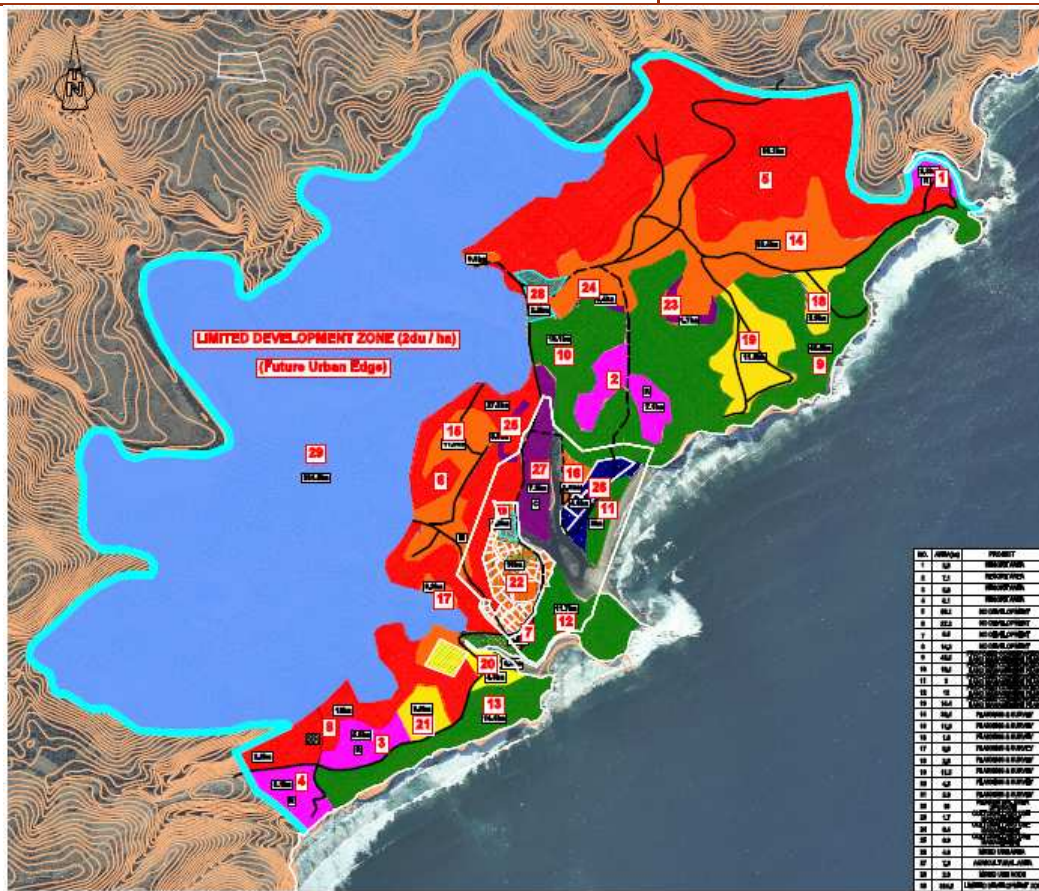


COFFEE BAY LOCAL SPATIAL DEVELOPMENT FRAMEWORK/PRECINCT PLAN



EXECUTIVE SUMMARY LSDF SEPTEMBER 2014



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COFFEE BAY LSDF/PRECINCT PLAN**EXECUTIVE SUMMARY**

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1 PREAMBLE

The Local Spatial Development Framework/Precinct Plan (LSDF/PP) for Coffee Bay has been compiled to support the development vision and sectoral objectives and strategies identified in the KSDM Integrated Development Plan (IDP) and the 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. Whilst the full LSDF/PP document is available as a 'stand-alone' report, this executive summary serves to focus on the key elements contained in that report, which identifies the desired spatial form of Coffee Bay.

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 in nature and not, in the final instance, prescriptive.

The Local Spatial Development Framework/Precinct Plan has undertaken a thorough and highly consultative public participation process, which has culminated in the Final Draft LSDF/PP Report. This process included a thorough consultative public participation process including the following:

- a) Numerous technical team meetings.
- b) Presentations to the Project Steering Committee (PSC) and feedback from the PSC over the course of the project.
- c) Consultation sessions with Council members, KSD staff and OR Tambo District Municipality.
- e) Presentation to the Mayoral Committee, Councillors and Senior KSD Officials.

2 INTRODUCTION

In line with the requirements of the Municipal Systems Act (Act No. 32 of 2000, as amended), the KSD Municipality has undertaken a continuing review of the Coffee Bay Local Spatial Development Framework (LSDF).

Integrated development planning is seen as a tool for developmental local government. It is a mechanism to restructure KSD towns and rural areas, eradicating the development legacy of the past.

One of the means through which integrated development planning intends to achieve this is through the formulation of a Local Spatial Development Framework for Coffee Bay that provides a spatial overview of planned public and private sector investment.

Since 1994, the post-Apartheid Government has sought to change productively the imbalances and inequalities of the past by: -

- *Promoting the restructuring of spatially inefficient settlement forms;*
- *Encouraging wise and sustainable land use;*

- *Channelling resources to areas of greatest need and development opportunity;*
- *Stimulating economic development opportunities in both rural and urban areas; and*
- *Supporting equitable protection of rights to and in land.*

In order to achieve this, the Government has adopted a range of new legislation and policies, which allows for a more flexible, participative planning methodology that is **principle-led and rights-based**.

The Spatial Planning & Land Use Management Act

The Spatial Planning & Land Use Management Act (SPLUMA 2013) replaces the Development Facilitation Act (DFA) and other land use and spatial planning Acts and Ordinances.

The goal of the Act is to provide a legislative and policy framework that enables government, and especially local government, to formulate policies, plans and strategies for land-use and land development that address, confront and resolve the spatial, economic, social and environmental problems of the country.

As part of the legislative process to enable the withdrawal of the DFA, the Department of Rural Development & Land Reform is also currently engaging with the Eastern Cape Province to assist with the drafting of Provincial SPLUMA legislation.

Ultimately, it is anticipated that SPLUMA, together with the Municipal Systems Act and the National Environmental Management Act will form a comprehensive framework for local authorities engaged in their constitutionally assigned mandate of Municipal Planning. Once this has taken place, it will be feasible for the KSD Municipality to contemplate formulating a unified and overarching land use management system (Zoning Scheme or Schemes) that will deal with all land and settlement in its area of jurisdiction in an integrated manner.

3 LEGISLATION

There were a couple of projects that have been identified by the IDP for Ward 24 Coffee Bay: There is a day care centre planned for Bomvana in Ward 24 for the 2012/13 financial year. An access road from Coffee Bay to Zithulele is planned for 2013 at a cost of R25m.

There is no mention of major community facilities that are needed including a clinic, primary schools, community hall and a satellite police station (all of which will be elaborated further in this document). There is a major need for infrastructure rehabilitation especially when it comes to water, sanitation and roads.

The OR Tambo District Municipality completed its SDF in 2012. This document has been reviewed and the projects that have a major impact on Coffee Bay include bulk water supply scheme upgrading for R144m to the Ward. Notable is that no sanitation upgrade budget has been planned for. Considering the strategic and situation analysis, this is perceived to be an oversight by OR Tambo DM. Further to the above and most importantly is the land tenure and land release project that was meant to be initiated in 2009 by OR Tambo DM and KSD. To date the objectives have not been achieved considering the R1million budget, except for a feasibility study. This is the most important project in order to ensure upgrading, sustainability and development growth in the future.

The only framework that can be accounted for that provides guidance toward proper facilitation of the land uses and development in the area (Coffee Bay and Hole in the Wall) is the Kwatshezi Nodal Plan that was completed in 2007. This document was reviewed during the situation analysis process.

The Wild Coast SDF 2005 indicated that the road from Coffee Bay to Hole in the Wall needs to be upgraded to a tarred road. This has not yet been implemented. The upgrade of the water supply was also prioritised in the Ward. The sanitation problem was not addressed adequately, considering the major sanitation challenges and pollution taking place in the study area.

There have been draft land use management guidelines as well as new developable areas proposed to improve the existing Wild Coast SDF of 2005. These have been reviewed and are included in our report, as well as Phase 2 report.

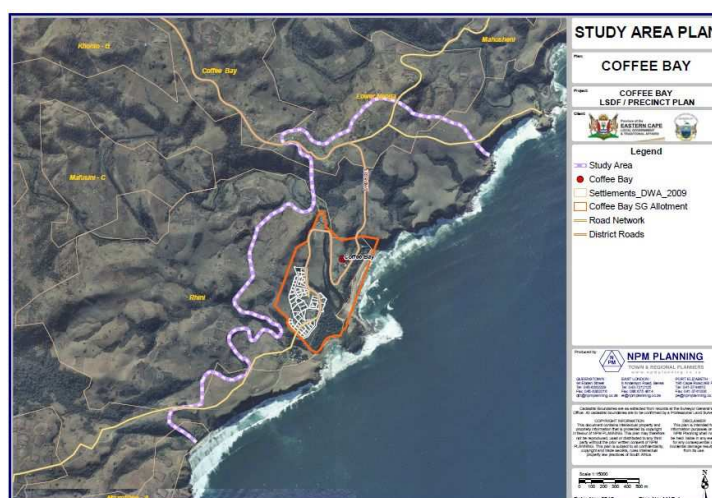
4 SITUATIONAL ANALYSIS SUMMARY

Coffee Bay forms part of Ward 24 within the King Sabata Dalindyebo Municipality. Coffee Bay 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.

Study Area

The primary study area (Coffee Bay) comprises of the two villages Rhini and Lower Nenga, Umtata Mouth, Mpako Rive and the area between those areas.

The town is approximately 8km north-east of Hole in the Wall and +/- 3km south-west of the Umtata River Mouth. The study area also accommodates two rural villages, Rhini and Lower Ngena. The study area is approximately 100km from Mthatha and 75km south of Viedgesville where the national road N2 is positioned. Access to ward 24 is obtained on the DR08314 through Mqanduli. Coffee Bay is about 60km from Mqanduli. Map 3 below indicates the study area.



Map 1: Study Area Plan

There are approximately 180 dwellings that have been counted on the latest aerial mapping within our study area. With an average household size of 6 persons, therefore the permanent population is estimated at about 1080. This excludes tourists and visitors which frequent the study area.

There is a density of between 250 and 500 persons per square km in the study area.

There is no clinic in the study area. One Hospital exists in Zitulele, the Mpako Administrative Area. There is no ambulance service in Coffee Bay.

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 Coffee Bay 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.

There are no recreational or sporting facilities in the Coffee Bay study area. There are no halls for a sheltered community gathering. The youth of Coffee Bay 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).

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.

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

- Coffee Bay: campsite for day visitors, two hotels, lodges and back packers
- Craft centre.
- Bomvu Backpackers
- Hiking
- Horse riding
- Kayaking
- Fish Processing Factory
- 4x4 adventure trials
- 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.

This framework plan proposes that social facilities be located at strategic points of accessibility where higher order community facilities can be clustered together in order that a greater number of residents are served in a more effective and efficient way. Ideally, future Rural Service Centres should be located in close proximity to public transport routes to ensure maximum accessibility of facilities.

Clustering of new social facilities, where possible, at the identified nodes is also 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 government in order facilitate and sustain such social infrastructure.

The growth of Coffee Bay will result in increased demands for accommodation to meet the needs of all sectors of the community attracted to the emerging town and coastal resort node. Land has to be set aside for public funded housing and associated facilities to meet the needs of people seeking employment in the area.

4.1 Infrastructure analysis

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. Any housing or commercial developments will be required to fund their own water reticulation requirements but the issue of financing rehabilitation and/or any possible extensions to the system serving the existing consumers is complicated by the issues of land ownership and municipal jurisdiction.

Sanitation in the rural areas is being addressed in an on-going programme by the District Municipality to build VIPs for every household. The provision of water-borne sewer systems and sewage treatment works for the tourism nodes requires the implementation of a detailed study to determine issues such as appropriate sites, environmental impacts and the economics of one system serving both nodes versus a system for each node.

The main issue to be addressed in terms of the road network and these are to reconstruct the main feeder to the area, this is the DR18031 which links Coffee Bay to Viedgesville. This is a provincial road and is, as best known, not as yet included in the short term planning programme of the Department of Roads and Public Works.

The development of local and access roads to link all the communities in the study area will require the motivation of funding via existing channels such as the MIG programme by both the District Municipality and the King Sabata Dalindyebo Municipality. Stormwater issues can be addressed at the time of the design of the individual roads.

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. 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. There already exists a supply to the tourism nodes but this is limited in capacity and any increase in demand in the short term will have to be catered for by use of alternative means such as the use of solar, wind or diesel generation. Solid Waste collection and disposal is a municipal service to be provided by the KSD Municipality.

4.2 Environmental assessment

Human Impact on Environment

There is lack of control over the pollution of estuaries, the marine zone and the rivers. Residents report problems 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.

Coffee Bay has been classified as a first order node in the Wild Coast SDF.

Protection of the Coastline and estuaries

The area is renowned for its rugged coastline with few embayments with sandy beaches. Recent events have demonstrated how fragile these sandy beaches are (recent high seas have substantially altered the beach at Coffee Bay). The predicted rise in sea level will only result in further erosion of these areas and it is important that planning work with the environment to ensure that hard features within the ‘zone of change’ will not result in substantial loss of assets and sources. The Ngenga, Umthatha and Mpako estuaries are diverse habitats and these resources need to be protected by creating exclusions zones and managing activities within these areas. Specifically the following elements need urgent attention.

The coastal dune at Coffee Bay is in danger of being permanently lost, and if this happens the beach is likely to be lost as well. Active management by qualified professionals might prolong the life of this feature and provide opportunities to enhance the tourism potential of the area.

5 SPATIAL PLANNING AND LAND USE

5.1 Land Use Patterns

The Spatial pattern of the study area is characterised by the topography of the area. The settlements are located along ridges with a larger portion residing towards the east of the Ward attributed by the main tar road,

providing access to the coast. Other than the main tar road, access roads to the other Administration Area and villages are in a very bad condition and are in urgent need of repair.

The study area also consists of the two coastal resort towns i.e. Coffee Bay' and 'Hole in the Wall'. Holiday accommodation is predominantly evident in Coffee Bay, which comprises two hotels, lodges, cottages, camping sites and backpacker's facilities. Other facilities that serve the community are a Junior Secondary School, a filling station, a few craft shops and a Post Office. Areas with mixed land uses is scattered all over the town. An Agricultural site exists along the western side of the Mako River. There are no proper facilities e.g. Sports fields, community halls or churches within the study area.

5.2 Land Ownership and Tenure

- 1) The land in the study area is un-registered state land under the jurisdiction of the National Department of Rural Development and Land Reform.
- 2) There are some Leasehold Tenures in Coffee Bay.
- 3) 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.
- 4) 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.
- 5) Farm 33 is registered under Dalindybo Enterprises Pty Ltd.

6 KEY DEVELOPMENT ISSUES

The key issues arising out of the Situation Analysis can be summarised as follows:-

1. There is a need for Sport and Recreation facilities.
2. There is a lack of Tertiary education and training facilities.
3. There is a need for Crèches and Schools.
4. Existing clinics require improved facilities, medical supplies and additional staff.
5. Creation of more clinics and a few mobile clinic points.
6. Creation of more pension pay-out points.

Land and Settlement

- 1) There is a need for settlement planning and Land Use Management.
- 2) Shortage of land for cemeteries.
- 3) Ownership of land is unclear
- 4) Need for densification of settlement
- 5) Need for Housing for Urban (high and middle income) and rural areas.

Local Economic Development

1. Lack of skills,
2. No access to markets,
3. Insufficient implements to run projects effectively,

4. Need for tourist friendly businesses ie. Craft Shops and traditional
5. Villages

Agriculture

1. Livestock development through creating marketing opportunities,
2. Improved animal health, nutrition and improved genetics.
3. Limited Agricultural Opportunities.
4. Lack of Agricultural Infrastructure.
5. Lack of support services.
6. Lack of skills.

Environment

1. There is poor management of health services.
2. There is a need to manage land of low-lying areas.
3. New recreational areas need to be identified and developed appropriately.
4. There is a need to improve and control access to sensitive sites.
5. Large buffer areas to be provided for recreational areas.
6. Create environmental linkages and reduce pressure on the coastal strip.
7. Restructure facilities to rehabilitate the lagoon (Nenga) to create tourism zone below the tar road.
8. Redevelopment of coastal walks to accommodate changing coastlines.

Infrastructure

1. Access roads to Coffee Bay and within the study area is in serious need of repair and upgrading
2. A formal Municipal sanitation system should receive high priority
3. Septic Tank and soak-aways raise issue of concern to the environment
4. A solid waste disposal site is needed
5. There is a need for electricity to be upgraded
6. The low cause-way on the access road to the Ocean View Hotel needs to be raised by approximately 2m
7. There is a need for the existing water reticulation system serving the Coffee Bay node, which is sub-standard, to be improved in order to serve any future development.
8. There should be improvement of the quality of roads within Ward 24

7 DEVELOPMENT PERSPECTIVE

7.1 Development Trends

KSD Municipality have advised that 22 land development applications have been received to undertake development in the study area. No further information has been provided.

7.2 Institutional Arrangements

The current situation means that the municipality has no income stream from this development through rates and service charges, with which it can start the process of upgrading and improvement of the study area. Almost

no services are available to the residents in the form of solid waste collection, firefighting, emergency response, sanitation, land use management and control.

The implication of this is that in order for the study area to realise its potential as a secondary node (per KSD SDF of 2012) 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.

7.3 Social 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.

7.4 Infrastructure

The main road access to the coast from the N2 is in a poor condition and traffic is affected by the large number of pot holes 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.

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.

Current and planned projects

Roads:

1. Upgrading of main access road DR08031 linking Coffee Bay to N2 approximately 20km (Department of Roads & Public works).

2. Upgrading and surfacing of Coffee Bay – Hole-in-the-wall link road approximately 9km (Design is under way).
3. Upgrade and surfacing of future Coffee bay Town’s Main Road including: Traffic calming infrastructure, Pedestrian infrastructure, Street lighting, Road markings, approximately 7.5km;
4. Upgrading and surfacing of existing interior town roadways approximately ± 15 km;
5. Construction of new roadways in identified town expansion zones ± 23 km;
6. Included with all the roads will be the associated storm water required.

Water infrastructure by MIG, Provincial Government and, District Government and Department of Water Affairs and Forestry over an estimated timeframe of ± 48 months:

1. Assessment and upgrade of the existing water Treatment Works on the Mthatha River;
2. Upgrading of Coffee Bay’s water reticulation;
3. Assessment and upgrading of the bulk water supply network;
4. Upgrading of water supply to surrounding villages;
5. Design and construction of water reticulation systems to new developments around Coffee bay;
6. Design and construction of water supply to new public facilities;
7. The provision of firefighting capacity within the supply system.

Sanitation Infrastructure by MIG, Provincial Government and, District Government and Department of Water Affairs and Forestry over an estimated timeframe of ± 48 months:

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

Electrical Municipal Infrastructure by MIG, Provincial Government and, District Government and ESKOM over an estimated timeframe of ± 48 months:

1. Upgrading the 66KV kine to “Wilo” substation, (ESKOM);
2. Electrification of Coffee Bay only;
3. Electrification of new 3000 residential units;
4. Street Lighting;
5. Electrification of public facilities such as School, health care facilities, banks and shops, hotels, etc.

Infrastructure Construction projects by MIG, Provincial Government and District Government over an estimated timeframe of ± 48 months:

1. New police and fire station;
2. New primary and secondary school;
3. New clinic to cater for the residential and tourist market;
4. Sport fields;
5. New municipal office building;
6. New post office;
7. Shopping centre;
8. Community hall.

7.5 Environment

As mentioned above, the sanitation, pollution and solid waste situation are the most threatening environmental impacts in the Ward at present. Uncontrolled mixed use development in the coastal nodes and along the coast line is a growing problem affecting the environmental quality of the area. The resort nodes are becoming increasingly shabby, dilapidated, run down and unattractive and, detract from the inherent beauty of the coastline. The implications are that the potential tourism growth in future will tend to be attracted to more attractive, well maintained and cleaner destinations in other places on the coast. Accordingly, stakeholders will need to take control of their environment through a much stronger management programme in order to protect the local environment to try to build up a competitive image which will attract visitors and investors.

The physical environment in the study area is in many respects beautiful, scenic unique and exceptional and it could provide the focus for better opportunities for its people. It is therefore important that consensus is reached amongst stakeholders on those physical environmental attributes of the ward, which are considered to be precious. In turn, steps need to be taken to protect these assets. When once consensus has been reached on these protected areas, it will be easier to agree on the nature of land use for the remaining areas in the study area. Similarly the management of development becomes easier because all concerned will aspire to a common vision for the environment.

7.6 Local Economic Development

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. The high unemployment rate in the study area means that the Local Economic Development needs strategies to enhance rural livelihoods and open up opportunities for alternative employment outside of traditional business sectors like spaza shops (for example). The tourism industry is currently extremely limited and in its present form adds only a little to uplift the economy. 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.

An assessment of coastal development trends along the South African coast line suggests that the development thrust in the Western Cape has reached saturation in many areas. 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. In Kwa Zulu Natal, the south coast development surge in the 1970's and 1980's has been followed by a decline and there are signs of a growing resurgence of the coastal resort towns. These are now becoming densely developed and are offering up-market homes with a secure lifestyle in a coastal setting for a large number of investors from inland.

The Eastern Cape is seeing similar growth with Port Elizabeth, Jefferies Bay, Kenton on Sea and Port Alfred experiencing growth at considerable levels. The coastal resorts outside East London are also starting to show signs of growing investor interest, with at least five residential estates under investigation.

It is believed that the implications of this trend place 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.

7.7 Conceptual Development Strategy

The analysis of the municipal area's Spatial Development Framework (SDF) and notably the Integrated Development Plan (IDP), showed the local authority's development objectives for the area. These objectives were further augmented by the results of the situational analysis, which indicated certain key aspects that need to be dealt with. Together, the outcome of these two sets of analysis informed the Vision and specific development objectives for the municipality that might be considered. The objectives with the biggest impact on the development of the municipal area will be marked, so that they can take priority. Some objectives will remain problematic although not unimportant. The probability to achieve objectives informs the methodology below.

7.7.1 Vision

“Coffee Bay will be a town where the community has access to a high level of infrastructural services and employment opportunities. A sustainable economy resulting from economic development, land provision through security of tenure and development skills for the people.”

Objectives	Impact
1. Upgrade and construction of infrastructure (especially sanitation) to ensure that a decent level of services can be provided to residents in the town.	High impact
2. Provide a clinic for the community of Coffee Bay	High impact
3. Identify the strategic areas of opportunity that should be the focus areas for capital investment.	High impact
4. Improve road quality by undertaking road maintenance and/or rehabilitation.	High impact
5. Implementation of a well-designed storm water system that will reduce damage to road infrastructure.	High impact
6. Implement a sound spatial plan as well as lay the foundations for a comprehensive land use management system for the municipality. This will lead to investment and development in the medium to long term.	
7. Unlocking of strategic land.	High impact
8. To further promote and enhance investment to attract tourism and a stabilized economy within the study area.	High impact
9. Maintain the proposed urban edge for the next 10 years or more until such time that the area fully developed and serviced.	Medium impact

Targets	Strategy
1. Upgrade of urban infrastructure to ensure that a decent level of	Ensure the community has adequate water, waste disposal facilities, sanitation, and electricity. This will be done by suggesting a waste water treatment works to help service sanitation.

Table 2: Strategies to achieve objectives	
Targets	Strategy
services can be provided to residents in the Coffee bay town.	<p>Upgrading the existing pit latrines, and ventilated pit latrine toilets and making sure that all dwellings within the urban edge have waterborne facilities, also ensuring that the KSD municipality provides proper and consistent sanitary services (calling in Vacuum suckers to clear out the solid waste) to the main town .</p> <p>Electricity supply is currently adequate, however, with future proposed developments, demand for power will increase and this demand must be satisfied.</p> <p>There is a need for oxidation ponds and construction of formal dumping sites.</p> <p>Ensure the provision of service infrastructure in accordance with spatial requirements (i.e. the integration of spatial planning and engineering services master planning).</p>
2. Provide a clinic for the community of Coffee Bay	The nearest hospital is Maweza hospital 20 Km away from the town, An appropriate site however has been allocated for a clinic.
3. Identify the strategic areas of opportunity that should be the focus areas for capital investment in engineering services infrastructure.	<p>This is the mapped CBD area that will facilitate medium density developments and intense economic activity.</p> <p>Maintain the proposed urban edge for the next 10 years or more until such time that the area has been developed to its full potential and densified to its full potential.</p>
4. Improve road quality by undertaking road maintenance and/or rehabilitation.	Tar the two main roads. Namely: King George and Armstrong street. And provide wide pavements that facilitate random street trading as well as people walking with their goods.
5. Implementation of a well-designed storm water system that will reduce damage to road infrastructure.	This will be costly and will disturb the everyday functioning of the town therefore careful planning is required and appropriate times for road work
6. Implement a sound spatial plan as well as lay the foundations for a comprehensive land use management system for the municipality. This will lead to investment and development in the medium to long term.	Channel development into a system of nodes and corridors, in accordance with the principles of the National Spatial Development Perspective.
7. Unlocking of strategic land.	Support and develop strategic locations that contain the right characteristics to enable sustainable economic development and which contribute to the overall spatial efficiency and sustainability.

Table 2: Strategies to achieve objectives	
Targets	Strategy
	Identify vacant land parcels which will have 1 st priority in terms of development and thereafter identify other land parcels that would facilitate ideal developments for the betterment of the town (this has been implemented on our conceptual plan). Those land parcels would then need to be acquired from the municipality or bought from private owner.
8. Improve image of Coffee bay(aesthetics)	Place special focus on the improvement of infrastructure in the Central Business area. Road marking and signage improvement could improve image of Coffee bay, and upgrading of the roads could not only improve aesthetics but attract more tourism than there is currently.
9. To support the business sector and facilitate its expansion.	Designate land specifically for mixed use which incorporates: shops, Resorts stores, restaurants etc. These are all located within the town of Coffee bay
10. Maintain the proposed urban edge for the next 10 years or more until such time that the area fully developed and serviced.	Densify the town of Coffee bay and compact development so that to avoid sprawl and an endless haphazardly occupied town.

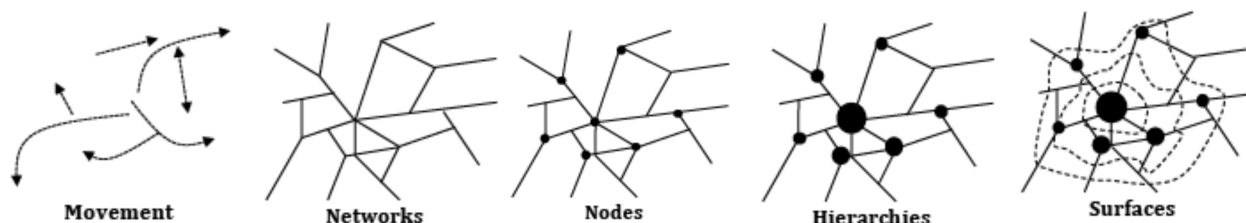
7.8 Conceptual Development Plan

This conceptual development plan will tie together the concepts regarding the urban edge, CBD, land uses, movement patterns, developments, zoning and integration of urban space. The maps below show how the broad development concept is applied in Coffee Bay. The conceptual development plan starts by restructuring the structuring elements that exist in Coffee Bay.

Natural structuring elements constitute pre-existing conditions in the area which to a large extent dictate spatial form and development patterns because of the restrictions that these elements often place on development. The natural structuring elements include physical barriers such as mountains, ridges, and rivers or natural resources such as conservation areas, mineral deposits, and high potential agricultural land.

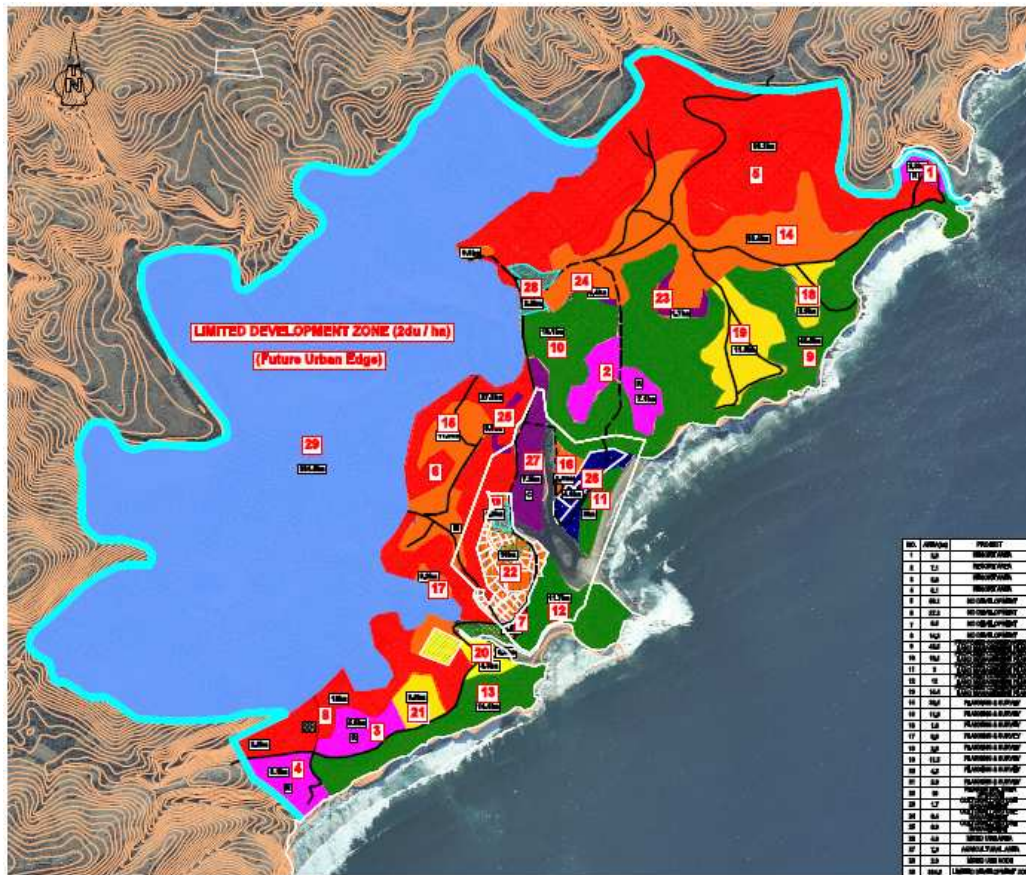
Secondly, the conceptual development plan looks at the division between urban and rural environments through the application of an urban edge. The conceptual development plan, subsequently addresses the urban environment in terms of the CBD, land uses, movement patterns, developments, zoning and integration of urban space.

Finally, the conceptual development plan looks at the movement network that exists and connects the different elements, and how this should be strengthened to enhance the interaction between the various elements.



When considering the current growth and movement dynamics in Coffee Bay, it is clear that they are lively enough to be highly considered, as they have been, in the conceptual development plan. Only a few key changes have been made. The plan follows the idea of efficiency and harmony therefore all the elements contributing to the functioning of the town have to be comprehensive and must not conflict with one another.

7.8.1 Urban edge



Map 1: Conceptual plan

The urban area is shown in the map above as encompassed by the urban edge which has been determined by a number of factors: Commonage, economic activities, and access to roads. Coffee Bay is the area’s most affected by possible urban growth because it attracts a large number of people daily. The current urban edge is cutting through properties and cultivated land, the proposed urban edge follows a hard boundary (rivers and significantly visible landscape such as dongas etc.) which makes it easier to identify the urban edge for future development. It has also been adjusted to incorporate the proposed waste water treatment works so that it is situated as far as possible from the residents of the town.

7.8.2 CBD

The CBD (Allotment Area) is shown as the area encompassed by the thick orange line. This has been identified as the area that will (and currently) facilitate medium density developments and intense economic activity.

Efforts must be put into maintaining the proposed urban edge for the next 10 years or more until such time that the area has been developed to its full potential and densified to its full potential.

7.8.3 Cultural/Heritage sites

A 10m buffer has been implemented on all of the protected conservation areas to maintain and continuously cultivated the areas for traditional purposes. These areas are considered very important as they help with the aesthetics of the study area and promote good governance with the surrounding residents of the study area.

7.8.4 Land uses

Land uses are strategically mapped so that they form a land use pattern that best suits this small town. Commercial, business, trade, and mixed usage of space is concentrated centrally so that people can travel to a central location for their goods and services. Residential land usage is within a 2km radius which allows people to walk or drive to the city centre. Open spaces, recreational areas and schools are provided but they can take-up a large amount of land which is why the bigger schools and recreational areas are located outside of the CBD.

7.8.5 Movement patterns

KSD can be accessed using the R61 and various district roads give access, DR 08031 accesses Coffee bay. In order to facilitate development an integrated, well-functioning, and maintained network system is very important. 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 is in need of drainage, pothole filling, marking and traffic control.

The movement network connects the different elements listed here: CBD, nodes, land uses and developments in an integrated manner. Once the main roads have been fixed, they can be linked with distribution roads to form a network that can be easily used by both vehicles and pedestrians to access all amenities and places within the town.

7.9 Integration of urban space

To function well, the CBD will have to act as a compact space therefore land parcels which lie within the CBD boundary and that were not being used properly will have to be integrated into the new land use plan so that they can form part of the compact future development of the CBD.

The residential area to the west of the town, on the periphery of the urban edge needs to be integrated into the urban edge so that the city has a distinct boundary and does not sprawl uncontrollably. After that land has been integrated, development must be restricted within the urban boundary for the next 10 years.

7.10 Conservation

According to the Eastern Cape Biodiversity Conservation Plan the municipality contains large environmentally sensitive areas. These are mostly areas along the river buffers. It is important to ensure that these areas are not negatively affected by development and that all future growth in these areas is done in a sustainable manner. Conservation underlies all development activities.

8 DETAILING OF THE LSDF PLAN

The KSD draft Spatial Development Framework of 2012 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 which plagues this coastal area. This gives us an indication of the high level of investment that investors seek to place in the Coffee Bay area. 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 Coffee Bay.

Coffee bay is a rural settlement within KSD situated in the Wild Coast 100km from Mthatha and 75km south of Viedgesville. Its current functions and typical land uses are: Agriculture, grazing areas for substance farming, commercial and mixed use shops and centres, informal trade, backpackers, hotels and camping sites (this being where the majority of the economic activity is being facilitated), vacant land parcels providing potential for infill development, and residential sites (this only makes up 3% of the entire study area), this being due to lack of government tenure as the majority of the land is communal. Although the settlement of Coffee Bay has tremendous tourism potential, due to lack of infrastructure and government infrastructure the small town cannot optimally make use of this potential as there isn't enough basic infrastructure (roads, electricity, sewerage, which will be elaborated further in this document) within Coffee bay. Renewal is needed as well as planned and a orderly urban built environment. The settlements density pattern is reciprocal to the sustainability and educational facilities that Coffee Bay encapsulates. Coffee Bay is not an overly dense population; in fact it is rather sparse and scattered in nature due to mainly two reasons. The first is lack of tenure, most of the land within Coffee Bay is communal owned, hence the chief or royal custodian will be delegated with the task of distributing the land to the inhabitants of Coffee Bay, although this method has been used for decades, the consequences of this method is evident today (lack of sewerage, water etc.). There aren't any formal channels in which land is obtained legally in which the municipality can endorse, this causes major complications as not many investors are willing to invest money without security of land as this is not true ownership (because you do not own a title deed, thus in reality this makes you a custodian of the land not its legal land owner).

The second reason (refer to *phase 1 and 2*) is transportation or roads (or lack hereof). 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 (*Infrastructure and Transport Planning, 88*), 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. Most of the traditional dwellings are self-built without any government financial support/aid, the IDP however has indicated a renewal programme that is targeted at refurbishing the housing sector and roads within 2014.

Development needs identified through site visits, consultation with stakeholders and statistics analysis are:

1. Completion of road rehabilitation to Coffee Bay (DR08031).

2. Upgrading and installation of basic infrastructure to facilitate further growth.
3. Social facilities such as crèches and a mobile clinic are needed.
4. New solid waste site to be established.
5. Establishment of one viable economic hub.
6. More co-ops to be established.
7. Abattoir to re-instated/made active.
8. More resorts and low density housing needed to bring economic stability
9. Land use management system needs to be modernised and implemented.
10. Improving the image of Coffee Bay.

8.1 Mobility Routes

On a broader scale, access to Coffee Bay is gained via a series of District Roads linking to the N2 roadway. These District Roads pass through the towns of Mqanduli and Kwaaiman. The main access road to Coffee Bay is the DR08031, which is currently being refurbished. The tarred section of this District Road stops within Coffee Bay. 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. Road marking and signage will also improve the image of this area. Coffee Bay is directly linked via a 5 km gravel road built some 5 years ago along the coastline between the two nodes. This road is now in a poor condition and needs to be tarred. DR18031 from Viedgesville to Coffee Bay is a surfaced road but to a very low standard of alignment, major potholes and is in serious need of repair and upgrading. This is acknowledged by the Department of Roads and Public Works

8.2 Settlement/Residential Areas

The majority of the land is communal land and would need to be made available for purchase to improve the economy of Coffee Bay.

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. After investigation, there is some information on land ownership within Coffee bay, however many improvements must be made because the current system does not support intense economic growth and many usable and valuable land is being incorrectly used, underutilised or left vacant. A working system to sell and rent out land to people and businesses will help improve the land use system and ultimately the functioning of the town Areas have been identified for residential use. The existing Coffee Bay town is to include low, medium and high density residential. This area is approximately 10hectares in extent.

Low density residential areas identified total approximately 22.6hectares, while low density rural residential (government funded) areas total approximately 53.4hectares.

8.3 Resort Areas/Tourism Activity

The main attraction to Coffee Bay is its tremendous tourism potential, its estimated that Coffee Bay has the potential to produce up to R40, 000,000.00 per annum on tourism alone (provided that the infrastructure and spatial planning is properly in place), this means that the majority of the businesses and land uses within Coffee Bay have to be designed to accentuate that attraction (even if its on the subliminal level).There are already Camp

sites and hotels (Blue Lagoon etc) situated within Coffee bay however the majority of these establishments need to be upgraded if they are able to meet the demands that are expected to generate this sort of yearly income. Tourism activity is key to develop the Coffee Bay area; therefore 21.1hectares of land has been allocated for resort use.

8.4 Cultivation Areas

There is a small area which is ideally located for cultivation. This area measures approximately 7.3hectares in extent. The area is situated along the river.

8.5 Cultural Areas

Cultural areas have been identified and these are demarcated on the LSDF plan. An area of 3hectares has been allocated for this use. The traditional Amakwetha will make use of this.

8.6 Mixed Use Areas

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. Spatial planning must be put in place in order to encourage these major outlets to open businesses within Coffee bay to keep the capital in circulation within the town. This type of circulation will lead to more economic opportunities as there is less need for anyone to leave Coffee bay hence encouraging a more sustainable economy. An existing area of ±4.6hectares is has mixed uses. These include a petrol filling station and various bed and breakfast establishments.

8.7 Protected Areas

Due to the diverse natural beauty of the Coffee Bay area, a large amount of land has been allocated to be conserved and protected. The total area is ±94hectares.

8.8 Proposed facilities

An area has been identified for a waste water treatment works. This is to be located in the southern tip of the study area. A mobile clinic has also been proposed at a suitable location.

8.9 Urban Edge

The proposed urban edge is aligned, where possible, to natural boundaries such as rivers and undevelopable valleys. No urban type land uses or densities will be permitted outside of the urban edge. The prevention of urban sprawl is one of the main aims of the urban edge. The proposed urban edge has been identified as a development horizon of between 5 to 10 years, and will need periodic review.

9 SPATIAL 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 free-hold 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
- 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

Those interventions with spatial aspects are translated spatially using the focused minimalist approach described above. This Rural SDF acknowledges that Coffee Bay is an important tourism node within the OR Tambo District Municipality.

Keeping OR Tambo District Municipality, KSD Local Municipality, key components of the spatial proposals contained in this document will be to consider the greater economy, regional and local accessibility, residential needs and sustainability. A key spatial structuring element within the study area is the tourism potential this node withholds. Below are Land use Management guidelines that have been outlined that pertain to this particular study area

<u>Land Use Type</u>	<u>Name</u>	<u>Statement of Intent</u>	<u>Key issues Priorities</u>	<u>Land Use management Guidelines</u>
<u>Secondary Node</u>	Coffee Bay	Identified as having important local level development functions relating to commerce.	Developing the town as tourism destination.	<i>Development and management of transport hub (taxi rank) that is well located in relation to commercial and administrative functions to be a priority.</i>
		Serve a service centre function to the surrounding rural areas	Range of land developments anticipated include administrative facilities, retail and commerce, health and education facilities of a higher order and residential accommodation for local residents and people requiring accommodation associated with the service functions of the town	<i>The upgrading and extension of the infrastructure network is deemed priority and the level of service to be strived for is the highest level that is determined to be economically feasible.</i> <i>Land uses: Residential, business, commercial, industrial, public service, infrastructure, sport, leisure and recreation, small-scale agriculture, tourism facilities including higher order tourism and recreation facilities and a full range of tourist accommodation, including hotels, resorts, bed and breakfast accommodation, backpacker lodges, camp sites and caravan parks.</i>
		Fully serviced town with higher densities and full range of facilities. High order investment in infrastructure	Infrastructure provision. Maintenance of all infrastructure. Provision of full range facilities and services for local and visiting communities. Promote tourism and encourage the development of a greater diversity of tourism product, facilities and enterprises. Protection of sensitive, vulnerable, highly dynamic	The Scheme for town should address <i>inter alia</i> the following management elements: <ul style="list-style-type: none"> - Coverage (to prevent over development of a site); - Height (safety, climatic control – shade caused by high buildings, effect of wind, protection of views); - Floor area ratio requirements (to control the size of buildings); - Building density limits (to ensure that the area is not overdeveloped causing strain on social facilities and services); - Side and rear space requirements and building lines (to ensure access to the rear of properties for fire safety purposes and to lay service infrastructure, space around buildings to ensure unrestricted airflow, adequate lighting, privacy, an area for recreation, and possibly future road widening); - Parking and loading requirements (to ensure that vehicles can safely be accommodated off the street to facilitate smooth traffic flow); - External appearance of buildings (to promote a sense of place); - Erection of signage (for safety and aesthetic reasons); - Existing indigenous vegetation (to ensure that the clearing of indigenous vegetation is limited to what

<u>Land Use Type</u>	<u>Name</u>	<u>Statement of Intent</u>	<u>Key issues Priorities</u>	<u>Land Use management Guidelines</u>
			<p>or stressed ecosystems.</p> <p>Development of new public funded housing areas.</p> <p>Infill planning and development.</p> <p>Sporting, cultural, market, transportation and social, community and economic services and infrastructure.</p>	<p>is absolutely necessary) and stormwater runoff (to reduce the impact of increased stormwater runoff). 25% of the area of any site should have a permeable surface, preferably existing or rehabilitated indigenous vegetation. This excludes the CBD as 100% coverage is permitted.</p> <p>Level of infrastructure and Services:</p> <ul style="list-style-type: none"> - Water – municipal potable water reticulation with individual connections to all properties and inside dwelling - Only Water borne sewerage or Conservancy Tanks in the urban area. Minimum plot size where septic tank is used to be determined through geo-technical study with absolute minimum of 1500m². Approved VIP systems permitted in peri-urban areas (informal areas and in-situ upgrade areas). - Solid Waste – municipal collection to transfer station and from there to a licensed disposal site. - Road Access (maintenance is needed)– tar and gravel - Electricity – full reticulation. Supplementation through use of solar panels should be encouraged - Telecommunication – full telecommunication and cellular network - Measures to deal with increased run-off due to development to the satisfaction of the relevant managing authority. See Wild Coast Tourism Policy (2001) section 3.5.4 Guideline 6 - Off-site impacts of all infrastructure development must be considered in any development application (power lines, roads, water abstraction, sewer lines and treatment works, solid waste transportation and disposal, telecommunication lines and masts). <p>Other:</p> <ul style="list-style-type: none"> - Development must not impact on any special features or symbols of the Wild Coast and should not limit access to these features. - Urban edge / urban fence/ limit to development of towns needs to be determined through detailed planning and public participation. The Wild Coast SDF recommends outer limits representing the recommended cadastral footprint of the peri-urban area (see section 7.6.2 and Appendices 1 and 2). - The interface area around towns needs to be determined and managed to protect adjacent important areas of biodiversity and other sensitive areas. - Emphasis should be on clustering development within existing built-up areas and maximising the natural open space provision. - A linked open space system should be embedded in detailed plans to ensure the operation of

<u>Land Use Type</u>	<u>Name</u>	<u>Statement of Intent</u>	<u>Key issues Priorities</u>	<u>Land Use management Guidelines</u>
				<p>ecological corridors as development in the area intensifies.</p> <p>Land use management that focuses on establishing the CBD as an attractive area to do business in. Facilitate the orderly development of office and retail premises as well as the required range of accommodation to support the administrative and service functions in the area.</p>
<u>Resort Nodes</u>	Hole in the wall	<p>Intensively developed nodes to cater for holiday and leisure activities with large hotels and cluster developments</p> <p>Private sector investment encouraged in a diverse range of holiday and leisure products, facilities and enterprises.</p> <p>Primary attraction is the amenities provided by the built environment.</p>	<p>Promote tourism and encourage the development of a greater diversity of holiday and leisure products, facilities and enterprises.</p> <p>Provide appropriate level of services and facilities to attract developers and tourists.</p> <p>Protection of sensitive, vulnerable, highly dynamic or stressed ecosystems.</p> <p>The outer limits of these nodes should be defined, surveyed and the area administered by the municipality</p>	<p>Land Uses:</p> <p><i>All forms of residential use including estates, tourism and recreation facilities, hotels and other tourist accommodation such as family resorts, bed and breakfast, backpacker lodges, camp sites and caravan parks; walking and horse-riding trails.</i></p> <p><i>Commercial and service facilities that support holiday and leisure type development including bottle stores, petrol stations, doctors, banks, laundries, recreation and entertainment venues.</i></p> <p><i>Boat launching sites may be considered (in coastal resort nodes) subject to a full EIA and the full involvement of DWAF, DEAET and its relevant divisions and agencies including the provincial Coastal Management Sub-directorate.</i></p> <p><i>Continued survey of individual site i.e.</i></p> <ol style="list-style-type: none"> <i>Coverage (to prevent over-development of a site);</i> <i>Height (safety, climatic control – shade caused by high buildings, effect of wind, protection of views);</i> <i>Floor area ratios (to control the size of buildings);</i> <i>Development density limits (to ensure that the area is not over-developed causing strain on social facilities and services);</i> <i>Side and rear space requirements and building lines (to ensure access to the rear of properties for fire safety purposes and to lay service infrastructure, space around buildings to ensure unrestricted airflow, adequate lighting, privacy, an area for recreation, and possibly future road widening);</i> <i>Parking and loading requirements (to ensure that vehicles can safely be accommodated off the street to facilitate smooth traffic flow);</i>

<u>Land Use Type</u>	<u>Name</u>	<u>Statement of Intent</u>	<u>Key issues Priorities</u>	<u>Land Use management Guidelines</u>
				<p>7. External appearance of buildings (to promote a sense of place);</p> <p>8. Erection of signage (for safety and aesthetic reasons);</p> <p>9. The need for an Environmental Management Plan to accompany any building or development application (to control impacts during and after construction);</p> <p>10. Existing indigenous vegetation (to ensure that the clearing of indigenous vegetation is limited to what is absolutely necessary) and stormwater runoff (to reduce the impact of increased stormwater runoff). 25% of the area of any site should have a permeable surface, preferably existing or rehabilitated indigenous vegetation.</p> <p>If there is no cadastral certainty a simple scheme should be developed that addresses these issues through appropriate policies or regulations. (informal municipal cadastre based on Google Earth or equivalent)</p> <p>Level of infrastructure and Services:</p> <p>Prioritise bulk water, sanitation, electricity, telecommunications and solid waste disposal.</p> <p>1. Water – municipal water reticulation with individual connections to all properties;</p> <p>2. Water borne sewerage, conservancy or septic tanks. Minimum plot size where septic tank is used to be determined through geo-technical study - with absolute minimum of 1500m².</p> <p>3. Solid Waste – municipal collection to transfer station and from there to a licensed disposal site;</p> <p>4. Road Access – surfaced tar recommended or gravel. Internal traffic flow should be minimized and pedestrian access prioritised;</p> <p>5. Public parking to be provided in appropriate locations that do not compromise the 100m coastal buffer zone;</p> <p>6. Electricity – full reticulation. Supplementation through use of solar panels should be encouraged;</p> <p>7. Telecommunication – full telecommunication and cellular network;</p> <p>8. Increased storm water run-off should be minimised and measures to deal with increased run-off due to development must be to the satisfaction of the relevant managing authority. See Wild Coast Tourism Development Policy (WCTDP, 2001) section 3.5.4 Guideline 6;</p> <p>9. Off-site impacts of all infrastructure development must be considered in any development application (power lines, roads, water abstraction, sewer lines and treatment works, French drain</p>

<u>Land Use Type</u>	<u>Name</u>	<u>Statement of Intent</u>	<u>Key issues Priorities</u>	<u>Land Use management Guidelines</u>
				<p>discharges, solid waste transportation and disposal, telecommunication lines and masts).</p> <p>Building form/ aesthetic / design guidelines:</p> <ol style="list-style-type: none"> 1. Coastal nodes often develop in an ad-hoc manner that can be “messy” and un-coordinated. It is recommended that an urban design plan be prepared for each node .This plan should have as its primary aim the creation of a sense of place and a framework for orderly development that will provide investors with a level of certainty and attract visitors and residents to the node; 1. ‘Eastern Cape beach house’ architectural vernacular to be encouraged; 2. Minimum set-backs or interface area to be used to protect environmentally sensitive areas. A 100m buffer must be maintained between the high-water mark and any development site. No clearing of coastal forests or disturbance of dunes or dune vegetation is permitted in this buffer area; 3. Developments should not disturb/break existing tree lines i.e. height restriction – 5 storey for hotels where the view shed is protected and 2 storeys for all other developments; 4. Development should be planned so as to avoid impacting on the skyline and prominent open hillsides and should not be visibly intrusive from popular tourism view sites or from the beach; 5. Development should be designed to blend into the landscape. The use of natural/local building materials are encouraged where the extraction of such materials does not have negative environmental impacts; 6. Development must not impact on any special features or symbols of the Wild Coast and should not limit access to these features; 7. Minimal development / building footprint to be encouraged; 8. Facilities to be tailored to the specific characteristics of the local geographical area; 9. Cut and fill levelling of sites should be avoided wherever possible; 10. Special attention should be given to the coastal frontage, which is a dynamic environment where human activities need to be carefully managed. In particular the urban design plan must address the need for appropriate public parking and public ablution facilities, lighting, approaches to the beach, boat launching sites and the provision of refuse bins.

<u>Land Use Type</u>	<u>Name</u>	<u>Statement of Intent</u>	<u>Key issues Priorities</u>	<u>Land Use management Guidelines</u>
				<p>11. <i>In preparing or revising existing Schemes particular attention must be given to the height of buildings near the coastal frontage to ensure that views are safeguarded and sunlight and shadows are considered. The municipality may want to consider using a step-back or angle approach whereby buildings near the beach are single storey with the height restriction increasing as distance from the beach increases.</i></p> <p>Other:</p> <p>1. <i>Development must not impact on any special features or symbols of the Wild Coast and should not limit access to these features;</i></p> <p>1. <i>The limit to development of each node needs to be determined through detailed planning and public participation.</i></p> <p>2. <i>New developments are subject to an EIA which must include landscaping (indigenous to be encouraged) and rehabilitation plans to mitigate impacts of construction activities.</i></p> <p>3. <i>The interface area around nodes needs to be determined and managed to protect adjacent important areas of biodiversity and other sensitive areas.</i></p> <p>4. <i>Emphasis should be on clustering development within existing built-up areas and maximising the natural open space provision.</i></p> <p>5. <i>A linked open space system should be embedded in detail plans to ensure the operation of ecological corridors as development in the area intensifies.</i></p> <p>Carrying Capacity:</p> <p><i>To be determined for each node and not to be exceeded (constraints to include facilities, bed numbers, day visitors, size of beach, capacity of the services infrastructure etc). See WCTDP section 3.5.2 Guideline 4</i></p>

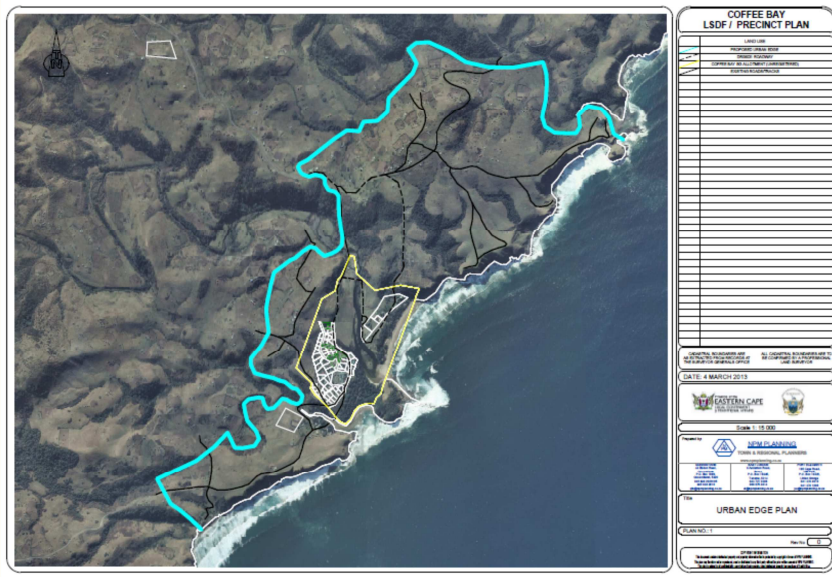
LSDF Guidelines								
No.	Land use	Zoning	Max height	Building lines	Max coverage (%)	Proposed density	Far	Parking / gla
1	Commonage (cultivation & grazing)	Future land use	2	-	-	-	-	-
2	Extension of residential	Proposed low density residential	2	Str 5m, sides 3m	50	Minimum erf size of 500m ²	-	2 bays
3	Business node	-	3	-	-	-	3	Retail: 6 bays per 100m ² / other: 2.5 bays per 100m ²
4	Proposed office & business use	General business	3	0m	90	-	3	Retail: 6 bays per 100m ² / other: 2.5 bays per 100m ²
5	Proposed public space	Open space	-	-	-	-	-	6 bays per 100m ²
6	Proposed mixed use	Mixed land use	3	-	90	-	3	6 bays per 100m ²
7	Filling station	General business	2	Str 5m, 3m other	80	-	3	6 bays per 100m ²
8	Recreational park	Open space	3	-	-	-	-	-
9	Apartments	Medium density residential	3	Str 5m	70	Max of 100 du/hectare	3	1 bay per unit
10	Town houses	Medium density residential	3	Str 5m	70	Max of 50 du/hectare	2	1.5 bays per unit
11	creche use	Institutional	2	Str 5m, 3m other	60	-	2	4 bays per 100m ²
12	Proposed primary & high school	Institutional	2	Str 5m	60	-	2	4 bays per 100m ²
13	Proposed Clinic	Municipal	2	Str 5m, 3m other	60	-	-	0.3 bays per bed
14	Police station	Municipal	2	Str 5m	60	-	2	6 bays per 100m ²
15	Proposed new refuse waste dumpsite	Municipal	-	500m from residential and town area	-	-	2	6 bays per 100m ²
16	Expansion of public transport facility	Municipal	-	Str 5m	-	-	2	6 bays per 100m ²



Map 22: Coffee Bay Study Area plan (Phase 3)

Coffee Bay

- Located along DR08031 district road.
- Secondary Node
- First-order tourism node in terms of the district-scale
- High level of tourism activity
- Unstable economic activity
- Spatial pattern provides opportunities for further growth and development



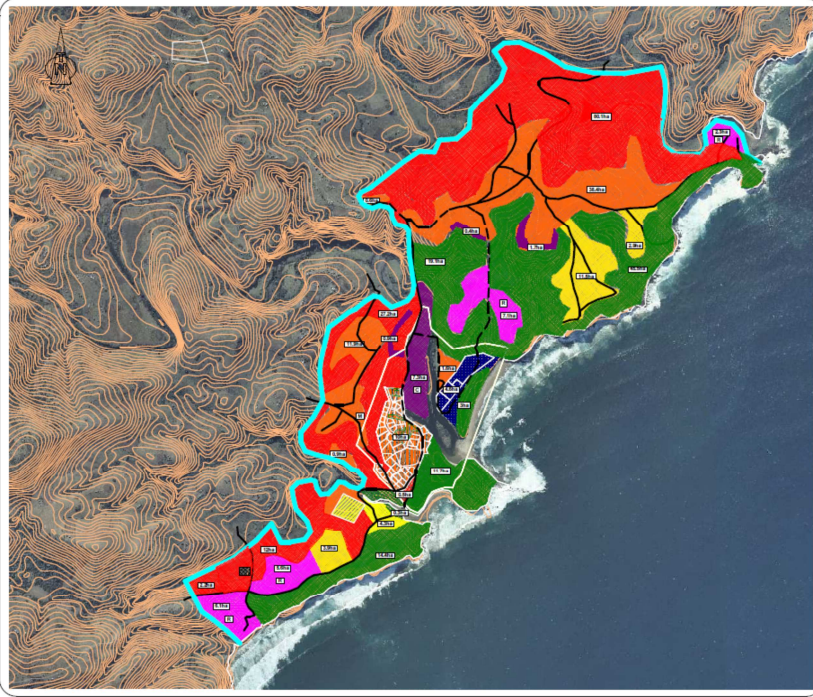
Map 23: Proposed Urban Edge (Phase 3)

Urban Edge

The proposed urban edge is aligned to cadastral boundaries, and as such some portions of properties included in the urban edge may be undevelopable due to topography, environmental sensitivities or other factors.

The primary aim of the urban edge is to direct new development to areas that are serviceable by the Municipality, and to prevent urban sprawl.

The proposed urban edge has been identified as a development horizon of between 15 to 20 years, and will need periodic review.

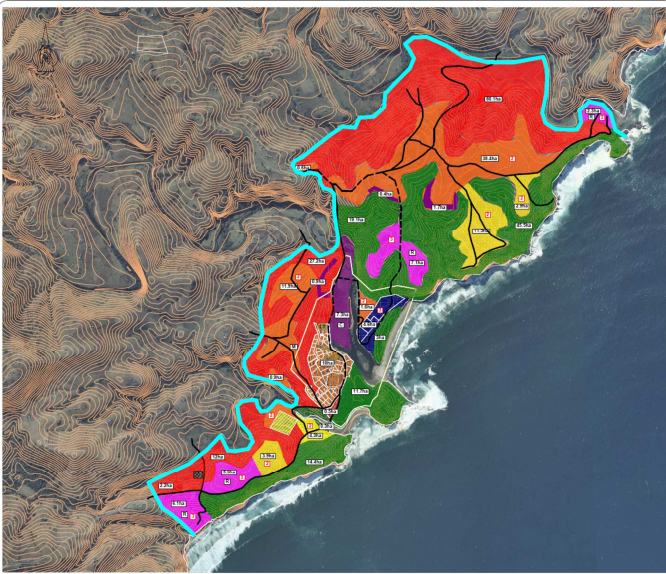


Map 24: Draft Conceptual Plan (Phase 3)

Identify the strategic areas of opportunity that should be the focus areas for capital investment in engineering services infrastructure.

The plan illustrates where proposed development and investment should be focused. The intended illustrations are as follows:

- Resort development areas
- Low density residential areas
- Public funded housing
- No development areas
- Agriculture areas
- A regularised Cultural Area
- Demarcated land for Conservation
- A more stable and consistent mixed use development
- New water treatment works
- Demarcated land for junior secondary school
- A clinic
- Proposed Urban Edge

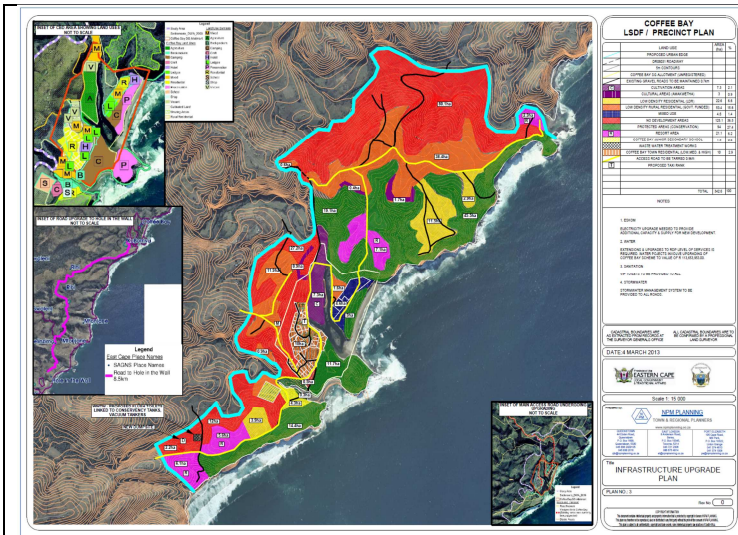


Map 25: Coffee Bay Height restriction plan

COFFEE BAY LSDF / PRECINCT PLAN		AREA	HEIGHT
1	RESORT DEVELOPMENT	100	10
2	LOW DENSITY RESIDENTIAL	100	10
3	PUBLIC FUNDED HOUSING	100	10
4	NO DEVELOPMENT	100	10
5	AGRICULTURE	100	10
6	CULTURAL AREA	100	10
7	CONSERVATION	100	10
8	MIXED USE DEVELOPMENT	100	10
9	WATER TREATMENT WORKS	100	10
10	JUNIOR SECONDARY SCHOOL	100	10
11	CLINIC	100	10
12	URBAN EDGE	100	10

Coffee Bay height restriction plan

This plan indicates the proposed height restrictions for Coffee Bay.

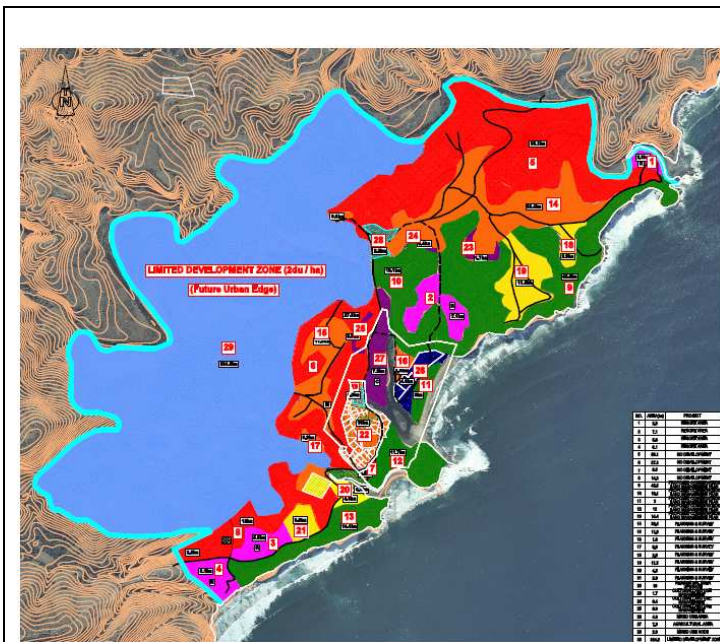


Map 26: Proposed Infrastructure Upgrade (Phase 3)

Infrastructure Upgrade

This plan represents the infrastructure upgrade that must take place within Coffee Bay, some of the upgrades are as follows:

- 1) **ESKOM:** Electricity upgrade needed to provide additional capacity and supply for new development.
- 2) **WATER:** Extensions and upgrades to RDP level of service are required. Water projects involve upgrading of Coffee Bay scheme to the value of R 113, 653, 953.00
- 3) **Sanitation**
- 4) **VIP toilets** need to be installed
- 5) **Stormwater**



Future Project Plan

This map shows the projects that are needed in order to be able to carry out these objectives:

No	Area(ha)	Project
1	2.3	Resort Area
2	7.1	Resort Area
3	5.6	Resort Area
4	6.1	Resort Area
5	80.1	No Development
6	27.2	No Development
7	0.5	No Development
8	14.2	No Development
9	45.5	Proposed Conservation land management plan
10	19.1	Proposed Conservation land management plan
11	3	Proposed Conservation land management plan
12	12	Proposed Conservation land management plan
13	14.4	Proposed Conservation land management plan
14	38.4	Planning and Survey
15	11.9	Planning and Survey
16	1.6	Planning and Survey
17	0.9	Planning and Survey
18	2.9	Refurbishment of current primary school
19	11.5	Refurbishment of current primary school
20	4.3	Refurbishment of current primary school
21	3.9	Refurbishment of current primary school
22	10	Primary Node/business Node
23	1.7	Cultural land use management
24	0.4	Cultural land use management
25	0.9	Cultural land use management




10. IMPLEMENTATION PROGRAMME AND COSTING








Project No.	Project Description	Project Prioritization	Time Frames	Budget	Responsible Department
1	Re tarring of current roads/ Road infrastructure (Splays, road storm water management system) in Coffee Bay Urban Edge 9km	High	36 months	29 000 000	KSD, Dept Roads and Public Works
2	Upgrading of tourism facilities within study area	High	24 months	10 000 000	DEDEA, KSD, OR Tambo DM
3	Water provision upgrades	High	36 months	113 000 000	OR Tambo DM
4	Upgrade of all properties to waterborne system / conservancy tanks (incl. pumpstation)	High	24 months	15 000 000	OR Tambo DM
5	Agriculture Support (establishing Co-ops within the community and providing equipment, fertiliser and tractors)	Medium	24 months	10 000 000	DoA, DRD&LR
6	Strategic land development and release	Medium	24 months	2 000 000	KSD
7	New waste water treatment works	Medium	24 months	14 000 000	OR Tambo
8	Business Area Development and transport facility	Medium	24 months	6 000 000	OR Tambo, DEDEA, KSD
9	New Clinic	Medium	24 months	4 000 000	DoH
10	New business sector development (mixed use node)	Medium	36 months	5 000 000	DEDEA/KSD
11	Low density residential development	Medium	36 months	2 000 000	KSD
12	Improvement of Internal linkages	Low	24 months	3 500 000	KSD, DEDEA and Public Works/Roads
13	Investment in refurbishing the current educational facilities	Low	12 months	2 000 000	DoE
15	Commonage management plan	Low	12 months	300 000	KSD/DRD&LR
16	Comprehensive land use management system	Low	12 months	250 000	KSD/DRD&LR
17	Formalisation of Coffee Bay, survey of new town allotment and registration/ promulgation as a town	Low	24 months	500 000	DEDEA, RD&LR, KSD
18	Improve general aesthetics of Coffee Bay	Medium	36 months	15 000 000	KSD, OR Tambo DM, DEDEA
19	Road from Coffee Bay to Hole in the Wall – 8.5km	High	24 months	20 000 000	Public Works and Roads
20	Access Road from Kwaaiman to Coffee Bay – 19 km (tarring)	High	18 months	57 000 000	Coega/Public Works & Roads
21	Electricity bulk upgrade and extensions	Medium	24 months	15 000 000	Eskom
22	New public funded housing developments	Medium	48 months	25 000 000	DoHS
23	New solid water refuse site	Medium	36 months	4 000 000	KSD/DEDEA
24	Public accessibility infrastructure upgrade	High	36 months	3 273 000	KSD/DEDEA









11. PUBLIC ACCESSIBILITY INFRASTRUCTURE UPGRADE



Pictures above showing existing public access areas and the table below details the proposals for the Coffee bay area. The table below must be viewed with attached Plan

Public accessibility Infrastructure				
Infrastructure	Description	Symbol	Material	Estimated Cost
Existing environmental constraints: Protected Area	±4,484 ha		N/A	N/A
Open Space with Benches	±1658 m ² This public open space exist but can be improved and be used by day visitors and overnight visitors		Timber benches Cement Foundation	R 100 000
Open Space with Benches & Viewing + Bicycle & Hiking	±4,105 ha		Timber benches Timber viewing decks	R 100 000

Trails	A public open space with benches can be used by day visitors and overnight visitors		Cement Foundation	
Disabled People Ramps	±315 m		Cement/Motar	R 130 000
Proposed Parking	20 bays in total		Paving	R 180 000
Pedestrian Pathways	Length = ± 5,1 km		Paving	R 1 800 000
Upgrade Existing Staircase	The existing staircase accessing the beach from the public open space has dilapidated and is need of upgrading. 		Timber	R 15 000
Upgrade Bridge	The bridge is the only link from the West to the Eastern in Coffee Bay. The bridge needs to be upgraded to improve this link. The bridge must have a path for pedestrians and be usable during high-tide.		Concrete	R 500 000
Lagoon Crossing	The lagoon crossing would access the viewing decks and hiking trails.		N/A	N/A

					
Hiking Trail 1	± 699 m			Natural Materials	R 140 000
Hiking Trail 2	± 1,14 km			Natural Materials	R 228 000
Cul de Sac	The end of the road where cars can turn around and head back into town.			Paving	R 45 000
<u>SIGNAGE</u> Fishing Signage Surfing Signage Boat Launching Infrastructure & Signage Swimming Signage	Signs and symbols to communicate a message to tourists, visitors and residents who want to Fish, Surf, Swim or use their boats.		<ul style="list-style-type: none">  Fishing Signage  Surfing Signage  Boat Launching Infrastructure  Swimming Signage 	Signage materail	R 35 000
				Total	R 3 273 000