



PROVINCE OF THE EASTERN CAPE
IPHONDO LEMPUMA KOLONI
PROVINSIE OOS-KAAP

Provincial Gazette Igazethi Yephondo Provinsiale Koerant

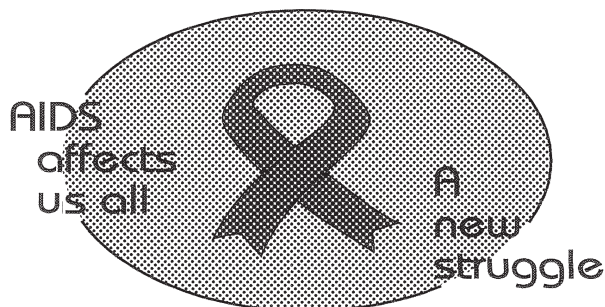
Vol: 30

BISHO/KING WILLIAM'S TOWN

18 September 2023
18 September 2023

No: 4985

We all have the power to prevent AIDS



**AIDS
HELPLINE**

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DEPARTMENT OF HEALTH

Prevention is the cure

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PROVINCIAL NOTICES • PROVINSIALE KENNISGEWINGS**PROVINCIAL NOTICE 682 OF 2023****Buffalo City Municipality (EASTERN CAPE)****Removal of Restrictive conditions for erf 11210 East London in terms of the Spatial Planning and Land Use Management Act, 2013 (ACT 16 of 2013)****ERF 11210 EAST LONDON, EASTERN CAPE**

Under Section 47 of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) and upon instruction by the local Authority, notice is hereby given that condition/s C. (a-d & f) in Deed of Transfer No. T13664/2022 applicable to Erf 11210 East London is/are hereby removed.

PROVINCIAL NOTICE 683 OF 2023**Buffalo City Municipality (EASTERN CAPE)****Removal of Restrictive conditions in terms of the Spatial Planning and Land Use Management Act, 2013 (ACT 16 of 2013)****ERF 954 BEACON BAY (EAST LONDON) EASTERN CAPE**

Under Section 47 of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) and upon instruction by the local Authority, a notice is hereby given that condition/s C4.(a-d) and D 1-3 in Deed of Transfer No. T3030/2013 applicable to Erf 954 Beacon Bay is/are hereby removed.

PROVINCIAL NOTICE 684 OF 2023**Buffalo City Municipality (EASTERN CAPE)**

Removal of Restrictive conditions of erf 194 Beacon Bay in terms of the Spatial Planning and Land Use Management Act, 2013 (ACT 16 of 2013)

ERF 194, BEACON BAY, EASTERN CAPE

Under Section 47 of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) and upon instruction by the Municipality, notice is hereby given that condition/s 3(a-d) and conditions (1), (2). and (3) on pages 4 & 5 in Deed of Transfer No. T1419/1973 applicable to Erf 194 Beacon Bay is/are hereby removed.

PROVINCIAL NOTICE 685 OF 2023**Buffalo City Municipality (EASTERN CAPE)**

Removal of Restrictive conditions of Portion 47 (A portion of portion 25) of Farm 800 East London in terms of the Spatial Planning and Land Use Management Act, 2013 (ACT 16 of 2013)

PORTION 47 (A PORTION OF PORTION 25) OF FARM 800, EAST LONDON, EASTERN CAPE

Under Section 47 of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) and upon instruction by the local Authority, notice is hereby given that condition/s C . 2) and C. 3) in Deed of Transfer No. T18111/2021 applicable to Portion 47 (a portion of portion 25) of Farm 800 East London is/are hereby removed.

PROVINCIAL NOTICE 686 OF 2023

Buffalo City Metropolitan Municipality (EASTERN CAPE)

Removal of Restrictions in terms of the Spatial Planning and Land Use Management Act 2013 (Act 16 of 2013) and the Buffalo City Metropolitan Municipality Spatial Planning and Land Use Management By-Law (2016).

ERF 11780, EAST LONDON (19 JOHN BAILIE ROAD).

1. Under Section 47 of the Spatial Planning and Land Use Management Act 2013 (Act 16 of 2013) read with Section 59 of the Buffalo City Metropolitan Municipal Spatial Planning & Land Use Management Bylaw of 2016 and upon instructions of the Local Authority a notice is hereby given that conditions 3. A. (a) to (d) in the Deed of Transfer T 733/1987 applicable to Erf 11780 East London are hereby removed.

PROVINCIAL NOTICE 687 OF 2023

Nelson Mandela Bay Municipality (EASTERN CAPE)

Removal of Restrictions in terms of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013)

ERF 930 KABEGA, PORT ELIZABETH, EASTERN CAPE.

Under Section 47 of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) and upon instructions by the Local Authority, notice is hereby given that conditions B.5. (a), (b), (c), (d) and (e) also C. (a), (b) and (c) in Deed of Transfer No.T4679/2021 and any subsequent Deed applicable to Erf 930 Kabega, Port Elizabeth are hereby removed.

PROVINCIAL NOTICE 688 OF 2023**BUFFALO CITY METROPOLITAN MUNICIPALITY****(EASTERN CAPE)****REMOVAL OF RESTRICTIONS IN TERMS OF THE SPATIAL PLANNING AND LAND USE
MANAGEMENT ACT, 2013 (ACT 16 OF 2013)**

ERF 31393 (PORTION OF ERF 31377) EAST LONDON
BUFFALO CITY METROPOLITAN MUNICIPALITY
DIVISION OF EAST LONDON
PROVINCE OF THE EASTERN CAPE

IN EXTENT 1769 (ONE THOUSAND SEVEN HUNDRED AND SIXTY NINE) SQUARE METRES

Under Section 47 of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) and upon instructions by the Local Authority, notice is hereby given that conditions 5C, (c), (d) and (g) in Deed of Transfer Number T10808/2019 applicable to Erf 31393 (portion of 31377) East London are hereby removed.

PROVINCIAL NOTICE 689 OF 2023**Nelson Mandela Bay Municipality (EASTERN CAPE)****Removal of Restrictions in terms of the Spatial Planning and Land Use Management
Act, 2013 (Act 16 of 2013)****ERF 5 SUNRIDGE PARK, PORT ELIZABETH, EASTERN CAPE**

Under Section 47 of the Spatial Planning and Land and Land Use Management Act, 2013 (Act 16 of 2013) and upon instructions by the Local Authority, a notice is hereby given that conditions B.3.(b), (c), (d) and (e) in Deed of Transfer No. T14183/2017CTN applicable to Erf 5 Sunridge Park are hereby removed.

PROVINCIAL NOTICE 690 OF 2023



NOTICE 52/2023

SENQU LOCAL MUNICIPALITY

APPROVED 2023-24 ANNUAL BUDGET AND INTEGRATED DEVELOPMENT PLAN AND RATES

Notice is hereby given in terms of Chapter 5 of the Municipal Systems Act, No 32 of 2000; Section 22 of the Municipal Finance Management Act, No 56 of 2003, Section 4 of the Municipal Property Rates Act, No 6 of 2004, and section 14(1) and (2) of the Local Government: Municipal Property Rates Act, 2004; that at its meeting of 31/May/2023, the Council resolved by way of council resolution number 027/SCM/23, to levy the rates on property reflected in the schedule below with effect from 1 July 2023 to 30th June 2024, council has prepared and tabled its final Budget, IDP, SDBIP, Budget Related Policies and Tariff Structure for the 2023/2024 Financial Year, on the 31 of May 2023.

Copies of the documents are available at:**Contact Person**

Senqu Municipal Offices: Lady Grey	Sebe Skampula & Bronwen Viedge, X Mninzelwa
Senqu Municipal Offices: Barkly East	Bongiwe Maronoti
Senqu Municipal Library: Sterkspruit	Sindiswa Sifumba

The final Budget, Budget Related Policies, IDP for 2023-2027 and Tariff Structure for the 2023/2024 Financial Year are also available on the municipal website at www.senqu.gov.za.

 PROPERTY RATES TARIFFS FOR 2023/2024 FINANCIAL YEAR, EFFECTIVE 1 JULY 2024 Increase: 5,8% Standard interest rate prime + 1% would be charged on all late payments Tariffs are applicable throughout SENQU municipality unless indicated otherwise. Assessment Rates is Non-Volatile									
No	Tariff Code	Property Category	Rate Ratio (to residential rate)	Impermissible	Reductions	Exemptions	Rebate	Tariff 2021/2022 "R"	Tariff 2023/2024 "R"
01	RES001	Residential properties	1 : 1	15,000		0	45,000	0.008373	0.008859
02	IND001	Industrial properties	1 : 1,33					0.011136	0.011782
03	BUS001	Business and Commercial properties	1 : 1,30					0.010885	0.011516
04	AGR001	Agricultural properties used for Agricultural Purpose	1 : 0,25		10%		40%	0.002093	0.002215
05	AGR002	Agricultural Properties used for Industrial Purposes	1 : 1,33					0.011136	0.011782
06	AGR003	Agricultural Properties used for Eco- Tourism, Conversation, Trading In or Hunting of Game	1 : 0,25					0.002093	0.002215
07	AGR004	Agricultural Properties not used for Any Purpose/ Purpose Unknown to Municipality	1 : 0,25					0.002093	0.002215
08	AGR005	Agricultural Properties used for Business and Commercial Purposes	1 : 1,30					0.010885	0.011516
09	PSI001	Public Service Infrastructure properties	Exempt					0.000000	0.000000
10	PSP001	Properties owned by an municipality and used by state Provincial/National purposes	1 : 1,30				20%	0.010885	0.011516
11	PSP002	Properties owned by Public Benefit Organisations and used for specified public benefit activities	Exempt				100%	0.000000	0.000000
12	PSP003	State- Owned Properties that Provide Local Services	1 : 1,30					0.010885	0.011516
13	PSP004	State/ Owned Properties that Provide Regional/ Municipal District- Wide Services	1 : 1,30				20%	0.010885	0.011516
14	PSP005	State/ Owned Properties that Provide Provincial/ National Services	1 : 1,30				20%	0.010885	0.011516
15	PRA001	Protected areas	Exempt					0.000000	0.000000
16	MUN001	Municipal properties	Exempt					0.000000	0.000000
17	PMM001	Public monuments and memorials	Exempt					0.000000	0.000000
18	UPA001	Unregistered Properties (Administrative Purposes)	Exempt					0.000000	0.000000
19	CLR001	Communal land and Land Reform Beneficiaries	Exempt					0.000000	0.000000
20	PWV001	Place of Worship and Vicarage	Exempt					0.000000	0.000000
21	VAC001	Vacant Land	01:01.5					0.012559	0.013288

ELECTRICITY TARIFFS & CHARGES 2023/2024		
Increase approximately 18.65%		
All tariffs exclude VAT		
Standard interest rate prime + 1% would be charged on all late payments		
Implementation subject to NERSA final approved rates		
Tariffs are applicable throughout SENQU Municipality unless indicated otherwise		
DESCRIPTION	Tariff 2022/2023 " R"	Tariff 2023/2024 " R"
Domestic (Pre-paid metering) single phase 0-60 AMP FBS		
Basic / Availability Charge – per month	-	-
Energy Charge – per Unit (kWh) (1 – 50kWh)	-	-
Energy Charge – per Unit (kWh) (51 – 350kWh)	167.64	198.90
Energy Charge – per Unit (kWh) (351 – 600kWh)	263.74	312.93
Energy Charge – per Unit (kWh) (> 600kWh)	288.27	342.03
		-
Also see Council's Free Basic Services & Indigent Subsidy Support Policy		-
		-
Domestic (Pre-paid metering) single phase 0-60 AMP NONE FBS		-
Basic / Availability Charge – per month	-	-
Energy Charge – per Unit (kWh) (1 – 50kWh)	130.36	154.67
Energy Charge – per Unit (kWh) (51 – 350kWh)	167.64	198.90
Energy Charge – per Unit (kWh) (351 – 600kWh)	263.74	312.93
Energy Charge – per Unit (kWh) (> 600kWh)	288.27	342.03
		-
Domestic (Pre-paid metering) three phase 0-60 AMP		-
Basic / Availability Charge – per month	-	-
Energy Charge – per Unit (kWh) (1 – 50kWh)	132.31	156.98
Energy Charge – per Unit (kWh) (51 – 350kWh)	170.17	201.90
Energy Charge – per Unit (kWh) (351 – 600kWh)	267.71	317.63
Energy Charge – per Unit (kWh) (> 600kWh)	292.60	347.17
		-
Domestic : Demand 0 -60 Amp (Credit Metering)		-
Basic / Availability Charge -per month	213.40	253.20
Energy Charge – per Unit (kWh) (1 – 50kWh)	130.36	154.67
Energy Charge – per Unit (kWh) (51 – 350kWh)	164.09	194.70
Energy Charge – per Unit (kWh) (351 – 600kWh)	235.56	279.50
Energy Charge – per Unit (kWh) (> 600kWh)	273.90	324.98
		-
Domestic : Demand 60 Amp + (Credit Metering)		-
Basic / Availability Charge -per month	503.72	597.67
Energy Charge – per Unit (kWh) (1 – 50kWh)	130.36	154.67
Energy Charge – per Unit (kWh) (51 – 350kWh)	164.09	194.70
Energy Charge – per Unit (kWh) (351 – 600kWh)	235.56	279.50
Energy Charge – per Unit (kWh) (> 600kWh)	273.90	324.98
		-
Commercial (Pre -paid metering) 0 -60 AMP		-
Energy Charge -per Unit (KWh) consumed	289.89	343.95
		-
Commercial: Small / Medium - (Credit Metering) 0-60 AMP		-
Basic / Availability Charge - per month	623.92	740.28
Energy Charge - per unit (KWh) consumed	241.55	286.60

Commercial: Large - (Credit Metering) 0 to undefined AMP		-
Basic / Availability Charge - per month	1,821.50	2,161.20
Energy Charge - per unit (KWh) consumed	243.50	288.91
Network / Demand Charge - per unit (KVA) consumed	98.63	117.03
		-
Farms 0 to undefined AMP		-
Basic / Availability Charge per month	613.85	728.33
Energy Charge -per Unit (KWh) consumed	237.12	281.35
Network Demand Charge - (KVA) per Unit	97.85	116.10
		-
Consumer Deposits (to be paid prior to connection)		-
Domestic / Residential	2,413.67	2,863.82
Business / Commercial (Small / Medium): 0 - 60 Amp	6,034.17	7,159.54
Business / Commercial / Industrial: 60 -150 Amp	16,493.43	19,569.46
Businesses / Commercial / Industrial: 150 Amp +	30,171.06	35,797.96
		-
Other		-
New Connection (to be paid in advance)		-
Re - connecting existing connection	603.45	715.99
Re - connecting (after default / dis-connection)	663.81	787.61
Test Meter (Not Refundable)	603.45	715.99
Illegal Connection or tempering of KWH Meter	5,000.00	5,932.50

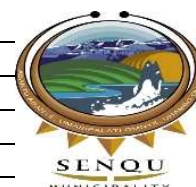
REFUSE REMOVAL TARIFFS & CHARGES 2023/2024

Increase approximately 5.8%

All tariffs exclude VAT

Standard interest rate prime + 1% would be charged on all late payments

Tariffs are applicable throughout SENQU municipality unless indicated otherwise



	Tariff 2022/2023 " R"	Tariff 2023/2024 " R"
	EXCL VAT	EXCL VAT
Domestic Consumers (per month for one removal per week)	169.89	179.74
Additional removal (per load or part thereof)	169.89	179.74
Commercial Consumers (per month for two removals per week)	363.59	384.68
Additional removal (per load or part thereof)	363.59	384.68
Public Service Purpose Departments (Schools, hotels, SAPS, prison, hospitals, etc) (per month for two removals per week)	2,155.85	2,280.89
Additional removal (per load or part thereof)	363.59	384.68
Garden Refuse (per load) (to be paid in advance)	363.59	384.68
Building Rubble (per load) (to be paid in advance)	630.34	666.90
Cleaning of erven	363.59	384.68

All other tariffs have increased by 5.8% and can be accessed on the Senqu Municipality website.

The Approved Budget, Budget Related Policies, Revised IDP for 2023-2027 and Proposed Tariff Structure for the 2023/2024 Financial Year are also available on the municipal website at www.senqu.gov.za.

All other tariffs have increased by 5.8 % and can be accessed on the Senqu Municipality website.

The Acting Municipal Manager

(Attention: Ms. B Viedge for IDP, Mr X Mninzelwa for SDBIP and Mr. S Skampula for the budget)

Senqu Municipality
Private Bag X03
LADY GREY
9755

Tel No: 051-603 1300
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viedgeb@senqu.gov.za; mninzelwax@senqu.gov.za

PROVINCIAL NOTICE 691 OF 2023

NGQUSHWA LOCAL MUNICIPALITY

REMOVAL OF RESTRICTIVE CONDITIONS OF TITLE DEED EASTERN CAPE PROVINCIAL NOTICE OF 2023—

Upon instruction by the Local Authority, a notice is hereby given that ***Restrictive Condition 2 of Deed of Transfer Number T3272/2012*** applicable to Erf 240 Peddie

The removal of the above condition has been approved in terms of the provisions of Section 69(1) of the Ngqushwa Municipal Spatial planning and Land Use Management By-law (2016) read with the provision of Chapter 2 of the Spatial Planning & Land Use Management Act 16 of 2013

PROVINCIAL NOTICE 692 OF 2023**Nelson Mandela Bay Municipality (EASTERN CAPE)**

Removal of Restrictions in terms of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013)

ERF 566, COTSWOLD, PORT ELIZABETH, EASTERN CAPE

Under Section 47 of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) and upon instructions by the Local Authority, a notice is hereby given that condition/s Clause B.6. (a-d) in Deed of Transfer No. T 45924/2011 applicable to Erf 566, is/are hereby removed.

PROVINCIAL NOTICE 693 OF 2023**Nelson Mandela Bay Municipality (Eastern Cape)**

Removal of restrictions in Terms of Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013)

Erf 294, Kabega Park, Port Elizabeth, Eastern Cape

Under Section 47 of the Spatial Planning and Land Use Management Act 2013 (Act 16 of 2013) and upon instruction by the Local Authority, a notice is hereby given that condition/s B.5(d) in Deed of Transfer no: T20616/2022 and any subsequent deed applicable to erf No 294 is/are hereby removed.

LOCAL AUTHORITY NOTICES • PLAASLIKE OWERHEIDS KENNISGEWINGS**LOCAL AUTHORITY NOTICE 868 OF 2023****Nelson Mandela Bay Municipality (EASTERN CAPE)****Removal of Restrictions in terms of the Spatial Planning and Land Use Management Act, 2013
(Act 16 of 2013)****ERF 143, THEESCOMBE, PORT ELIZABETH, EASTERN CAPE**

Under Section 47 of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) and upon instructions by the Local Authority, a notice is hereby given that conditions C.3. (a-d). contained in Deed of Transfer No. T20052/2021 and any subsequent deed applicable to Erf 143, Theescombe is hereby removed.

LOCAL AUTHORITY NOTICE 869 OF 2023**Nelson Mandela Bay Municipality (EASTERN CAPE)****Removal of Restrictions in terms of the Spatial Planning and Land Use Management Act, 2013
(Act 16 of 2013)****ERF 340, SUNRIDGE PARK, PORT ELIZABETH, EASTERN CAPE**

Under Section 47 of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) and upon instructions by the Local Authority, a notice is hereby given that conditions B. 5. (a-d). contained in Deed of Transfer No. T20052/2021 and any subsequent deed applicable to Erf 340, Sunridge Park is hereby removed.

LOCAL AUTHORITY NOTICE 870 OF 2023**REMOVAL OF RESTRICTIONS IN TERMS OF THE SPATIAL PLANNING AND LAND
USE MANAGEMENT ACT, 2013 (ACT 16 OF 2013)****ERF 9290, BEREA, EAST LONDON, EASTERN CAPE**

Under Section 47 of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) read with Section 59 of the Buffalo City Metropolitan Municipal Spatial Planning & Land Use Management Bylaw of 2016 and upon instructions by the Local Authority, a notice is hereby given that conditions C.1 and C.2 contained in Deed of Transfer No. T1075/2010 applicable to Erf 9290, East London are hereby removed.

LOCAL AUTHORITY NOTICE 871 OF 2023**KOUKAMMA MUNICIPALITY (EC109) INTEGRATED LAND USE SCHEME (ILUS)/ GEÏNTEGREERDE SONERINGSKEMA (GSS)**

Notice is hereby given in terms of the Spatial Planning and Land Use Management Act, Act 13 of 2013, read with the Koukamma By-law on Spatial Planning and Land Use Management, that the Koukamma Municipal Council has adopted, by way of a resolution dated 27 July 2023 (Council Resolution No. 15.1.4) its Integrated Land Use Scheme Regulations and Land Use Scheme Maps 2023, which come into effect on the date of publication of this Notice.

The Koukamma Land Use Scheme Regulations and Land Use Scheme Maps can be viewed at the Office of the Town Planner, at the Municipal Building, 5 Keet Street Kareedouw, during office hours.

Kennis word hiermee in terme van die Ruimtelike Beplanning and Grondgebruiks Wet, 2013 (Wet 16 of 2013), en in terme van die Ruimtelike Beplanning and Grondgebruiks Bestuurs Verordeninge: Koukamma Plaaslike Munisipaliteit, gegee dat die Geïntegreerde Soneringskema (GSS) op 27 Julie 2023 deur die Munisipale Raad (Bsluit Nr.15.1.4) goeagekeur is.

Die Geïntegreerde Soneringskema (GSS) is gedurende kantoorure by the die Kantoor van die Stadsbeplanner, Munisipale Gebou 5 Keetstraat Kareedouw, beskikbaar vir besigtiging.

KOUKAMMA MUNICIPALITY (EC109) MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK (MSDF) / MUNISIPALE RUIMTELIKE ONTWIKKELINGSRAAMWERK (MROR)

Notice is hereby given in terms of Section 20(1) of the Spatial Planning and Land Use Management Act, Act 13 of 2013, read with the Koukamma By-law on Spatial Planning and Land Use Management, that the Koukamma Municipal Council has adopted its Spatial Development Framework 2022 by way of Resolution 27 July 2023 (Council Resolution No. 15.1.4).

The Koukamma Spatial Development Framework 2023 can be viewed at the Office of the Town Planner, at the Municipal Building, 5 Keet Street Kareedouw, during office hours.

Kennis word hiermee in terme van die Ruimtelike Beplanning and Grondgebruiks Wet, 2013 (Wet 16 of 2013), en in terme van die Ruimtelike Beplanning and Grondgebruiks Bestuurs Verordeninge: Koukamma Plaaslike Munisipaliteit, gegee dat die Munisipale Ruimtelike Ontwikkelings Raamwerk 2023 (MROR) op 27 Julie 2023 deur die Munisipale Raad (Besluit Nr.15.1.4) goeagekeur is.

Die Munisipale Ruimtelike Ontwikkelings Raamwerk (MROR) 2023 is gedurende kantoorure by the die Kantoor van die Stadsbeplanner by the die Kantoor van die Stadsbeplanner, Munisipale Gebou 5 Keetstraat Kareedouw, beskikbaar vir besigtiging.

MUNICIPAL MANAGER/MUNISIPALE BESTUURDER

KOU-KAMMA LOCAL MUNICIPALITY/KOU-KAMMA PLASLIKE MUNISIPALITEIT

LOCAL AUTHORITY NOTICE 872 OF 2023**EASTERN CAPE PROVINCE****KOUGA MUNICIPALITY (EC 108)****SPATIAL PLANNING & LAND USE MANAGEMENT BY-LAW, 2016: KOUGA MUNICIPALITY****Erf 11 SEA VISTA, EASTERN CAPE**

In terms of Section 69 of the Spatial Planning & Land Use Management By-law and upon instructions by the Local Authority, a notice is hereby given that conditions in Paragraph D.5; D.6(a); D6(b); D.6(c); D.6(D); D.6(e); E(c)1; E(c)2; E(c)3; E(c)4; E(c)4; E(c)5; E(c)6; E(c)7; E(c)8; E(c)9 and F in Deed of Transfer Number T6701/2023 applicable to Erf 11 Sea Vista are hereby removed.

LOCAL AUTHORITY NOTICE 873 OF 2023

KING SABATA DALINDYEBO

LOCAL MUNICIPALITY

2022 / 2023

FORMULATION OF THE HOLE IN THE WALL AND
COFFEE BAY LOCAL SPATIAL DEVELOPMENT
FRAMEWORK (LSDF) FINAL DRAFT



KING SABATA DALINDYEBO LOCAL MUNICIPALITY

FORMULATION OF THE HOLE IN THE WALL AND COFFEE BAY LOCAL SPATIAL DEVELOPMENT FRAMEWORK (LSDF)

PHASE | 2 and 3

Credible Status Quo Report and Strategic Assessment
Spatial Proposals

(VERSION 1)
MARCH 2023

BID NO:	RFP310/2021
DOCUMENT TITLE:	Credible Status Quo Report and Strategic Assessment Spatial Proposals
DOCUMENT PHASE:	Phase 2 and 3
DURATION:	Two (2) Months – Part 1 and 2
SUBMISSION DATE:	17 March 2023
AUTHOR(S)	Casper Badenhorst, Walter Rachidi, Riaan Vd Linde
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PREAMBLE

The Local Spatial Development Framework/Precinct Plan (LSDF/PP) for the Coffee Bay and Hole in the Wall study area (Ward 24) has been compiled to support the development vision and sectoral objectives and strategies identified in the KSDM Integrated Development Plan (IDP) and the reviewed SDF.

In terms of Section 26(e) of the municipal Systems Act (Act No 32 of 2000), the LSDF is a legally required component of the municipality's IDP.

The LSDF/PP has the status of a statutory plan, serving to guide and inform all decisions on spatial development and land use management in the area to which it applies. However, it is critical to understand that the LSDF is not a comprehensive and rigid plan. Rather, in line with a new, more flexible conception of spatial planning and its interrelationship with other (spatial and non-spatial) development processes prevailing in South Africa now, the Framework is indicative and not, in the final instance, prescriptive.

ABBREVIATIONS

- CIF – Capital Investment Framework
- DRDLR - Department of Rural Development and Land Reform
- DALRRD – Department of Agriculture, Land Reform, and Rural Development
- IDP - Integrated Development Plan
- IUDF - Integrated Urban Development Framework
- LM - Local Municipality
- LUMS – Land Use Management Scheme
- KSDLM – King Sabata Dalindyebo Local Municipality
- NDP - National Development Plan



- PSDF - Provincial Spatial Development Framework
- PDP - Provincial Development Plan
- RDP - Rural Development Plan
- SANRAL - South African National Roads Agency Limited
- SDI - Spatial Development Initiative
- SDF - Spatial Development Framework
- SPLUMA - Spatial Planning and Land Use Management Act
- TOR - Terms of Reference

GLOSSARY OF TERMS

- Integrated Development Plan - the IDP is a five-year plan that the local government is required to compile to determine the development needs of the municipality. The projects within the IDP are also linked to the municipality's budget.
- Regional Planning - a plan that deals with unique considerations that cross provincial and/or municipal boundaries and apply to a particular spatial location. A region is defined as a circumscribed geographical area characterised by distinctive economic, social, or natural features which may or may not correspond to the administrative boundary of a province or province or a municipality or municipalities.
- Spatial Development Framework - an SDF is a framework that seeks to guide the overall spatial distribution of current and desirable land uses within a municipality to give effect to the vision, goals, and objectives of the municipal IDP.
- SPLUMA - the Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA) is a national law that was passed by Parliament in 2013. The law gives the DRDLR the power to pass regulations in terms of SPLUMA to provide additional detail on how the law should be implemented.
- Sustainable Development - a development that meets the needs of the present generation without compromising the ability of future generations to meet their own needs.



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1 INTRODUCTION

The Coffee Bay and Hole in the Wall Local Spatial Development Framework Status Quo Analysis is based on a more detailed overview of the aforementioned study areas. The Status Quo further details key analysis for three (3) key nodes identified in the study area which include:

- Coffee Bay as a Tourism Development Node.
- Hole in the Wall as a Tourism Development Node.
- Maphuzi as a Government Services Node.

The spatial analysis of the Coffee Bay and Hole in the Wall study area represents an overall spatial picture of the key farms and ward(s) influenced by the study area. The study provides an analysis of the current situation, patterns, and trends within the study area. The information is focused on key developmental sectors and is based on the key issues identified. The objective of the spatial analysis is to focus on areas of greatest concern, and this should be read in conjunction with the review of the KSDF Municipal Spatial Development Framework as well as the Integrated Development Plan.

The analysis is based on secondary sources of information.

Biophysical Environment

This natural capital base is the primary or foundational layer on which the remaining two sets of layers must feed sustainably. Geology, soils, and climate form the basic geomorphologic relationship which gives rise to hydrological, topographical, and biodiversity patterns.

Socio-economic Environment

This layer follows the bio-physical layer as it reflects the relationship between population requirements and the natural resource base. In other words, the distribution of the population is directly influenced by the services rendered by the biophysical environment.

Built Environment

The built environment in turn reflects the urban and infrastructure base and patterns in the study area.

2 HISTORICAL BACKGROUND OF THE STUDY AREA

Historically both Coffee Bay and the Hole in the Wall areas were settled by the amaBomvana, a Xhosa-speaking people. According to their tradition, the amaBomvana people originated from the amaNgwane, a people from Kwa-Zulu Natal. The amaBomvana are descended from Nomafo, the first of the amaNgwana tribe, and from Bomvu, who gave rise to the amaBomvu tribe. Bomvu's Great Son, Nyonyemnyam, carried on the Bomvu dynasty. His son Njilo is the progenitor of the amaBomvana.

According to local tradition, the amaBomvana people left KwaZulu-Natal in 1650 to settle in Mphondoland, in northern Transkei, after a dispute over cattle. After the death of Njilo's wife, their grandson Dibandlela refused to send, under custom, the isizi cattle to his grandfather. This led to an open dispute. Dibandlela fled with his supporters and their cattle to settle in Mphondoland.

The amaBomvana remained in Mphondoland until 1837. After experiencing two centuries of tribal wars, the amaBomvana were driven out of Mphondoland into the area east of the Mbashe river, including the present-day Cwebe Reserve and they put



themselves under the wing of the Gcaleka people with permission from the amaXhosa chief, Hintsa.

They are historically related and share a common lineage with the amaMpondomise, amaXesibe, abakwaMkhize, amaBomvu, and amaMpondo as they all have related cultural similarities. The passing of four centuries since their division and the influence of neighboring tribal groups have brought about the linguistic and cultural differences, and differences in their rituals and rites of passage that we observe today. Today the amaBomvana people live in the environs of both Coffee Bay and Hole in the Wall. They form a distinct ethnicity but are often confused, in popular literature, with their immediate neighbours the amaXhosa. The amaBomvana, however, is related both culturally and politically to the amaXhosa. Both the amaBomvana and the amaXhosa also speak the isiXhosa language.

2.1 COFFEE BAY

The European origins of the name Coffee Bay are obscure. Local history refers to a ship that was wrecked in 1863, depositing its entire cargo of coffee beans on the beach. Some of the beans have taken root and for several years coffee shrubs tried to grow but eventually died. Three small rivers, the Nenga (river of the whale), Bomvu (red), and Maphuzi (place of pumpkins) reach the sea in the area of Coffee bay and the local amaBomvana usually refer to the place as Tshontini, the name applied to a dense wood there. Over the years Coffee Bay has informally developed as one of the most popular holiday resorts on the Wild Coast. This informal little village is fronted by a superb beach.



Coffee Bay is a small town consisting of about 600 – 800 people and was named after a shipwreck that lost its cargo of coffee beans off the coast. The beans were washed up onto the beaches to germinate. Although there are none of these trees left, the name has since stuck.

Coffee Bay is part of the O.R. Tambo District Municipality in the Eastern Cape, one of the poorest provinces in South Africa. It stretches for 160kms from the Kei Mouth in the south to Port Edward in the north and about 100kms inland. The study area is also made up mostly of the former "Republic of Transkei, an 'independent' homeland during apartheid. The land was set aside for the Xhosa people but was no more than a puppet state controlled by the apartheid government. The area suffered from no economic or social investment leading to a lack of opportunities, poor infrastructure, and many environmental problems associated with this level of poverty.



The area around Coffee Bay is rich in natural resources with fertile lands, beautiful indigenous flora and fauna, diverse wildlife, rolling hills dotted with rondavels, and plenty of smiling faces and exciting waves.

Coffee Bay welcomes thousands of international tourists to its coastline every year. There's an irresistible vibe flowing through the town that infuses backpackers, restaurants, hotels, campsites, and bars all containing their eccentric lure. From local Xhosa to international travellers, with excellent fishing and breath-taking views, Coffee Bay is a unique destination and remarkable in its way.



2.2 HOLE IN THE WALL

The Hole in the Wall is situated some 7km to the south of Coffee Bay. This natural feature consists of a huge, detached cliff rising from the sea in the form of a precipitous island at the mouth of the Mpako river. The pounding waves have worn a substantial

tunnel through the centre of the cliff – hence the name Hole in the Wall. This natural feature was named by Captain Vidal of the vessel Barracouta, sent by the British Admiralty in 1823 to survey the coastline between the Keiskamma River and Lourenço Marques (now Maputo). Vidal took his ship to within 800m of the coast and described in his log "where two ponderous black rocks above the water's edge, upwards of 80 feet above its surface, exhibiting through the phenomenon of a natural archway", prompting him to name it the Hole-in-the-Wall. The coast on either side of the Hole in the Wall is precipitous and notorious for the number of ships wrecked there. Divers constantly find fragments on many unfortunate vessels while beads and coins are often discovered in the pools. Among the tribes living along the coast are many descendants of people shipwrecked whose ancestors, of European and Asian descent, mingled with the African population who sheltered them.



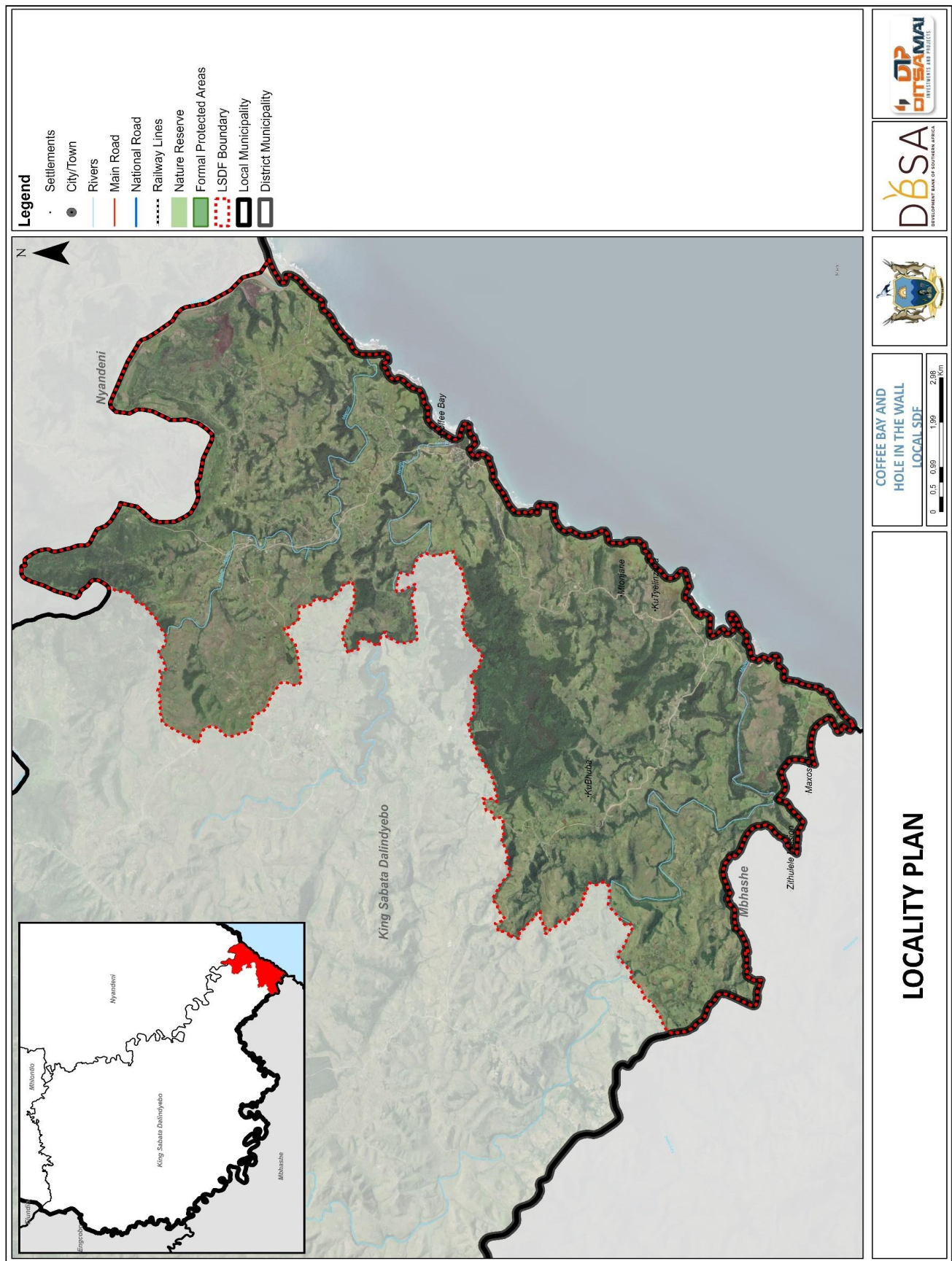




Figure 3: Population Male vs Female

The Total Population for the study area amounts to 13498 in 2011. 55% of the population is female and 45% male. The difference in male to female ratio could be due to males seeking job opportunities in more formal and urban areas, leaving the households in search of a better life for their families. Just below 99% of the population falls within the Black African population group.

The population growth rate for the whole municipality is consistent although higher growth rates are common in rural areas like Coffee Bay in comparison to the urban centres such as Umtata. Retrenchment of people from urban areas is problematic and is resulting in in-migration and an increase in population in the rural areas, as people move back into their former homelands

3.2.3 RACE GROUP

Race Group	KSD Ward 24		O.R. Tambo	
Black African	98.4%	13,288	99%	1,352,890
Coloured	0.5%	67	0.5%	6,434
Indian or Asian	0.2%	26	0.2%	2,654
Other	0.2%	24	0.1%	1,425
Unspecified	0%	0	0%	0
White	0.7%	93	0.2%	2,641

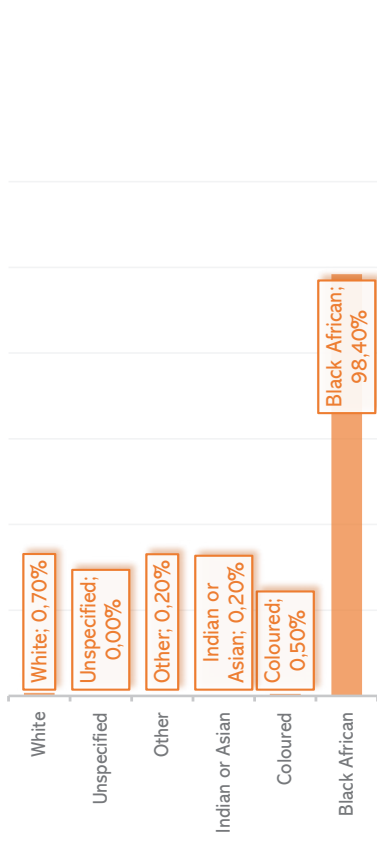


Figure 4: Population by race

Age group	KSD Ward 24		O.R. Tambo	
0-9	28.3%	3,681	27.3%	356,91
10-19	30.2%	3,931	27.8%	364,604
20-29	14.2%	1,848	14.7%	191,956
30-39	8.8%	1,141	8.9%	117,175
40-49	6.4%	832	7.7%	100,46
50-59	4.6%	602	5.8%	75,361
60-69	3.5%	452	3.7%	48,728
70-79	2.9%	374	2.8%	37,036
80+	1.1%	142	1.4%	17,751



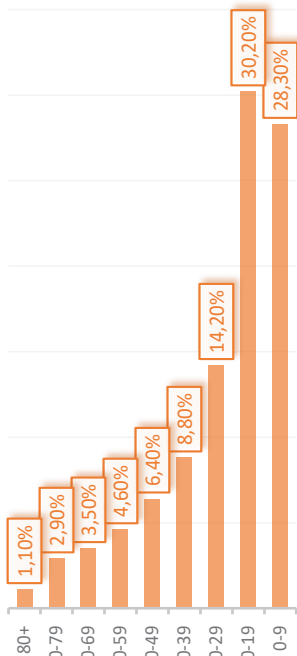


Figure 5: Population by Age
3.2.4 LANGUAGE

Group	KSD Ward 24	O.R. Tambo
IsiXhosa	93.1%	12,56
English	3.00%	409
Sign language	1.2%	167
Afrikaans	1.00%	131
IsiZulu	0.4%	54
IsiNdebele	0.4%	49
Other	1.00%	128

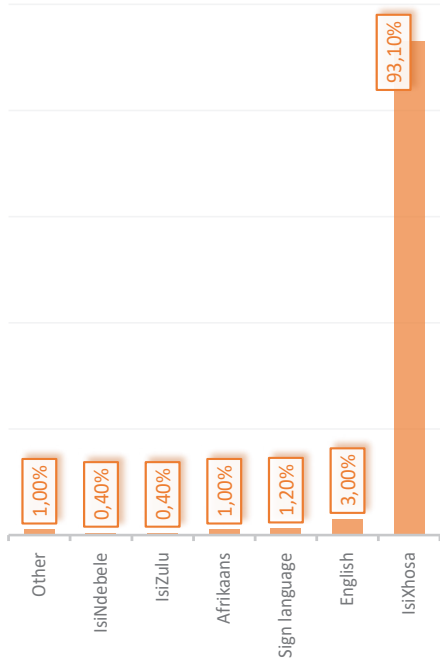


Figure 6: Population by Language

The predominant language spoken in the study area is IsiXhosa which is more or less the same as in the District and about 20% more compared to the Provincial figure. Nationally the IsiXhosa language group represents the second largest group just after the Isizulu speaking groups at 17%.

3.2.5 MIGRATION

Country of origin	KSD Ward 24	O.R. Tambo
South Africa	97.00%	13,088
Unspecified	2.9%	388
North America	0.1%	9
Asia	0.1%	7
Other	0.1%	7



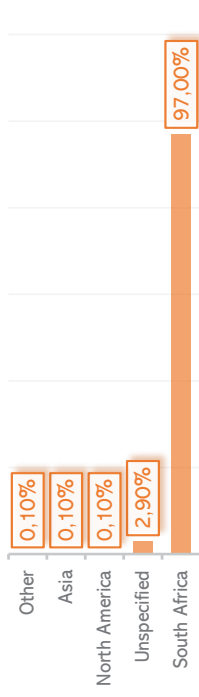


Figure 7: Migration - International Trends

Very few people have migrated to the study area as almost 95% of the people residing in the study area were born in the Province and most properly within the Transkei Region. The Eastern Cape province presents the third highest province of birth in South Africa, just after Gauteng and KwaZulu Natal. Around 97% of people are South African citizens whereas migrants from North America and Asia are also evident in the study area.

Province	KSD Ward 24	O.R. Tambo
Eastern cape	94,5%	12,760
Unspecified	2,8%	383
Western cape	0,5%	68
Gauteng	0,4%	58
Northern cape	0,4%	57
KwaZulu-Natal	0,3%	39
Other	1,00%	133

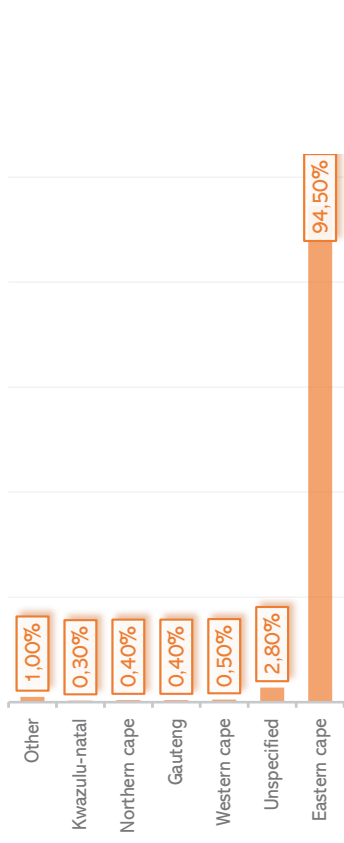


Figure 8: Migration - National Trends

3.2.6 CITIZENSHIP

Yes or No	KSD Ward 24	O.R. Tambo
Yes	99,1	13,374
Unspecified	0,6	84
No	0,3	41
Not applicable	0%	0

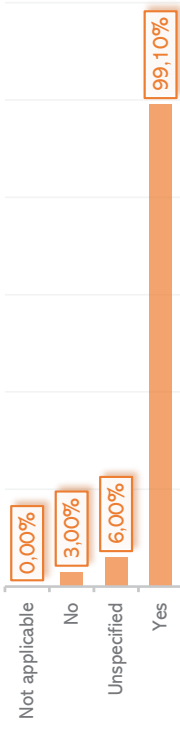


Figure 9: Citizenship Status

3.3 HOUSEHOLDS

3.3.1 HOUSEHOLD OWNERSHIP

Type of Ownership	KSD Ward 24	O.R. Tambo
Owned and fully paid off	59,2%	1,505
		51,00%
		158,975



Occupied rent-free	20.2%	513	18.1%	56,339
Owned but not yet paid off	9.5%	242	7.9%	24,529
Rented	6.1%	155	12.2%	38,127
Other	5.1%	129	10.9%	34,022

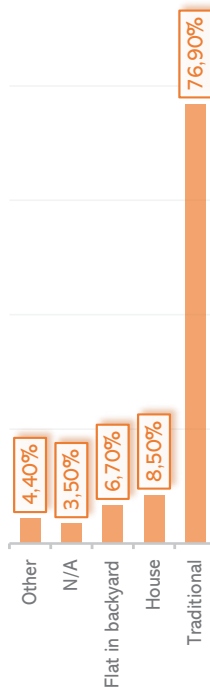
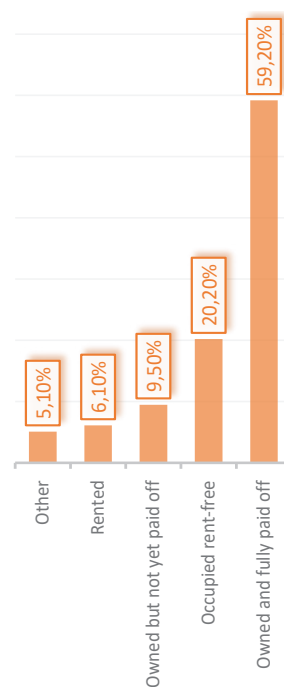


Figure 10: Housing ownership status (tenure status)

3.3.2 HOUSEHOLDS BY TYPE OF DWELLING

Type of Dwelling	KSD Ward 24	O.R. Tambo
Traditional	76.9%	51.9%
House	8.5%	27.5%
Flat in backyard	6.7%	6.6%
N/A	3.5%	3.7%
Other	4.4%	10.3%



Less than 1% of households reside in informal shacks and around 77% in Traditional Houses. This is more than double the rate of

households in the remaining parts of the Eastern Cape Province and around 1.5 times the rate in the OR Tambo District. Formal houses account for less than 10% which is fall below the average of the Province which is at 50%. The area is mostly traditional by nature as reflected in the type of housing.

3.3.3 HEAD OF HOUSEHOLD

M/F	KSD Ward 24	O.R. Tambo
Female	62.8%	57.8%
Male	37.2%	42.2%



Figure 11: Households by Male vs Female

The household head presents a fairly skewed ratio which again represents the possibility of males leaving the households for job opportunities in formal and urban areas. The South African average is around 41% with a woman as the head of the household.

3.3.4 ANNUAL HOUSEHOLD INCOME

Annual Income	KSD Ward 24	O.R. Tambo
RO	16.8%	427
Under R4800	6.7%	170
R5k - R10k	14.2%	360
R10k - R20k	23.8%	605
R20k - R40k	24.00%	610
R40k - R75k	8.3%	210
R75k - R150k	3.3%	84
R150k - R300k	1.7%	44
R300k - R600k	1.1%	29





R600k - R1.2M	0,00%	0	0.3%	895
R1.2M - R2.5M	0,00%	0	0.1%	443
Over R2.5M	0.1%	2	0.1%	355

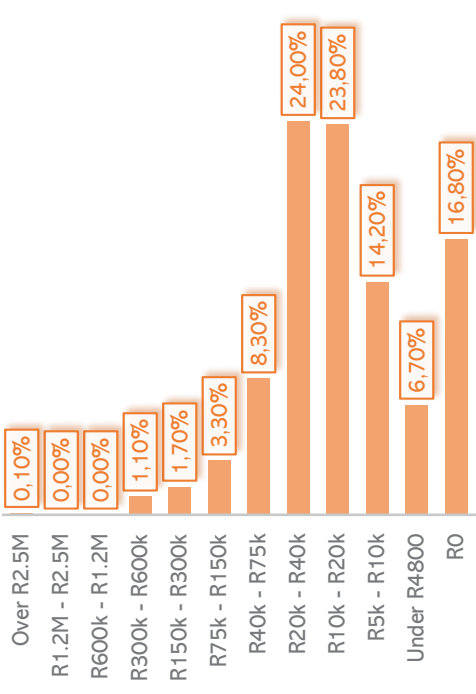


Figure 12: Annual Household Income

The average household income is around R14 600 which is the same in the district and Province. The South African average is around R29400 which is double the average of the study area. The area is predominately rural and poor. Around 50% of the households in the study area own between R10 000 – R 40 000 per annum. Very few households in earning more than the minimum threshold and are predominantly dependent on social grants.

3.3.5 HOUSEHOLD GOODS

Type of Goods	KSD Ward 24	O.R. Tambo
Car	6,70%	169
Cell phone	72,20%	1,836



Computer	2,40%	61	4,70%	14,517
DVD player	10,90%	276	37,30%	116,294
Fridge	11,50%	293	37,00%	115,425
Radio	45,70%	1,162	51,40%	160,313
Satellite TV	6,00%	153	8,40%	26,113
Stove	18,30%	465	55,20%	172,317
TV	15,70%	398	50,70%	158,157
Telephone	1,60%	40	2,80%	8,833
Vacuum cleaner	1,70%	44	3,30%	10,283
Washing machine	1,70%	44	4,60%	14,469

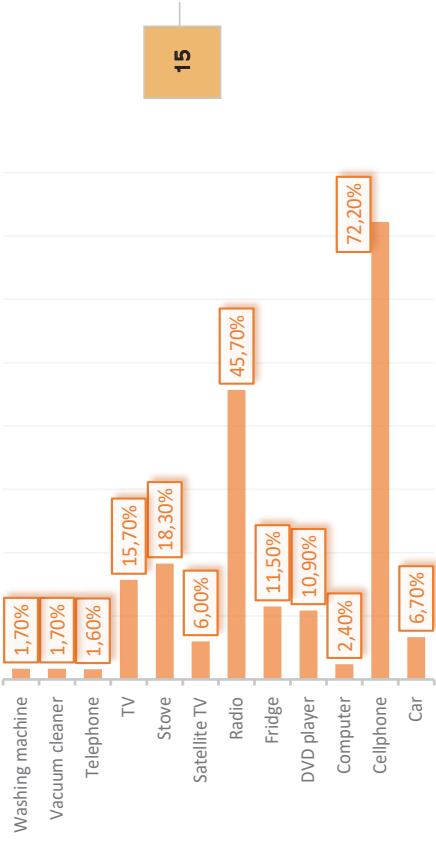


Figure 13: Households by Goods type

Just over 70% of households own Cell phones which are around 10% below the rate of the District and Province. The quality of cell phone coverage is severely affected by battery theft at cell phone towers, during load-shedding, many parts of the study area are without any cell phone coverage. Access to other household goods is fairly limited and far below the national average.

3.4 BASIC SERVICES

3.4.1 WATER

Water Source	KSD Ward 24	O.R. Tambo
River	44,90%	49,30%
Service provider	27,90%	23,80%
Borehole	8,30%	3,30%
Spring	7,90%	5,40%
Other	11,10%	18,20%
		248,852

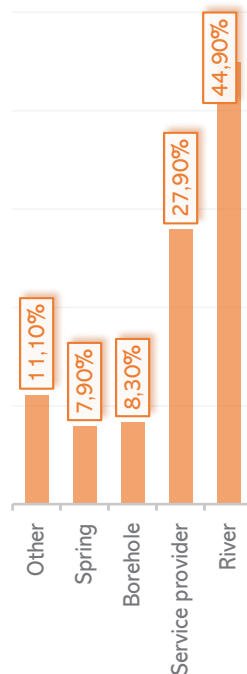


Figure 14: Access to water source and type of resource

Just below 30% of households have access to water from a regional or local service provider. Just below 50% of households use existing river systems as the main source of water which is around 30-60% higher than the District and Province. Illegal water connections/pumps are fairly common in the study area as the Municipality has challenges to meet the region's water requirements.

3.4.2 TOILET FACILITIES

By Type	KSD Ward 24	O.R. Tambo
None	36,50%	18,90%
Pit latrine with ventilation (VIP)	28,20%	26,10%
Pit latrine without ventilation	23,10%	30,60%
		95,3

Chemical toilet	6,70%	169	6,70%	20,799
Other	5,60%	141	17,70%	55,315

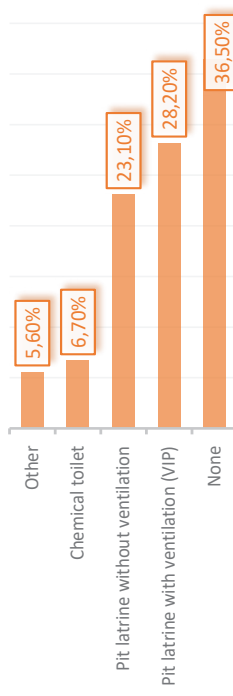


Figure 15: Access to Sanitation

Very few households have flush or chemical toilet services (11%) which fall far below the Provincial Average of 45% and 64% (National Average). Just below 40% of households don't have any access to toilet facilities which is of serious concern. The rural and dispersed settlements make service delivery a costly exercise. Only 2,4% of the South African Population have no access to Toilet Facilities.

3.4.3 REFUSE DISPOSAL

By Type	KSD Ward 24	O.R. Tambo
Own dump	85,2%	67,00%
None	6,8%	20,9%
Communal dump	4,4%	1,1%
Service provider (regularly)	1,7%	7,4%
Other	2,00%	3,7%
		50,173



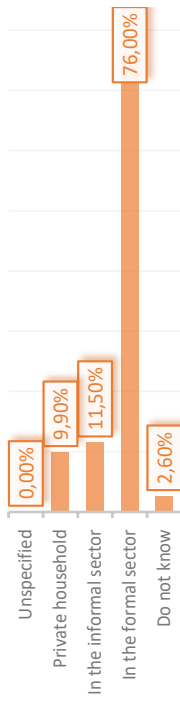


Figure 17: Employment by Sector

The study area has a very low employment level which is just below 10%. Around 80% of the households are not economically active and 8% are unemployed. The provincial employment rate is at 26% and the national rate at just below 40%. The area is predominately reliant on Social Grants. Around 76% of households that are employed are within the formal sector.

The average unemployment rate for the KSD municipality is 50%, although villages close to tourism nodes, such as Coffee Bay, may have higher employment rates than other areas in the municipality. Unemployment, however, is still prevalent at Coffee Bay, particularly from a tribal perspective (i.e., the Tshezi community as a whole) as the community includes a number of villages, many of which are situated a long distance from Coffee Bay and do not benefit from the opportunities created within the town directly.

Coffee Bay is characterized by an economically inactive community (95%) and the lack of skills exacerbates this. Coffee Bay relies on its small tourism industry to create and sustain job provision, through the two main hotels, resorts, bed and breakfasts and backpacker establishments.

3.5.2 ANNUAL INCOME

Income Group	KSD Ward 24	O.R. Tambo
RO	25,6%	150
		19,2%
		23,267

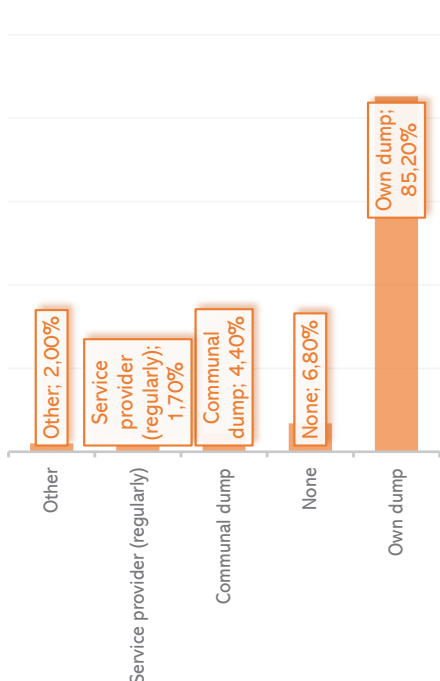


Figure 16: Access to Refuse services

Only 2.2% of Households are getting refuse removal services from the Local Authorities or Private Companies which is far below the District (8.13%) and even worse compared to the Provincial and National Averages (38% and 60% respectively). Around 85% of households use their dumpsites which is of concern to managing the Environmental Integrity of the study area. The lack of refuse management further supports water pollution which is largely used as the main water source.

3.5 ECONOMICS

3.5.1 EMPLOYMENT

By Type	KSD Ward 24	O.R. Tambo
Do not know	2,60%	16
		1,70%
		2,114
In the formal sector	76,00%	463
		70,40%
		87,034
In the informal sector	11,50%	70
		16,70%
		20,582
Private household	9,90%	60
		11,20%
		13,9
Unspecified	0,00%	0
		0,00%
		0



10%. Local economic beneficiation must take place to improve the employment rate in the study area.

3.5.3 INTERNET ACCESS

By Type	KSD Ward 24	O.R. Tambo
From cell phone	63.6%	257
From elsewhere	13.6%	55
From home	10.2%	41
From work	10.2%	41
Internet access in institution	0.00%	0
No internet access in institution	0.00%	0
Not applicable	0.00%	0
Unspecified	2.5%	10
		1,989

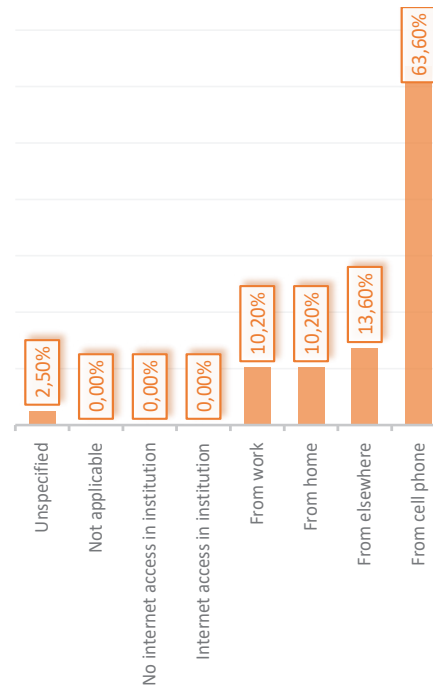


Figure 19: Internet Access

Compared to the district and province the study area has limited access to Internet Facilities and Services which is just below 16%. The provincial average is just below 25% and nationally the

Under R4800	7.3%	43	5.8%	6.96
R5k - R10k	10.6%	62	10.3%	12,457
R10k - R20k	13.8%	81	15.9%	19,166
R20k - R40k	15.8%	93	12.5%	15,106
R40k - R75k	11.8%	69	10.5%	12,691
R75k - R150k	9.5%	56	13.5%	16,273
R150k - R300k	3.6%	21	7.5%	9,113
R300k - R600k	0.00%	0	1.4%	1,659
R600k - R1.2M	0.00%	0	0.2%	295
R1.2M - R2.5M	0.00%	0	0.2%	214
Over R2.5M	0.00%	0	0.2%	212
Unspecified	2.00%	12	2.9%	3,526

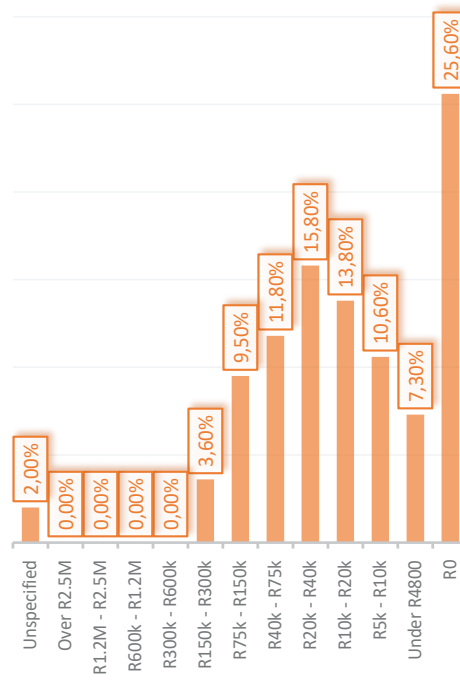


Figure 18: Annual Income

The average annual income levels are at R15000 which is around half of the Province which is at R30 000. Just below 30% of households have no income at all. The national average is below



average exceeds 45%. Connectivity is to be addressed within the study area.

3.6 EDUCATION

By Type	KSD Ward 24	O.R. Tambo
None	39,50%	2,325
Other	0,30%	18
Some primary	21,70%	1,28
Primary	4,40%	257
Some secondary	23,70%	1,397
Grade 12 (Matric)	8,80%	515
Undergrad	0,90%	52
Post-grad	0,50%	30
N/A	0,20%	14

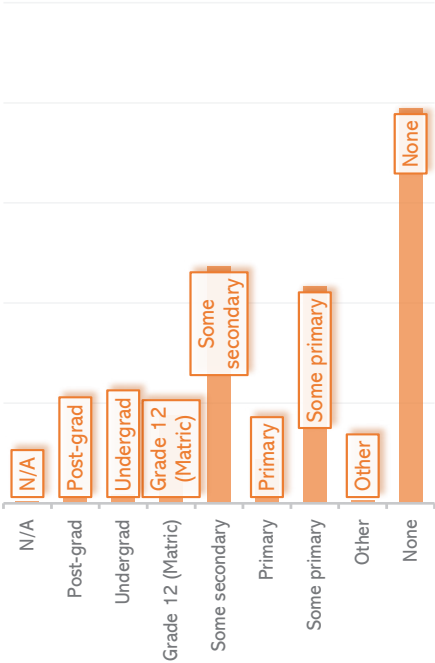


Figure 20: Education

Only 29^ of people in the study area have completed Grade 9 or higher which is far below the provincial and district average which is just below 50%. Only 10% of people have completed Matric

or higher as compared to the district and province which exceeds 20 and almost 30% respectively. The national average for matric or higher stands just below 50%. It is therefore critical that quality and relevant education programs are rolled out in the study area.

3.6.1 EDUCATION LEVEL

By Type	KSD Ward 24	O.R. Tambo
Children (< 18)	51,40%	6,932
Adults (>= 18)	48,70%	6,567

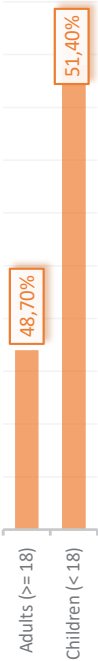


Figure 21: Education Levels

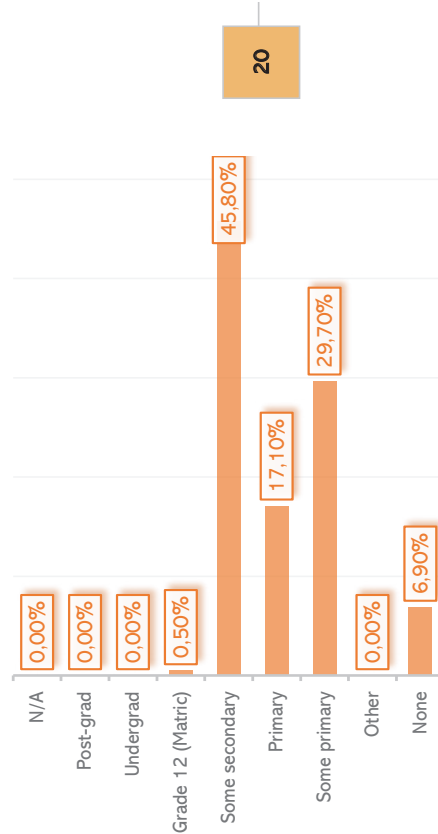
3.7 CHILDREN

3.7.1 CHILD POPULATION

By Type	KSD Ward 24	O.R. Tambo
Both parents	72,80%	4,144
Neither parent	3,10%	174
No	17,60%	1,156
Uncertain	3,80%	216



Other		0,00%	0	0,00%	3
Some primary		29,70%	116	13,80%	5,356
Primary		17,10%	67	10,80%	4,195
Some secondary		45,80%	179	68,80%	26,752
Grade 12 (Matric)		0,50%	2	3,30%	1,264
Undergrad		0,00%	0	0,00%	17
Post-grad		0,00%	0	0,00%	14
N/A		0,00%	0	1,70%	668



Around 90% of children are attending school which is in line with the District and Provincial Average. Around 10% of children are not attending school which is a third higher than the district and provincial average. Around 95% of children are attending school nationally, which shows that either more schools are required, or schools are not accessible to children in the study area.

Around 46% of 17-year-olds have some secondary education and 30% have some primary education. Just over 1% have Grade 12 or more. The education patterns showroom for much improvement as education is key to a better life.

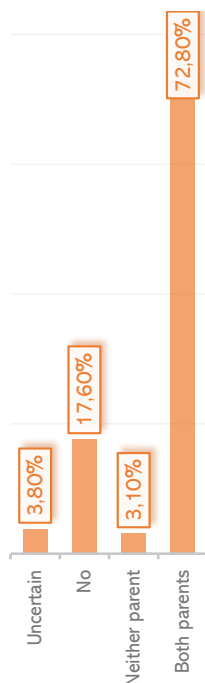


Figure 22: Child Population

The female/male ratio is around 50/50 and half of the population in the study area is aged below 19 years of age which is far higher than the 62/38 split shown on a national scale. Just over 3% of children aged 14 and under have no biological parents and just over 70% still have both their parents. The 3% is far higher than the national average which stands at around 1%. This is indicative of poor health services in the region.

3.7.2 PARENTS

Y/N	KSD Ward 24	O.R. Tambo
Other	1.8%	91
No	8.6%	438
Yes	89.6%	4,57
		14,731
		28,829
		428,242

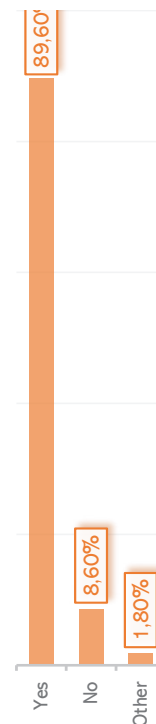


Figure 23: Parent's status

3.7.3 SCHOOL ATTENDANCE

Type	KSD Ward 24	O.R. Tambo
None	6,90%	27
		1,70%
		645



3.7.4 EMPLOYMENT OF 15- TO 17-YEAR-OLDS

By Type	KSD Ward 24	O.R. Tambo
Discouraged work-seeker	1,80%	3,30%
Employed	1,70%	2,30%
Other not economically active	92,40%	90,00%
Unemployed	4,10%	4,50%
Unspecified	0,00%	0,00%
	0	0

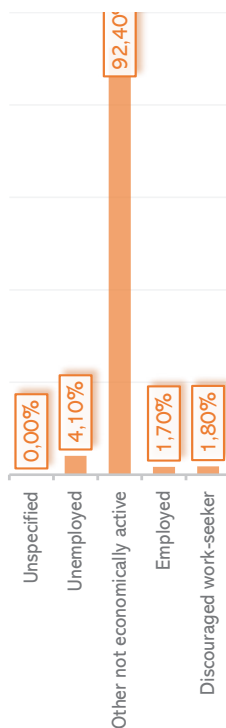


Figure 24: Employment under children

Just below 10% of children are within the labour force which is in line with the district and national average.

3.7.5 CHILD-HEADED HOUSEHOLDS

Housing by Type	KSD Ward 24	O.R. Tambo
Traditional	70,80%	49,80%
Flat in backyard	10,80%	6,70%
Unspecified	9,20%	8,10%
House	7,70%	23,60%
Other	1,50%	11,90%
		751

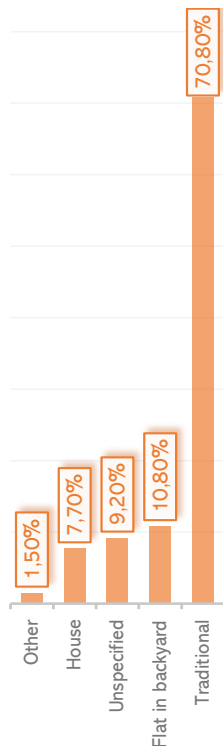


Figure 25: Children's Housing

3.7.6 HEAD OF HOUSEHOLD

M/F	KSD Ward 24	O.R. Tambo
Female	46,2%	48,9%
Male	53,9%	51,1%
	30	3,1
	35	3,236



3.7.7 ANNUAL HOUSEHOLD INCOME

Income Group	KSD Ward 24	O.R. Tambo
RO	27,70%	37,50%
Under R4800	27,70%	19,10%
R5k - R10k	23,10%	20,90%
R10k - R20k	15,40%	11,60%
R20k - R40k	4,60%	5,80%
R40k - R75k	1,50%	1,70%
R75k - R150k	0,00%	1,60%
R150k - R300k	0,00%	1,00%
R300k - R600k	0,00%	0,50%
R600k - R1.2M	0,00%	0,10%
R1.2M - R2.5M	0,00%	0,10%
		6



Over R2.5M	0,00%	0	0,10%	4
Not applicable	0,00%	0	0,00%	0

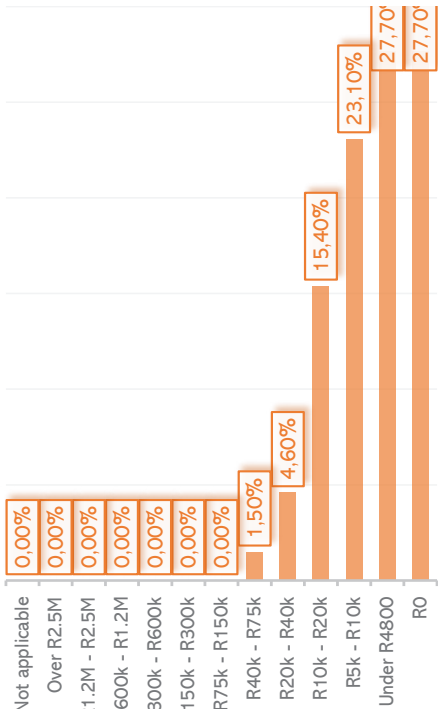


Figure 26: Income - Children

Around 70 households are headed by Children aged less than 18 years old. The type of dwelling is in line with the study area average of 70% and the predominant household head is male. The average income for child-headed households is R2400 which is very low and not sustainable.



4 BIOPHYSICAL ENVIRONMENT

4.1 NATURAL ENVIRONMENT

4.1.1 TOPOGRAPHY

Landscapes vary and include gentle slopes, level plains and dramatic coastal landscapes which complicates east-west accessibility.

Deeply incised valleys and gorges impact on accessibility and maintenance levels of existing road networks.

The Coffee Bay study area is located north and south of the Nenga River mouth and south of the Mapuzi River, while the Mtata River forms the northern boundary of the study area around 5km north. The Indian Ocean forms the eastern boundary.

The topography of the study area is undulating and comprises of a number of hills ranging in height between 30m-80m above sea level. Stormwater runoff drains into the Indian Ocean and the following key estuaries:

- Nenga River
- Mapuzi River
- Mtata River
- Mpako River
- Nzulwini Stream

The highest elevation is measured towards the west of Mapuzi at 239m above sea level.

The most notable features are the many promontories, cliffs, and small bays. In general, the Wild Coast is characterised by large undulating hills and sea front cliffs. It is a south-east facing, linear trending coastline, with irregular indented rocky shores separating linear to aruate features. Beaches are usually

comprised of sandy or gravely material and are either linear trending, when associated with estuaries, or crescent shaped when situated within the rocky areas of the coastline.

4.1.2 HYDROLOGY

The study area forms part of the Pondoland Coast Strategic Water Resource Area (SWA). The main rivers in the study area forms part of the Mzimvubu Water Catchment Area.

The Mzimvubu River catchment lies within one of the poorest and least developed regions of South Africa. Development of the area, with the express purpose of accelerating social and economic upliftment of the communities in the region, has been identified as a priority of Government.

Harnessing the water resources of the Mzimvubu River, the only major river in the country, which is still largely unutilised, is considered as offering one of the best opportunities to supply water that is needed to support a variety of poverty alleviation developments in the region.

Due to the vital catalytic role the project will play in the socio-economic development of the region, Government has classified the Mzimvubu Water Project as a Strategic Integrated Project to facilitate the allocation of sufficient resources and implementation on a fast-track basis.

Mthatha River or Umtata River (Xhosa: 'mtathe Bawo) flows into the Indian Ocean in an estuary located north of Coffee Bay. The Mthatha river flows in a south-eastern direction and is approximately 250 km long with a catchment area of 2,600 km². Mthatha Town (Umtata) is named after it. Its main tributaries are the Ngqungqu River and the Cicira River. The Mthatha River marks the southern limit of the Pondoland region.



The Mthatha River catchment is situated in the Mzimvubu to Keiskamma Water Management Area in the former Transkei region of the Eastern Cape, between the Mbashe and Mzimvubu River catchments.

The Mthatha estuary is on the eastern coast of South Africa approximately 70 km downstream of Mthatha Dam. It is a medium to large estuary, and its mouth is permanently open to the sea.

A steep rocky headland prevents the river mouth from migrating in a south-westerly direction. To the northeast of the river mouth there is a well-developed sand spit and stabilized sand dunes. The estuary ends 8.5 km upstream of the mouth, where a series of rapids acts as a barrier to sea water. The estuary is used for both recreational and subsistence fishing and bait collecting. Some subsistence agriculture and livestock grazing take place higher on the banks of the estuary in the upper reaches. Floodplain areas have been cleared to make way for crop cultivation.

Mangroves are harvested for firewood and poles for the construction of animal shelters and houses.

Smaller rivers and drainage areas along the coastal belt provide opportunities for tourism development. The nature of the large and smaller river estuaries provides the unique character and threats to the environmental stability and protection.

Mpako River is located just south of Hole in the Wall and leads into the Mtonjane Estuary. Coffee Bay is just north of the Nenga River mouth.

Nenga Estuary and floodplain and wetland

The area between the dune slack and estuary is a low-lying area which shows evidence of the high and low flows of the estuary. It includes a small, isolated wetland with wetland sedge species.

The water flow to this wetland is impacted by the track from the road to the existing ablation block. The leeward side of the dune heel is dominated by species such as *Isoglossa woodii* and *Chrysanthemoides monilifera*. The Nenga estuary floodplain is impacted by road and other infrastructural developments further upstream.

Mpako Estuary and floodplain grassland

This Estuary is described as a temporarily open/closed estuary in a near pristine condition due to the limited anthropogenic impacts occurring within the estuary. On a national ranking system this estuary is classified as 182/275 and it is recommended that 75% of the estuary remains undeveloped.

Sediment transport along the beach environment is significant and this has given rise to ephemeral dune forms and the presence of cover dependent plant species, in particular *Passerina rigida*. Much of the closed canopy environment comprises of *Sideroxylon inerme* and *Mimusops caffra*, which are associated with coastal dune forests. Notably, there are several psammoser or dune species, including *Eugenia capensis* and *Chrysanthemoides monilifera*, and there have been several interventions by those wishing to stem such movement through the planting of *Casuarina equisetifolia* has been planted in order to aim to stabilize it follows that activities in this area should be limited and that any infrastructure that is established should be informal or temporary in nature and not exacerbate the mobilization of sands.

4.1.3 GEOLOGY AND SOILS

Geologically, the region is dominated by Beaufort sandstones of the Karoo System, with bands of the older Ecga and Dwyka series towards the coast. The northern coastal region is dominated by Table Mountain Sandstone which creates the steep sea cliffs characteristic of the Wild Coast. The Drakensberg is capped by



basalts to form the steep escarpment as they overlay the sandstones of the Stormberg Series.

The actual rocky coastline itself comprises Ecca sediments with many intrusions therein, mainly in the form of sheets of varying thickness of Karoo dolerite, as far as the mouth of the Mngazi river. Between the Mngazi and Mngazana Rivers, a high dune of older and redder sand of the 'Berea red sand' formation occurs. Exposed on it in places are implements of the Middle and later Stone Age and the Iron Age.

Most of the Transkei Coastal Belt is built of Karoo Supergroup sediments including sandstone and mudstone of the Adelaide Subgroup, shale, mudstone and sandstone of the Ecca Group as well as tillite of the Dwyka group. Intrusions of Jurassic Karoo Dolerite Suite occur in places. The dominating soil forms are Glenrosa and Mispah. Fa land type dominates the area. Right at the coast, sand dune cordons have been formed or are being formed – these are calcareous young Quaternary sands derived from rocks of Cretaceous and Cenozoic origin.

Mucina & Rutherford (2006) describes die Soils and geology of the Subtropical Dune Thicket as recent dunes overlying calcretes as well as Maputaland Group calcareous sandstones and shallow marine deposits. The Subtropical Seashore Vegetation's soils and geology is described as recent coastal sand sediments forming beaches and dunes, exposed to reworking by relentless wind and sea storms.

4.1.4 BIODIVERSITY

Key informants for the environmental analysis are:

- Wild Coast Environmental Management Plan (2014)
- Eastern Cape Biodiversity Conservation Plan (ECBCP)

The Coffee Bay study area falls within a CBA 2 zone; however, this zone includes disturbed areas where infrastructure such as rural housing and roads are located. The Hole in the Wall study area is not located within a CBA.

The Coffee Bay beach cordon area is classified as an ESA1 area, which will be impacted by selected sections of the formalized walkways. Selected areas of the Hole in the Wall proposed coastal infrastructure is classified as an ESA1 area.

Based on the NPAES database (SANBI, 2010) no protected and expansion areas occur within the Coffee Bay or Hole in the Wall study area.

Based on the NFEPA database, the study area lies within the Indian Ocean Coastal Belt Group 4 (Pondoland-Ugu Sandstone Coastal Sourveld). The remaining important ecology, as with the remnant coastal forest patches, are closely linked to the estuary areas and hydrological regime of the site. The Estuarine Threat Status is classified as 'Vulnerable'.

4.1.5 NATURAL AREAS

Three great features of the area are its beautiful indigenous forest, excellent estuaries, and its scenic landscapes. Nowhere in South Africa are these features so well conserved along this spectacular stretch of rugged coastline.

The forests contain a great variety of interesting trees and shrubs as well as many rare and threatened birds and animals such as the Spotted Thrush, Barred Owl, Mangrove Kingfisher and Cape Parrot, Samango Monkey, Tree Dassie, Giant Golden Mole, and Blue Duiker. Typical trees of the forest biome include Giant Umzimbeet (*Millettia sutherlandii*), Forest Mahogany (*Tichilia dregeana*), Forest Ironplum (*Drypetes gerrardii*), Forest Fever Berry (*Croton sylvaticus*), Forest Bushwillow (*Combretum kraussii*), and Small-leaved Jackal-berrie (*Disopyros natalensis*). Rare and



threatened trees are Transvaal Stinkwood (*Ocotea Kenyensis*), Forest Potato Bush (*Phyllanthus macnaughtonii*), and Forest Canary-berry (*Suregada procera*).

Most of the forests are demarcated as 'State Forests' and conserved for the benefit of local people and visitors alike. Fascinating hours and days can be experienced walking along the forest trails enjoying the sights and sounds of this great diversity of life.

The estuaries provide a suitable habitat for mangroves (the only trees that can tolerate sea water) and both Mngazana and Ntafufu estuaries harbour fine stands of Black, White, and Red mangroves. These in turn provide an indispensable nursery area for many juvenile marine fish and crustaceans. Eventually, these fish, prawns and crabs grow to provide food and recreational angling for both locals and visitors. The beautiful Mangrove Kingfisher is one of the rarest birds and is still found in the Port St Johns area.

The coastal grasslands and valley bushveld areas are another feature of this region of South Africa. Here typical species include Coastal Buffalo grass (*Stenotaphrum secundatum*), Ngongoni or Wire grass (*Aristida junciformis*), and Giant Terpetine grass (*Cymbopogon validis*), Bitter Aloe (*Aloe ferox*), Sweet Thorn (*Acacia karoo*), and the common Umzimbeet (*Milletia grandis*).

A study conducted in the Transkei Coastal Forests found that all indigenous forests surveyed showed utilization to varying degrees (De Villiers and White, 1997) Principal utilization included wood collection (live and dead), livestock grazing, commercial exploitation of wood for the curio trade, bark stripping for medicinal use, illegal erection of holiday cottages, and more minor disturbance from roads and footpaths, refuse, edge fires and alien invasive species. The study reports that utilization pressure of smaller Headman's forests and small forest

patches do not appear to be sustainable. Management of indigenous forests is inadequate.

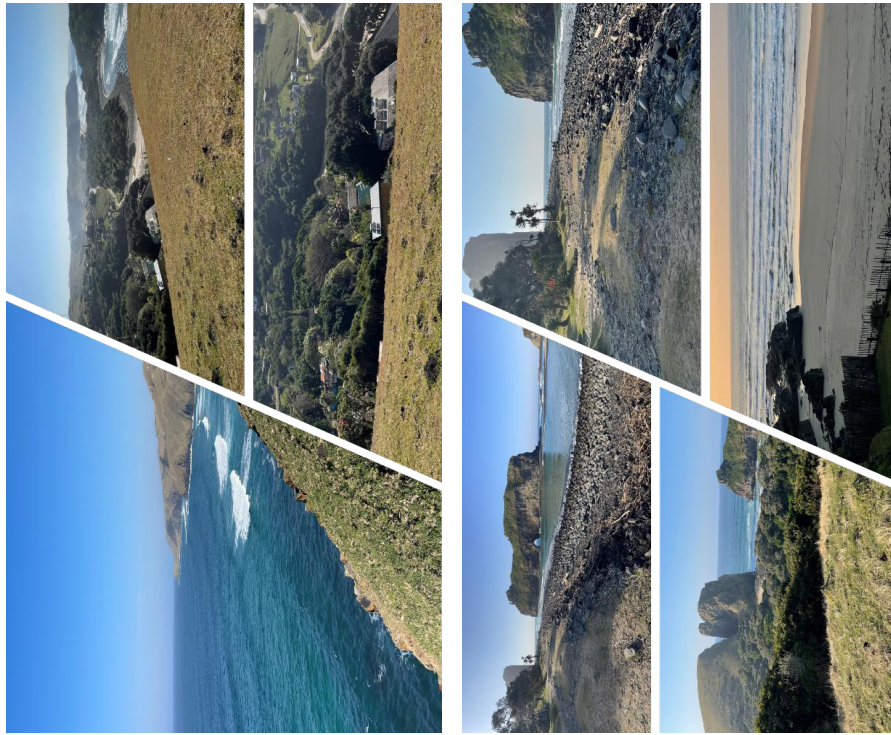
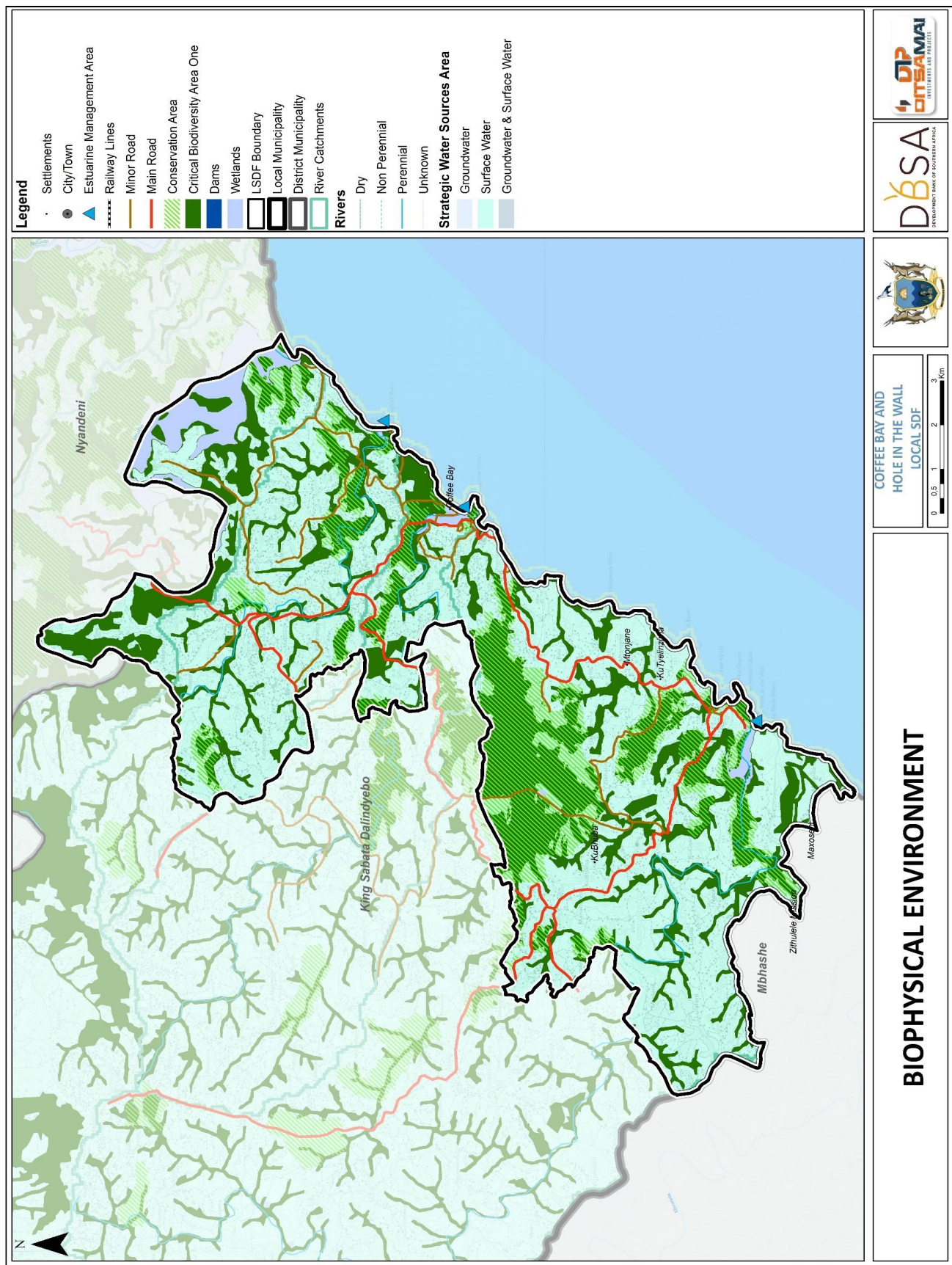
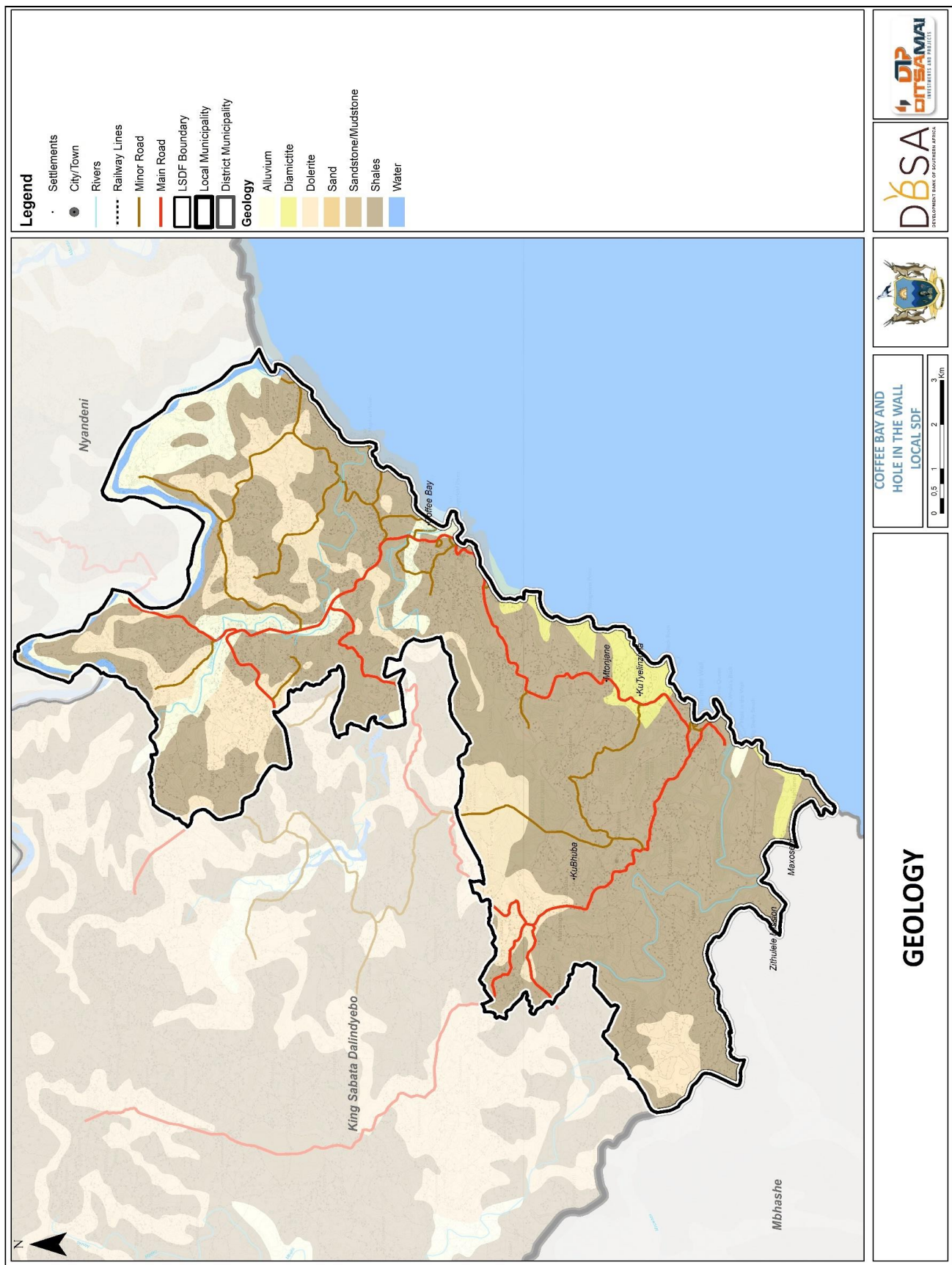
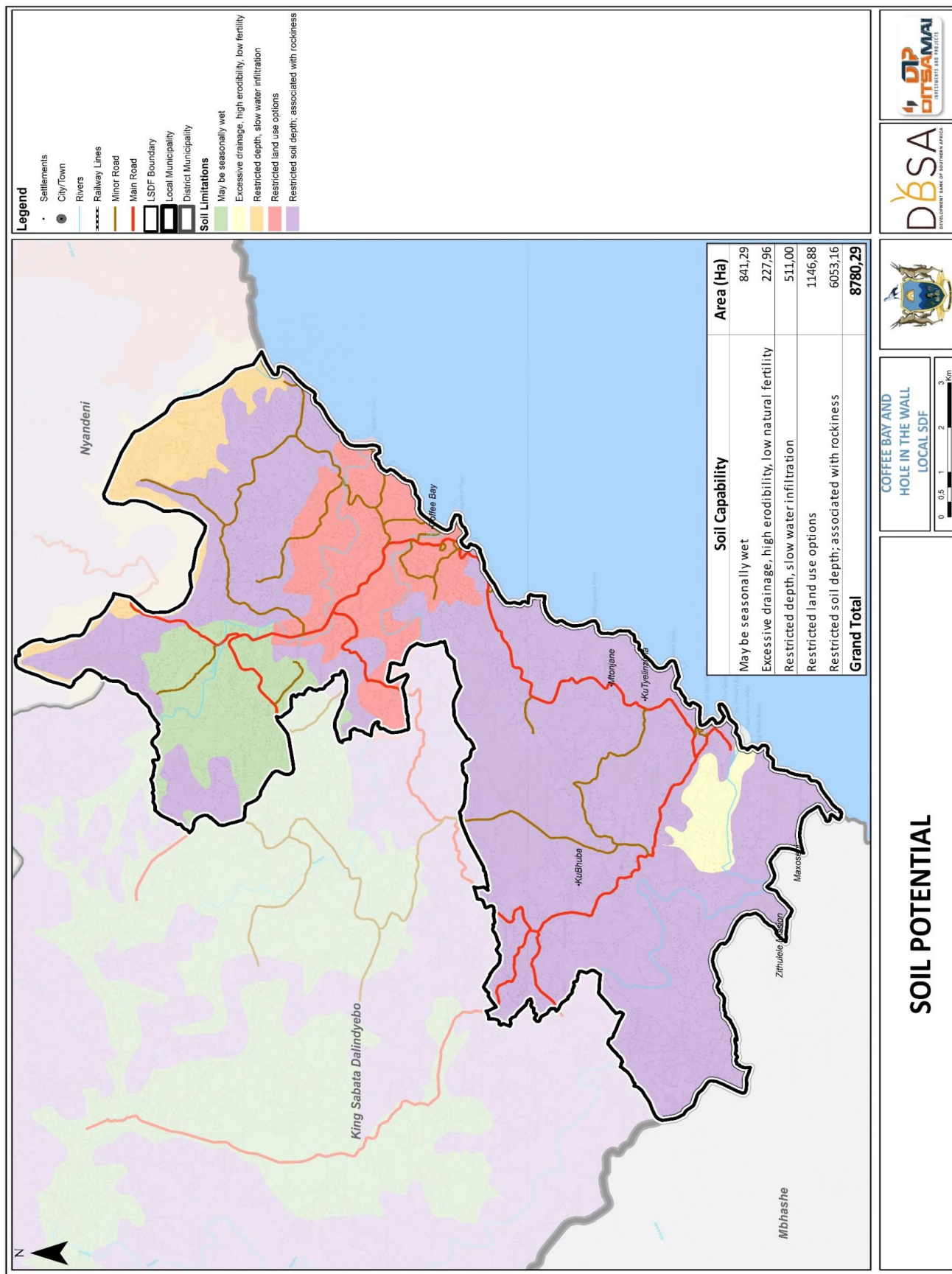


Image 1: Spectacular natural wonders of the study area









4.1.6 MARINE AND FRESHWATER ENVIRONMENT

The Agulhas Current Ecoregion which lies along the east coast of South Africa is recognized as one of the Global 200 Ecoregions which harbour exceptional biodiversity and are representative of the region's ecosystems. This ecoregion is described as relatively stable (Olsen & Dinerstein 2002).

The coastal region of the Wild Coast is termed the Transkei Inshore Bioregion as defined by the NSBA (Lombard et al. 2004) and lies between the Kei and Mtamvuna Rivers. The intertidal zone of the Wild Coast forms part of the Agulhas and Natal Bioregions as defined in the NSBA (Lombard et al. 2004). The Agulhas Bioregion lies south of the Mbashe River, while the Natal Bioregion lies to the north.

Of southern Africa's 227 endemic coastal fish species (mostly from the Clinidae (klipfishes), the Gobidae (gobies), and the Sparidae (seabreams e.g., stumpnoses, red steenbras) families), endemic species numbers peak along the coast of the Eastern Cape. There are also high numbers of endemic marine invertebrate species in a unique transition zone along the Wild Coast between East London and Durban.

The east coast of South Africa is also classified by Conservation International as one of the top ten coral reef hotspots. The key threats facing the hotspot are:

- Land-based sources of pollution, fishing, and tourism development. The area has rich coral communities encrusting sandstone reefs, which are bathed by the warm Agulhas current.
- A number of marine protected areas occur within this region but require greater enforcement and management strengthening.

The Mzimvubu to Keiskamma Water Management Area (WMA), which includes the Wild Coast, is the only one of the 19 WMAs in SA which has no inter-catchment transfer schemes. From the catchments of the Wild Coast run five major and medium-sized rivers (Umzimvubu, Mbashe, Kei, Mtata, and Mtamvuna Rivers) and nearly 100 minor rivers and estuaries. Freshwater aquatic systems have been poorly researched in the Wild Coast, but this region will likely be host to important areas of freshwater endemism and diversity.

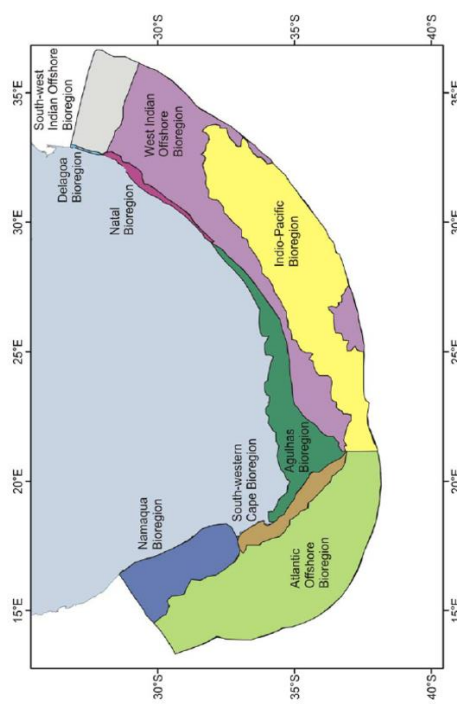


Figure 27: South Africa's nine marine bioregions

Already important estuaries along the Wild Coast have been identified as having high botanical importance, with the Wild Coast's Mngazana, Mbashe and Keiskamma estuaries being highly ranked nationally (DEAET 2004). A study by Colloff & Adams (1999) showed that the Pondoland estuaries are nationally important as they have been the least impacted over time. These estuaries also have species such as the mangrove fern and fringe mangrove communities. Estuaries are highly sensitive systems whose salinity and mouth closure are easily influenced



by water abstraction projects, dune mining, floodplain agricultural activities and unmanageable harvesting of mangrove forests. These mangrove forests are at their most southerly distribution at the Wild Coast. These unique forests, containing some species prized as medicinal plants, are linked to the warm subtropical marine currents. Two mangrove species are of particular concern as they have been completely removed from three estuaries (DEAET 2004).

Based on the Coastal and Estuarine database of the NBA classification, the Coffee Bay estuarine functional zone (EFZ), associated with the Nenga river, is a temporary closed, sub-tropical small estuary listed as Vulnerable. The Nenga estuary floodplain is impacted by road and other infrastructural developments. On a national ranking system this estuary is classified as 168/275 and it is recommended that 75% of the estuary remains undeveloped.

The Hole in the Wall Estuary is described as a Vulnerable temporarily open/closed estuary in a near pristine condition due to the limited anthropogenic impacts occurring within the estuary the dominant wind, namely the north easterly, is not the primary driver of larger swells affecting the coast. In real terms, the coastline of the Wild Coast, whereby Coffee Bay and Hole in the Wall are located, is known for its extreme wave heights, a product of variations in the Agulhas Current coinciding with meteorological events (Mallory 1974).

These extreme wave and storm surge events arise from the south, as shown by the wave rose, and lead to significant run ups along the shoreline, giving rise to erosion and the reshaping of shorelines. The coastline along most of the northern Eastern Cape or "Transkei" region is a mix of rocky cliff, interspersed with shallow pocket beaches giving rise to a rugged coast. Such

variable coastline is a product of the extreme wave conditions experienced in this area and the geological history of the region.

As a consequence, the coastline is susceptible to severe erosion events, particularly affecting the narrow beach and dune systems associated with the regular bays and estuaries.

Key Marine Protection areas along the coastal area include (The sub systems all form part of the Wild Coast Inner Shelf Mosaic):

- Natal Exposed Rocky Shore
- Natal Mixed Shore
- Estuary
- Natal Very Exposed Rocky Shore
- Natal Boulder Shore
- Natal Delagoa Dissipative Intermediate Sandy Shore

4.1.7 VEGETATION

Much of the region is grassland with the hardy Alpine Veld in the Drakensberg and Highland Sourveld over the central region. The larger river valleys are flanked with Valley Bushveld, where acacias and euphorbias dominate; and two thornveld types, Ngogoni Veld and Eastern Province Thornveld, about the coastal strip. Pondoland Coastal Plateau Sourveld occurs on the Table Mountain Sandstone in the north and is characterised by sour grasses, forest, and patches of fynbos.

According to the National vegetation data (NBA, 2018) the study area is located within the Azonal Vegetation Biome, with the largest portion located in the Sub-tropical Dune Thicket vegetation type, with further inland of the proposed site, remnants of the Transkei Coastal Belt vegetation type. This database further identifies Estuarine functional zones within the estuary bordering on the western side of the study area. Based on this database, Transkei Coastal Belt vegetation is associated



with the Nenga river mouth at the western section of the study area.

The National Biodiversity Assessment (NBA, 2018) lists the Ecosystem Threat Status of both the Subtropical Dune Thicket vegetation type and the Transkei Coastal Belt is rated as Least Concern.

The Coffee Bay study area has been divided into 4 aquatic vegetation communities and the vegetation associated with the existing infrastructure, namely:

- Coastal Dune Forest and Dune slack.
- Nenga Estuary and floodplain.
- Phoenix reclinata- Cyperus esculentus floodplain; and
- Artificial Wetland

These vegetation communities are interlinked to the terrestrial communities, e.g., coastal dune forest and scarp forest, and Stenotaphrum secundatum grasslands.

The Coastal Dune Forest occurs between the beach and the road leading to the northern areas and is dominated by *Mimusops caffra* and *Sideroxylon inerme*. In general, these are low forests. This area varies in disturbance, with in some places characteristic species only occurring in very low densities, and in selected patches these species still create a thick forest. The coastal forest extends to the lee and seaward side of the 1st beach dune with some areas of steep slopes leading towards the high point of the dune. There is a clear distinction between the dune vegetation on the seaward side and the lee side.

The lee side of the dune is dominated by characteristic coastal dune forest species such as the White Milkwood (*Sideroxylon inerme*), Coastal Red Milkwood (*Mimusops caffra*) and numerous graminoids (*Stenotaphrum secundatum*; *Setaria nemfluensis*) and shrubs (*Chrysanthemoides monilifera*). The vegetation on the

seaward side of the dune is limited to white milkwood (*Sideroxylon inerme*) and scandent cover dependent species such as *Sporobolus virginicus*.

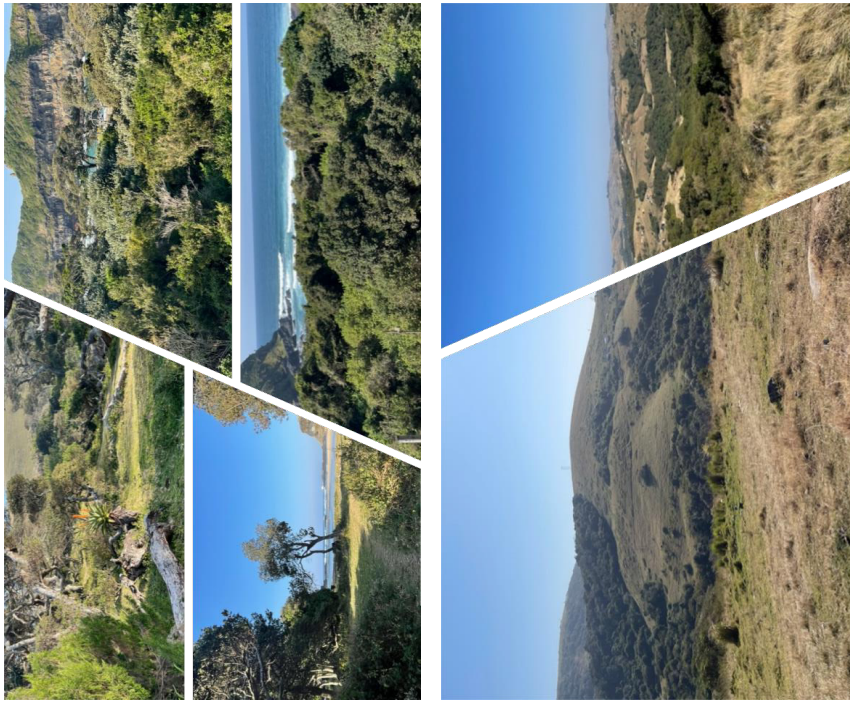
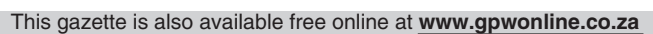


Image 2: Typical Dune Forest and Nenga Estuary Floodplain vegetation



of the catchment, with 15 % used for subsistence agriculture (vegetable and grain crops).

4.2.2 AGRICULTURE AND MARICULTURE PROJECTS

The agriculture sector is poorly developed. Small-scale irrigation, particularly in the middle and lower reaches of the catchment, is mainly for subsistence agriculture and uses water pumped directly from the rivers using pumps.

The following projects and initiatives have been observed in the study area:

- Rehabilitating mussel beds
- Fostering cooperative small-scale fisheries

King Sabata Dalindyebo Municipality (KSDM) has been working together with the Department of Forestry, Fisheries and Environment (DFFE) to develop the fishing communities in Coffee Bay and Hole in the Wall.

These two institutions have assisted the fishers with formalisation of fishing activities through the registration of a minimum of seven (7) small scale fisheries cooperatives.

This initiative is in line with tap into the rich ocean's economy towards the advancement of rural community development and changing the lives of the underprivileged communities from these coastal areas.

The fishers were individually awarded with fishing rights to allow them to fully participate in the fishing sector.

Subsequent to that, the cooperatives were provided by OR Tambo District Municipality with a refrigerated container in order to keep their harvest.

4.2 AGRICULTURE

The Amadiba people are one of a few rural peasant communities in South Africa that have never been uprooted from their land and continue to farm successfully according to traditional methods of agriculture. Large tracts of land are utilized as grazing for cattle and provide sufficient manure to fertilize fields and gardens. Farmers save their seeds. Homesteads enjoy a higher degree of food security than many other areas in South Africa, despite this municipality being categorised as one of the poorest in the country.

The residents of the Amadiba coastal villages are proud and passionate farmers who defy being labelled poor. In the words of local resident Nonhle Mbuthuma: "We fish and farm. We raise chickens and grow lots of vegetables. We have cattle for weddings and traditional rituals. We are not among the quoted one out of four South Africans who go hungry to bed."

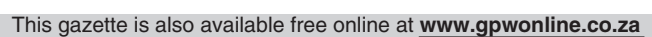
The threat of losing their land to mining has intensified the commitment of many farmers to intensify their farming efforts and has resulted in higher yields of staple crops which are sold as surplus.

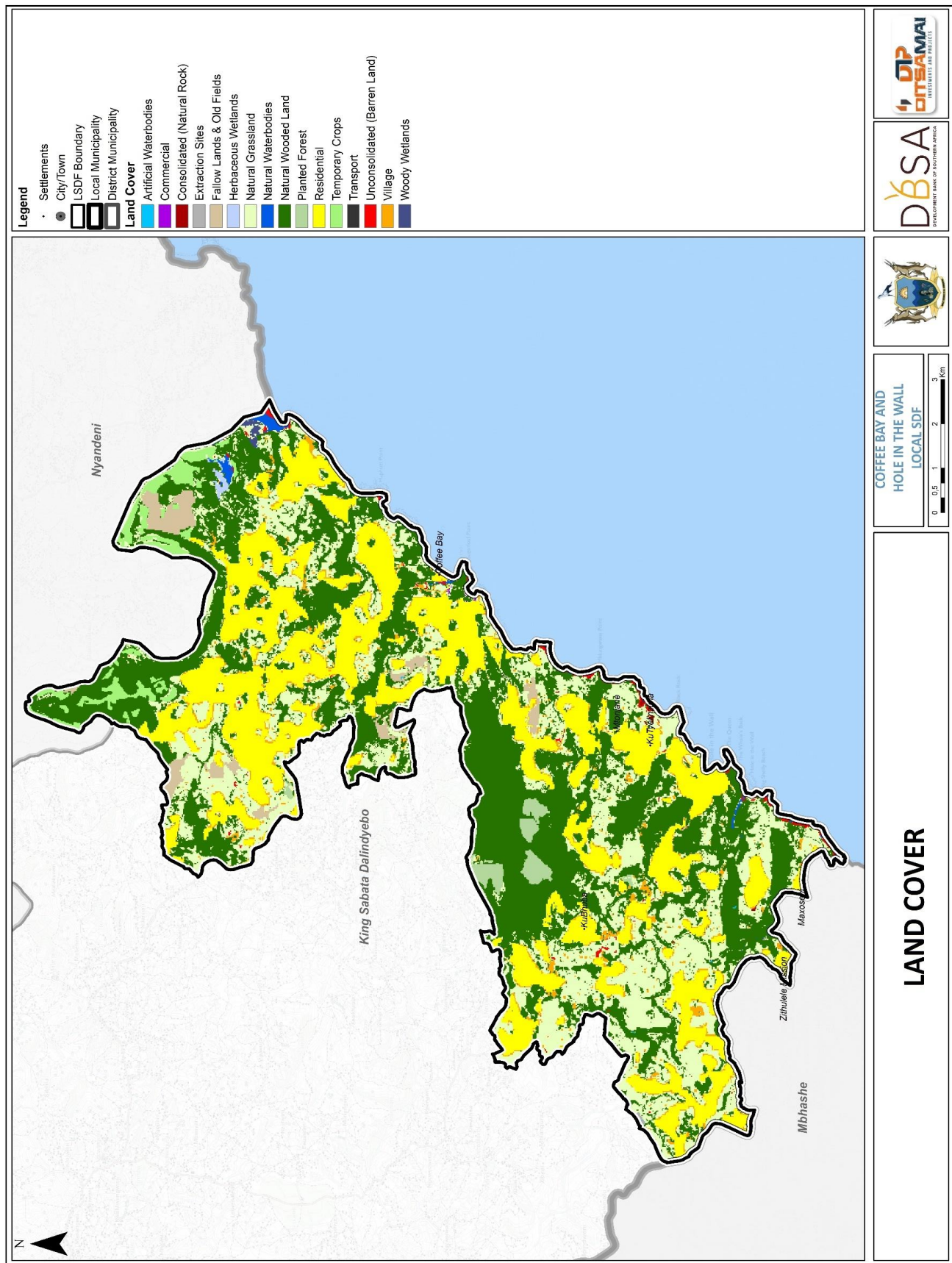
Climate change projections suggest that Eastern Mpondoland is one of the areas in South Africa that will still receive adequate rainfall into the future, and this valuable arable land needs to be kept in the protective custody of the resilient farming families that have occupied their land for centuries.

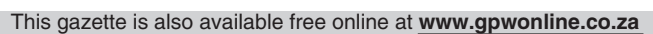
4.2.1 LAND COVER

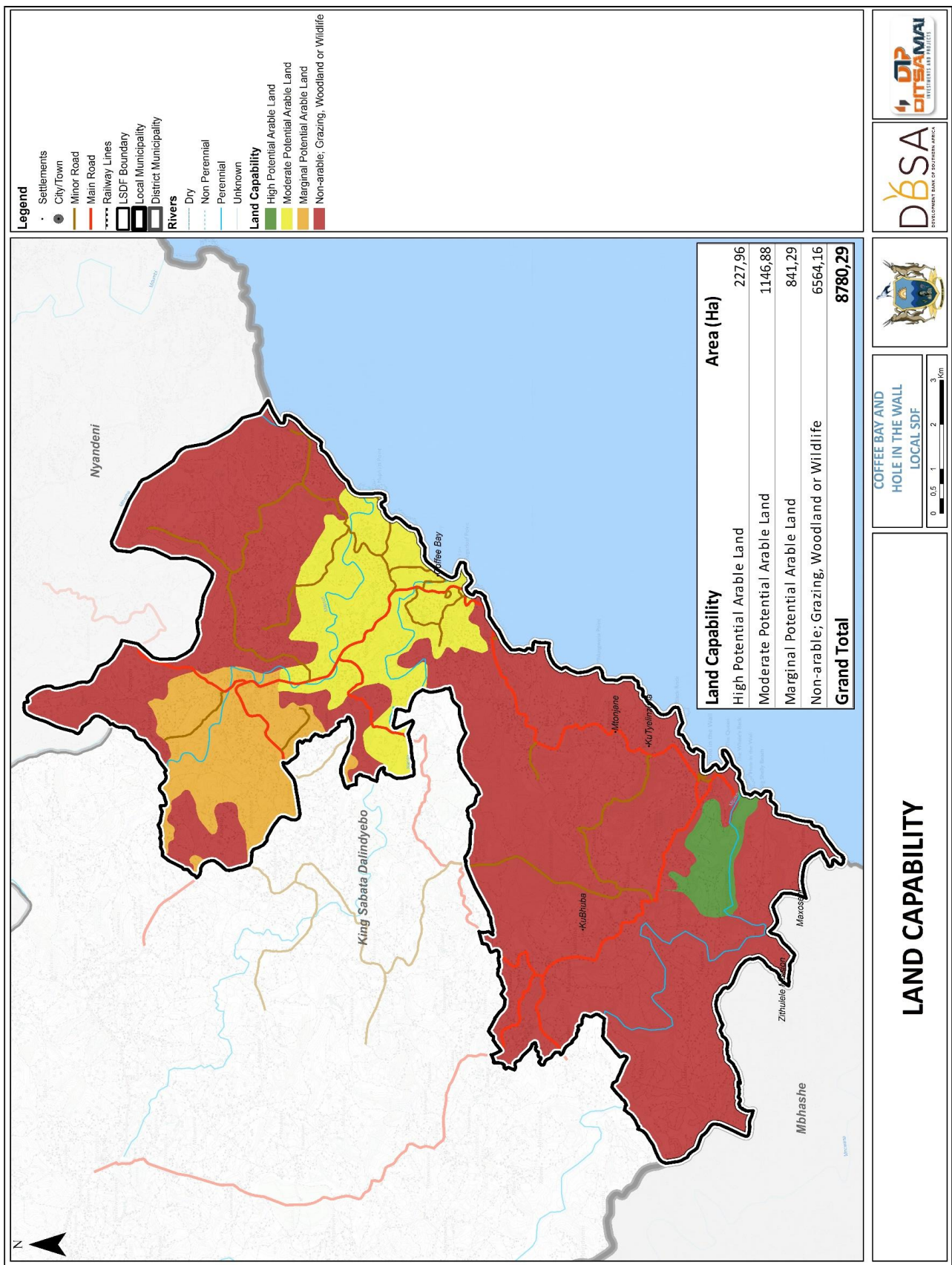
Forestry and subsistence farming are the main land uses in the greater catchment. A few natural areas exist, mainly around the steep valleys towards the coast. Veld and grazing for subsistence farming with cattle, goats and sheep occupy approximately 70 %











4.3 TOURISM AND HERITAGE

The existing tourism facilities in Coffee Bay and are summarized as follows:

- Coffee Bay: campsite for day visitors, two hotels, lodges, and back packers
- Hole in the Wall: campsite, resort, lodges, and back packers.
- Craft centre.
- Bomvu Backpackers
- Hiking
- Horse riding
- Kayaking
- Fish Processing Factory
- x4 adventure trails
- Xhosa pub

There are limited heritage sites within the study area and there is a general lack of facilities. The areas where Amakwetha undertake their traditional initiations next to woodlands has been considered. Due to the steep slopes and the undulating topography, there are limited areas that have been identified for this.

Key projects identified:

- The refurbishment of the Coffee Bay Camp Site. This campsite already exists but is in poor condition. The proposed development involves the short-term refurbishment of the ablution facilities, improvements to the camp sites and the establishment of eco-lodges within the site
- The refurbishment of the Hole in the Wall Camp Site. The development concept consists of self-catering chalets and camping sites and will include restaurant facilities

- Hole-In-The-Wall Ridge. The proposed development for this area is a residential development with free standing sites. The site was identified by members of the local community, and a local person currently possesses the Permission to Occupy (PTO) certificate for the land.
- Hlungulwana Traditional Village. The proposed development consists of a traditional village with accommodation and restaurant facilities for foreign tourists as well as a craft market.
- Mapuzi Small Craft Harbour. The proposed development is to be situated on the banks of the Mapuzi river and involves the construction of accommodation units situated on the base of the surrounding hills and river flood plain.
- Matokazi Airfield. The Matokazi airfield is currently in poor condition, although it is still used infrequently by private planes.
- Golf Course Development. Although a golf course was present in the past it is currently overgrown and indistinguishable from the natural veld. The proposed site is situated between the Mapuzi river and Coffee Bay and will involve the redevelopment of the golf course and construction of a clubhouse.

4.3.1 ROUTES

Although the Coffee Bay and Hole in the Wall resorts are separate, they are linked by a gravel road, which, if in good condition, provides a good link between the two regions. In addition, the Wild Coast hiking trail, which connects these two areas, is usually kept in good condition, and is well marked. However, a limited number of tourists will enter the region in this way and if they do, they will most likely travel right through using few facilities. It is important to foster links between the Coffee Bay and Hole in the Wall regions this ensures that tourists who visit the area make



use of a number of the facilities rather than confine themselves to one resort.

Facilities for tourists travelling by car through the former Transkei to the resorts are extremely poor. Currently there is a facility at the Kei Bridge for travellers coming from the south, where fuel and refreshments can be purchased. Other facilities along this route are poor and limited to garages and fuel stations which provide little more than package snacks and refuelling facilities. Umtata provides far better facilities for tourists travelling from the north.

There is, however, a lack of facilities on route from the N2 to the coast. It will be beneficial to all the existing and proposed resorts to develop a service station with tourism shops and restaurants and an information centre along the N2 or Coffee Bay Road.

As the existing fuel facilities at Coffee Bay are currently limited the development of such a facility would relieve the anxiety of persons travelling to the area by providing fuel and amenities with credit card facilities. The advantage of this tourist resort information centre and refreshment facility would enhance the overall tourist potential and desirability of the area. At present no such facility exists on the existing roads from the major highways to the coast.

4.3.2 ATTRACTIONS

The Eastern Cape has been divided into six tourism regions for the purpose of the domestic tourism survey. The six regions are:

- Wild Coast (Umtata, Butterworth, Port St Johns, Queenstown, Coffee Bay)
- Friendly N6 (Aliwal North, Burgersdorp, Lady Frere)
- Amatola (Fort Beaufort, King William's Town, Bisho)
- Sunshine Coast & Country (Port Alfred, Port Elizabeth, East London)

- Karoo Heartland (Graaff-Reinet, Aberdeen, Jansenville)
- Tsitsikamma (Tsitsikamma National Park)

4.4 CLIMATE

4.4.1 RAINFALL

The Wild Coast has a comparatively high average rainfall, with coastal and mountain regions receiving over 1000mm per annum. Snow is not uncommon at high altitudes in winter, but the remainder of the country is temperate with high sub-tropical temperatures along the coast in summer.

4.4.2 TEMPERATURE

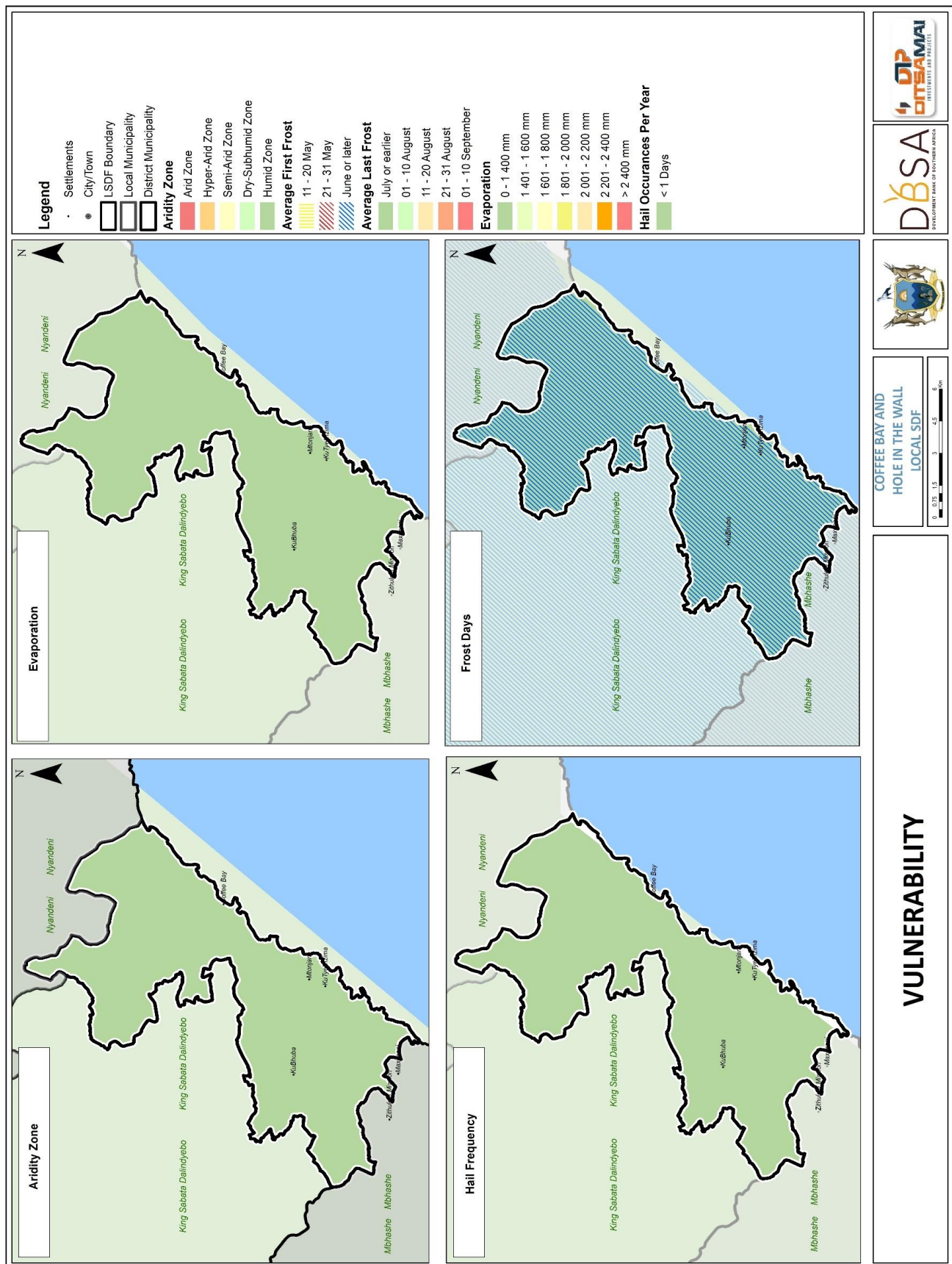
Mid Wild Coast (Hole in the Wall) highs in January (mid-summer) reach about 28°C, and in June (winter) about 21°C; with lows of 17°C and 10°C respectively. The mid-winter temps are typically balmy with daytime temperatures around 18°C and falling to an average of around 14°C at night.

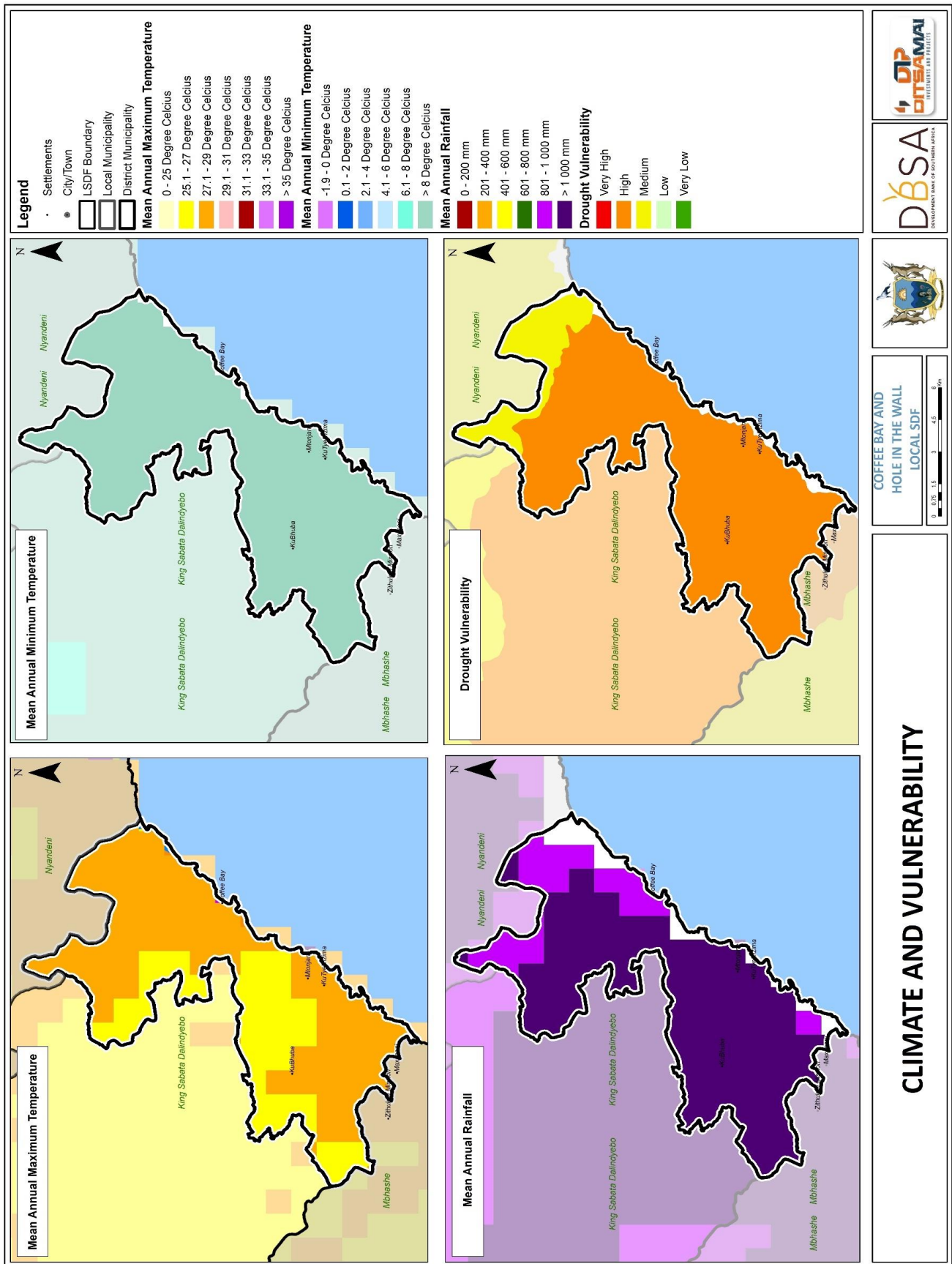
Prevailing winds are from the North East and South West, with a distinct tendency for the N-E to dominate. Wind speeds on a good blowy day can gust around 50km/hr. Generally, mid-winter months have less wind.

4.4.3 SHORE LINE

Freak waves which frequent this notorious coast have plunged untold ships to the bottom of the Indian Ocean or sent them crashing onto the shore. The eastern seaboard of southern Africa is notorious for its ferocious coast, and modern-day maps still warn of possible 20m freak wave phenomena







5 SOCIO-ECONOMIC ENVIRONMENT

5.1 HEALTH AND EDUCATION

5.1.1 EDUCATION

There is one combined school located in Coffee Bay that accommodates grade 1 to 10 pupils. There is also a vocational College the KSD Further Education Training College, which is situated in Coffee Bay. The schools are built with mud bricks and the accessibility of facilities varies between the schools, but in general, the availability of electricity, water and toilets is a major concern. The schools are located as follows:

- Lower Nenga: 10 schools
- Ntonjana: 2 schools,
- Lower Mpako: 3 schools
- Nzulweni: 2 schools.

The infrastructure in the schools is inadequate. The majority of the schools in the study area are situated on the crest of the hills in the area, and because there is no proper run-off system and sanitary method within these villages, the water runoff seeps through the ground and goes into the residential dwellings that are below the hills which adds to the pollutants in the area.

The majority of the schools use conservancy tanks but the problem with this sort of sanitary method is that the "honey suckers" are very inconsistent in the service they are providing to these educational facilities, which means that many of the conservancy tanks are overflowing and causing a stench to protrude within the school premises, this also causes many health problems (such as high fevers and cholera) for the children as they are exposed to various bacteria. Electricity is a major problem in these schools due to power shortages caused by illegal connections, storms, and cable theft.

There is a need for more educational facilities (especially crèches) to be established in the study area and improved infrastructure at the existing schools.

5.1.2 HEALTH

Current health services make provision for two (2) clinics in the study area. Accessibility to clinics and regional/district hospitals is challenging due to the current road conditions.

The Zithulele Hospital is however just north of the study area. The Zithulele Hospital is a 147-bed government-funded Hospital. The Hospital serves a population of 130,000 people. Originally a Mission hospital, known as Zithulele Mission Hospital. It is just South of the famous tourist attraction, Hole in the Wall, and the holiday destination of, Coffee Bay.

Key projects include:

New clinic to cater to the residential and tourist market. There is no clinic in the study area. One Hospital exists in Zithulele, the Mpako Administrative Area. There is no ambulance service in the study area.

5.2 COMMUNITY SERVICES

5.2.1 SAFETY AND SECURITY

Only one (1) police station was observed in Maphuzi. Maphuzi AA Nenga Location.

The overall crime rate as seen a decline from 2010 to 2021. Property related crimes have however seen slight increase in recent years which is detrimental towards the investment opportunities of the region.

The following brief statistics show the current and past crime levels as reported at the Police Station:



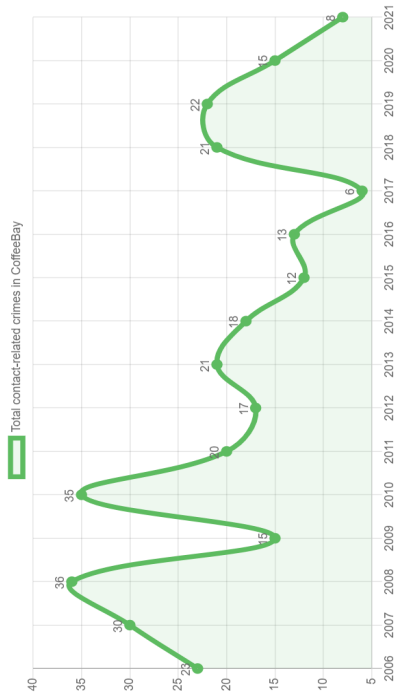


Figure 30: Total contact crimes

Key projects include:

- A new police and fire station are planned for the study area.

5.2.2 OTHER

There are no recreational or sporting facilities in the study area. There are no halls for a sheltered community gathering. The youth of Coffee Bay and the Hole in the Wall have no formal place to undertake any constructive or recreational activities. Soccer is played on a make-shift field with an uneven and steep slope.

The community has indicated that there is a need for a community facility as the majority of the youth are interested in sports such as soccer and rugby, but because there are no adequate facilities to practice any (except for Arts and Cultural activities taking place including crafting and beadwork, for the tourism industry).

Clustering of new social facilities, where possible, at the identified nodes is to be encouraged. This concept is supported due to the size of the study area, the scattered settlement formation, and the insufficient social facilities. It is also recommended that financial support and stability be provided by local and provincial

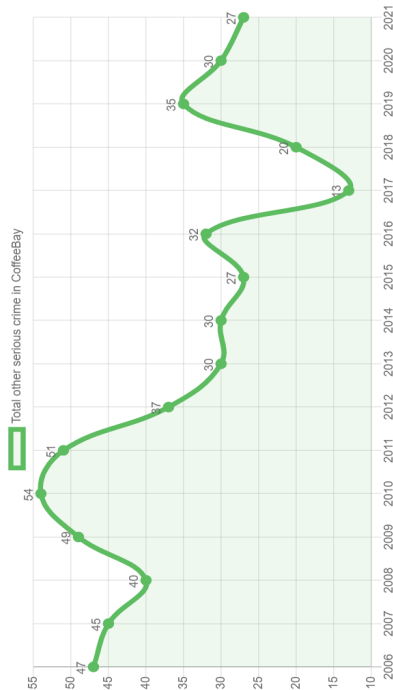


Figure 28: Total other serious crimes

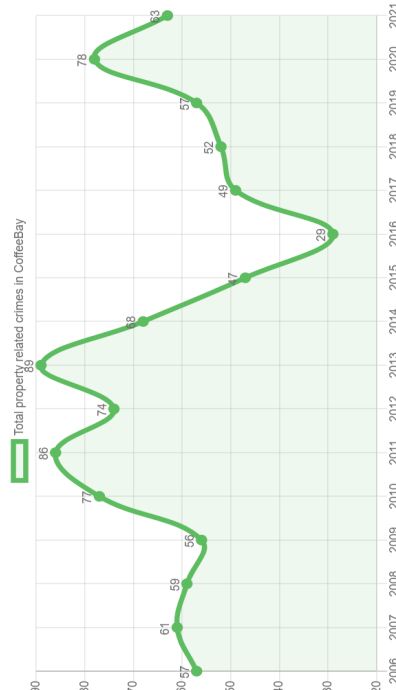


Figure 29: Total property-related crimes



government in order facilitate and sustain such social infrastructure. The proposed Mapuzi Government Precinct would address the clustering of key facilities.

The King Sabata Dalindyebo TCET Satellite Campus is situated in Mapuzi. Mapuzi Campus is 120 km from the central office and is located at Coffee Bay along the wild coast and is surrounded by deep rural communities that are actively involved in tourism, hospitality, arts, and craft and limited traditional or subsistence fishing. The strength for this campus is that it is situated in a Tourist attraction area with a few hotels, backpacker facilities and B and B's that make the two programmes offered by this campus relevant for this area. **Key programs include:**

- Hospitality
- Travel and Tourism

Key projects include:

- Sport fields
- New municipal office building.
- New post office.
- Shopping centre.
- Community hall.

5.3 ECONOMY

Coffee Bay, Hole in the Wall and Mapuzi forms part of Ward 24 within the King Sabata Dalindyebo Municipality. The Ward has been identified by both the Integrated Development Plan (IDP) and the Spatial Development Framework (SDF) as an area of high priority for economic activity (through tourism) and major infrastructural rehabilitation. In addition, as a result of increased tourism on the Wild Coast there are growing trends towards "land

use change and development" as well as a need to uplift the community through agricultural initiatives and various co-operatives.

5.3.1 LOCAL ECONOMIC DEVELOPMENT

Agriculture, forestry, and tourism are the main income-generating sources for the coastal villages. To support Local Economic Development a recent study¹ proposed:

- The majority of community members lack entrepreneurial skills.
- It is recommended that King Sabata Dalindyebo local municipality should develop entrepreneurial hubs in Mqanduli to assist locals in skills development programs and trainings on how to operate businesses.
- It is also recommended that there needs to be a development of crafts centres with Wireless Fidelity (Wi-Fi) that will assist locals owning souvenir shops with online marketing tools and promotion.
- Local government should establish a water related company with boats that will take tourists from the shoreline to the Hole in the Wall and back. It will allow visitors to have a closer look of the wonderful Hole in the Wall. The company will employ locals thus reducing unemployment.
- There needs to be a formation of a Wild Coast standalone marketing board. Wild Coast is a very wide tourism route that depends entirely on provincial marketing to be marketed. A formation of a standalone marketing board will allow enable it to reach it targeted markets directly.
- It is recommended that there needs to be a creation of a strategic awareness campaign that aims at educating locals

¹ The Wild Coast as a catalyst for local economic development (LED) in Coffee

Bay, Eastern Cape, South Africa by Dr Siyabonga Mxunyelwa* & Cebisa Msimboti, Walter Sisulu University, 2020



about Wild Coast tourism, this kind of a campaign will assist on understanding the benefits of tourism in their community. In addition, this campaign will give locals a sense of ownership, feeling of responsibility and practical involvement in tourism around Coffee Bay.

5.3.2 LAND RESTITUTION

No Land Claims are evident in the study area.

5.3.3 LAND TENURE

The following observations are evident in terms of Land Reform:

- The land in the study area is un-registered state land under the jurisdiction of the National Department of Rural Development and Land Reform.
- There are some Leasehold Tenures in Coffee Bay.
- Forestry land is owned by Department of Rural Development and Agrarian Reform and Department of Water Affairs and Forestry. The camping ground in Coffee Bay belongs to Department of Water Affairs and Forestry.
- Farm 31 in Coffee Bay is subdivided, and a portion is registered under the South African Bantu Trust, portion 1 is registered under JF Botha, and portion 2 is registered under KD Matanzima.
- Farm 33 is registered under Dalindyebo Enterprises Pty Ltd.

Most of the is held under Tribal Trust, and Constitutional Rights are held in sway by customary law: the residents of the Wild Coast do not own their own land. It is sadly ironic that these poorest people in South Africa are not given title to their own land and cannot sell, cede, or bond the Permission To Occupy (P.T.O.) certificates which they are issued. It's a double-edged sword, because it can be seen that on the one hand it stops rampant development in what is widely believed to be one of the most pristine and beautiful coastlines on the planet, but on the other

it holds the residents in poverty and unfairly applies different laws to them than those that govern the rest of South Africa

The Communal Land Rights Act (ClARA) of 2004 seeks to redress land ownership issues by implementing a policy framework for the formation and registration of Communal Property Associations (CPAs), which then act as the leaseholder of community land.

Local empowerment or development can never happen without a sense of personal ownership.

Without legal rights to the land, communal land occupants are denied a key pre-requisite to participation. They cannot use the land as collateral in order to finance improvements to the land and are at the mercy of state officials and corporate agendas when it comes to decisions about land use. Ironically, private corporations, recognized as legal entities in law, are able to access the capital to utilise the land that communal land occupants are denied.

The highest priority for development is within the nodes which is to be surveyed, and all PTOs converted to Freehold in accordance with Act 112 of 1991. Free market principles (within a control framework with ethical and aesthetic building ground-rules) will then provide the capital (financial and intellectual) for the development of tourism; and create a multitude of land-rich millionaires virtually overnight.

Communal and Individual property rights can coexist where applicable. However Communal ownership is mostly indicated in land restitution cases, which do not apply throughout most of the established settlements and holiday resorts of the Wild Coast, or indeed, the Transkei in general.



5.3.4 KEY STAKEHOLDERS

Kwa-Tshezi communities. The community is divided into four administrative areas, and each administrative area has a number of villages:

- Lower Mpako – eight villages.
- Lower Nenga - sixteen villages
- Mtonjana - five villages
- Enzulwini - seven villages

Incopho Wild Coast Development Corporation (PTY) Ltd

Incopho are the stakeholders who are bringing development to the area

Coffee bay and Hole-in-the-Wall (PTY) LTD

This company was formed because Incopho felt that developments should not take place under their name. Therefore, this company consists of Incopho and the Kwa-Tshezi community, being represented by the trust

Kwa Tshezi Development Trust

This trust was formed to represent the Kwa-Tshezi communities in the companies discussed above. The trust owns 45% of the company shares and is supposed to have eight members, but at the present time there are only six members.

Kwa-Tshezi Development Programme

This committee consists of members elected from the different areas of Kwa-Tshezi. The aim of the committee is to look at all developments in the wider area. In theory all developers coming to Coffee Bay must work with this committee.

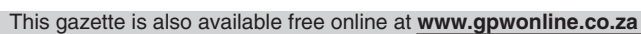
O.R. Tambo District Municipality

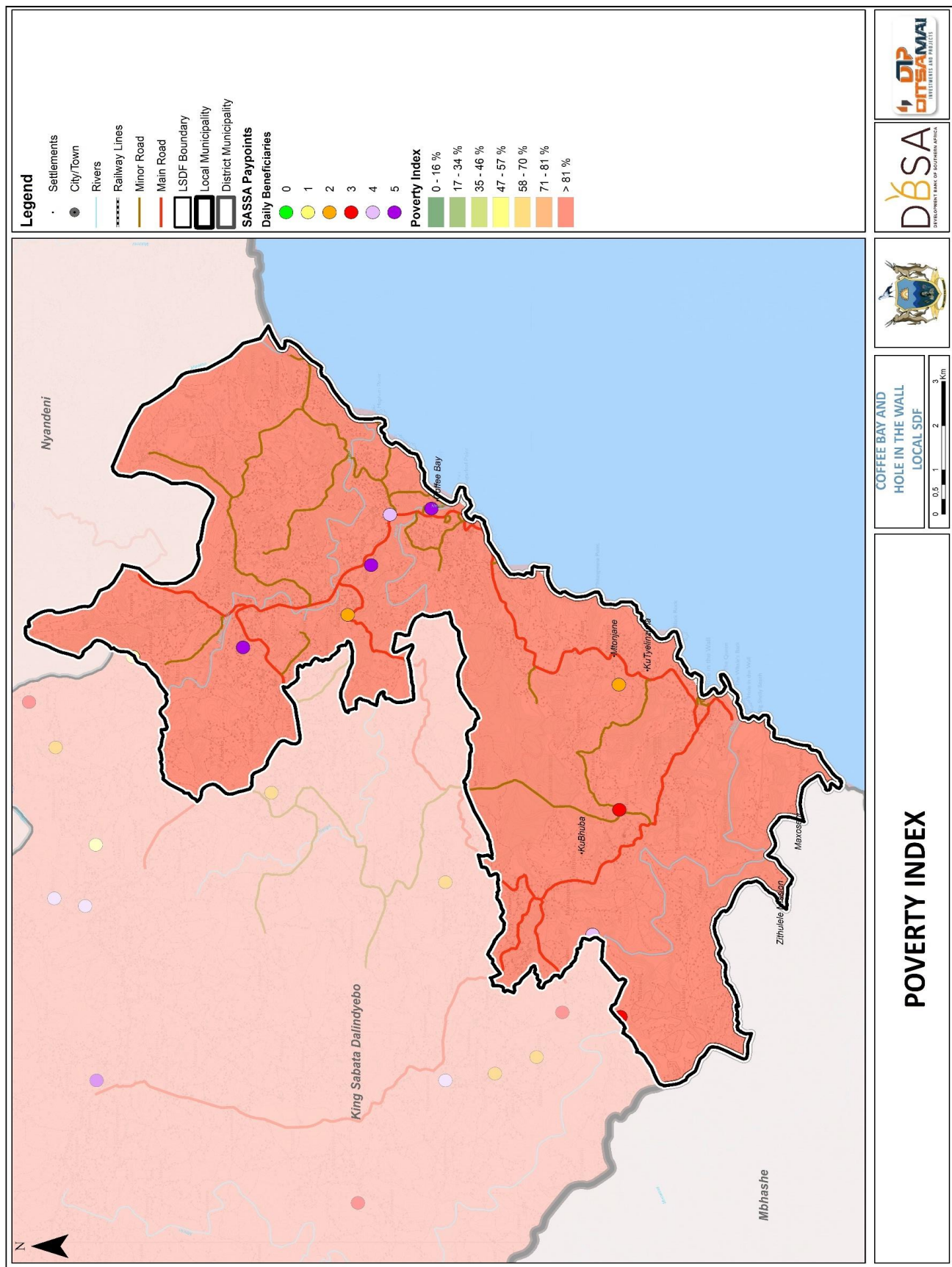
Ntinga Development Agency is contracted by O.R. Tambo District Municipality to look at overall development in the area.

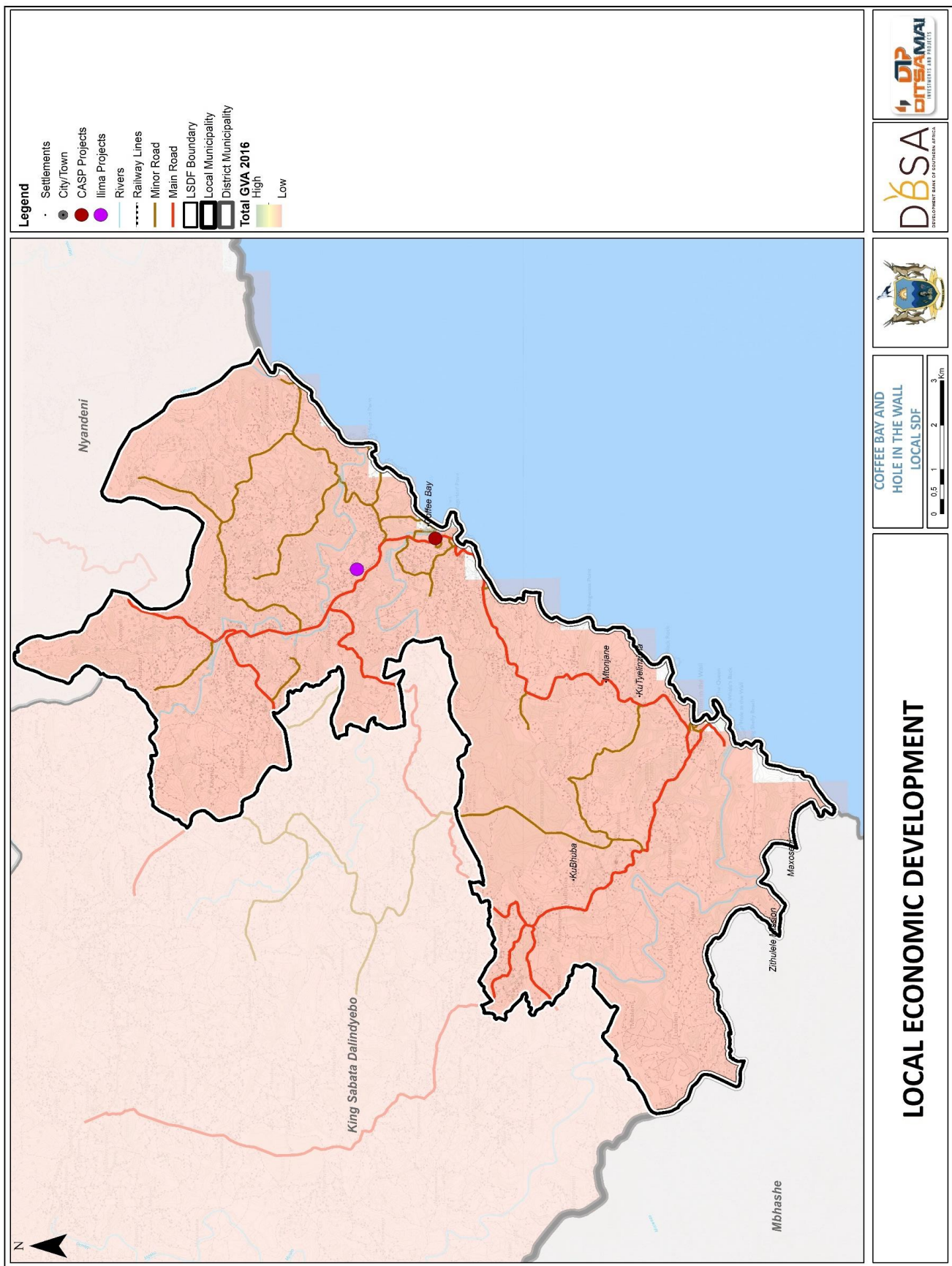
KSD Municipality

KSD municipality is the local municipality in which Coffee Bay falls. KSD is therefore an important role-player.









6 BUILT ENVIRONMENT

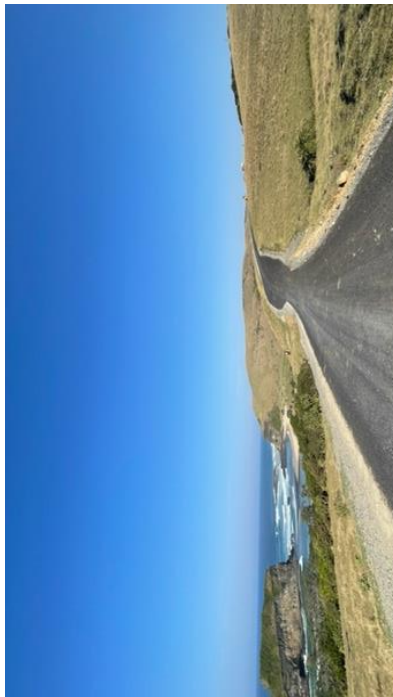
6.1 INFRASTRUCTURE DEVELOPMENT

6.1.1 ROADS

The turn-off from the N2 onto the tarred road leading to Coffee Bay is currently not well marked and it is advised that this intersection be clearly signposted to draw attention to the resorts that occur in this area.

Travel along the Coffee Bay road is fairly arduous as it is very congested and passes through a number of villages with much traffic, and, due to the nature of the landscape, the road has a number of sharp bends and curves. During bad weather conditions or at night, travel along this road can be dangerous. The road is not well marked and signs for the turn-off to Hole-in-the-Wall and to the existing resorts are very poor.

The main access road to Coffee Bay is the R411, which is currently partially being refurbished. The tarred section of this District Road stops within Coffee Bay. Road upgrading is evident in the Hole in the Wall.



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Other mobility routes within the study area are in poor condition and in need of refurbishing in order to encourage tourism activity in the area. These routes also provide access to Hole in the Wall.

Key projects include:

- Upgrading of main access road DR08031 linking Coffee Bay to N2 approximately 20km (Department of Roads & Public works).
- Upgrading and surfacing of Coffee Bay – Hole-in-the-wall link road approximately 9km (Design is under way).
- Upgrade and surfacing of future Coffee Bay Town's Main Road including Traffic calming infrastructure.
- Pedestrian infrastructure, Street lighting, Road markings, approximately 7.5km
- Upgrading and surfacing of existing interior town roadways approximately $\pm$ 15km



- Construction of new roadways in identified town expansion zones $\pm 23\text{km}$.
- Included with all the roads will be the associated storm water required.

6.1.2 TRANSPORT

Transport systems go beyond providing opportunities of mobility in that their design and performance also directly influences patterns of growth and economic activities. The quality of a given transport system thus influences not only its primary function of transporting people and goods in an urban area, but also its capacity to initiate and sustain certain growth centres in within the urban context, thus due to the lack of road infrastructure within Coffee Bay the small town cannot fully utilize its tourism attributes to generate income and economic stability.

Given the existing situation in terms of location of the study area and the existing transportation infrastructure the only means of public transportation that can practically be considered are taxis and buses.

6.1.3 WATER

The study areas lie within the sub-nationally important surface water Pondoland Coast Strategic Water Source area. The Pondoland Coast Strategic Water Source area extends for an area of 13,461km² along the largest portion of Transkei coast.

The construction of the second phase of the Coffee Bay Regional Water Supply Scheme will result in the delivery of potable water to RDP standards to all rural communities within the study area as well as the provision of a bulk supply to the Coffee Bay node.

Therefore, the issues to be addressed in respect of water supply are the provision of reticulation to any new developments as well

as the rehabilitation and possible extension of the existing reticulation network serving the existing consumers in the node.

Key projects include:

- Assessment and upgrade of the existing water Treatment Works on the Mthatha River.
- Upgrading of Coffee Bay's water reticulation.
- Assessment and upgrading of the bulk water supply network.
- Upgrading of water supply to surrounding villages.
- Design and construction of water reticulation systems to new developments around Coffee bay.
- Design and construction of water supply to new public facilities.
- The provision of firefighting capacity within the supply system.

6.1.4 SANITATION

Key projects include:

- Assessment, design, and construction of suitable Waste Water Treatment Works for Coffee Bay.
- Bulk sewer design and construction for Coffee Bay and surrounding area, excluding Hole in the Wall.
- Positioning and construction of required pump station.
- Internal reticulation for Coffee bay and future new developments around Coffee bay.

6.1.5 ELECTRICITY

The extension of the electricity supply to the area in general is dependent on the "roll-out" of this service by ESKOM, in particular to the rural communities.

Key projects include:

- Upgrading the 66KV line to "Wilo" substation, (ESKOM).



- Establishment of a commercial core with provision for retail, offices, mixed uses, service industries and residential accommodation on identified land around and above the tourist village.

6.2.2 NODES

As per the EC Provincial SDF and the EC Small Town Development Framework the following nodes are proposed:

- Rural Service Centres – Coffee Bay
- Local town – Mqanduli (linking Coffee Bay and Hole in the Wall with Mthahta City).

As part of the Wild Coast SDI Coffee Bay has been designated as a First Order node for the development of resorts and other commercial development, and Hole in the Wall was designated as a Second Order node for development (Guy Nicholson et al 1996).

The provincial gazette of February 2001 outlines the Wild Coast Tourism Development Policy and includes guidelines for various forms of development, as well as guidelines specific to different types of nodes. The rationale is to encourage nodal developments and to ensure that more commercially orientated developments are concentrated in first order nodes. Within second order nodes smaller resorts and recreational facilities are encouraged.

The first order node primarily includes the developed areas of Coffee Bay in the south west, where the boundary is defined by the urban fringe. The node extends in a north easterly direction in a previously undeveloped area, inland of the Ocean View Hotel and incorporating the river.

The proposed node includes the forest areas on the seaward margins of Coffee Bay but excludes Sugar Loaf hill. The areas to the north east, south west and slightly inland of the first order

- Electrification of Coffee Bay only.
- Electrification of new 3000 residential units.
- Street Lighting.
- Electrification of public facilities such as School, health care facilities, banks and shops, hotels, etc.

6.2 SPATIAL STRUCTURING ELEMENTS

6.2.1 STRATEGIES

The following development strategies, which are also in line with the King Sabata Dalindyebo IDP, as well as the kwaTshezi Development Plan, are envisaged for Coffee Bay:

- Develop infrastructure
- Stimulate job creation targeting mainly tourism
- Identify tourism development opportunities
- Ensure linkages to tourism development areas
- Protection of the special and valuable environmentally sensitive resources, views and vistas making Coffee Bay and its environs unique
- Establishment of a stable investor friendly environment with formalised access to land under either a head lease or freehold tenure managed in accordance with the Municipal Finance Management Act procurement process, the SDF and Land Use Management Guidelines and the community rules of the Land Administrative Committee (to be formed) for the Nenga Administrative Area
- Reticulation of appropriate water services infrastructure and establishment of treatment works to meet the needs of the growing node
- Upgrading of municipal services and social facilities to meet the needs of the community
- Revitalisation of the tourism-based economy through creation of a unique tourist village overlooking the Nenga River lagoon



node have been defined as special development zones. These are simply referred to as "areas of eco-management in special controlled environments"

The second order node around Hole-in-the-Wall excludes the coastal strip, the Hole-in-the Wall and Queen rocks, as well as much of the high lying area to the north west and behind the Hole-in-the-Wall. It incorporates the existing settlements at Hole-in-the-Wall but extends north east towards the high lying hills on the Coffee Bay side of Hole-in-the-Wall. The proposed site for the ridge development falls immediately outside the node, as does the area immediately adjacent to the Hole-in-the-Wall rock

6.2.3 CORRIDORS

The coastal transformation corridor encompasses a wide area that incorporates the N2 as the spine, which facilitates trade within the corridor. This corridor borders KwaZulu – Natal Province as it commences at the eastern side of the province at Mzimvubu and Mbizana Local Municipalities in Alfred Nzo. It moves through the coastal line, incorporating the Wild Coast Meander as well as the New N2 up to Humansdorp. In converse, the National Spatial Development Framework targets this corridor up to Makana LM.

It therefore becomes important that the province also identify potential areas of growth beyond the national targeted area hence the identification of the N2 from Grahamstown to Humansdorp as part of the Coastal Transformation Corridor. This corridor boasts the highest population densities in the province with economic potentials that include the following:

- Wild Coast SEZ
- Oceans economy as the corridor is within the coastal belt
- Forestry
- Deciduous and citrus fruit
- Maize

- Livestock (Sheep and Cattle) etc.

It is therefore envisaged that through visionary planning regime the corridor could have linkages with the Inland Agricultural Transformation Corridor (R61).

The road running from Mthatha to Coffee Bay plays an important role in the town and has also been identified as a mobility route. Therefore, it is important that the potholes on this route are attended to reduce travelling times. The portion of the road traversing through Coffee bay is in a bad state and needs drainage, pothole filling, marking and traffic control.

6.2.4 LAND USE

Current land use of the area is important as this reflects on the nature of the area to be developed in order to promote a tourism industry within the region. The proposed projects will be coastal developments, the locations of which may not have previously been designated or zoned for resort development. Figure 7.1 shows the current land use and location of the proposed sites for development.

The majority of the area is given over to subsistence agriculture with few patches of forestry occurring at sites along the coast.

A few conservation sites, especially in the coastal region were allocated originally under the jurisdiction of the Transkei Department of Forestry, but now under the Eastern Cape Department of Environmental Affairs and Tourism and the Department of Water Affairs. These sites are under various degrees of protection.

Very small areas of Coffee Bay and Hole in the Wall have been designated for urban development. There are a few commercial ventures in this area and most of the houses are associated with resorts rather than accommodation for people working in the



urban areas. Exceptions are at Coffee Bay, where a number of houses have been allocated for the people who work at the two hotels in the area.

The present tourism of the area is limited to two commercial hotels at Coffee Bay, a number of backpacker establishments in both Coffee Bay and Hole in the Wall and a resort village at Hole in the Wall.

Within the coastal region and apart from the use of the area for agriculture, particularly grazing, there is no commercial value to the land other than for conservation and tourism.

Consequently, the proposed resort developments all occur in areas where one would need to seek approval for the change of land use from agriculture to resort development.

Based on the final 2017-2022 MSDF, it is stated that the coastal area is derived as the Tourism Node of the Municipality and the area has coastal forests, dune, and mangrove forests as well as a pristine wild coast. Coastal areas are however threatened by sea level rises, illegal sand mining, unmanaged fishing activities and wild fires. The Department of Environmental Affairs has funded a Coastal Management Programme through EPWP which covers education and awareness, protection, and cleaning of the coastal area. The Municipality has developed the KwaTshezi Development Plan trying to curb the illegal developments along the coast.

Within Coffee bay there aren't any major stores or outlets, meaning that the majority of the capital that is being accumulated by the existing businesses is being spent outside the town and not being reinvested in.



Image 3: Typical low intensity rural mixed uses (TVET College, Hardware Store and Spaza Shops)

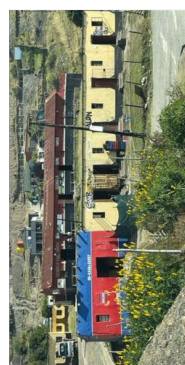


Image 4: Mixed uses including shops, lodges, and storage areas

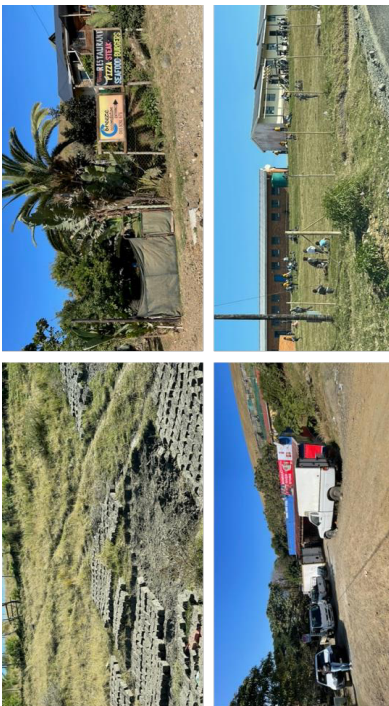
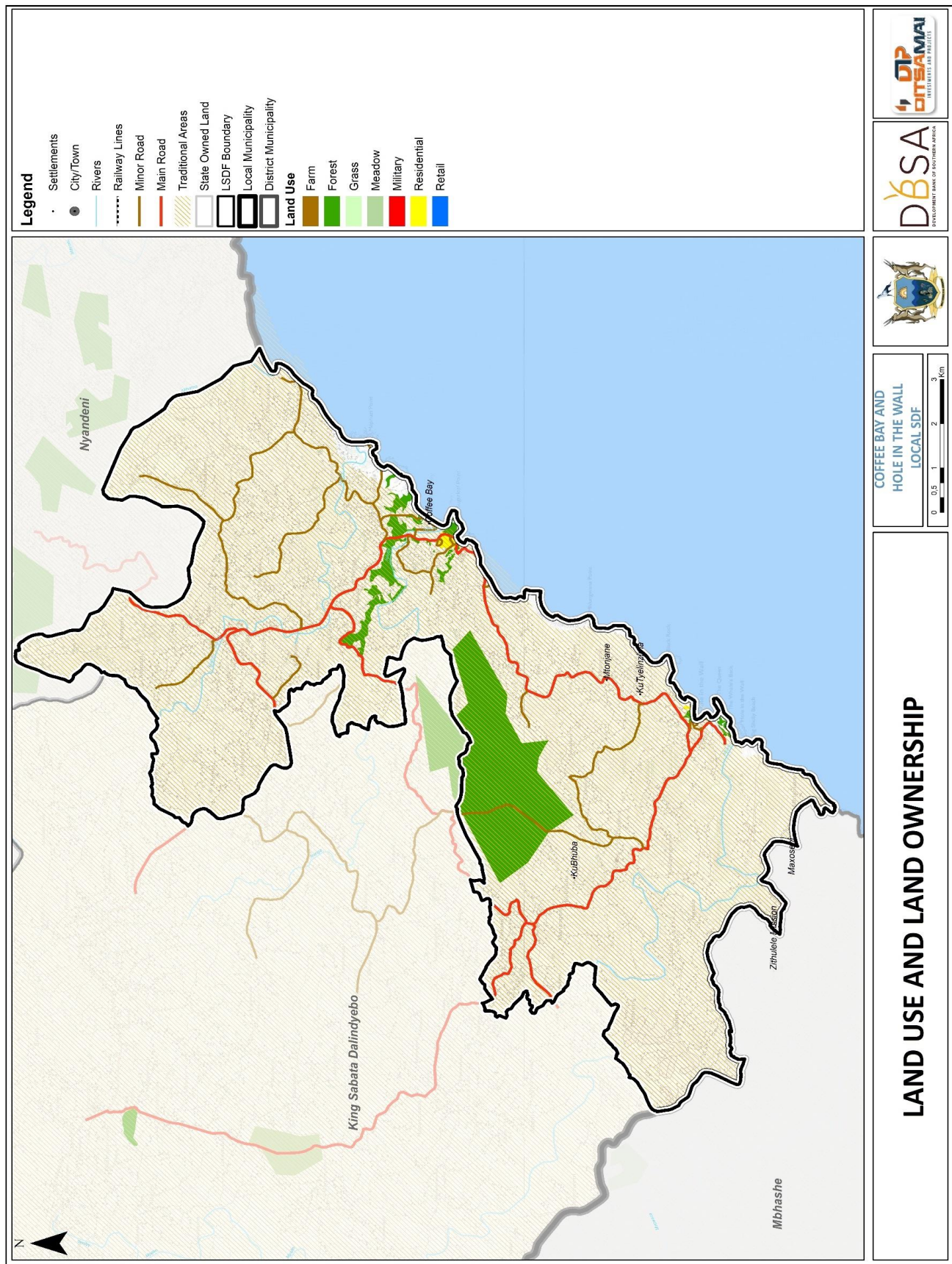


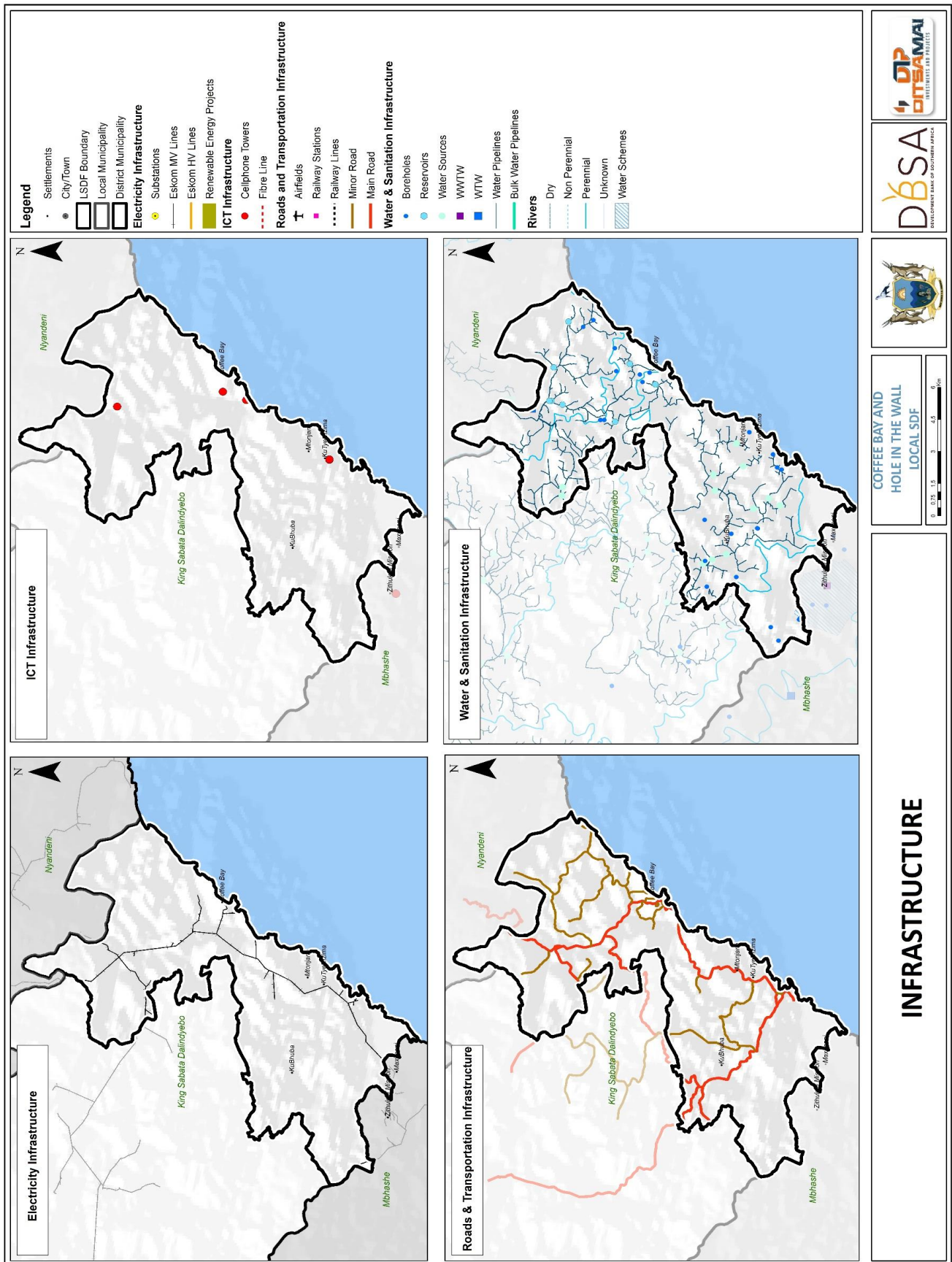
Image 5: Mixed uses including Restaurants, schools, Hotel, and a Clinic



Image 6: Traditional Xhosa Huts, Mixed Uses, A dilapidated recreation area, and a Spaza Shop





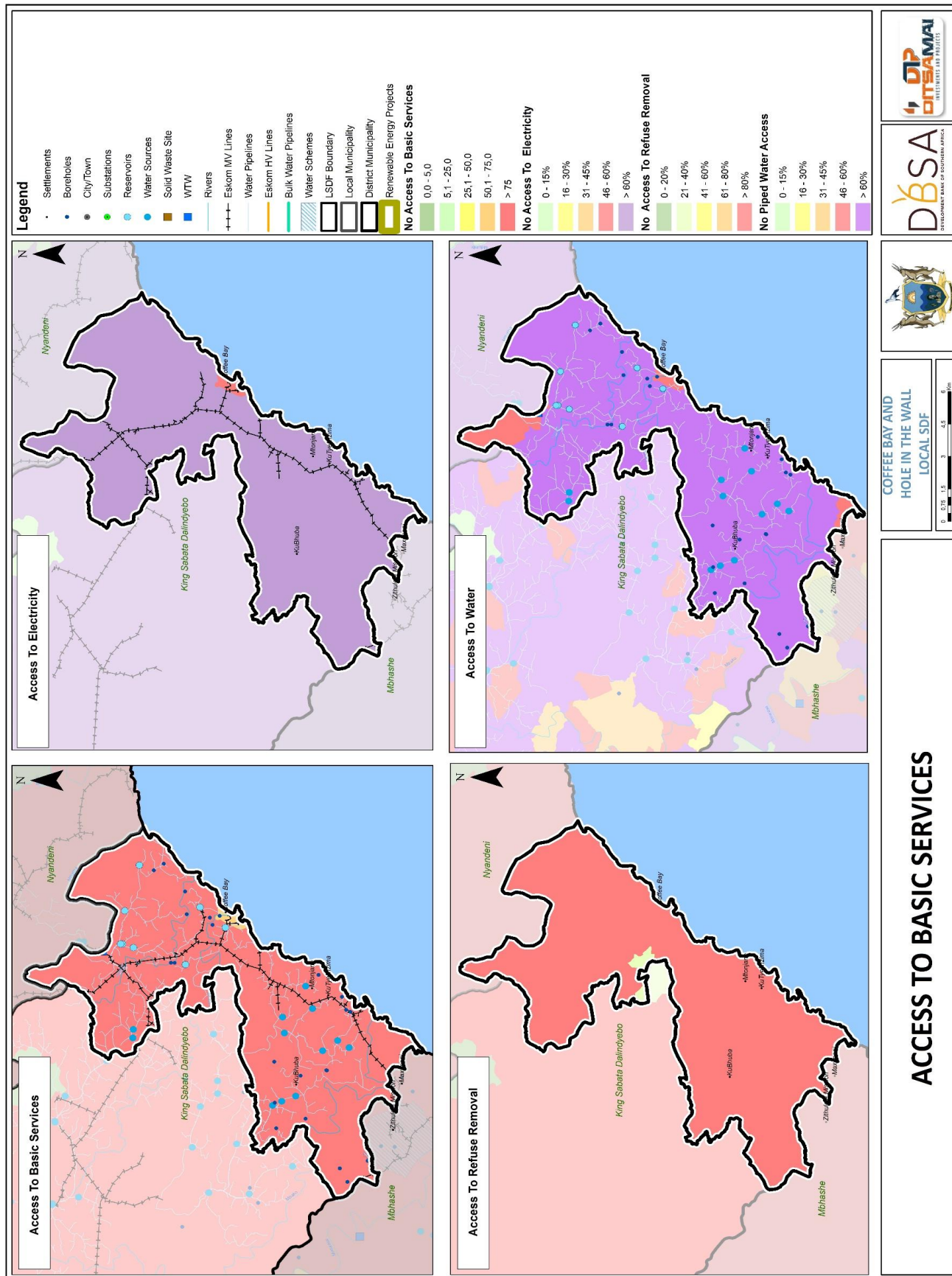


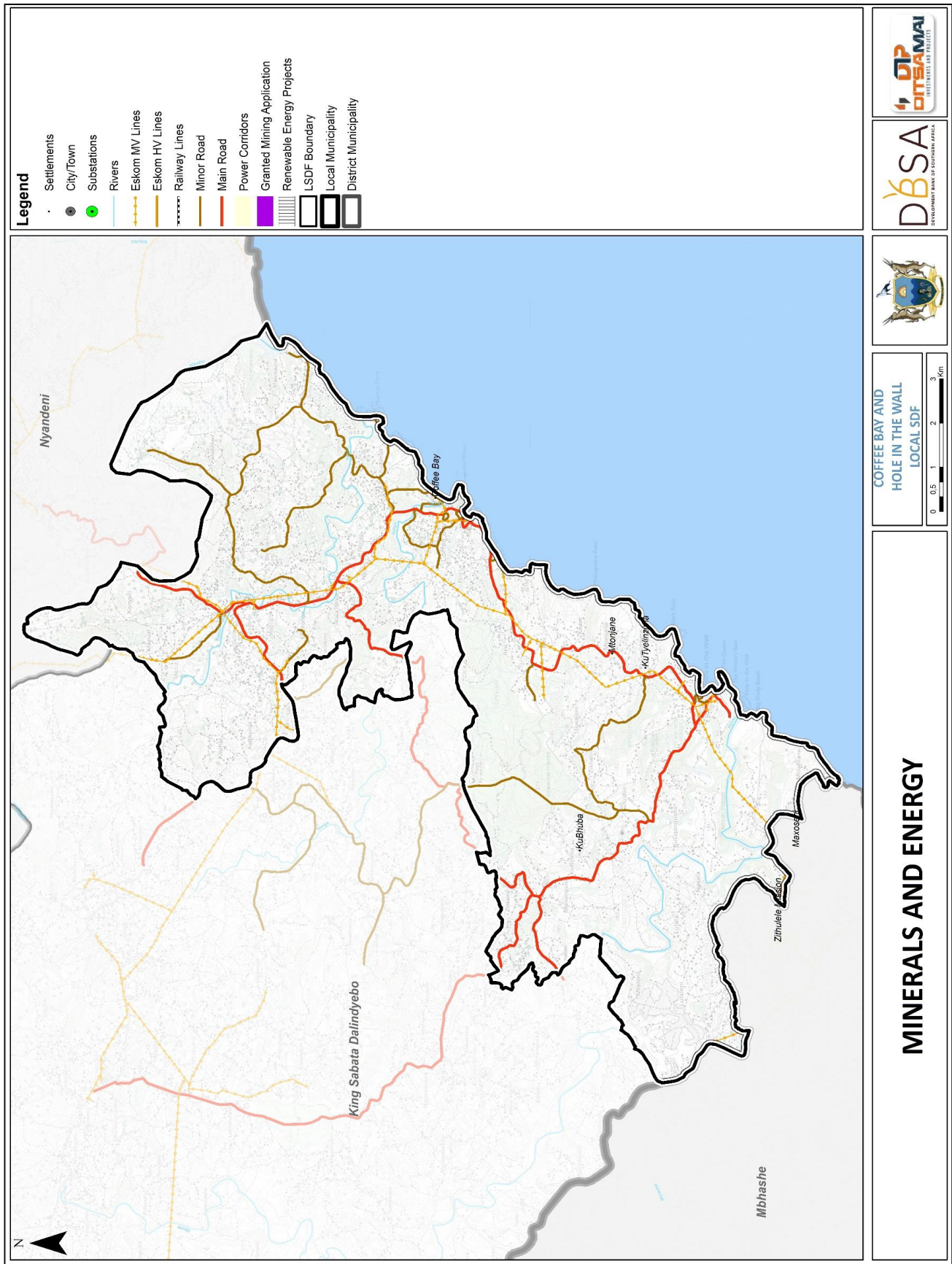
- Legend**
- Settlements
 - City/Town
 - LSDF Boundary
 - Local Municipality
 - District Municipality
 - Electricity Infrastructure**
 - Substations
 - Eskom MV Lines
 - Eskom HV Lines
 - Renewable Energy Projects
 - ICT Infrastructure**
 - Cellphone Towers
 - Fibre Line
 - Roads and Transportation Infrastructure**
 - ✈ Airfields
 - Railway Stations
 - Railway Lines
 - Minor Road
 - Main Road
 - Water & Sanitation Infrastructure**
 - Boreholes
 - Reservoirs
 - Water Sources
 - WWTW
 - WTW
 - Water Pipelines
 - Bulk Water Pipelines
 - Rivers**
 - Dry
 - Non Perennial
 - Perennial
 - Unknown
 - Water Schemes

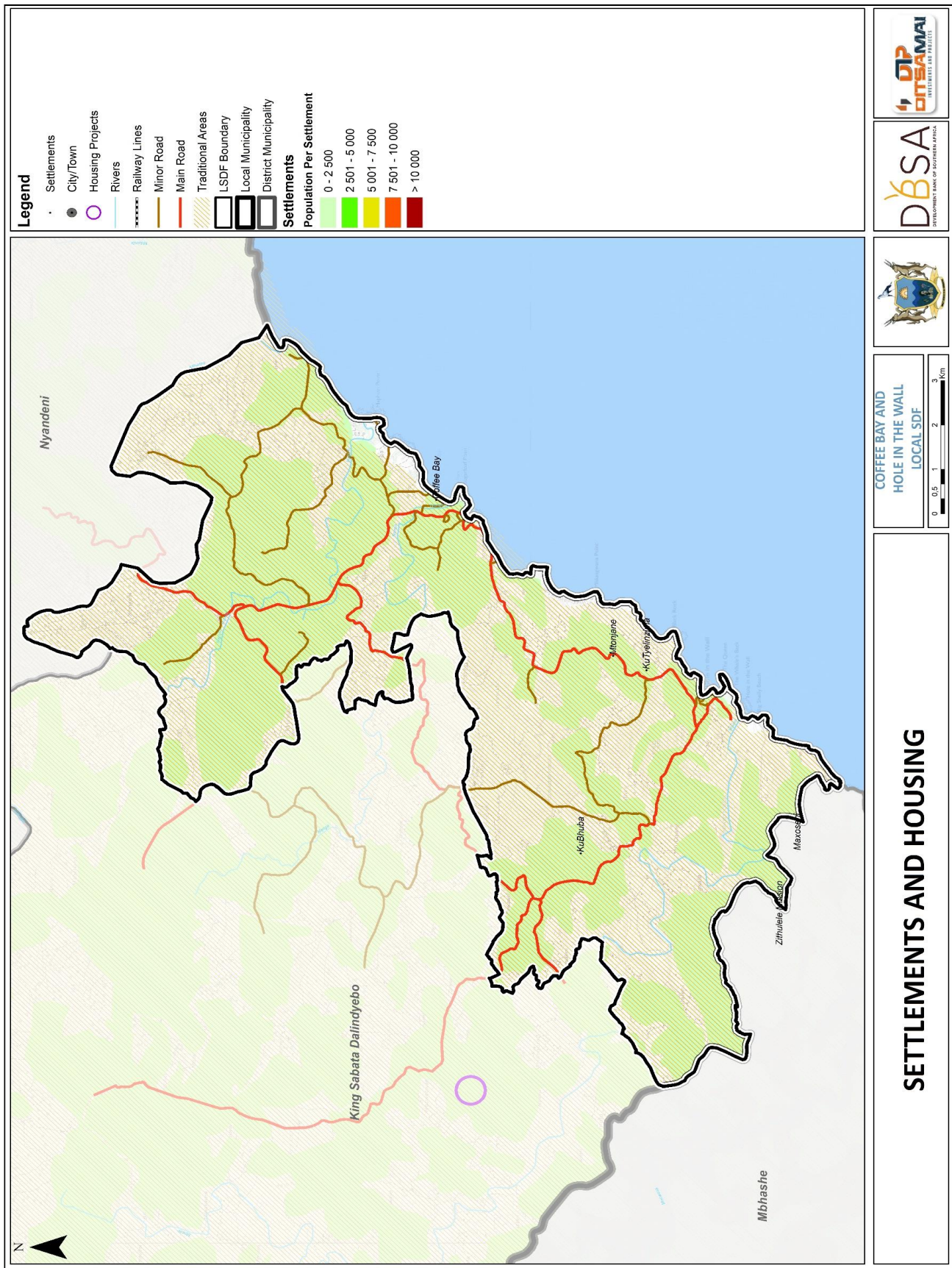


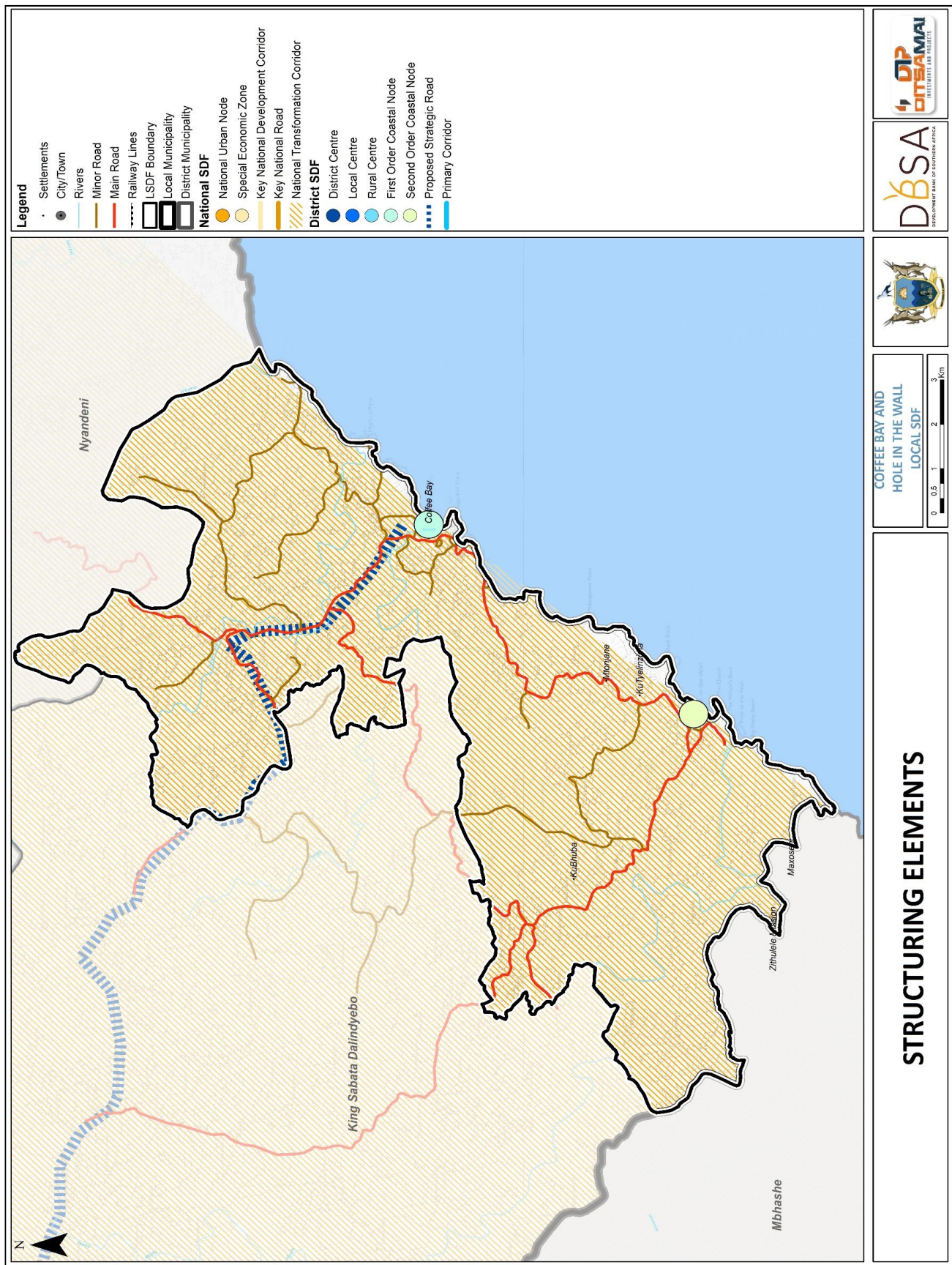
COFFEE BAY AND
HOLE IN THE WALL
LOCAL SDF

0 0.75 1.5 3 4.5 6 km









7 CHALLENGES AND OPPORTUNITIES

7.1 ENVIRONMENT

- There is lack of control over the pollution of estuaries, the marine zone, and the rivers.
- Issues with livestock and horses within the residential areas (fly nuisance). Activities like car washing in rivers, fish cleaning in streets, overflowing and filthy toilets, all need better control.
- The coastal dune at Coffee Bay is in danger of being permanently lost.
- New recreational areas need to be identified and developed appropriately.
- There is a need to improve and control access to sensitive sites.
- Large buffer areas to be provided for recreational areas.
- Create environmental linkages and reduce pressure on the coastal strip.
- Restructure facilities to rehabilitate the lagoon (Nenga) to create tourism zone below the tar road.
- Redevelopment of coastal walks to accommodate changing coastlines.

7.2 LAND OWNERSHIP

- The land in the study area is un-registered state land under the jurisdiction of the National Department of Rural Development and Land Reform.
- It would be unrealistic to expect the property market, to operate well where there are no clear land and property rights, or where there are no state institutions to register land and transactions.

- The majority of the land is communal land and would need to be made available for purchase to improve the economy of Coffee Bay.
- There are some Leasehold Tenures in Coffee Bay.

7.3 LAND MANAGEMENT

- Uncontrolled mixed-use development in the coastal nodes and along the coastline is a growing problem affecting the environmental quality of the area.
- There is a trend towards discouraging expensive, 'water hungry' Golfing Estates and the towns and resorts are finding there are limits to land value and land availability.
- There is a need for settlement planning and Land Use Management.
- Shortage of land for cemeteries.
- Ownership of land is unclear
- Need for densification of settlement
- Need for Housing for Urban (high and middle income) and rural areas.
- There is a need to manage land of low-lying areas.
- No land reservation for future development.
- No zoning or land use scheme is evident.
- Ad-hoc development that is detrimental to the aesthetics of the respective nodes.
- Limited to no urban design elements are evident.

7.4 SOCIO-ECONOMIC DEVELOPMENT

The study area is experiencing a slight decline in population growth which indicates it is becoming an exporter of people who are in search of a better quality of life, medical support and or employment elsewhere. This characteristic of many of the rural wards and unless there is a radical change in the nature of the



economy of the area, the decline in population is likely to continue into the future.

Perhaps the greatest social development challenge facing all the rural communities is the widespread poverty being experienced by a predominantly young population. Inadequate social facilities (such as medical centres, community halls, resource centres, schools, libraries, and sports facilities) with very little opportunity for upliftment, employment, or a rural livelihood; leads to social depression and often migration to other areas in search of a better quality of life. The implications of this situation include a number of social indicators relating to increased depression because of the departure of peers and a reduced hope of an improved lifestyle in the study area, subsistence living for survival, tendencies towards crime in order to survive, vulnerabilities to ill health and growing intolerance of visitors and tourists who have wealth and material goods and appear to take advantage of their privilege, whilst using the amenities of the area for leisure and holiday visits. **Other key issues include:**

- There is a need for Sports and Recreation facilities.
- There is a lack of Tertiary education and training facilities.
- There is a need for Crèches and Schools.
- Existing clinics require improved facilities, medical supplies, and additional staff.
- Creation of more clinics and a few mobile clinic points.
- Creation of more pension pay-out points.
- There is poor management of health services.

7.5 INFRASTRUCTURE DEVELOPMENT

The main road access to the coast from the N2 is in a poor condition and traffic is affected by the large number of potholes and the narrow, winding character of the route. Whilst the Coffee Bay to Hole in the Wall link has improved the coastal linkage,

cross Ward linkages in the hinterland are limited due to the rivers and steep topography and, development potential is affected by that situation. The poor road conditions have an impact on the economy of Ward 24 and the implications are that an improved economy will be dependent on improved access roads and transport facilities. **Other issues include:**

- Sanitation in the area is a huge health issue and the municipality needs a major action plan to change the current situation.
- An approved solid waste site in the Ward should also be considered as a high priority issue.
- Recycling could create a small income stream for some community members, but awareness needs to be raised in that regard.
- The limited supply of electricity is a further constraint on economic development in the area.
- Access roads to Coffee Bay and within the study area is in serious need of repair and upgrading
- A formal Municipal sanitation system should receive high priority
- Septic Tank and soak-aways raise the issue of concern to the environment
- A solid waste disposal site is needed
- There is a need for electricity to be upgraded
- The low causeway on the access road to the Ocean View Hotel needs to be raised by approximately 2m
- There is a need for the existing water reticulation system serving the Coffee Bay node, which is sub-standard, to be improved to serve any future development.
- There should be an improvement in the quality of roads within Ward 24.
- No formal taxi ranks are evident.



- Most of the streets must be reshaped and re-graveled with an all-weather riding surface.

7.6 LOCAL ECONOMIC DEVELOPMENT

Coffee Bay in a position of potential opportunity to grow into two very unique commercial/tourist service centres on the Wild Coast with associated opportunities for suitable residential, leisure resort and tourist-related development.

Investment and revitalisation are key to ensuring that Coffee Bay is reformed into a highly functional urban town. The kwaTshezi Development Plan has been finalised and provides a way forward to achieving goals that will ensure the development of both Coffee Bay and Hole in the Wall.

Most people in the area remain dependent on welfare and grants. The lack of banking services and shopping facilities in Coffee Bay results in people having to travel 100km at great cost in order for them to utilise much-needed services. There is virtually no transport system in the area by which local entrepreneurs can import goods or send out fresh produce, manufactured goods, or craft products. **Other issues include:**

- Lack of skills,
- No access to markets,
- Insufficient implements to run projects effectively,
- Need for tourist friendly businesses i.e., Craft Shops and traditional Villages

7.7 AGRICULTURE

- Agriculture has some potential in a few small pockets, but it seems overall there are very limited options for upliftment of the economy unless a radical change of approach is adopted.
- Livestock development through creating marketing opportunities.

- Improved animal health, nutrition, and improved genetics.
- Limited Agricultural Opportunities.
- Lack of Agricultural Infrastructure.
- Lack of support services.
- Lack of skills

7.8 TOURISM DEVELOPMENT

- The tourism industry is currently extremely limited and in its present form adds only a little to uplift the economy.
- Tourism activity is key to developing the Coffee Bay area.
- The quality of roads and lack of services is detrimental to the tourism industry.

7.9 SPATIAL STRUCTURING

The implication of this is that in order for the study area to realise its potential as a secondary node (per KSD SDF) on the Wild Coast (1st order in terms of the Wild Coast SDF), an appropriate system of governance, policies and procedures, institutional capacity and municipal "presence" needs to be introduced. This would then enable formalisation of the existing land use and allow appropriate management of future investment needed to build the resort nodes into the type of service centres they need to be.

The KSD draft Spatial Development Framework designates Coffee Bay as a First Order Tourism node with good potential for the development of the node into a unique coastal resort town and preferred Wild Coast tourist destination.

At present, Coffee Bay is mostly rural in nature but does comprise of resorts, hotels and a few shops with arts and crafts centres. There are a number of development applications in the municipal system, which are experiencing delays due to the lack of land use management that plagues this coastal area.



Other observations include:

- The resort nodes are becoming increasingly shabby, dilapidated, run down and unattractive and, detract from the inherent beauty of the coastline
- More resorts and low-density housing are needed to bring economic stability
- Land use management system needs to be modernised and implemented.
- Improving the image of Coffee Bay.



8 SPATIAL STRATEGIES

This section describes the concept, strategies, and policies in support of the spatial vision. It culminates in a coherent vision and spatial plan to guide and direct decision-making that is binding on the municipality, traditional leadership, and all other land owners within Ward 24 of the KSD Local Municipality.

The elements of the chapter are based on:

- The spatial strategies and associated sectoral and spatial policy statements were made in the previous chapters. It is based on the response that is required to strategically guide and direct development toward a more sustainable growth path for the LSDF area.
- Development directives: environmental, resource, heritage, and risk-related spatial aspects ordinarily governed by additional or parallel regulatory processes beyond those associated with land use processes and applications.
- A series of maps that collectively indicate an interpretation of the Coffee Bay and Hole in the Wall area's spatial vision, development directives, land use informants, and investment priority areas.
- Collectively these components provide direction for strategic developments and infrastructure investment and seek to promote a rational and predictable land development environment (SPLUMA S12(1)(l)). In addition, they provide the basis for a more detailed review of future precinct plans.

SPATIAL STRATEGY 1: IMPROVED CONNECTIVITY AND INTEGRATION

Building an inclusive, integrated, vibrant rural space towards building a more inclusive, integrated, and vibrant community that addresses integrated development. The study area is

predominantly state-owned (traditional land) land. It, therefore, creates certain challenges in terms of the desired outcomes for the envisaged development vision of the respective towns/villages within the LSDF area. The desired outcomes are a greater mix of income groups, land uses, population density, and the adequate and equitable provision of social facilities, recreational spaces, and public institutions.

Imperatives for this spatial strategy are:

- Forging public-private partnerships to provide and diversify integrated housing delivery.
- Identifying, acknowledging, conserving, and managing the natural and heritage resources, cultural landscapes, cultural narratives, cultural conflicts, river corridors, and spiritual places fundamental to this area's unique sense of place in line with legal requirements.
- Celebrating Coffee Bay and Hole in the Wall's diverse historical legacies through appropriate management of urban form, architectural design, signage, and artwork, and the various design guidelines provided in the precinct guidelines.

SPATIAL STRATEGY 2: IMPROVED RURAL AND URBAN LINKAGES.

The area is known as a remote rural village with very little formalization and formalised areas that are evident which is detrimental to the investment outlook for the LSDF area.

The area is further very remote and has limited access and accessibility to the surrounding region, markets, community services, socio-economic services as well as retail services. An improvement can be achieved through more efficient use of infrastructure, effective and efficient public transport systems, and the development of relevant social amenities.



Imperatives for this spatial strategy are:

- Making more efficient use of non-renewable resources, such as land, water, and biodiversity, including protecting and maintaining existing river resources
- Managing existing and future water supplies.
- Using the natural environment to support spatial justice by enhancing access for all citizens to a quality open space network and NMT route along key activity routes and tourism linkages, offering community, recreational, non-motorized transport, and economic opportunities.
- Considering biodiversity, aquatic resources, and networks in the envisaged precinct focus areas and respecting areas of no development and limited development.
- Maintaining and creating quality, safe open space systems alongside the river and tourism corridors and public spaces, utilizing partnerships and commitments from both the public and private sector to optimise existing facilities, whilst strategically locating new ones.
- Planning and managing collaboratively in creative and innovative management arrangements particularly around the tourism and river corridors and protected areas to ensure operational sustainability and reduce operational costs.

SPATIAL STRATEGY 3: PLAN FOR EMPLOYMENT, AND IMPROVE ACCESS TO ECONOMIC OPPORTUNITIES

The Coffee Bay and Hole in the Wall rural areas are very isolated and are further influenced by occasional inaccessible gravel/paved road networks which further decreases the areas' development potential.

This inhibits the area and by extension the greater regions' immediate and longer-term economic prospects. The extent to which the local area realises its spatial development goals is

directly linked to its ability to sustain employment-generating economic growth in the medium term and to reduce accessibility costs for the rural poor.

Imperatives for this spatial strategy within the study area are:

- The facilitation of integrated transport and land use through mixed-use development along activity corridors.
- Creating and attracting 'job-rich' investment that will ensure integrated, sustainable communities by providing new and maintaining existing infrastructure, particularly around areas such as the "hole in the wall", beach areas, cultural tourism areas, and other key attractions.
- Prioritising investment in the improvement of public transport systems and linkages to facilitate more convenient and affordable access to employment opportunities, natural resources, and social amenities.
- Providing secondary public transport feeder services that traverse the study area.

These strategies are elaborated further below:



8.1 CONNECT/INTEGRATE RURAL AREAS

To connect the respective village areas/towns to the local area and in so doing facilitate the integration of communities and enable residents to access urban opportunity affordably.

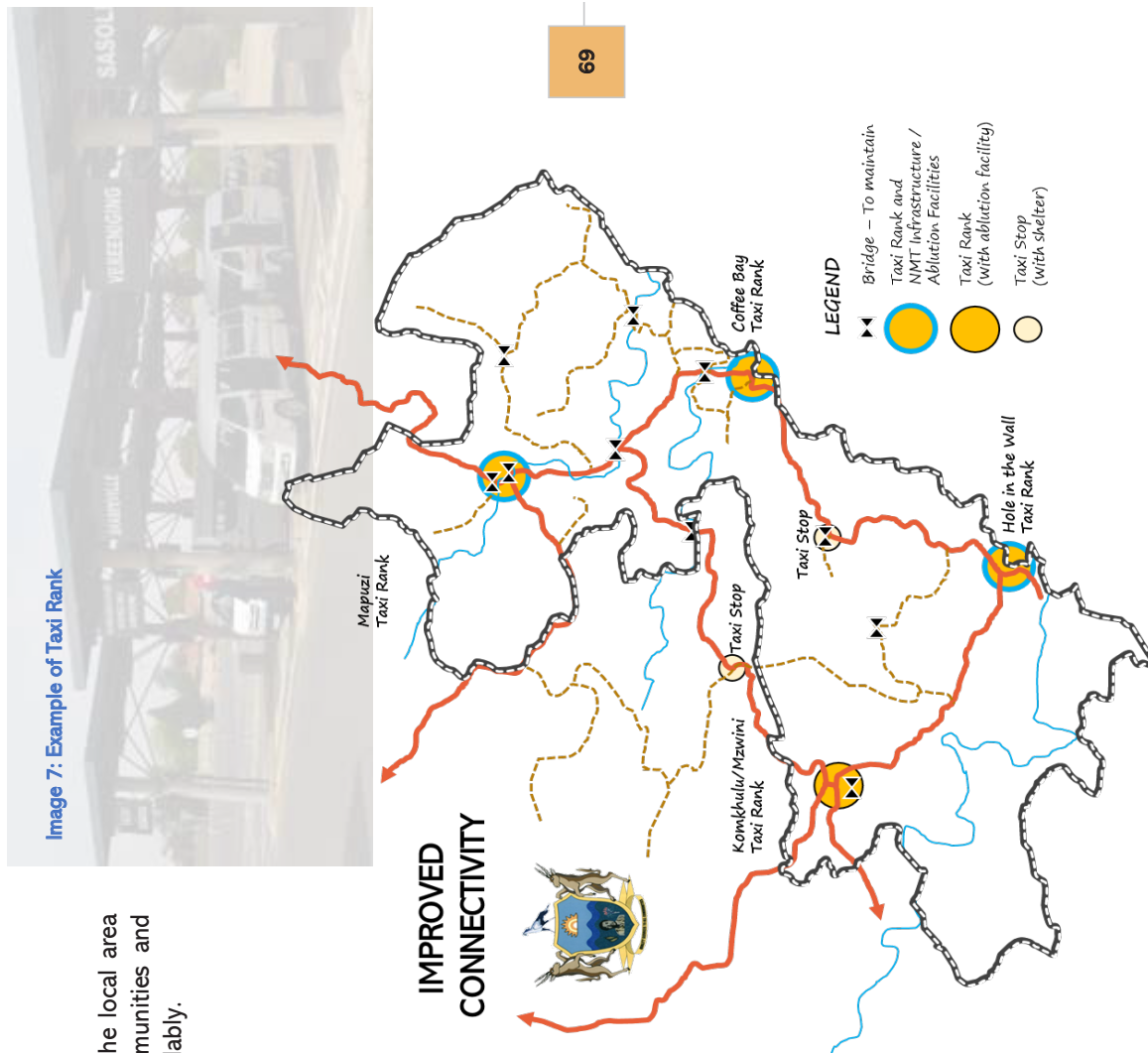
Strategies to help achieve this objective include:

- Enhancing the Vehicular, Public Transport, and NMT routes around and where appropriate through the local area for efficiency.
- Promoting safety especially for pedestrians through activity along NMT routes and increased surveillance.
- Spatial Justice through integration projects, mixed-income housing, and job opportunities.

Strategic Interventions

- Upgrading of the main routes that connect Coffee Bay and Hole in the Wall to other local nodes.
- Increase the safety of NMT routes through surveillance and lighting.
- Provide sufficient space along the main routes between nodes for NMT.
- Development of large Taxi Ranks which provide NMT infrastructure, waiting areas for commuters, and ablution facilities in Hole in the Wall, Coffee Bay, and Mapuzi.
- Create Taxi Stops along main routes to service the more rural areas.
- Upgrading and maintenance of bridges along local roads and main routes need to be done to improve connectivity in the region.

Image 7: Example of Taxi Rank



8.2 PROTECT NATURAL AND HERITAGE RESILIENCE

To enhance the sensitive ecosystems, river corridors, protected areas, and cultural landscape.

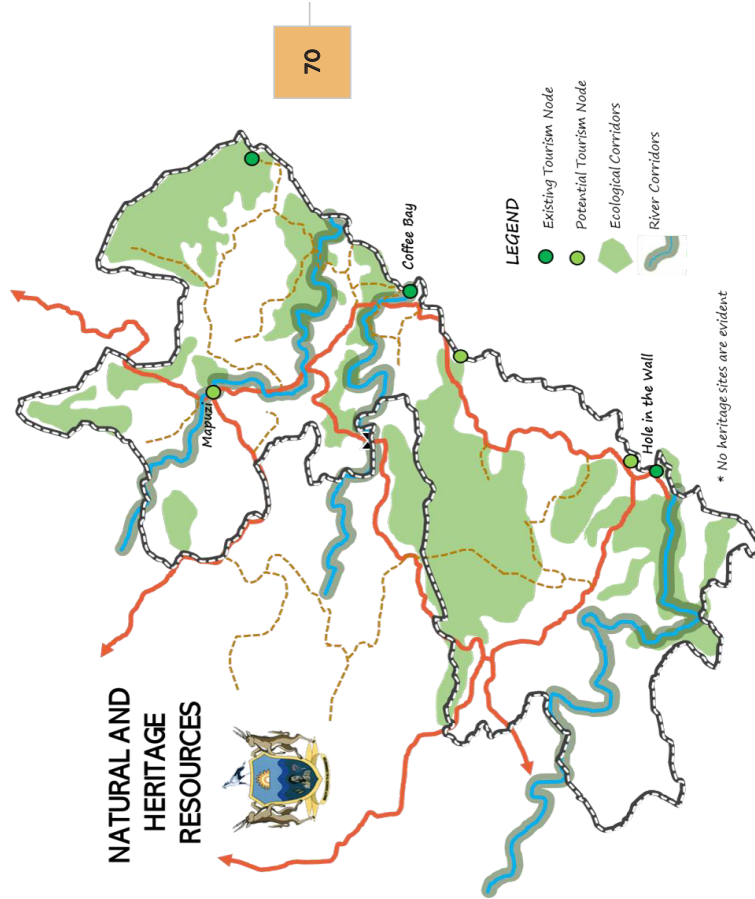
Strategies to help achieve this objective include:

- Structuring of the River Corridors into management zones that allow for collaboration and focused funding for rehabilitation and improved water quality.
- Conservation of sensitive ecological areas through limited access while promoting access in less sensitive areas.
- Acknowledgment and celebration of the cultural heritage and multiple layers of history including historic structures, historic landscapes, and opportunities for gathering and ritual. Creating a network of cultural spaces and public places.
- Conservation of key natural resource areas and implementing a land use planning model that is based on a Bio-regional Planning approach.

Strategic Interventions

- Create buffer zones around the Nenga River, Mapuzi River, and Mpako River where development is prohibited and access is limited, especially in environmentally sensitive areas.
- Create tourist and recreation facilities within these buffer zones in areas with lower sensitivity.
- Limit development in wetlands and high biodiversity areas to protect the ecosystem services they provide.
- Development of tourist facilities and accommodation in existing and potential tourism nodes. Signage is another important element to improve tourist activity in the area and inform visitors of local attractions.
- Protect high-potential agricultural land from encroaching settlements and other harmful land uses.

- Along coastal areas, a buffer zone should be implemented to stop development from getting too close to the sea-high water line and disrupting the coastline.
- Creation of an Urban Design Framework to ensure urban development supports ecological processes and protects the rural character of the area.



8.3 ACTIVATE ECONOMIC OPPORTUNITIES

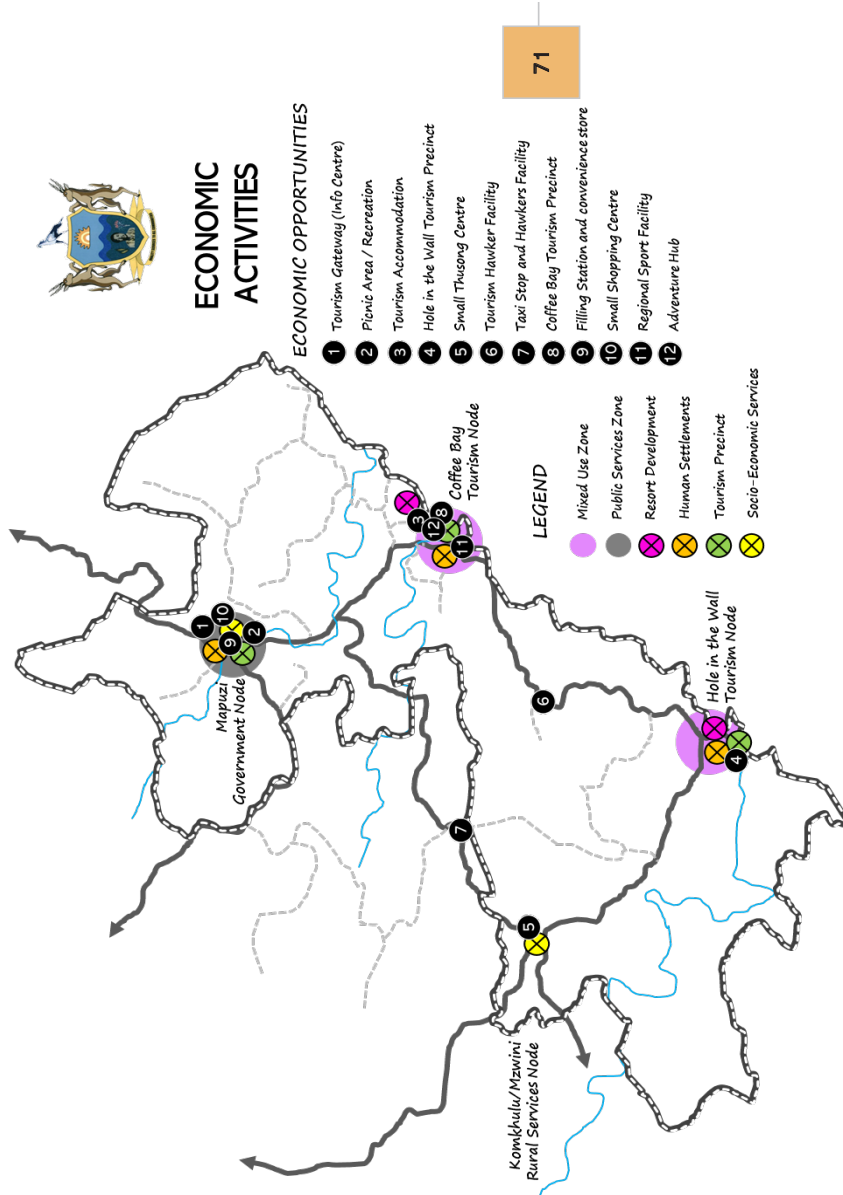
To create a vibrant, safe, efficient rural-urban environment.

Strategies to help achieve this objective include:

- Location of particular land uses especially residential development, strategically to provide surveillance over key public spaces, day and night.
- Provision of social infrastructure and regional sports facilities to enhance current communities' access to facilities.
- Promotion of job creation opportunities in mixed-use areas focused on opportunities in tourism, agriculture, retail, government, and ancillary sectors.
- Opportunity for retail, tourism accommodation, leisure resorts, and other tourism-related developments.

Strategic Interventions

- Create a Tourism Gateway in Mapuzi to inform visitors of local attractions and give directions to Coffee Bay and Hole in the Wall.
- Develop Mapuzi as a government node for the district and a service node for Coffee Bay.



- Development of tourism precincts in Coffee Bay and Hole in the Wall.
- Encourage Resort developments in the Tourism Nodes by making land available for private investment.
- Formalisation of Coffee Bay and Hole in the Wall settlements to allow a mix of uses.



- Expanding of land available for residential development within the two tourism nodes
- Creation of a regional sports facility within Coffee Bay to help develop local sports talent and create recreation opportunities.
- Creation of a tourist market for hawkers to sell local products and attract visitors to more rural areas of the region.
- Creation of a small shopping center in Mapuzi to provide fresh produce and other basic products to the surrounding settlements.
- Development of Adventure Hub in Coffee Bay to take advantage of the opportunities presented by the rivers, landscape, and ocean surrounding the area.



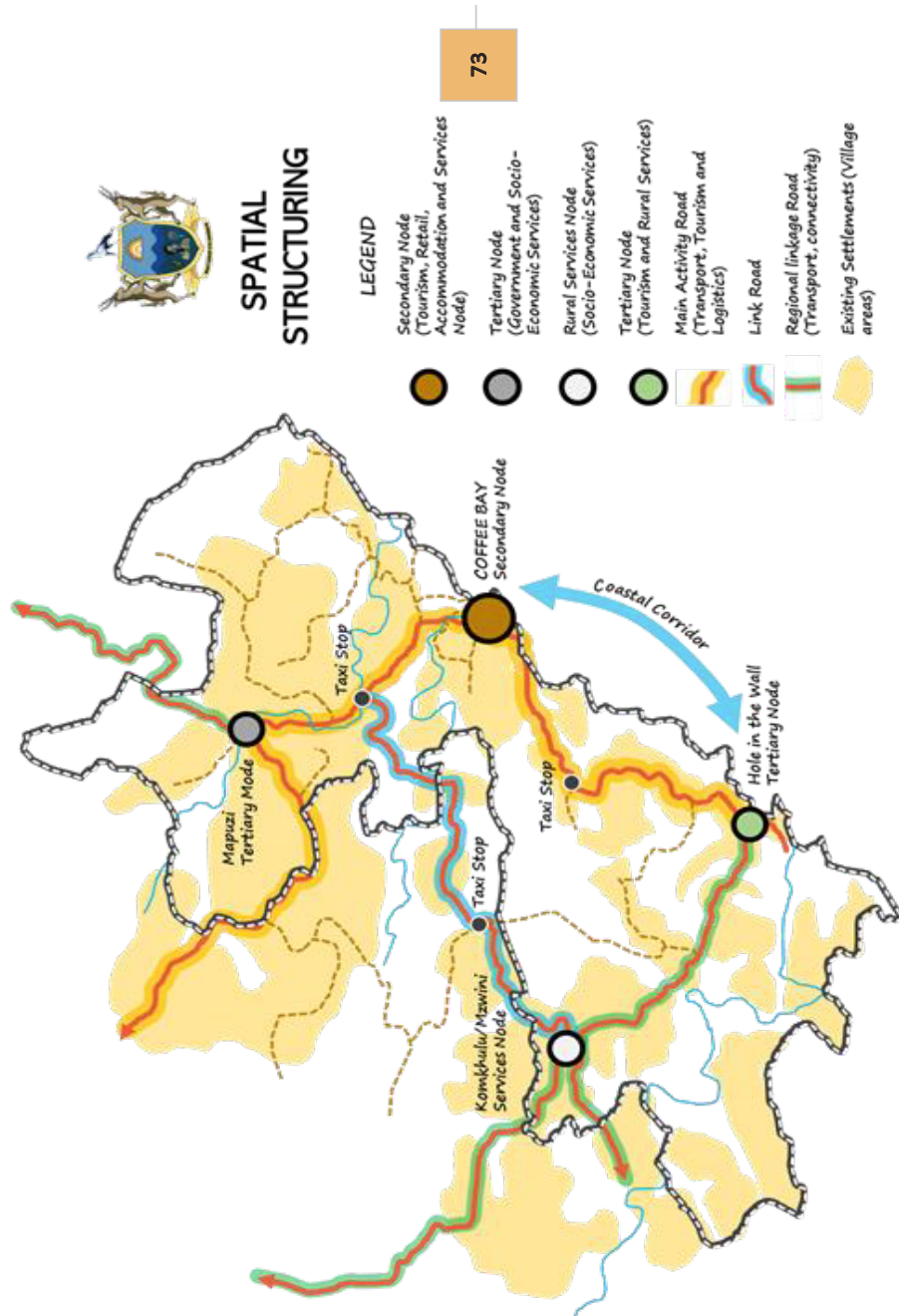
8.4 RURAL AND URBAN STRUCTURING INFORMANTS

Urban structuring informants are spatial tools and concepts required to achieve specific development goals and objectives. Management and implementation intensity of these structuring informants are tools for redevelopment and development implementation.

Structuring informants should operate at a variety of levels and scales from a Local to town/village level.

The following structuring informants are relevant to the study area, supporting the LSDF:

- Local Nodes
- Movement corridors
- Infill and Densification
- Containment, continuity, and Protection
- Strategic Land identification.
- Movement Network.



Strategic Interventions

- Develop Coffee Bay as a Secondary node that acts as a tourism, retail, accommodation, and services node.
- Develop the R411 and the road linking Coffee Bay and Hole in the Wall as activity roads. These roads need to be well maintained and service tourists visiting the area.
- The activity roads need to be developed to enhance public transport and support freight movement between settlements.
- The regional linkage road connects the municipality and settlements to the rest of the district and province. The road needs to be maintained to enhance connectivity and improve freight transport between the local settlements and the rest of the district.
- A coastal corridor is also possible with the development of tourist facilities, road upgrading, and accommodation along the existing road connecting Coffee Bay and Hole in the Wall.

8.4.1 NODES

A node is an intersection or junction point where activity occurs. Urban and in this case Rural nodes are characterised by their intensity, mix, and clustering of activity or land use.

Nodes are generally located on transport corridors and have high levels of accessibility to public transport facilities, road intersections, and non-motorised transport (particularly at the local level). They reflect different levels of investment and support the strengthening of interlinking corridors and networks.

Nodal development improves the operational viability of public transport services (through improved seat renewal and bi-directional flow) and provides equitable access to residents and neighbouring communities.

Spatial Strategy

The following local nodes in the study area should be prioritised for mixed-use intensification based on their high level of accessibility supported by public transportation:

8.4.1.1 MAPUZI NODE:

The Mapuzi node serves the following purpose:

- Local Government and Socio-Economic Services
- Small Mixed-Use Development Zone
- Tenure Security intervention to support private sector investment.
- Local Gateway to link tourism, rural, and conservation linkages.
- Infrastructure Provision.
- Small taxi rank (Transportation hub)

8.4.1.2 COFFEE BAY NODE

The Coffee Bay node serves the following purpose:

- Tourism Accommodation
- Holiday Resorts
- Local mixed-use development node
- Sport and Recreation Development
- Intensive agriculture
- Formalised Development Area (Tenure Security)
- Medium Sized Taxi Rank to accommodate tourist transportation services as well)
- Tourism Corridor Development between Coffee Bay and Hole in the Wall.

8.4.1.3 HOLE IN THE WALL NODE

The Mapuzi node serves the following purpose:



9 LSDF SPATIAL CONCEPT AND VISION

9.1 VISION

Actively intensify the residential, economic, recreational, and institutional urban activities by developing precinct areas that support improved tenure security which would allow private and public sector investment to flourish in the area which is much needed. The envisaged precinct areas would support:

- Provide a more secure and improved variety of residential units (housing typologies). This would also accommodate access to sustainable housing options for a wider range of income groups (including leisure residential development)
- Create more job opportunities due to the construction and development sector potential that would be unlocked.
- Enhance the structured and Open Space recreational and natural network in more confined and sustainable areas.
- Promote spatial integration & urban intensification within an efficient mobility and infrastructure network.
- Support development that is in harmony with the traditional landscape of the area by targeting specific development focus areas.

The draft Coffee Bay and Hole in the Wall LSDF vision reflects the desired spatial outcome for the area. It has been informed by the specific locational attributes and spatial opportunities in the local area within the context of a spatial vision for the greater municipal area outlined in the MSDF.

The vision further enables the following:

- To develop a local area in which locals and visitors can enjoy the unique natural features and the natural environment of the eco-corridors while having the opportunity to benefit from

- Adventure Hub
- Tourism Development
- Resort Development
- Conservation
- Tourism Corridor Development between Coffee Bay and Hole in the Wall.

8.4.1.4 KOMKHULU/MZWINI NODE

This node serves the following purpose:

- Basic Government Services
- Taxi Rank (local and sub-regional services)
- Linkage towards the Mapuzi Node.



continued economic growth and access to recreational and retail facilities.

- A local area that contributes towards spatial integration where different people can work, live, and relax in an oceanfront setting, where urban environments and natural areas complement each other.
- An area that is characterised by forest and an extensive wetland system of rivers and streams. The area is blessed with breathtaking ocean views and unique natural features along a coastline filled with a variety of distinct fauna and flora.
- Acknowledging the role of this local area in the larger Municipal context and how it needs to contribute to broader, district-wide objectives in the MSDF is vital.

The strategic role of the local area in this regard should focus on the following:

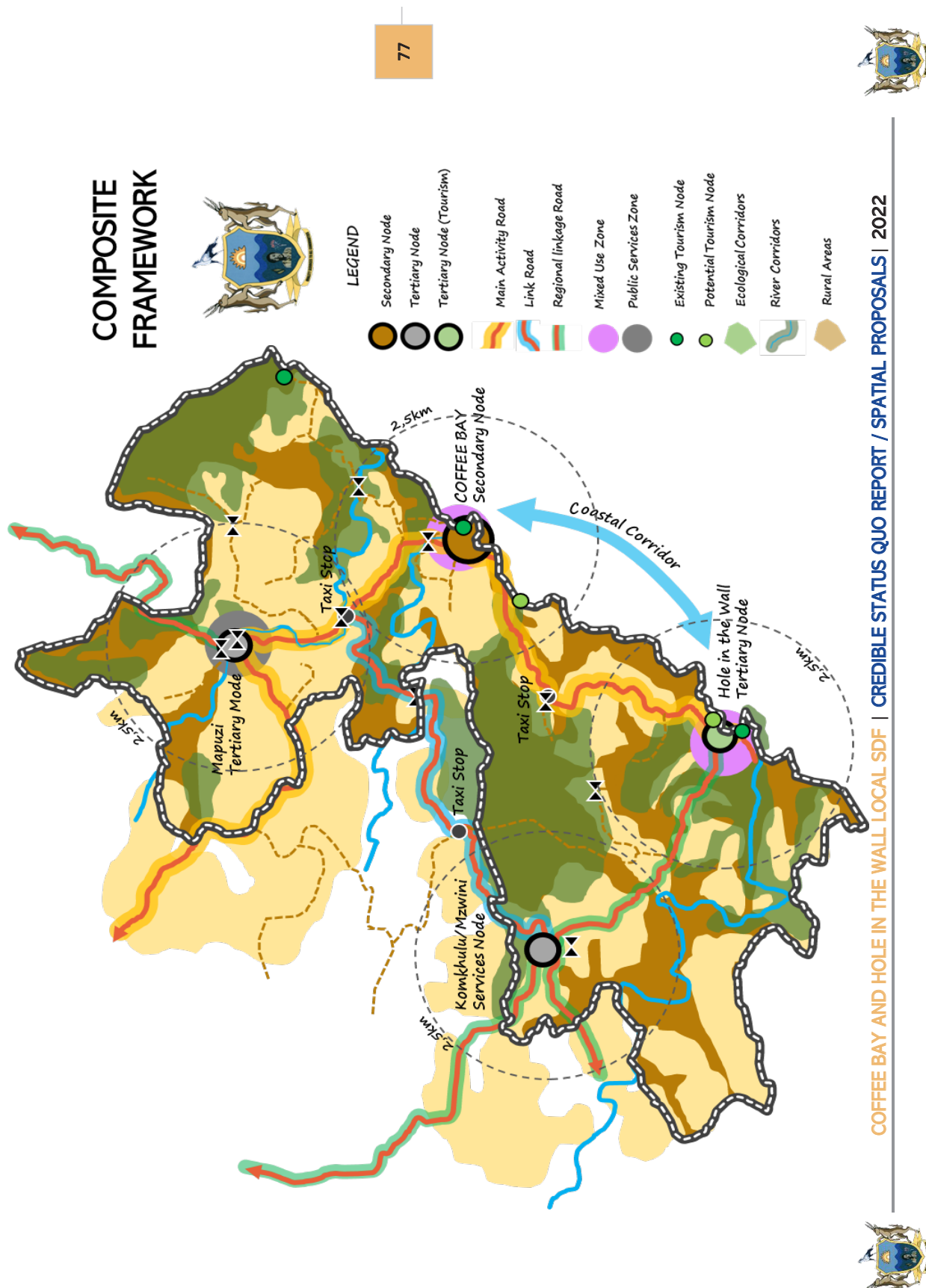
- Coffee Bay and Hole in the Wall as key tourism development nodes (possibly as potential mixed-use nodes).
- The buy-in and support from Traditional Leaders in terms of supporting improved tenure Security development focus areas.
- The support from potential private and public sector investors to be willing to invest within the area shows so much unlocked development potential.

9.2 COMPOSITE FRAMEWORK

The LSDF Composite has been prepared to consider the following:

- To improve public transportation networks within Ward 24 and the immediate surrounding areas which would improve improved access to many required services that are proposed in the respective nodes.
- To enhance and protect the remaining natural habitat within the region and to further build on these resources to unlock tourism-related development.
- To improve the region's horizontal and vertical linkages which would improve accessibility. In this regard linkage corridors as well as tourism and development corridors have been proposed.
- The existing traditional rural settlement pattern needs to be contained within the existing settlement footprint areas. It is recommended that the periphery of the settlement areas be used as rural development edges.
- Uniquely defined development nodes are proposed to each serve a specific purpose within the area. The different nodes have been strategically located in terms of key roads, intersections, and regional locality.
- Key mixed-use zones have been delineated to support formalised (improved tenure security) retail, business, tourism, resort, educational, and service industry uses.
- A coastal Development Corridor is proposed to further enhance and protect development along the pristine coastal area.





10 SUPPORTING POLICIES & SPATIAL PRINCIPLES

This section of the report outlines the broad development principles for the local area plan. Each of these principles has resulted in a number of proposed spatial strategies and spatial interventions proposed per Focus Area/Precinct Area.

The broad development principles have been formulated by taking the following into account:

10.1 GUIDING DESIGN PRINCIPLES

- Promote integration and inclusiveness.
- Conserve, protect, and enhance natural and heritage assets.
- Maximise development and economic opportunities.
- Creating a clear urban structure through place-making.
- Encourage a compact urban form through residential densification and transport network upgrades and transit-oriented land uses.
- Promote the highest and best use of strategic state landholdings.

10.1.1 PROMOTE INTERACTION AND INCLUSIVENESS

- Improve movement routes to and around the study area.
- Promote and identify areas of affordable housing.
- Improve integration between precincts and user groups.
- Create a system of NMT routes and public spaces that promote public access without compromising environmental functioning.

10.1.2 CONSERVE, PROTECT AND ENHANCE NATURAL AND HERITAGE ASSETS

- Enhance public access and or awareness of heritage buildings, landscapes.
- Protect and conserve wetlands, faunal and avifaunal habitat where possible and appropriate along river and coastal corridors.
- Enhance, acknowledge, and celebrate the layers of history and memory associated with the landscape.
- The rivers have been identified as a critical component of the work and as such, understanding how best to manage flooding and develop within a dynamic natural environment whilst also improving water quality within a spatial framework.
- Integrated river management: river edge (riparian buffers)
- Ecology restoration
- Flood mitigation and integrated management

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Figure 31: An approach to support a balanced/sustainable use of natural resources.

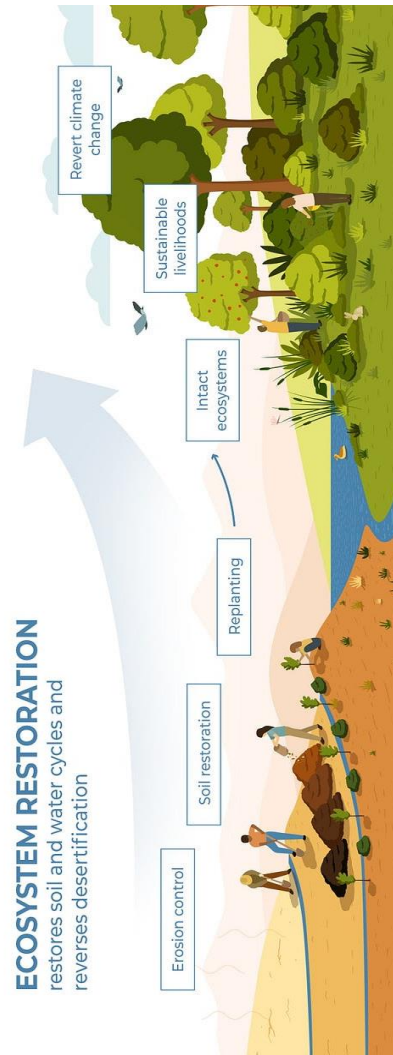
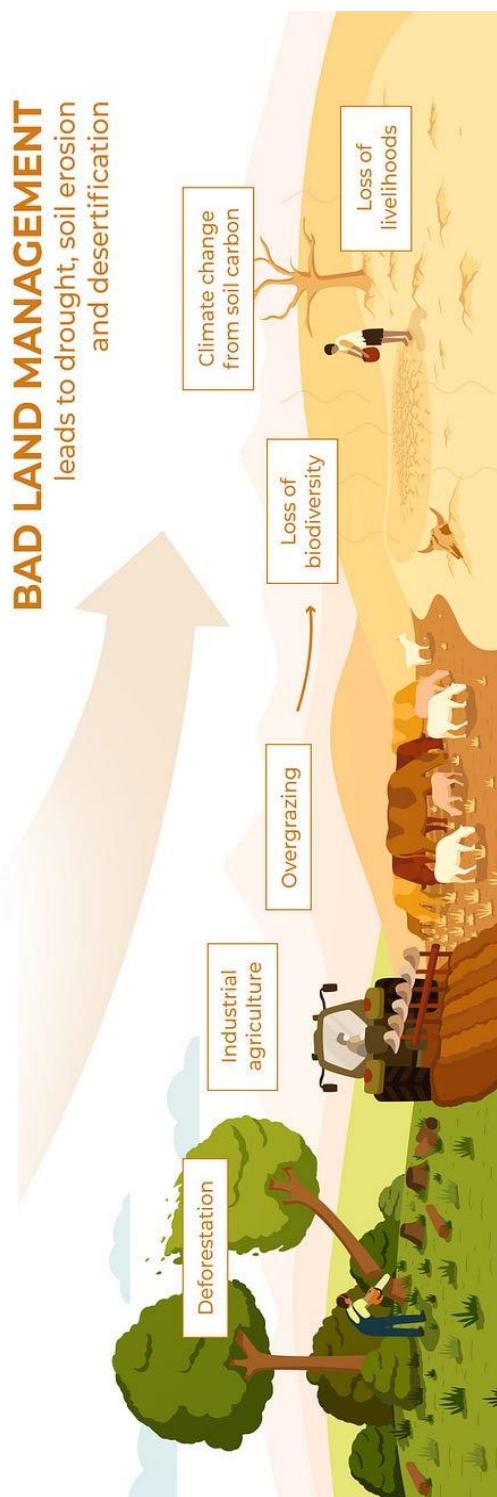


Figure 32: Current land use practises.



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10.1.3 MAXIMISE THE DEVELOPMENT AND ECONOMIC OPPORTUNITIES

- The LSDF Area (Ward 24) is a strategic part of the Municipality, that is well-located within the natural environment for tourism opportunities.
- Maximising economic opportunities can also be achieved through unlocking underutilized state land for development.
- The proposed development nodes and focus areas can provide an opportunity to create jobs and other economic opportunities related to scientific endeavor and health as well as for affordable housing opportunities and community facilities.
- The opportunities created through intensification of use also allow for associated commercial and retail opportunities, especially in Coffee Bay.

- Coordinate spatial planning efforts with infrastructure investment. I.e., as access roads are upgraded to the study area more tourists will visit the area.

10.1.4 CREATING A CLEAR URBAN STRUCTURE THROUGH PLACEMAKING

Key to a town's image: paths, edges, districts, nodes, and landmarks. This would entail:

- Connecting key landmarks and nodes through a system of movement routes (paths),
- Acknowledging the cultural heritage potential of the local landmarks/attractions and maximising the educational and access opportunities around these (nodes),
- Promoting appropriate open spaces as active spaces(nodes) and places of social interaction rather than sterile areas,



10.1.5 ENCOURAGE A COMPACT URBAN FORM THROUGH RESIDENTIAL DENSIFICATION AND TRANSPORT NETWORK UPGRADES AND TRANSIT-ORIENTED LAND USES

Appropriate densification is thus strategic (where) and supported by a good transport and infrastructure system (how) and within proximity to social amenities.

The LSDF promotes the concentration of higher residential densities:

- In the proximity of the four (4) key development nodes.
- Within the demarcated area proposed within the respective precinct land use proposals made in this report.
- Formalisation of traditional area/settlement areas to allow for infill development and densification.
- Create mix-use neighbourhoods along the proposed development and linkage corridors.
- Create higher-density neighbourhoods near economic opportunities.

10.1.6 PROMOTE THE HIGHEST AND BEST USE OF STRATEGIC STATE LAND HOLDINGS (SPATIAL EFFICIENCY).

- Creation of resorts and tourist facilities near the ocean outside of the current settlement footprint.
- Spatial Resilience"- flexibility in spatial plans is accommodated to ensure sustainable livelihoods.
- Allow for incremental growth over time as circumstances, and technologies change.
- Climate change adaptation - as technologies change, precinct to move towards green infrastructure and sustainable resource use.

10.2 MSDF PRINCIPLES

- Economic Development and Job Creation
- Transforming Human Settlements
- Promote Rural Development
- Protect Biodiversity, Water, and Agricultural Resources
- Infrastructure Investment
- Institutional Support and Good Governance

10.3 SPLUMA DEVELOPMENT PRINCIPLES

- **Spatial Justice** - undoing apartheid spatial patterns to insure inclusiveness to all,
- **Spatial Sustainability** - limiting urban sprawl and it must consider all costs (current and future) to all parties for the provisioning of infrastructure and social services,
- **Efficiency** - optimal use of existing resources and infrastructure,
- **Spatial Resilience** - spatial plans should have an inbuilt flexibility and robustness,
- **Good administration** - to include transparent public participation processes.



11 PRECINCTS

Detailed proposals for individual precincts are reflected in this chapter. There are two precincts within the larger study area, each with its distinctive characteristics, and often with specific interest groups.

11.1 COFFEE BAY PRECINCT

11.1.1 DEVELOPMENT PROPOSALS

- A Glamping and Tourist Accommodation development is proposed to increase the carrying capacity of tourists in Coffee Bay and to develop the underutilised coastal area within the settlement with less intense land uses.
- A proposed picnic site with braai facilities and ablution buildings will not only serve tourists but will create recreation opportunities for local residents to enjoy the ocean view as well. A separate picnic site overlooking the Nenga river is also proposed.
- A small shopping centre development will form part of one of the mixed-use zones near the entrance of the precinct and will act as a gateway to Coffee Bay and a commercial hub.
- An agri-village is proposed with a community garden which will be run by local residents and help increase food security within Coffee Bay. The agri-village is located nearby the proposed shopping centre and making it an easily accessible market to sell local produce not used by the community.
- The development of educational facilities such as a Creche or Day Care Centre is proposed near the center of the settlement at the edge of the residential developments.
- A proposed resort or hotel development is suggested at one of the higher points along the coast. This will provide guests

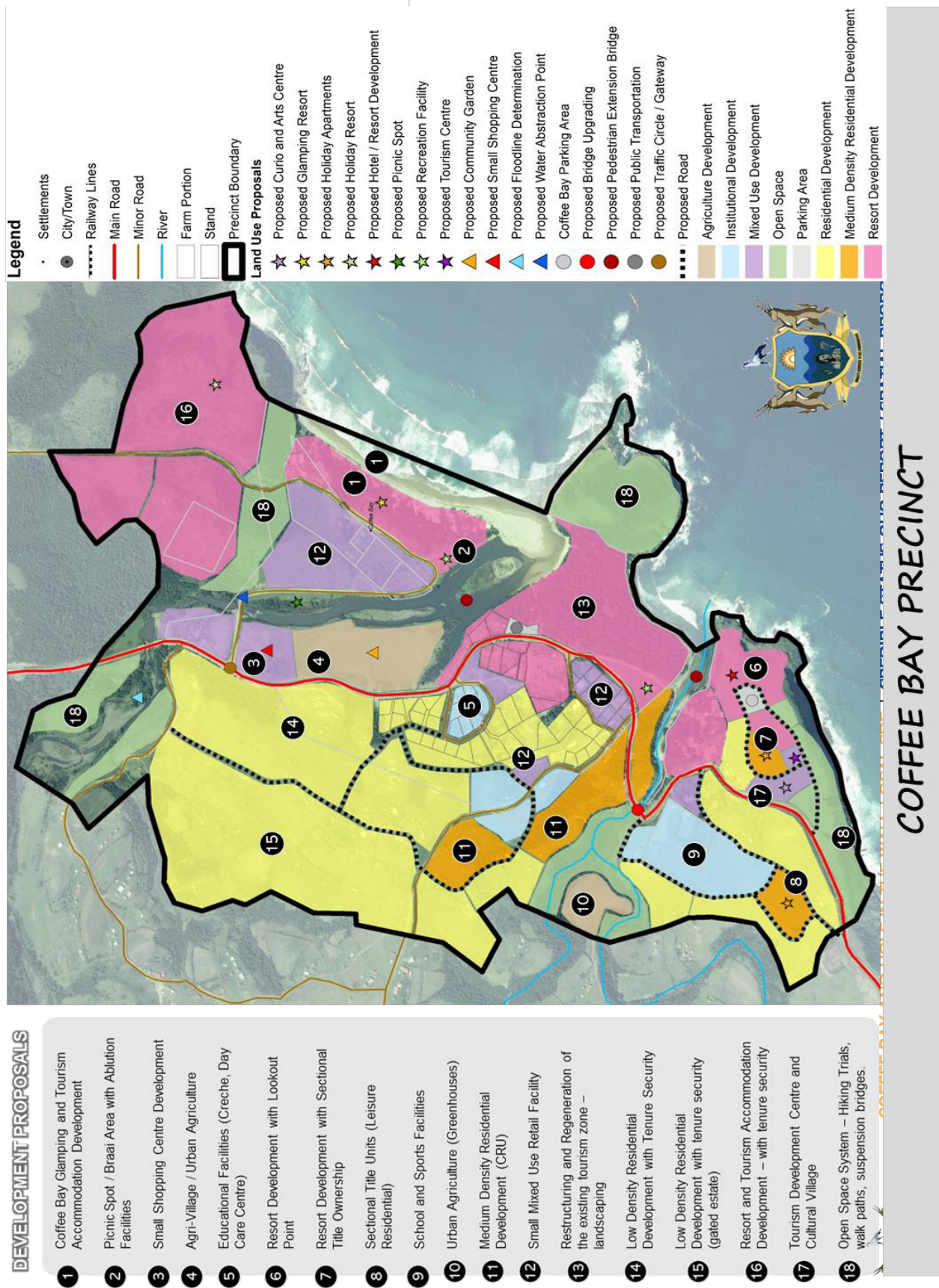
with unique views across the ocean. Along with the resort development a lookout point is proposed to allow all tourists and locals to enjoy the view.

- Creation of resort with sectional-title ownership is proposed to create the opportunity for tourist to have a place to stay certain times of the year and help fund maintenance of the resort throughout the year.
- Furthermore, sectional-title residential units are also proposed which can be used as holiday apartments.
- The proposed development and upgrading of school facilities to create further opportunities for recreational activities for residents.
- Further urban agriculture is proposed near the stream in the southern parts of Coffee Bay and should be fitted with greenhouses to protect the plants from harmful weather conditions. This compacts the urban form without disturbing high biodiversity land situated near the wetlands.
- Densification is suggested in a couple of areas within the settlement with medium density residential neighbourhoods suggested.
- Small mixed use retail facility is also suggested to separate resort land uses from residential and other land uses. These areas will consist primarily of commercial properties, but vertical and horizontal mix of commercial and residential uses should be supported.
- The existing tourism zone is in need of regeneration and restructuring. To support the regeneration efforts, landscaping projects are also proposed in the area.
- A low-density residential neighbourhood is proposed on the western side of the main road with secure tenure. This requires the formalisation of the area and distribution of title deeds.



- Another low-density development is proposed on the western edge of the precinct. This development will entail a gated community development with secure tenure.
- A tourism development centre is proposed which includes a cultural village, curio, and arts centre and a tourism information centre. This development is aimed at highlighting the cultural and historic elements of the area and informing visitors of its importance. The information centre will further disseminate information about other tourist attractions in the municipality.
- An extensive open space network is proposed to help with conservation as well as provide the opportunity to develop hiking trails, walk paths, and suspension bridges.
- The area has various rivers and streams running through the urban area which requires bridges to connect different areas within Coffee Bay. Many of the existing bridges have been proposed to be upgraded as well as the development of pedestrian suspension bridges.
- A parking area near the proposed tourist facilities is also suggested to keep roads clear of parked cars. The parking facility should be developed in a manner that lowers its impact on ecological systems such as permeable paving and landscaping.
- A public transport hub is proposed near the centre of the settlement which would serve local and regional residents to reach Coffee Bay and surrounding settlements.
- A flood line determination is also suggested along the Nenga River to determine areas suitable for development.
- A water abstraction point is proposed to service newly built reservoirs and water reticulation networks that would be required to provide link services to the proposed development areas.
- The roads that are proposed will connect the various developments with the main road and to one another. The proposed roads are the neighbourhood distributors, and more roads will be needed to ensure even and developments are accessible.





11.2 HOLE IN THE WALL PRECINCT

11.2.1 DEVELOPMENT PROPOSALS

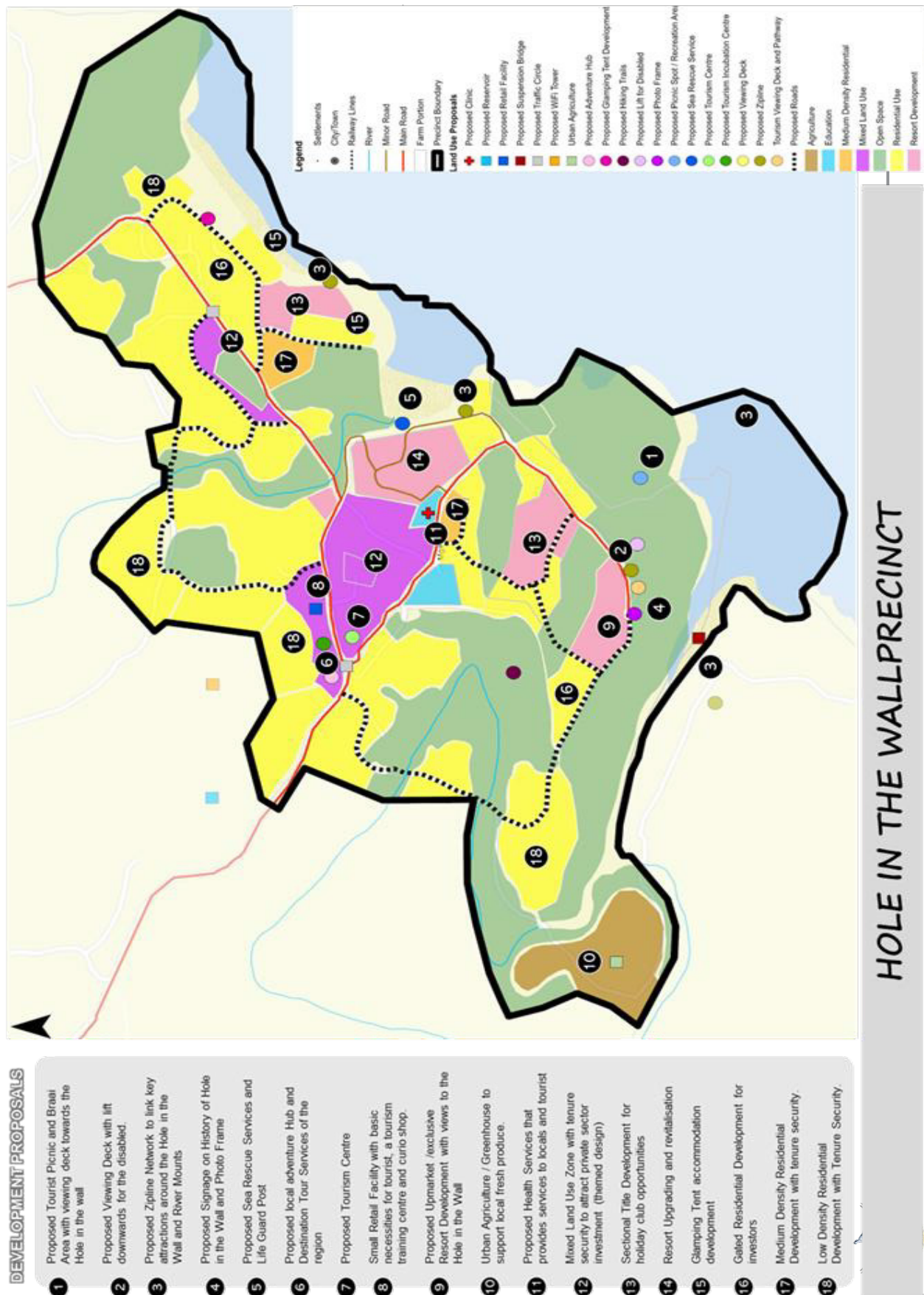
- An extensive public open space network is proposed for the area to encourage recreation activities and protect the natural beauty and ecological services provided by the vegetation.
- A picnic site is proposed at one of these open spaces looking out at the Hole in the Wall and the ocean.
- A viewing deck has been proposed at the southern edge of Hole in the Wall next to the main road. The viewing deck will be fitted with a lift to improve accessibility down to the coast. A couple of other tourist initiatives are proposed for the same area. This includes a zipline over the Mpako River, another viewing deck with walking paths, and a giant photo frame that can be used by tourists. A suspension bridge is also suggested to cross the Mpako River in the same area.
- The zipline is suggested to extend across the whole oceanfront of Hole in the Wall and connect different key attractions throughout the settlement.
- It is also suggested the same area be fitted with signage to explain and recall the history of Hole in the Wall.
- An upmarket resort development is proposed near these tourist attractions to take advantage of the great view over the ocean and the Hole in the Wall.
- A gated residential development is proposed next to the upmarket resort which should be aimed at attracting investors to the area.
- A couple of areas in the area are to be reserved for medium-density residential developments aimed at secure tenure.
- On the outer edges of the area, low-density residential developments are proposed also providing secure tenure.

- A sectional title development is proposed along the main road near the coast which would entail holiday apartments that could provide holiday club opportunities.
- The existing resort is also in need of revitalisation and upgrading. This is essential in the short term to ensure quality accommodation for tourists until new resorts can be established.
- A lifeguard and sea rescue services post has been identified as a need that needs to be located near the current resort and main beach.
- Glamping is a popular form of holiday accommodation that has proved to be highly successful throughout the country. These glamping sites are proposed near the beach in two different locations along the coastline.
- A centre for health services is needed in the area and is proposed near the centre of the settlement.
- A mixed use area is suggested where secure tenure is available to attract private investment. The area should follow design guidelines that creates a certain theme and identity in the area.
- The mixed-use area should include an adventure hub and tour services for the region. A tourism centre and a tourism incubation centre are also suggested. Finally, a small retail centre should be included and form the commercial hub of the settlement with a tourism training centre and curio shop.
- An education zone should be established adjacent to the mixed land use zone and residential neighbourhoods.
- Urban agriculture forms an essential part of rural communities to improve food security and access to fresh produce. Urban agriculture should be attempted at the edge of the settlement between the two rivers in the southwest.
- Traffic circles are proposed as traffic calming devices and act as an opportunity for landscaping.



- Hiking trails are also to be developed in the open space areas to provide recreational activity. These hiking trails should be developed with low-maintenance paths and have signage to guide tourists and inform them of local fauna and flora.
- A Wi-Fi Tower is proposed just outside of town to provide ICT connection to locals and tourists.
- With the proposed development comes the need for water. Therefore, the location for a possible reservoir has been identified.





Closing times for **ORDINARY WEEKLY** **2023** **EASTERN CAPE PROVINCIAL GAZETTE**

*The closing time is **15:00** sharp on the following days:*

- **23 December**, Friday for the issue of Monday **02 January 2023**
- **30 December**, Friday for the issue of Monday **09 January 2023**
- **09 January**, Monday for the issue of Monday **16 January 2023**
- **16 January**, Monday for the issue of Monday **23 January 2023**
- **23 January**, Monday for the issue of Monday **30 January 2023**
- **30 January**, Monday for the issue of Monday **06 February 2023**
- **06 February**, Monday for the issue of Monday **13 February 2023**
- **13 February**, Monday for the issue of Monday **20 February 2023**
- **20 February**, Monday for the issue of Monday **27 February 2023**
- **27 February**, Monday for the issue of Monday **06 March 2023**
- **06 March**, Monday for the issue of Monday **13 March 2023**
- **13 March**, Monday for the issue of Monday **20 March 2023**
- **17 March**, Friday for the issue of Monday **27 March 2023**
- **27 March**, Monday for the issue of Monday **03 April 2023**
- **31 March**, Friday for the issue of Monday **10 April 2023**
- **06 April**, Thursday for the issue of Monday **17 April 2023**
- **17 April**, Monday for the issue of Monday **24 April 2023**
- **21 April**, Friday for the issue of Monday **01 May 2023**
- **28 April**, Friday for the issue of Monday **08 May 2023**
- **08 May**, Monday for the issue of Monday **15 May 2023**
- **15 May**, Monday for the issue of Monday **22 May 2023**
- **22 May**, Monday for the issue of Monday **29 May 2023**
- **29 May**, Monday for the issue of Monday **05 June 2023**
- **05 June**, Monday for the issue of Monday **12 June 2023**
- **09 June**, Friday for the issue of Monday **19 June 2023**
- **19 June**, Monday for the issue of Monday **26 June 2023**
- **26 June**, Monday for the issue of Monday **03 July 2023**
- **03 July**, Monday for the issue of Monday **10 July 2023**
- **10 July**, Monday for the issue of Monday **17 July 2023**
- **17 July**, Monday, for the issue of Monday **24 July 2023**
- **24 July**, Monday for the issue of Monday **31 July 2023**
- **31 July**, Monday for the issue of Monday **07 August 2023**
- **04 August**, Friday for the issue of Monday **14 August 2023**
- **14 August**, Monday for the issue of Monday **21 August 2023**
- **21 August**, Monday for the issue of Monday **28 August 2023**
- **28 August**, Monday for the issue of Monday **04 September 2023**
- **04 September**, Monday for the issue of Monday **11 September 2023**
- **11 September**, Monday for the issue of Monday **18 September 2023**
- **18 September**, Monday for the issue of Monday **25 September 2023**
- **22 September**, Friday for the issue of Monday **02 October 2023**
- **02 October**, Monday for the issue of Monday **09 October 2023**
- **09 October**, Monday for the issue of Monday **16 October 2023**
- **16 October**, Monday for the issue of Monday **23 October 2023**
- **23 October**, Monday for the issue of Monday **30 October 2023**
- **30 October**, Monday for the issue of Monday **06 November 2023**
- **06 November**, Monday for the issue of Monday **13 November 2023**
- **13 November**, Monday for the issue of Monday **20 November 2023**
- **20 November**, Monday for the issue of Monday **27 November 2023**
- **27 November**, Monday for the issue of Monday **04 December 2022**
- **04 December**, Monday for the issue of Monday **11 December 2023**
- **11 December**, Monday for the issue of Monday **18 December 2023**
- **18 December**, Monday for the issue of Monday **25 December 2023**

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