like a CBD and not a green belt. This will cause our turnover to drop and job losses for the local community that we employ a good deal of in this street</i>	Craig & Mechelle Aylesbury (Rambling Rose)	Parking & Traffic	
109. <i>The single entrance to the property (Rambling Rose) will also cause big problems as we have delivery truck delivering goods and a lot of elderly customers that park and cannot always navigate parking bays so easily and won't be able to turn</i>	Craig & Mechelle Aylesbury (Rambling Rose)	Parking & Traffic	
110. <i>Ludacris taking parking away along the Main Rd and needs addressing, along with way too much business development</i>	Catherine Mitchley (The Kitchen)	Parking & Traffic	

Comment / Submission	I & AP	Category	Response
111. Requests are that open areas are kept in our town. Green spaces, lungs, such as Erf 554, for the people, plants and creatures	Carly & Bart Logie	Erf 400 / 554 / Village Green	This is being supported by the Plan
112. The proposal is commended for recognising the necessity to conserve the threatened indigenous plant species on Erf 554	Maggie Langlands (Kromme Enviro-Trust (St Francis))	Erf 400 / 554 / Village Green	
113. We strongly support the proposal to relocate the informal parking on the eastern corner of Erf 554 to allow the vegetation to recover	Maggie Langlands (Kromme Enviro-Trust (St Francis))	Erf 400 / 554 / Village Green	
114. We likewise strongly support the proposal to include indigenous educational gardens in the Village Green precinct	Maggie Langlands (Kromme Enviro-Trust (St Francis))	Erf 400 / 554 / Village Green	
115. Poll Question 3 : I support development of a school on College Rd Erf 400 (donated by Leighton Hulett to Min. Ed) 161 agree, 4 don't care, 21 object	Craig Kilfoil Polls : - The St Francis Bay WA Group - The Santareme WA Group - The Kouga Traffic & Roads WA Group	Erf 400 / 554 / Village Green	- The objective of the plan is to conserve Erf 400 for conservation of natural resources and maintain the public use for the wider community of St Francis, instead of privatisation. The Village Green is an important component of the CBD for recreation purposes as well as maintaining the rural, small-scale character of St Francis. It creates a sense of place, especially since there is a substantial portion with indigenous vegetation which should be protected and enhanced - The provision of private education facilities should be conducted through a normal process of land acquisition
116. The Founder of St Francis Bay approved to have a school on Erf 400 between College Road and the Municipal buildings	Janine Barnard	Erf 400 / 554 / Village Green	
117. There are restrictions on the use of Erf 400	Janine Barnard	Erf 400 / 554 / Village Green	
118. We need a school in the village and I propose that a portion of Erf 400 us used for a primary school	Janine Barnard	Erf 400 / 554 / Village Green	
119. Propose that any school sports facility such as a multi-purpose sports field for soccer, hockey, cricket could also be used by the community when not in use by the school	Janine Barnard	Erf 400 / 554 / Village Green	
120. By allowing for a school with sports facilities, such as Tennis courts, it could free up the current Tennis courts land for other usage while keeping the community happy	Janine Barnard	Erf 400 / 554 / Village Green	
121. The Founder of St Francis Bay approved to have a school on Erf 400 between College Road and the Municipal buildings	Jaco & Marissa O'Neill	Erf 400 / 554 / Village Green	
122. There are restrictions on the use of Erf 400	Jaco & Marissa O'Neill	Erf 400 / 554 / Village Green	
123. We need a school in the village and I propose that a portion of Erf 400 us used for a primary school	Jaco & Marissa O'Neill	Erf 400 / 554 / Village Green	
124. Propose that any school sports facility such as a multi-purpose sports field for soccer, hockey, cricket could also be used by the community when not in use by the school	Jaco & Marissa O'Neill	Erf 400 / 554 / Village Green	
125. How about a school relocation?	Catherine Mitchley (The Kitchen)	Erf 400 / 554 / Village Green	

Comment / Submission	I & AP	Category	Response
126. The Province did a "land-swap" for Erf 400 with KLM where KLM gave up land which was then used by Province to build the new school in Sea Vista	Jaco & Marissa O'Neill	Erf 400 / 554 / Village Green	Noted
127. By allowing for a school with sports facilities, such as Tennis courts, it could free up the current Tennis courts land for other usage while keeping the community happy	Jaco & Marissa O'Neill	Erf 400 / 554 / Village Green	Noted
128. Provision to be made for a place of worship	Milla Herbst (Oxygen Life Church)	Place of Worship	Land requirements for places of worship and private development should follow the normal process of land acquisition and assessment of land availability
129. Provision of land to be made for a church in St Francis Bay	Luke Biggs (Oxygen Life Church)	Place of Worship	
130. Request that the St Francis Bay Municipality make provision for a church within their planning	Felicia Sivewright (Oxygen Life Church)	Place of Worship	
131. Request for the St Francis Bay Municipality to make provision for a church within their planning	Richelle Sivewright (Oxygen Life Church)	Place of Worship	
132. Oxygen Life Church would like to acquire a piece of land in order to build our own church building on Erf 400	Ray Dawson (Oxygen Life Church)	Place of Worship	
133. The Kouga Municipality please make provision for a church in their planning	Ray Dawson (Oxygen Life Church)	Place of Worship	
134. Is a church included?	Catherine Mitchley (The Kitchen)	Place of Worship	
135. Suggest that if the tennis courts are to be moved, that possibly to consider allocating the existing tennis court area for a church	Ray Dawson (Oxygen Life Church)	Place of Worship	- Noted - Land requirements for places of worship and private development should follow the normal process of land acquisition and assessment of land availability

INCORPORATION AND ALLOCATION OF ADDITIONAL ISUP FUNDING IN THE 2026/27 MUNICIPAL BUDGET

1. Introduction

The purpose of this report is to seek Council's approval to adjust the 2026/27 Municipal budget to provide for additional ISUP funding acquired after the approval of the Kouga Municipal Budget. The approval will detail the projects to be added to the KLM 2026/27 budget and the associated budget per project.

2. Background

On 19 Feb 2026 Kouga Local Municipality (KLM) received the signed allocation letter from ECDHS confirming that **R20 291 266,00** ISUP funding has been allocated to KLM on their 2026/27 Business Plan (see **Annexure A**). The funding allocation was for:

- Kwanomzamo Bulk Sanitation – New Sewer Pumpstation & Rising Main: R18 360 000,00 and
- Formalization of Kwanomzamo Settlements: R1 931 266,00

On 2 September 2026 KLM) received a new signed allocation letter from ECDHS confirming that ECDHS has reserved an additional **R31 848 311,97** ISUP allocation for KLM for the 2026/27 FY (see **Annexure B**).

That brings the total ISUP allocation for 2026/27 FY to **R52 139 577,97**.

KLM proposes to utilize the R52M 2026/27 FY, allocation in the following manner:

- Formalization of nine settlements: R15 090 268,28
- Bulk Infrastructure Projects: R37 049 309,69
R52 139 577,97

3. Discussion

KLM proposes to revise the distribution of the 2026/27 ISUP allocation without exceeding the total allocation of R52 139 577,97.

The revised allocation prioritizes two objectives:

- b) completing the planning, statutory approvals and engineering designs required to bring the nine settlements to construction-ready status; and
- b) implementing the bulk sewer infrastructure required to support future internal services.

No additional funding is proposed for No R10, as the settlement will be relocated to Oceanview, or for Thornhill, which remains on hold due to unresolved land-ownership matters (land is registered to Public Works).

The bulk infrastructure allocation will bring the Apiesdraai Sewer Pumpstation forward for implementation, provide for the refurbishment of the Oceanview and Vergenoeg Sewer Pumpstations, and reinstate the required scope of the Geelhout Sewer Pumpstation and Rising Main.

3.1 Formalization of Settlements

Over the past two years, KLM has funded expenditure of R7 965 323,75 on the formalisation projects from its own resources, in anticipation of ISUP funding becoming available.

This expenditure must therefore be deducted from the ECDHS 2026/27 allocation of R15 090 268,28 when determining the remaining project budgets to be included in KLM's 2026/27 Adjustments Budget. The net amount available for budgeting is R7 124 944,53.

3.2 Bulk Infrastructure Projects

The ISUP grant allows KLM to claim reimbursement for value created on projects. The expenditure reflected in KLM's records differs from that recorded by ECDHS because ECDHS's figures include a 5% administration fee, which is not reflected as project expenditure in KLM's financial records. KLM Expenditure to date is R38 114 749,33 and KLM received R1 926 194,82 in terms of Admin Fees.

3.1 Formalization of Settlements

ISUP Internal Services 2026/27											
Project Name	Service Level Agreement Budgets	ECDHS FEB 2026 BUDGET ALLOCATION FOR 2026/27	ECDHS SEP 2026 BUDGET ALLOCATION 2026/27	KLM PROPOSED BUDGET ALLOCATION 2026/27	KLM Expenditure in 2024 to end of 2025/26FY	Unspent Balance	Approved 2026/27 Budget incl. VAT	Adjustment	KLM Revised 2026/27 Budget	KLM PROPOSED BUDGET ALLOCATION 2027/28	KLM PROPOSED BUDGET ALLOCATION 2028/29
No R10	R1 339 648,12		R839 648,12	R0,00	R0,00	R0,00	R0,00	R0,00	R0,00	R0,00	R0,00
Formalization of Oceanview	R28 871 726,81		R15 300 000,00	R5 609 463,24	R2 680 827,54	R2 928 635,70	R1 414 922,05	R1 513 713,65	R2 928 635,70	R16 025 790,60	9 917 300,51
Formalization of Kwanomzamo Settlements	R2 379 030,29		R1 102 555,72	R410 222,00	R2 527 523,21	R2 621 712,29	R2 676 832,00	-R55 119,71	R2 621 712,29	R14 654 063,36	R7 299 838,20
	R2 148 056,47		R1 192 598,85	R370 395,00							
	R5 936 027,03		R2 255 891,45	R1 023 565,00							
	R12 772 851,94	R1 931 266,00	R7 510 179,48	R3 345 053,50							
Formalization of Donkerhoek 365	R5 404 787,26		R583 313,61	R2 873 395,58	R2 162 500,74	R710 894,84	R273 645,95	R437 248,89	R710 894,84	R2 351 501,60	R2 342 390,82
Formalization of Thornhill 160	R3 695 581,03		R1 521 061,67	R473 595,76	R473 595,76	R0,00	R8 718,15	-R8 718,15	R0,00	R1 971 061,67	R1 724 519,36
Formalization of Ramaphosa Village	R6 421 072,05		R1 543 063,07	R984 578,20	R120 876,50	R863 701,70	R1 197 186,80	-R333 485,10	R863 701,70	R854 361,38	R4 703 008,97
	R68 968 781,00	R1 931 266,00	R31 848 311,97	R15 090 268,28	R7 965 323,75	R7 124 944,53	R5 571 304,95	R1 553 639,58	R7 124 944,53	R35 856 778,61	R25 987 057,86

3.2 Bulk Infrastructure Projects

ISUP Bulk Infrastructure 2026/27										
PROJECT	ORIGINAL SLA AMOUNTS	KLM Expenditure 2024-26	FEB 2026 BUDGET ALLOCATION FOR 2026/27	KLM PROPOSED BUDGET ALLOCATION 2026/27	Re-Allocate	Comments	REVISED SLA AMOUNTS	Approved Adjusted Budget 2026/27	Adjustments	Revised Adjusted Budget 2026/27
Oceanview SubStation	R12 000 000,00	R11 400 000,00			R0,00	Completed Project	R12 000 000,00		R0,00	
Apiesdraai Sewer Pumpstation	R4 773 000,00	R273 912,61		R6 672 262,00	R2 841 377,17	Bring project forward for implementation 2026/27	R7 614 377,17		R6 959 745,70	R6 959 745,70
Oceanview Sewer Pumpstation		R0,00		R4 450 500,00	R4 450 500,00	New project	R4 450 500,00		R4 227 975,00	R4 227 975,00
Boskloof Secondary Feeder & SubStation	R22 000 000,00	R21 945 000,00			-R55 000,00	Completed Project	R21 945 000,00		R0,00	
Geelhout Sewer Pumpstation & Rising Main	R11 680 000,00	R840 875,63	R18 360 000,00	R21 476 047,69	R11 030 607,23	Re-instate full Bid Scope of Work	R22 710 607,23	R18 360 000,00	R2 182 737,24	R20 542 737,24
Vergenoeg Sewer Pumpstation		R0,00		R4 450 500,00	R4 450 500,00	New project	R4 450 500,00		R4 227 975,00	R4 227 975,00
Kwanomzamo Bulk Water	R7 500 000,00	R633 850,76			-R6 481 554,25	Project now funded by WSIG 2026/27	R1 018 445,75		R0,00	
Gill Marcus Reservoir & Feeder Lines (MIG)	R11 097 200,00	R1 388 041,56			-R6 604 519,76	Project proposed for MIG funding (2027/28)	R1 195 480,24		R0,00	
Donkerhoek Sewer Link Line		R318 020,43			-R2 919 860,44	Project proposed for WISG funding (2028/29)	R377 339,56	R191 464,00	R0,00	R191 464,00
Thornhill Reservoir & Feeder Line	R5 771 780,00	R607 461,46			-R5 118 249,74	Project proposed for WISG funding (2028/29)	R653 530,26		R0,00	
Thornhill WWTW (WSIG - R5 740 000)	R3 131 800,00	R238 802,61			-R2 367 970,13	Project proposed for WISG funding (2027/28)	R763 829,87		R0,00	
Ramaphosa Reservoir & Pumpstation	R5 850 000,00	R468 784,28			R774 169,92		R6 624 169,91		R0,00	
	R83 803 780,00	R38 114 749,33	R18 360 000,00	R37 049 309,69	R0,00		R83 803 780,00	R18 551 464,00	R17 598 432,94	R36 149 896,94

4. **Financial Implications**

Completed by BTO -	Not applicable
Project Description	
Ukey no.	
Budgeted Amount	
Amount spent and committed to date	
Amount Available	
Comment	
BTO Signature	

5. **Applicable Legislation**

Local Government: Municipal Structures Act No. 117 of 1998 (as amended).
 Local Government: Finance Management Act, Act 56 of 2003 – Section 28

6. **Legal Implications**

Failure to comply with the legislative provisions of the MFMA may result financial misconduct and/or adverse audit findings.

7. **Other Implications**

None.

8. **Comments by Directorates:**

8.1 **Chief Financial Officer:**

Noted

8.2 **Director: Planning & Development**

Recommendation supported.

8.3 **Director: Civil & Water Services**

Item noted.

8.4 **Director: Electro-Mechanical Services**

Noted

8.5 Director: Community Services

Noted

8.6 Deputy Municipal Manager

Noted

8.7 Municipal Manager

Supported.

9. Delegated Authority

Council.

10. Recommendations

- 10.1 That the accounting officer request the Executive Mayor to recommend to the Council, by resolution taken by the majority of its full number, and in terms of Section 30(2) of the Local Government: Municipal Structures Act No. 117 of 1998 (as amended), read in conjunction with Section 28 of the Local Government: Finance Management Act, Act 56 of 2003, approves the following proposed amendments to the 2026/2027 Municipal Budget:

Project Name	Approved 2026/27 Budget incl. VAT	Adjustments	KLM Revised 2026/27 Budget incl. VAT
Formalization of Oceanview	R1 414 922,05	R1 513 713,65	R2 928 635,70
Formalization of Kwanomzamo Settlements	R2 676 832,00	-R55 119,71	R2 621 712,29
Formalization of Donkerhoek 365	R273 645,95	R437 248,89	R710 894,84
Formalization of Thornhill 160	R8 718,15	-R8 718,15	R0,00
Formalization of Ramaphosa Village	R1 197 186,80	-R333 485,10	R863 701,70
Apiesdraai Sewer Pumpstation	R0,00	R6 959 745,70	R6 959 745,70
Oceanview Sewer Pumpstation	R0,00	R4 227 975,00	R4 227 975,00
Geelhout Sewer Pumpstation & Rising Main	R18 360 000,00	R2 182 737,24	R20 542 737,24
Vergenoeg Sewer Pumpstation	R0,00	R4 227 975,00	R4 227 975,00
Donkerhoek Sewer Link Line	R191 464,00	R0,00	R191 464,00
TOTAL	R24 122 768,95	R19 152 072,52	R43 274 841,47

Item prepared by the: PMU Contract Officer

Item approved by the: Director: Planning & Development

Item endorsed by the Municipal Manager:

Item noted by Portfolio Chairperson:

ANNEXURE A



Province of the
EASTERN CAPE
HUMAN SETTLEMENTS

HUMAN SETTLEMENTS INCREMENTAL PROGRAMMES:

Steve Tshwete House • 31-33 Phillip Frame Road • Waverly Park • Gqeberha • East London • Eastern Cape • RSA
Office No: 082 609 2348 • Fax No: • Email: VuyolwethuF@ecdhs.gov.za

19 February 2026

Municipal Manager
Kouga Local Municipality
33 Da Gama Road
Jeffreys Bay
6330

Dear Mr C. Du Plessis

ALLOCATION FOR KOUGA LOCAL MUNICIPALITY - ISUPG BUDGET FOR 2026/27

1. This letter relates to the subject above and serves to provide conditional confirmation of the allocation of the Informal Settlements Upgrading Partnership Grant (ISUPG) for Kouga Local Municipality for the 2026/27 period, covering the financial year ending in March 2027. The department has submitted the Business Plan to national, once approved, will confirm the final allocation. However as discussed, the following projects can commence with administrative compliance process and prepare implementation from April 2026,

INFORMAL SETTLEMENT	PROJECT	TOTAL ALLOCATED FUNDS
Polar Park, Upper Golf Course, Bungalows, Shukushukuma + Geelhout (1250)	Kwanomzamo Bulk Sanitation - Geelhout Pumpstation & Rising Main (8-month project)	R18 360 000
	GP, EIA & Internal Reticulation Design	R1 931 266
TOTAL		R20 291 266



2. The department has taken into consideration the risks associated with the implementation of the program, therefore the following project/s have been considered as a part of the contingency plan and therefore the municipality will be able to commence with planning and prepare for the implementation, subject to possible underspending in the program and prior notification by the municipality to department for formal approval and the details of the project and conditions are as follows,

INFORMAL SETTLEMENT	PROJECT	TOTAL ALLOCATED FUNDS
Oceanview & No R10	Ramaphosa Reservoir & Pumpstation (6-month project)	R5 971 050
		R1 948 581
TOTAL		R7 919 631

3. The following conditions must be observed during the implementation of ISUPG projects:
- 3.1 Payments will be made based on the certified value created throughout the project.
 - 3.2 The appointment of contractors and professionals must not exceed the nationally stipulated quantum limits (region will be able to assist, if not available).
 - 3.3 All projects must be executed within the agreed timelines as agreed with the department,
 - 3.4 Departments will reserve the cash flow projected by the municipality, provided that the municipality submits its final cash-flow projections, prior to commencement of the project,
 - 3.5 Following the department's confirmation of value created, all payments will be processed within the prescribed timeframes, in accordance with the Public Finance Management Act of 1999 (PFMA).



4. The department appreciates the ongoing support and collaboration from the municipality. Should you wish to discuss this matter further, please do not hesitate to contact the undersigned.

Kind regards,



MR. S. GALAHITIYAWA
CHIEF DIRECTOR – INCREMENTAL PROGRAMME (ACTING)
DEPARTMENT OF HUMAN SETTLEMENTS – EASTERN CAPE



ANNEXURE B



Province of the
EASTERN CAPE
HUMAN SETTLEMENTS

HUMAN SETTLEMENTS INCREMENTAL PROGRAMMES

Steve Tshwete Building 33 Philip Frame Road Waverly Park East London Eastern Cape RSA
Office No: 0824134496 Email: SureshG@ecdhs.gov.za

26 August 2026

Municipal Manager
Kouga Local Municipality
33 Da Gama Road
Jeffreys Bay
6330

Dear Mr C. Du Plessis

ALLOCATION FOR KOUGA LOCAL MUNICIPALITY - ISUPG BUDGET FOR ISUP RETICULATION PROJECTS 2026/27

1. This letter refers to your correspondence dated 27 July 2026 regarding the "Lifting of hold on the ISUP Funding Agreement – Budget Confirmation" for Kouga Local Municipality. It serves to confirm the budget allocation for the Informal Settlements Upgrading Partnership Grant (ISUPG) for Kouga Local Municipality for the 2026/27 period, which encompasses the financial year ending in March 2027. The department has reinstated the projects in the 2026/27 ISUPG Business Plan and can thus confirm the funding allocation for the projects listed in the table below.



Project Name	No of Households	Infrastructure Type	2026/2027	2027/2028	2028/2029	Total Allocation
			Year 1: Phase 3	Year 2: Phase 3	Year 3: Phase 3	
Polar Park 553	553	Phase 3: Roads, Stormwater and sewer Reticulation	R7 510 179,48	R2 040 717,92	R3 171 954,54	R12 722 851,94
Shukushukuma 93	93	Phase 3: Roads, Stormwater and sewer Reticulation	R1 192 598,85	R370 395,41	R585 062,21	R2 148 056,47
Polar park 257	257	Phase 3: Roads, Stormwater and sewer Reticulation	R2 255 891,45	R1 023 565,82	R2 656 569,76	R5 936 027,03
Bungalows 103	103	Phase 3: Roads, Stormwater and sewer Reticulation	R1 102 555,72	R410 222,88	R866 251,69	R2 379 030,29
Oceanview 1250	1250	Phase 3: Roads, Stormwater and sewer Reticulation	R15 300 000,00	R3 654 426,30	R9 917 300,51	R28 871 726,81
Donkerhoek 234	234	Phase 3: Roads, Stormwater and sewer Reticulation	R583 313,61	R2 479 082,83	R2 342 390,82	R5 404 787,26
Thornhill 160	160	Phase 3: Roads, Stormwater and sewer Reticulation	R1 521 061,67	R450 000,00	R1 724 519,36	R3 695 581,03
Cyril Ramaphosa	278	Phase 3: Roads, Stormwater and sewer Reticulation	R1 543 063,07	R175 000,00	R4 703 008,97	R6 421 072,04
No R10-50	58	Phase 3: Roads, Stormwater and sewer Reticulation	R839 648,12	R500 000,00	R0,00	R1 339 648,12
			R31 848 311,97	R11 103 411,16	R25 967 057,86	R68 918 780,99

2. It must be noted that the projects mentioned in the table above do not take away those in the 2026/27 Business Plan currently for bulk construction from which we are still expected implement and report output and the projects are as follows:

INFORMAL SETTLEMENT	PROJECT	TOTAL ALLOCATED FUNDS
Polar Park, Upper Golf Course, Bungalows, Shukushukuma + Geelhout (1250)	Kwanomzamo Bulk Sanitation - Geelhout Pumpstation & Rising Main (8-month project)	R18 360 000
	GP, EIA & Internal Reticulation Design	R1 931 266
TOTAL		R20 291 266



3. The following conditions must be observed during the implementation of ISUPG projects:
 - 3.1 Payments will be made based on the certified value created throughout the project.
 - 3.2 The appointment of contractors and professionals must not exceed the nationally stipulated quantum limits (region will be able to assist, if not available).
 - 3.3 All projects must be executed within the agreed timelines as agreed with the department,
 - 3.4 Departments will reserve the cash flow projected by the municipality, provided that the municipality submits its final cash-flow projections, prior to commencement of the project.
 - 3.5 Following the department's confirmation of value created, all payments will be processed within the prescribed timeframes, in accordance with the Public Finance Management Act of 1999 (PFMA).
4. The department appreciates the ongoing support and collaboration from the municipality. Should you wish to discuss this matter further, please do not hesitate to contact the undersigned.

Kind regards,



MR. S. GALAHITIYAWA
CHIEF DIRECTOR – INCREMENTAL PROGRAMME
DEPARTMENT OF HUMAN SETTLEMENTS – EASTERN CAPE

