

### ASSET MANAGEMENT

The Municipality holds and manages its assets on behalf of its community and constituency. It is therefore the responsibility of all municipalities to identify the funds required to maintain those assets to their current standard, particularly in respect of infrastructure like roads and water supply equipment. CDM has identified significant works which are required to protect its investment in its main property - the Standard Bank Building.

### THE FINANCIAL FRAMEWORK

While CDM has a very strong balance sheet, the small discretionary and sustainable sources of revenue it has at its disposal have created their own share of challenges. For a more in depth discussion of this issue refer to the Budget document. Below is the Statement of Financial Position at 30 June 2009;

CACADU DISTRICT MUNICIPALIT			
STATEMENT OF FINANCIAL POSITION AS AT 30 JUNE 2009			
	Note	2009 R	2008 R
<b>Net Assets</b>		248,020,813	208,687,624
Revaluation Reserve	1	73,279,604	47,506,916
Unappropriated Surplus	2	174,741,209	161,180,708
<b>Non Current Liabilities</b>		49,872,649	47,110,017
Long-Term Liabilities	3	42,195	-
Post employment medical benefit	4	49,830,454	47,110,017
<b>Current Liabilities</b>		213,727,176	196,187,243
Short-term Portion of Deferred Income	3b	193,137,407	170,344,420
Short-term Portion of Long Term Liabilities	3a	52,392	122,679
Trade and other payables from exchange transactions	5	20,386,661	25,720,144
Provisions	10	150,716	-
<b>TOTAL NET ASSETS AND LIABILITIES</b>		<u>511,620,638</u>	<u>451,984,884</u>
<b>ASSETS</b>			
<b>Non Current Assets</b>		84,358,511	59,160,008
Property, Plant and Equipment	6	70,306,217	54,552,660
Investment Properties	7	13,579,500	3,583,000
Investment in Joint Venture	8	418,228	921,400
Long-term Receivables	9	54,566	102,948
<b>Current Assets</b>		427,262,127	392,824,876
Short-term Portion of Long-term Receivables	9	17,971	15,660
Trade and other receivables from exchange transactions	11	67,067	130,758
Other receivables from non-exchange transactions	11	1,529,917	6,790,146
VAT	12	17,736,667	4,829,848
Deposits paid	13	21,310	16,120
Cash and Cash Equivalents	14	407,889,195	381,042,344
<b>TOTAL ASSETS</b>		<u>511,620,638</u>	<u>451,984,884</u>
<b>(Note: The Statement of Financial Position has been prepared in accordance with GRAP 1)</b>			

## FINANCIAL POLICIES AND STRATEGIES

CDM sees an important part of its brief as identifying economic development opportunities which will benefit members of its community. While this is difficult given its limited resources, it believes it is ideally situated to lead and co-ordinate the efforts of its local municipalities in this very important area of activity.

Because of its lack of resources, it is critical that CDM maximizes the effectiveness and efficiency of those it has.

*To this end, the CDM has introduced or revised a number of policies designed to improve its performance in a range of areas including:*

- Credit Control
- Investments
- Tariffs
- Rates
- Asset Management

In addition, the introduction of an Indigent Policy attempts to identify the extent to which the municipality is willing to subsidize those members of its population who do not have access to an income apart from those grants which they might receive from National Government.

Whilst the CDM does not manage any significant assets, it must none the less ensure that those it has are managed at an optimal level. To this end, it expects to adopt a number of policies and procedures which will assist in this regard. These include IT Disaster Recovery plans.

Whilst not suffering from any issues relating to fraud and corruption, the CDM wants to provide an example to its community and its local municipalities and has developed a number of policies and procedures covering this issue.

### Cash Flow Projection

The municipality's Cash Flow Projection (Own Reserves) as at 30 June 2009 is shown in the table below:

Reserve	30 June 2008	30 June 2009	30 June 2010
	Rm	Rm	Rm
Other Provisions	47.1	49.8	49.8
Conditional Grants	191.7	178.3	190.0
Infrastructure creditors	8.1	6.8	5.0
Surplus - Cash Backed	141.3	181.5	146.0
Total Investments	388.2	416.4	390.8

4.3 PART 3 : DISTRICT STRATEGIES / SECTOR PLANS

District strategies / sector plans have been categorised in terms of infrastructure and land, economic development, the CDM's legislative mandate and institutional issues relating to the CDM. The table below illustrates the relationship between these strategies / sector and the key components of the situational analysis of Cacadu as contained within Chapter 2.

Outcomes of IDP Analysis	Infrastructure and Land	Economic Development	CDM's Mandate	Institutional Issues
Existing Sector Plans	<ul style="list-style-type: none"> <li>➤ Integrated Waste Management Plan (IWMP);</li> <li>➤ Water Services Development Plan (WSDP);</li> <li>➤ Housing Development Guidelines (HDG);</li> <li>➤ Integrated Transport Plan (ITP);</li> <li>➤ Area Based Plan (ABP);</li> <li>➤ Comprehensive Infrastructure Plan (CIP).</li> </ul>	<ul style="list-style-type: none"> <li>➤ Economic Growth &amp; Development Strategy (EGDS);</li> <li>➤ Small, Micro and Medium Enterprises (SMME);</li> <li>➤ Tourism Master Plan (TMP).</li> </ul>	<ul style="list-style-type: none"> <li>➤ Environmental Health Services (EHS)</li> <li>➤ Disaster Risk Management Assessment (DRMA)</li> <li>➤ Health Plan (HP)</li> </ul>	<ul style="list-style-type: none"> <li>➤ Institutional Sustainability Assessment (ISA)</li> <li>➤ SPU;</li> <li>➤ Women's Empowerment Policy (SPU Women);</li> <li>➤ Communication</li> </ul>
<b>MTSF Strategic Priority 1: Speeding up growth and transforming the economy to create decent work and sustainable livelihoods</b>				
1.1 Opportunity to expand formal agriculture in Kouga, Koukamma, SRV and Ndlambe	<p><b>ABP:</b> Outlines the core land reform objectives and strategies on a District level whilst simultaneously highlighting opportunities that will further unlock socio-economic potential and inform land related decision making at a municipal level.</p>	<p><b>EGDS:</b> Board approach to sustainable job creation and poverty reduction in the district via the promotion of economic linkages and spin-offs.</p>	<p><b>DRMA:</b> Provides a disaster risk profile unique to the CDM. Identifies fire, storm, tidal surge, hazardous material &amp; drought as potential risks to be catered for in all planning initiatives.</p>	
1.2 Need identified to investigate the establishment of agro-processing opportunities in Kouga, Koukamma, SRV and Ndlambe	<p><b>ABP:</b> Outlines the core land reform objectives and strategies on a District level whilst simultaneously highlighting opportunities that will further unlock socio-economic potential and inform land related decision making at a municipal level.</p>	<p><b>EGDS:</b> Board approach to sustainable job creation and poverty reduction in the district via the promotion of economic linkages and spin-offs.</p> <p><b>TMP:</b> Focuses on the provision guidelines and recommendations on how to develop a functioning tourism system through the application of a defined strategy and specific actions.</p>	<p><b>EHS:</b> Focuses on Active Environmental Educations, Waste Management monitoring and Pest Control, Water and Food quality Monitoring</p>	

<p>1.3 SRV, Baviaans, Camdeboo, Kouga and Ndlambe hold key Tourism focus areas that could benefit from informed interventions</p>	<p><b>CIP:</b> Provides a single process for all tiers of gov wrt infrastructure provision and service delivery.</p>	<p><b>TMP:</b> Focuses on the provision guidelines and recommendations on how to develop a functioning tourism system through the application of a defined strategy and specific actions.</p>	<p><b>EHS:</b> Focuses on Active Environmental Educations, Waste Management monitoring and Pest Control, Water and Food quality Monitoring</p> <p><b>DRMA:</b> Provides a disaster risk profile unique to the CDM. Identifies fire, storm, tidal surge, hazardous material &amp; drought as potential risks to be catered for in all planning initiatives.</p>	
<p>1.4 Employment opportunities are limited in Baviaans and Ikwezi in relation to economic sectors</p>		<p><b>EGDS:</b> Board approach to sustainable job creation and poverty reduction in the district via the promotion of economic linkages and spin-offs.</p> <p><b>SMME:</b> Sector is challenged in CDM. Plan provides a multi-pronged approach to dealing with the major existing impediments, including a poor business environment, lack of financial tools, weak entrepreneurial capacity and the absence of strong linkages with existing large enterprises.</p>		
<p>1.5 Baviaans, Ikwezi, Blue Crane &amp; DMA require economic interventions to stabilize rural depopulation and improve livelihoods.</p>	<p><b>CIP:</b> Provides a single process for all tiers of gov wrt infrastructure provision and service delivery.</p>	<p><b>EGDS:</b> Board approach to sustainable job creation and poverty reduction in the district via the promotion of economic linkages and spin-offs.</p> <p><b>SMME:</b> Sector is challenged in CDM. Plan provides a multi-pronged approach to dealing with the major existing impediments, including a poor business environment, lack of financial tools, weak</p>		<p><b>ISA:</b> This report highlights the municipality's dependence on unsustainable discretionary revenue sources to balance its operating budget and attempts to identify appropriate strategies and interventions to move away from current unsustainable fiscal practices</p>

	entrepreneurial capacity and the absence of strong linkages with existing large enterprises.		
1.6 Opportunity for LMs to improve Land Use Management	<p>HDG: Attempts to assist LMs in planning settlements through:</p> <ul style="list-style-type: none"> <li>• Advice on spatial structure;</li> <li>• Criteria to determine best land use locations;</li> <li>• Proposing actions to promote integration, sustainability, equity and efficiency.</li> </ul>		
<b>MISF Strategic Priority 2: Massive program to build economic and social infrastructure</b>			
2.1 82% of the road network in CDM are gravel – consider impact on economic sector and residents	<p>ITP: Denotes the Public Transport and Transport Infrastructure Strategies for the district in the interests of sustainably increasing mobility of people and goods.</p> <p>CIP: Provides a single process for all tiers of gov wrt infrastructure provision and service delivery.</p>	<p>DRMA: Provides a disaster risk profile unique to the CDM. Identifies fire, storm, tidal surge, hazardous material &amp; drought as potential risks to be catered for in all planning initiatives.</p>	Communications Policy
2.2 Primary mode of civilian transport = pedestrian	<p>ITP: Denotes the Public Transport and Transport Infrastructure Strategies for the district in the interests of sustainably increasing mobility of people and goods.</p> <p>CIP: Provides a single process for all tiers of gov wrt infrastructure provision and service delivery.</p>		
2.3 Primary mode of transport supporting economic sectors = road	<p>ITP: Denotes the Public Transport and Transport Infrastructure Strategies for the district in the interests of sustainably increasing mobility of people and goods.</p> <p>CIP: Provides a single process for all tiers of gov wrt infrastructure provision and service delivery.</p>	<p>TMP: Focuses on the provision guidelines and recommendations on how to develop a functioning tourism system through the application of a defined strategy and specific actions.</p>	<p>DRMA: Provides a disaster risk profile unique to the CDM. Identifies fire, storm, tidal surge, hazardous material &amp; drought as potential risks to be catered for in all planning initiatives.</p>

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<p>2.4 Depopulation esp in Ikwezi &amp; Baviaans place limits on the provision &amp; maintenance of infrastructure</p>	<p><b>IWMP:</b> Identified the following requirements of LIM's:</p> <ul style="list-style-type: none"> <li>Waste Info Systems to be dev for each LIM;</li> <li>An Integrated Operational Plan to be formulated to support effective short and long term waste management planning.</li> </ul> <p><b>WSDP:</b> Each LM is a WSA. The WSDP focuses on addressing the following backlogs:</p> <ul style="list-style-type: none"> <li>Metered erf connection;</li> <li>Full waterborne sanitation.</li> </ul> <p><b>CIP:</b> Provides a single process for all tiers of gov wrt infrastructure provision and service delivery.</p>	<p><b>EGDS:</b> Board approach to sustainable job creation and poverty reduction in the district via the promotion of economic linkages and spin-offs.</p>	<p><b>ISA:</b> This report highlights the municipality's dependence on unsustainable discretionary revenue sources to balance its operating budget and attempts to identify appropriate strategies and interventions to move away from current unsustainable fiscal practices</p>
<p>2.5 Social investment program required to support tourism activities in SRV, Baviaans, Camdeboo, Kouga and Ndlambe</p>		<p><b>TMP:</b> Focuses on the provision guidelines and recommendations on how to develop a functioning tourism system through the application of a defined strategy and specific actions.</p>	<p><b>EHS:</b> Focuses on Active Environmental Educations, Waste Management monitoring and Pest Control, Water and Food quality Monitoring</p> <p><b>DRMA:</b> Provides a disaster risk profile unique to the CDM, identifies fire, storm, tidal surge, hazardous material &amp; drought as potential risks to be catered for in all planning initiatives.</p>

<p>3.1 Opportunity to expand formal agriculture in Kouga, Koukamma, SRV and Ndlambe</p>	<p><b>MTSF 3: Comprehensive rural development strategy linked to land and agrarian reform and food security</b></p> <p><b>ABP:</b> Outlines the core land reform objectives and strategies on a District level whilst simultaneously highlighting opportunities that will further unlock socio-economic potential and inform land related decision making at a municipal level.</p> <p><b>CIP:</b> Provides a single process for</p>	<p><b>EGDS:</b> Board approach to sustainable job creation and poverty reduction in the district via the promotion of economic linkages and spin-offs.</p>	<p><b>DRMA:</b> Provides a disaster risk profile unique to the CDM, identifies fire, storm, tidal surge, hazardous material &amp; drought as potential risks to be catered for in all planning initiatives.</p>
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	all tiers of gov wrt infrastructure provision and service delivery.			
3.2 Need identified to investigate the establishment of agro-processing opportunities in Kouga, Koukamma, SRV and Nidambe	<b>ABP:</b> Outlines the core land reform objectives and strategies on a District level whilst simultaneously highlighting opportunities that will further unlock socio-economic potential and inform land related decision making at a municipal level.	<b>EGDS:</b> Board approach to sustainable job creation and poverty reduction in the district via the promotion of economic linkages and spin-offs.		
3.3 Employment opportunities are limited in Baviaans and Ikwezi in relation to agricultural opportunities	<b>ABP:</b> Outlines the core land reform objectives and strategies on a District level whilst simultaneously highlighting opportunities that will further unlock socio-economic potential and inform land related decision making at a municipal level.	<b>EGDS:</b> Board approach to sustainable job creation and poverty reduction in the district via the promotion of economic linkages and spin-offs.		

<b>MTSF 4: Strengthen the skills and human resource base</b>				
4.1 Skills Audit required in relation to dominant economic sectors				2
		<p><b>EGDS:</b> Board approach to sustainable job creation and poverty reduction in the district via the promotion of economic linkages and spin-offs.</p> <p><b>SMME:</b> Sector is challenged in CDIM. Plan provides a multi-pronged approach to dealing with the major existing impediments, including a poor business environment, lack of financial tools, weak entrepreneurial capacity and the absence of strong linkages with existing large enterprises.</p> <p><b>TMP:</b> Focuses on the provision guidelines and recommendations on how to</p>		<p><b>SPU (Women):</b> This Policy Framework serves to guide the CDM in creating opportunities which contributes to women's empowerment.</p>

4.2 Intervention to provide improved access to and use of Info & Communications Technology	CIP: Provides a single process for all tiers of gov wrt infrastructure provision and service delivery.	develop a functioning tourism system through the application of a defined strategy and specific actions.		
4.3 District wide intervention required to encourage sustainable use of commercial and subsistence agricultural land	ABP: Outlines the core land reform objectives and strategies on a District level whilst simultaneously highlighting opportunities that will further unlock socio-economic potential and inform land related decision making at a municipal level.	EGDS: Board approach to sustainable job creation and poverty reduction in the district via the promotion of economic linkages and spin-offs.  SMME: Sector is challenged in CDM. Plan provides a multi-pronged approach to dealing with the major existing impediments, including a poor business environment, lack of financial tools, weak entrepreneurial capacity and the absence of strong linkages with existing large enterprises.	EHS: Focuses on Active Environmental Educations, Waste Management monitoring and Pest Control, Water and Food quality Monitoring	

5.1 Access to clinics are problematic due to staff shortages	MTSF-5: Improve the health profile of all South Africans	HP: Endorses the District Health System of service delivery.	ISA: This report highlights the municipality's dependence on unsustainable discretionary revenue sources to balance its operating budget and attempts to identify appropriate strategies and interventions to move away from current unsustainable fiscal practices	3 SPU (Women): This Policy Framework serves to guide the CDM in creating opportunities which contributes to women's
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<p>5.2 Sparse population distribution in CDM could limit access to health facilities and accurate information</p>	<p><b>ITP:</b> Denotes the Public Transport and Transport Infrastructure Strategies for the district in the interests of sustainably increasing mobility of people and goods. <b>CIP:</b> Provides a single process for all tiers of gov wrt infrastructure provision and service delivery.</p>	<p><b>HP:</b> Endorses the District Health System of service delivery.</p>	<p><b>ISA:</b> This report highlights the municipality's dependence on unsustainable discretionary revenue sources to balance its operating budget and attempts to identify appropriate strategies and interventions to move away from current unsustainable fiscal practices  4 <b>SPU (Women):</b> This Policy Framework serves to guide the CDM in creating opportunities which contributes to women's empowerment.</p>
<p>5.3 Particularly vulnerable groups include: farm workers, residents of informal settlements, migrant workers</p>	<p><b>ITP:</b> Denotes the Public Transport and Transport Infrastructure Strategies for the district in the interests of sustainably increasing mobility of people and goods. <b>CIP:</b> Provides a single process for all tiers of gov wrt infrastructure provision and service delivery.</p>	<p><b>EHS:</b> Focuses on Active Environmental Educations, Waste Management monitoring and Pest Control, Water and Food quality Monitoring  <b>DRMA:</b> Provides a disaster risk profile unique to the CDM. Identifies fire, storm, tidal surge, hazardous material &amp; drought as potential risks to be catered for in all planning initiatives.  <b>HP:</b> Endorses the District Health System of service delivery.</p>	<p><b>ISA:</b> This report highlights the municipality's dependence on unsustainable discretionary revenue sources to balance its operating budget and attempts to identify appropriate strategies and interventions to move away from current unsustainable fiscal practices  5 <b>SPU (Women):</b> This Policy Framework serves to guide the CDM in creating opportunities which contributes to women's empowerment.</p>
<p><b>MTSF 6: Intensify the fight against crime</b></p>			
<p>6.1 Assault and the various forms of robbery or theft are the most commonly reported crimes in the CDM</p>	<p><b>EGDS:</b> Board approach to sustainable job creation and poverty reduction in the district via the promotion of economic linkages and spin-offs.</p>		<p>6 <b>SPU (Women):</b> This Policy Framework serves to guide the CDM in creating opportunities which contributes to women's empowerment.</p>

<p>6.2 Theft and assault related crime statistics are indicative of underlying development issues in the CDM and needs identification in the following areas:              &gt; job creation;              &gt; substance abuse programs;              &gt; youth programs;              &gt; secondary and tertiary education programs relevant to required skills on a local level.</p>		<p><b>EGDS:</b> Board approach to sustainable job creation and poverty reduction in the district via the promotion of economic linkages and spin-offs.   <b>TMP:</b> Focuses on the provision guidelines and recommendations on how to develop a functioning tourism system through the application of a defined strategy and specific actions.</p>	<p>7 <b>SPU (Women):</b> This Policy Framework serves to guide the CDM in creating opportunities which contributes to women's empowerment.</p>
<p><b>MTSF 7: Build cohesive, caring and sustainable communities</b></p>			
<p>7.1 District wide drive to reduce poverty and promote access to economic opportunities, with a specific focus on Baviaans, Ikwezi and Blue Crane Route</p>	<p><b>CIP:</b> Provides a single process for all tiers of gov wrt infrastructure provision and service delivery.</p>	<p><b>EGDS:</b> Board approach to sustainable job creation and poverty reduction in the district via the promotion of economic linkages and spin-offs.   <b>SMMME:</b> Sector is challenged in CDM. Plan provides a multi-pronged approach to dealing with the major existing impediments, including a poor business environment, lack of financial tools, weak entrepreneurial capacity and the absence of strong linkages with existing large enterprises.</p>	<p>8 <b>SPU (Women):</b> This Policy Framework serves to guide the CDM in creating opportunities which contributes to women's empowerment.</p>
<p>7.2 Capacity Building interventions required by key community organisations</p>		<p><b>EGDS:</b> Board approach to sustainable job creation and poverty reduction in the district via the promotion of economic linkages and spin-offs.   <b>SMMME:</b> Sector is challenged in CDM. Plan provides a multi-pronged approach to dealing with the major existing impediments, including a poor business</p>	<p>9 <b>SPU (Women):</b> This Policy Framework serves to guide the CDM in creating opportunities which contributes to women's empowerment.</p>

			environment, lack of financial tools, weak entrepreneurial capacity and the absence of strong linkages with existing large enterprises.		
<b>MTSF-8: Sustainable Resource Management and use</b>					
8.1 Community mind-shift required in relation to alternative energy sources	<p><b>CIP:</b> Provides a single process for all tiers of gov wrt infrastructure provision and service delivery.</p>	<p><b>EGDS:</b> Board approach to sustainable job creation and poverty reduction in the district via the promotion of economic linkages and spin-offs.</p>	<p><b>EHS:</b> Focuses on Active Environmental Educations, Waste Management monitoring and Pest Control, Water and Food quality Monitoring</p>		
8.2 Addition to Agricultural Sector may exist to carbon credits	<p><b>IWMIP:</b> Identified the following requirements of LM's:</p> <ul style="list-style-type: none"> <li>Waste Info Systems to be dev for each LM;</li> <li>An Integrated Operational Plan to be formulated to support effective short and long term waste management planning.</li> </ul> <p><b>CIP:</b> Provides a single process for all tiers of gov wrt infrastructure provision and service delivery.</p>	<p><b>EGDS:</b> Board approach to sustainable job creation and poverty reduction in the district via the promotion of economic linkages and spin-offs.</p>	<p><b>EHS:</b> Focuses on Active Environmental Educations, Waste Management monitoring and Pest Control, Water and Food quality Monitoring</p>		
8.3 Economically challenged areas (Baviaans & Ikwezi) may have potential in terms of renewable energy	<p><b>WSDP:</b> Each LM is a WISA. The WSDP focuses on addressing the following backlogs:</p> <ul style="list-style-type: none"> <li>Metered erf connection;</li> <li>Full waterborne sanitation.</li> </ul> <p><b>CIP:</b> Provides a single process for all tiers of gov wrt infrastructure provision and service delivery.</p>	<p><b>EGDS:</b> Board approach to sustainable job creation and poverty reduction in the district via the promotion of economic linkages and spin-offs.</p>	<p><b>EHS:</b> Focuses on Active Environmental Educations, Waste Management monitoring and Pest Control, Water and Food quality Monitoring</p>		
8.4 Broad economic development needs to take cognizance of biodiversity and natural habitats	<p><b>CIP:</b> Provides a single process for all tiers of gov wrt infrastructure provision and service delivery.</p>	<p><b>EGDS:</b> Board approach to sustainable job creation and poverty reduction in the district via the promotion of economic linkages and spin-offs.</p>	<p><b>EHS:</b> Focuses on Active Environmental Educations, Waste Management monitoring and Pest Control, Water and Food quality Monitoring</p>		

### 4.3.1 INTEGRATED WASTE MANAGEMENT ASSESSMENT / INTEGRATED WASTE MANAGEMENT PLAN

An assessment has been conducted on the status quo of all the waste disposal sites in the CDM area which was used in the compilation of an Integrated Waste Management Plan (IWMP) for the District. The results of the afore-mentioned assessment are reflected in the table below.

Results of status quo assessment

Waste Site Name	GPS Co-ordinates	Landfill Class (t)	Registration / permit status	Site Suitability	Estimated Lifespan	Infrastructure	Operation & Management
<b>Camdeboo Municipality</b>							
Nieu-Bethesda existing	S31 52 06.2 E24 32 38.1	G:C:B -	Registered	Inadequate		Inadequate	Adequate
Nieu-Bethesda proposed	S31 50 26.4 E24 31 38.1	G:C:B -	Permitted	Good	Good	Good	Not Applicable
Graaff-Reinet	S32 17 51.6 E24 31 53.9	G:S:B -	Registered	Good	Adequate	Good	Adequate
Aberdeen	S32 29 34.5 E24 02 44.1	G:S:B -	Registered	Good	Good	Good	Adequate
<b>Blue Crane Route Municipality</b>							
Somerset East	S32 44 03.7 E25 34 14.4	G:S:B -	Registered	Adequate	Inadequate	Inadequate	Inadequate
Cookhouse	S32 43 38.2 E25 48 19.2	G:C:B -	Unknown	Good	Inadequate	Inadequate	Good
Pearston	S32 35 18.2 E25 08 57.0	G:C:B -	Unknown	Inadequate	Good	Inadequate	Adequate
<b>Ikwezi Municipality</b>							
Jansenville	S32 57 15.7 E24 40 30.2	G:C:B -	Registered	Adequate	Inadequate	Adequate	Inadequate
Klipplaat	S33 02 05.0 E24 19 54.8	G:C:B -	Registered	Inadequate	Good	Good	Adequate
<b>District Management Area</b>							
Rielbron	S32 54 13.0 E23 10 12.8	G:C:B -	Unknown	Good		Adequate	Adequate
Glennconnor railway location	S33 23 52.0 E25 09 50.0	G:C:B -	Unknown	Inadequate	Good	Inadequate	Inadequate
Glennconnor school location	S33 23 34.9 E25 09 23.2	G:C:B -	Unknown	Inadequate	Good	Inadequate	Inadequate
Glennconnor Informal 1	S33 23 45.3 E25 09 43.0	G:C:B -	Unknown	Inadequate			Inadequate
Glennconnor Informal 2	S33 23 41.7 E25 09 36.8	G:C:B -	Unknown	Inadequate	n/a	n/a	n/a
<b>Baviaans Municipality</b>							
Willowmore	S33 16 15.1 E23 29 50.6	G:C:B -	Unknown	Inadequate	Good	Inadequate	Inadequate
Steytlerville	S33 18 50.8 E24 20 55.2	G:C:B -	Unknown	Adequate	Adequate	Good	Adequate
<b>Kouga Municipality</b>							
Hankey	S33 48 21.8 E24 52 31.6	G:S:B -	Permitted	Good	Good		Inadequate
Humansdorp	S34 00 54.8 E24 46 24.9	G:M:B +	Registered	Good	Adequate	Good	Adequate
Jeffreys Bay	S33 58 43.3 E24 57 38.9	G:S:B +	Unknown	Good		Adequate	Adequate
Oyster Bay Old Waste Site	S34 10 03.7 E24 39 36.2	G:C:B +	Unknown			Good	Inadequate

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Waste Site Name	GPS Co-ordinates	Landfill Class (t)	Registration / permit status	Site Suitability	Estimated Lifespan	Infrastructure	Operation & Management
Oyster Bay Transfer Station	S34 10 04.4 E24 39 20.4	G:C:B +	Unknown	Good	Not Applicable	Adequate	Inadequate
Palensie	S33 44 09.8 E24 47 30.5	G:S:B +	Unknown	Adequate		Good	
St Francis Bay	S34 11 13.0 E24 49 24.2	G:M:B +	Unknown	Good	Inadequate	Inadequate	Adequate
Kou-Kamma Municipality							
Clarkson	S34 01 24.6 E24 20 53.2	G:C:B +	Unknown	Good	Good	Adequate	Inadequate
Coldstream	S33 57 25.0 E23 41 38.6	G:C:B +	Permitted	Adequate	Adequate	Adequate	Adequate
Joubertina	S33 49 09.1 E23 52 54.8	G:C:B +	Unknown	Good	Good	Adequate	Adequate
Kareedouw	S33 56 40.9 E24 18 34.7	G:C:B +	Unknown			Inadequate	Inadequate
Kroekelivier	S33 48 38.1 E23 44 28.5	G:C:B +	Unknown	Adequate	Inadequate	Inadequate	
Louterwater	S33 47 20.0 E23 37 46.1	G:C:B +	Unknown		Inadequate	Adequate	
Misgund	S33 44 38.1 E23 29 09.2	G:C:B +	Unknown	Adequate	Good	Not Applicable	Not Applicable
Woodlands	S34 00 39.5 E24 09 35.6	G:C:B +	Unknown	Good		Adequate	
Sunday's River Valley Municipality							
Addo	S33 30 01.5 E25 41 44.4	G:C:B +	Unknown		Adequate	Good	Inadequate
Kirkwood	S33 24 04.7 E25 30 04.0	G:C:B +	Unknown	Adequate	Inadequate	Inadequate	Inadequate
Paterson	S33 26 14.3 E25 59 01.2	G:C:B +	Unknown	Adequate	Adequate		Inadequate
Sunland	S33 28 31.7 E25 37 21.8	G:C:B +	Unknown	Good	Adequate	Good	Adequate
Ndlambe Municipality							
Bathurst - domestic	S33 29 31.3 E26 48 51.2	G:C:B +	Unknown	Good	Inadequate		
Bathurst - garden	S33 29 15.4 E26 48 46.4	G:C:B +	Unknown	Good	Inadequate		
Boknes	S33 43 29.3 E26 34 19.6	G:C:B +	Unknown	Good	Adequate		Inadequate
Bushmans River Mouth	S33 40 20.5 E26 37 06.2	G:S:B +	Unknown	Good	Good	Adequate	Adequate
Cannon Rocks - domestic	S33 44 30.4 E26 33 45.8	G:C:B +	Unknown		Inadequate		Inadequate
Cannon Rocks - garden	S33 44 38.2 E26 33 38.4	G:C:B +	Unknown		Adequate		Inadequate
Fish River Mouth	S33 29 48.9 E27 07 42.3	G:C:B +	Unknown	Good	Adequate	Inadequate	Adequate
Kenton on Sea on Sea	S33 40 13.4 E26 39 37.3	G:S:B +	Unknown		Good		
Riel River Mouth	S33 33 22.0 E27 00 28.3	G:C:B +	Unknown				
Seofield and Kleinmonde	S33 31 54.8 E27 02 54.0	G:C:B +	Unknown		Adequate	Inadequate	Inadequate
Port Alfred	S33 34 05.7 E26 52 44.6	G:S:B +	Permitted	Good	Good	Adequate	Inadequate
Alexandria	S33 39 31.5 E26 26 04.0	G:C:B +	Unknown	Good	Good		
Makana Municipality							

Waste Site Name	GPS Co-ordinates	Landfill Class (±)	Registration permit status	Site Suitability	Estimated lifespan	Infrastructure	Operation & Management
Alicedale	S33 19 04.8 E26 04 35.1	G:C:B -	Permitted	Good	Good	Inadequate	
Grahamstown	S33 17 28.4 E26 29 32.9	G:M:B +	Permitted	Good	Good	Good	Good
Riebeeck East	S33 12 35.1 E26 10 57.9	G:C:B -	Permitted	Good	Good	Adequate	Inadequate

#### 4.3.1.1 PRIORITY WASTE DISPOSAL SITES

The following waste disposal sites have been found to be in an unsatisfactory condition (reasons given in brackets), and would benefit most from additional funding (in no particular order):

- Nieu-Bethesda (Existing site) – No permit, close to drainage feature, partially visible, close to residential area, nearly full, no signpost, fence needs attention, no access control or site office, no compaction or covering of waste, burning of waste, no equipment, no waste separation;
- Glenconnor (Informal 1) – No permit, fully visible, close to residential area, nearly full, no signpost, fence, gate, site office or access control, no compaction or covering of waste, no equipment, excessive illegal dumping, no waste separation;
- Cannon Rocks (Domestic refuse site) – No permit, close to drainage feature, partially visible, nearly full, no signpost, fence, gate, site office or access control, no compaction and covering of waste, abundant litter, bad odour, excessive flies,
- Riet River Mouth – No permit, close to drainage feature, fully visible, nearly full, no signpost, fence, gate, site office or access control, no compaction or covering of waste, bad odour, excessive flies, no equipment, no waste separation;
- Port Alfred – Fully visible, no signpost, fence in disrepair, no access control, no compaction or covering of waste, excessive uncontrolled salvaging, excessive litter and dust, bad odour, excessive flies, burning of waste, excessive noise and traffic;
- Alexandria – No permit, no signpost, gate, site office or access control, inadequate compaction and covering of waste, excessive uncontrolled salvaging, excessive litter and dust, bad odour, excessive flies, burning by municipality, excessive illegal dumping, no waste separation.
- The following waste disposal sites are also in an unsatisfactory condition, and could be considered as a second priority (in order of priority):
- Willowmore – No permit, fully visible, close to residential areas, no signpost, fence requires maintenance, no site office or access control, no compaction and covering of waste, excessive uncontrolled salvaging, burning of waste, no equipment, no waste separation;
- Bathurst (Domestic and garden refuse sites) – No permits, no signpost, poor roads, no fence, no gate, site office or access control, no compaction or covering of waste, salvaging of waste, excessive litter, bad odour, excessive flies, burning of waste;
- Kenton on Sea-on-Sea – No permit, fully visible, no signpost, fence, gate, site office or access control, no covering or compaction of waste, burning of waste, excessive noise and traffic;
- Oyster Bay Transfer Station – No permit, close to drainage feature, no signpost, site office or access control, salvaging of waste, illegal dumping,

- Kareedouw – No permit, partially visible, nearly full, no signpost, fence needs maintenance, no covering or compaction of waste, uncontrolled salvaging, excessive litter and dust, burning of waste, no equipment, no waste separation;
- Woodlands – No permit, nearly full, no signpost, fence needs maintenance, no gate or access control, no covering or compaction of waste, uncontrolled salvaging, excessive litter and dust, bad odour, excessive flies, no equipment, excessive illegal dumping;
- Kirkwood – No permit, close to residential area, nearly full, no signpost, fence, site office or access control, no covering or compaction of waste, excessive uncontrolled salvaging, excessive litter and dust, bad odour, excessive flies, burning of waste, illegal dumping;
- Cannon Rocks (Garden refuse site) – No permit, close to drainage feature, partially visible, no signpost, fence, gate or access control, no covering or compaction of waste.

#### 4.3.1.2 CONCLUSIONS & RECOMMENDATIONS

The following conclusion can be drawn from the status quo assessment that was conducted of waste disposal sites in the Cacadu District Municipality:

- A total of fifty waste disposal sites were identified within the study area;
- Of the 50 sites identified, only seven have are permitted;
- The assessment identified six waste disposal sites that should be prioritised, and eight waste disposal sites that should be addressed as a second priority.

The following actions are recommended:

- That the results of this Status Quo assessment form part of the CDM's Integrated Waste Management Plan (IWMP). The preparation of the IWMP should take the following into account:
  - The current waste volumes, types, and sources;
  - The lifespan for each of the identified waste disposal sites (the estimated lifespan of sites presented in this report can be used as a starting point);
  - The current collection and transportation methods to the existing sites;
  - The extent of recycling and materials recovery (if any), and opportunities to improve such activities;
  - The extent of, or need for, hazardous waste disposal sites within the CDM;
  - An economic analysis with respect to collection, transportation, landfill operation costs, landfill closure and aftercare costs and/ or future liabilities; and
  - The need to provide the public with an opportunity to comment on the IWMP prior to it being finalised;
  - The main objective of the IWMP should initially be to register and/or obtain permits for each of the existing waste disposal sites. In order to comply with the "Minimum Requirements for Waste Disposal by Landfill" and/or the "Directions for the Control of General Small and General Communal Waste Disposal Sites" a number of the sites will require remedial design. Such design and/or development would typically include the following:
    - Installation of an effective fence;
    - Establishing access control;
    - Establish service roads are in a condition which allows unimpeded access to the site for vehicles transporting waste;
    - Ensure cover material is available for daily covering of wasted, and that a suitable means to apply the cover material is available;

- Establish a monitoring borehole network as per the requirements of the directions (to include upstream and down stream monitoring boreholes).

#### 4.3.1.3 FORMULATION OF INTEGRATED WASTE MANAGEMENT PLANS (IWMP)

The management of solid waste is the responsibility of each individual Local Municipality (LM). As a requirement of the National Waste Management Strategy and the IDP Process, all LMs are faced with the obligation of compiling an Integrated Waste Management Plan (IWMP). In 2008, the Cacadu District Municipality (CDM) appointed KV3 Engineers to assist with the compilation of IWMP's for the nine LMs within its area of jurisdiction.

The formulation of the IWMP's was done in line with the Starter Document for Guidelines for the compilation of IWMP's (DEAT, 2000). The process of compiling IWMP's consists of two phases. The first phase consisted of an assessment of the current status of waste collection systems and existing disposal sites, service delivery capacity and needs analysis for each of these aspects. This phase was completed in July 2008.

The second phase comprised of the final compilation of the IWMP inclusive of identified objectives and goals with alternatives for obtaining these being considered and evaluated. This phase was completed in November 2008.

The content of the nine Local Municipal IWMP's is divided into the sections as listed below:

1. Disposal Infrastructure
2. Waste Collection Infrastructure
3. Institutional Capacity and Human Resources
4. Financial Resources
5. Dissemination of Information / Communication
6. Management of Illegal Activities
7. Waste Minimization
8. Recommendations and Conclusion

The content of each section is documented per LM as follows:

##### i) DISPOSAL INFRASTRUCTURE

Municipality	Landfill Sites	Permitted by DEAT	Comments /Recommendations
Ikwezi	Klipplaat Jansenville	Klipplaat – No Jansenville – No	<ul style="list-style-type: none"> <li>• Formulation of Operational Plan;</li> <li>• Hiring of TLB on a part time basis.</li> </ul>
Camdeboo	Graaff-Reinet, Nieu Bethesda Aberdeen	Graaff-Reinet – No Aberdeen – No Nieu Bethesda – application made.	<ul style="list-style-type: none"> <li>• Waste should be covered more regularly;</li> <li>• Access to be controlled;</li> <li>• Volumes to be recorded;</li> <li>• Formalize scavenging;</li> <li>• LM should purchase a TLB.</li> </ul>



Municipality	Landfill Sites	Permitted by DEAT	Comments /Recommendations
Blue Crane Route	Somerset East Cookhouse Pearston	Somerset East – Yes Cookhouse – Yes Pearston – No	<ul style="list-style-type: none"> <li>Access controlled;</li> <li>Pearston to be upgraded to comply with minimum standards;</li> <li>Upgrade disposal of abattoir waste.</li> </ul>
Baviaans	Steytlerville Willowmore	Steytlerville -No Willowmore - No	<ul style="list-style-type: none"> <li>Sites should be upgraded to comply with minimum standards;</li> <li>Hiring of TLB on a part time basis.</li> </ul>
DMA	Rietbron Vondeling Miller	Rietbron – No Vondeling – No Miller – No	<ul style="list-style-type: none"> <li>Poorly located;</li> <li>Not managed in accordance with proper waste disposal practices;</li> <li>Sites should be dealt with as illegal dumping sites by CDM.</li> </ul>
Kouga	Humansdorp Hankey Patensie St Francis Bay	Humansdorp – application made Hankey – Yes Patensie – No St Francis – No	<ul style="list-style-type: none"> <li>Sites should be upgraded to comply with minimum standards;</li> <li>LM to identify new transfer stations to be authorized by DEAT.</li> </ul>
Koukamma	Louterwater Krakeelrivier Joubertina Coldstream Kareedouw Woodlands Clarkson	Woodlands -No Krakeelrivier – No Louterwater – No Misgund – No Kareedouw – No Clarkson – No Coldstream – application made Joubertina –Yes	<ul style="list-style-type: none"> <li>Access to be controlled;</li> <li>Sites should be upgraded to comply with minimum standards;</li> <li>Site management should be improved;</li> <li>Volumes to be recorded.</li> </ul>
Makana	Grahamstown Alicedale Riebeeck East	Grahamstown – Yes Alicedale – Yes Riebeeck East – Yes	<ul style="list-style-type: none"> <li>Improve access control;</li> <li>Sites should be upgraded to comply with minimum standards;</li> <li>Volumes to be recorded.</li> </ul>
Ndlambe	Alexandria Bushman's River Mouth Kenton-on-Sea Bathurst Port Alfred	Alexandria – No Bushman's River -No Kenton-on-Sea - No Bathurst - No Port Alfred - Yes	<ul style="list-style-type: none"> <li>Sites should be upgraded to comply with minimum standards.</li> </ul>
Sunday's River Valley	Kirkwood Langbos Sunland Paterson	Kirkwood - No Langbos - Yes Sunland - Yes Paterson - Yes	<ul style="list-style-type: none"> <li>Improve access control;</li> <li>Cover waste regularly;</li> <li>Formalize illegal scavenging;</li> <li>LM should hire a TLB for part-time use;</li> <li>Sites should be upgraded to comply with minimum standards.</li> </ul>
DMA	Glenconner Kleinpoort Wolwefontein	Glenconner - No Kleinpoort - No Wolwefontein - No	<ul style="list-style-type: none"> <li>Not regarded as legal waste disposal facilities;</li> <li>Not managed in accordance with proper waste disposal practices.</li> </ul>

ii) **WASTE COLLECTION INFRASTRUCTURE**

Municipality	Sufficient Vehicles	Vehicle Condition	Comments / Recommendation
Ikwezi	Yes	Some of the vehicles are old.	<ul style="list-style-type: none"> <li>Vehicle replacement plan required;</li> <li>Savings / budget plan should be drafted.</li> </ul>
Camdeboo	Yes	Good	<ul style="list-style-type: none"> <li>Vehicle replacement plan required;</li> <li>Savings / budget plan should be drafted.</li> </ul>
Blue Crane Route	Yes	Some of the vehicles are old.	<ul style="list-style-type: none"> <li>Vehicle replacement plan required;</li> <li>Savings / budget plan should be drafted;</li> <li>Regional landfill site will require the purchase of a designated landfill vehicle &amp; skip loader.</li> </ul>

Municipality	Sufficient Vehicles	Vehicle Condition	Comments / Recommendation
Baviaans	Yes	Some of the vehicles are old.	<ul style="list-style-type: none"> <li>• Vehicle replacement plan required;</li> <li>• Savings / budget plan should be drafted;</li> <li>• Inclusion of ECDMA 10 will necessitate the purchase of additional waste collection vehicles.</li> </ul>
Kouga	Yes	Some of the vehicles are old.	<ul style="list-style-type: none"> <li>• Vehicle replacement plan required;</li> <li>• Savings / budget plan should be drafted.</li> </ul>
Koukamma	Yes	Some of the vehicles are old.	<ul style="list-style-type: none"> <li>• Vehicle replacement plan required;</li> <li>• Savings / budget plan should be drafted.</li> </ul>
Makana	Yes	Some of the vehicles are old.	<ul style="list-style-type: none"> <li>• Vehicle replacement plan required;</li> <li>• Savings / budget plan should be drafted.</li> </ul>
Ndlambe	Yes	Some of the vehicles are old.	<ul style="list-style-type: none"> <li>• Vehicle replacement plan required;</li> <li>• Savings / budget plan should be drafted.</li> </ul>
Sundays River Valley	Yes	Some of the vehicles are old.	<ul style="list-style-type: none"> <li>• Vehicle replacement plan required;</li> <li>• Savings / budget plan should be drafted;</li> <li>• Inclusion of ECDMA 10 will necessitate the purchase of additional waste collection vehicles.</li> </ul>

### iii) INSTITUTIONAL CAPACITY AND HUMAN RESOURCES

Municipality	Waste Management HR Capacity	Staff Requirements per site	Comments / Recommendations
Ikwezi	Limited or no personnel at disposal facilities.	<ul style="list-style-type: none"> <li>• Gate guard;</li> <li>• Site supervisor / operator;</li> <li>• Litter pickers;</li> <li>• General workers;</li> <li>• Drivers.</li> </ul>	<ul style="list-style-type: none"> <li>• Training of municipal workers for specific tasks is required.</li> </ul>
Camdeboo	Limited or no personnel at disposal facilities.	<ul style="list-style-type: none"> <li>• Gate guard;</li> <li>• Site supervisor / operator;</li> <li>• Litter pickers;</li> <li>• General workers;</li> <li>• Drivers.</li> </ul>	<ul style="list-style-type: none"> <li>• Training of municipal workers for specific tasks is required.</li> </ul>
Blue Crane Route	Limited or no personnel at disposal facilities.	<ul style="list-style-type: none"> <li>• Gate guard;</li> <li>• Site supervisor / operator;</li> <li>• Litter pickers;</li> <li>• General workers;</li> <li>• Drivers.</li> </ul>	<ul style="list-style-type: none"> <li>• Training of municipal workers for specific tasks is required;</li> <li>• Establish a Waste Management Section within the LM.</li> </ul>
Baviaans	Limited or no personnel at disposal facilities.	<ul style="list-style-type: none"> <li>• Gate guard;</li> <li>• Site supervisor / operator;</li> <li>• Litter pickers;</li> <li>• General workers;</li> <li>• Drivers.</li> </ul>	<ul style="list-style-type: none"> <li>• Training of municipal workers for specific tasks is required.</li> </ul>
Kouga	Limited or no personnel at disposal facilities.	<ul style="list-style-type: none"> <li>• Gate guard;</li> <li>• Site supervisor / operator;</li> <li>• Litter pickers;</li> <li>• General workers;</li> <li>• Drivers.</li> </ul>	<ul style="list-style-type: none"> <li>• Training of municipal workers for specific tasks is required.</li> </ul>
Koukamma	Limited or no personnel at disposal facilities.	<ul style="list-style-type: none"> <li>• Gate guard;</li> <li>• Site supervisor / operator;</li> <li>• Litter pickers;</li> <li>• General workers;</li> <li>• Drivers.</li> </ul>	<ul style="list-style-type: none"> <li>• Training of municipal workers for specific tasks is required.</li> </ul>

Municipality	Waste Management HR Capacity	Staff Requirements per site	Comments / Recommendations
Makana	Limited or no personnel at disposal facilities	<ul style="list-style-type: none"> <li>• Site supervisor / operator for Riebeeck East &amp; Alicedale.</li> <li>• Environmental Cleaners.</li> </ul>	<ul style="list-style-type: none"> <li>• Training of municipal workers for specific tasks is required.</li> </ul>
Ndlambe	Limited or no personnel at disposal facilities	<ul style="list-style-type: none"> <li>• Gate guard;</li> <li>• Site supervisor / operator;</li> <li>• Litter pickers;</li> <li>• General workers;</li> <li>• Drivers.</li> </ul>	<ul style="list-style-type: none"> <li>• Training of municipal workers for specific tasks is required;</li> <li>• Establish a Waste Management Section within the LM.</li> </ul>
Sunday's River Valley	Limited or no personnel at disposal facilities	<ul style="list-style-type: none"> <li>• Gate guard;</li> <li>• Site supervisor / operator;</li> <li>• Litter pickers;</li> <li>• General workers;</li> <li>• Drivers.</li> </ul>	<ul style="list-style-type: none"> <li>• Training of municipal workers for specific tasks is required.</li> </ul>

#### iv) FINANCIAL RESOURCES

Municipality	Status Quo	Comments / Recommendations
Ikwezi	Payment for services is low.	<ul style="list-style-type: none"> <li>• Investigate a pre-paid system;</li> <li>• Financial investigation by LM to identify most cost effective &amp; efficient service delivery mechanism.</li> </ul>
Camdeboo	Payment for services is low.	<ul style="list-style-type: none"> <li>• Investigate a pre-paid system;</li> <li>• Financial investigation by LM to identify most cost effective &amp; efficient service delivery mechanism.</li> </ul>
Blue Crane Route	Payment for services is low.	<ul style="list-style-type: none"> <li>• Investigate a pre-paid system;</li> <li>• Financial investigation by LM to identify most cost effective &amp; efficient service delivery mechanism.</li> </ul>
Baviaans	Payment for services is low.	<ul style="list-style-type: none"> <li>• Investigate a pre-paid system;</li> <li>• Financial investigation by LM to identify most cost effective &amp; efficient service delivery mechanism.</li> </ul>
Kouga	Payment for services is low.	<ul style="list-style-type: none"> <li>• Investigate a pre-paid system;</li> <li>• Financial investigation by LM to identify most cost effective &amp; efficient service delivery mechanism.</li> </ul>
Koukamma	Payment for services is low.	<ul style="list-style-type: none"> <li>• Investigate a pre-paid system;</li> <li>• Financial investigation by LM to identify most cost effective &amp; efficient service delivery mechanism.</li> </ul>
Makana	Payment for services is low.	<ul style="list-style-type: none"> <li>• Investigate a pre-paid system;</li> <li>• Financial investigation by LM to identify most cost effective &amp; efficient service delivery mechanism.</li> </ul>
Ndlambe	Payment for services is low.	<ul style="list-style-type: none"> <li>• Investigate a pre-paid system;</li> <li>• Financial investigation by LM to identify most cost effective &amp; efficient service delivery mechanism.</li> </ul>
Sunday's River Valley	Payment for services is low.	<ul style="list-style-type: none"> <li>• Investigate a pre-paid system;</li> <li>• Financial investigation by LM to identify most cost effective &amp; efficient service delivery mechanism.</li> </ul>

**v) DISSEMINATION OF INFORMATION / COMMUNICATION**

The IWMP's suggests that each LM develop a Waste Information System to ensure effective waste management. This information will enable the LM to contribute to quarterly waste management workshops to be coordinated by the CDM. The aim of these workshops will be to capacitate and guide the LM's in effective waste management. Further, communities within the municipal area should be made aware of proper waste management techniques and the services offered by the LM.

**vi) MANAGEMENT OF ILLEGAL ACTIVITIES**

All nine IWMP's declare that illegal dumping is problematic across the District. The following recommendations are made to improve the situation on an LM level:

- Introduce a neighbourhood watch system that will aim to prevent illegal dumping;
- Deploy skips at strategic locations across towns and settlements;
- Clear all illegal dumping areas and take waste to properly established sites;
- Place skips in 'illegal dumping hot spot areas' and prohibitive notice boards;
- Develop a Medical Waste Stream Management Strategy to ensure the safe handling and disposal of medical waste.

**vii) WASTE MINIMISATION**

Eight out of the nine LM's within the Cacadu District do not have any formal recycling activities. This has been attributed the lack of available markets for recycled materials. The feasibility of establishing recycling centres at the main waste disposal sites should be investigated in conjunction with the distribution of recycling collection containers throughout towns and settlements.

Only Makana Municipality has formed a Municipal Private Partnership with some recyclers and the Department of Social Development to initiate the Masihlule Recycling Project.

Further, the reports suggest that the introduction of incentive schemes for in-house waste minimization for business should be investigated in each LM.

**viii) RECOMMENDATIONS AND CONCLUSION**

The IWMP's for each LM recommend the following be introduced to ensure effective and sustainable district-wide waste management:

Waste Information Systems should be implemented by each LM. The aim of this information system will be to provide all the necessary detail and information to the planning and implementation of waste management. Required information should include:

- permit status of disposal facilities;
- volumes of waste disposed of;
- condition of landfills / transfer stations;

- number and type of equipment;
- date of equipment purchase;
- operating and maintenance costs;
- proposed replacement date;
- type of service;
- number of service points (domestic, commercial and industrial);
- number of personnel involved etc.

Waste Management decisions concerning new equipment or services could then be based on accurate information. Some of the information in the IWMP's can serve as a basis for such Waste Information Systems. The above is regarded to be of the utmost importance to the District and the LMs.

The submitted IWMP's should be re-evaluated and expanded to form a detailed Operational Plan once information is available from the Waste Information System to ensure the accuracy of future planning. The following activities are recommended:

- Service levels should be work-shopped with the communities to obtain their views and inputs on the proposed upgrading of their received services and the associated cost implications;
- Community awareness campaigns should be implemented to educate the communities on responsible waste management;
- All LM's should promote recycling and / or waste minimization. The informal salvaging (scavenging) operations at landfill sites should be formalized to conform to approved waste management practices.

The above recommendations in conjunction with the section specific comments would ensure that the short term waste management requirements of the Cacadu Region are met. Once the Waste Information System per LM is implemented, the IWMP's should be re-evaluated and adjusted if required. Long term planning can then commence in a more responsible and informed fashion. This process will ensure that sound waste management is practiced in the Cacadu District.

#### **4.3.2 WATER SERVICES DEVELOPMENT PLANS (WSDP)**

To comply with the Water Services Act, a WSDP should be prepared as part of the IDP process. The WSDP is a sectoral plan that falls within the inter-sectoral umbrella plan of the IDP. All local municipalities within the District however, are Water Services Authorities and as such responsible for the development of individual WSDPs. As such this summary provides a reflection on those primary issues contained within the WSDPs of the individual municipalities.

The Cacadu District Municipality (CDM) consists of 10 Local Municipalities spread over a vast geographical area. Due to the fact that the towns are spread over such a vast geographical area, the different LM's have vastly differing challenges with regards to the provision of water and sanitation services. The LM's situated along the coast e.g. Kouga and Ndlambe with high tourism inflows during the holiday seasons have vastly differing challenges to LM's such as Baviaans and the DMA which do not have these seasonal inflows of consumers.

For this reason, it is pragmatic that the LM's with similar consumer water and sanitation usage patterns are grouped in this summary component of the IDP. This summary intends to sketch an overall picture of the current situation within the LM's with regards the provision of water and sanitation services and to identify the gaps that exist.

#### 4.3.2.1 SOCIO ECONOMIC FACTORS

In order for the Water Services Authority (WSA) (each local municipality) to provide a reliable service, it is required that the consumers are able to pay for services rendered to them. It is thus important that the "Economically Active" segment of the consumer group is employed. It is of concern that in some of the LM's the rate of unemployment is high making it difficult for the consumers to pay for services. The target set by LM's with respect to affordability of services, is for the monthly services bill to be in the order group of 10% of the family income. Thus an family earning R850 per month, should not be charged more than R85 for the month for water and sanitation services. The unemployment rate, or lack of employment opportunities makes the economically active sector leave the area to find employment in other centres, thus exacerbating the problem. In Ikwezi, this problem is evident in the negative population growth rate and an unemployment rate of 71%. The close proximity of Graaf-Reinett and Port Elizabeth entices the unemployed consumers to seek employment in these towns.

#### 4.3.2.2 WATER SOURCES

Water Sources can be divided into 3 categories viz:

- Surface Water Sources
- Groundwater Sources, and
- External Sources (Purchased Water)

Each LM sources it water from one of these categories or a combination of these. The Table below summarises the sources for each LM

LM	Groundwater	Surface Water	Purchased
BAVIAANS	✓	-	(
BLUE CRANE ROUTE	(	-	(
CAMDEBOO	(	(	-
DMA	(	-	(
IKWEZI	(	(	-
KOUGA	(	(	(
KOUKAMMA	(	(	(
MAKANA	(	(	(
NDLAMBE	(	(	(
SRV	(	-	(

#### 4.3.2.3 SERVICE LEVEL PROFILE – WATER

Since the aim of the LM's is to provide each consumer with a metered erf connection, it is clear from the summary below that a Gap currently exists to eradicate this backlog. The minimum RDP standard for water is a standpipe <200m from the consumer.

No of Erven

Local Municipality	Communal Standpipe < 200m	Communal Standpipe > 200m	Individual Connection Metered	Individual Connection Unmetered	Nothing
BAVIAANS	100	25	3326	485	144
BLUE CRANE ROUTE	120		8736		15
CAMDEBOO	50		10341		
DMA - WDM			425	84	
IKWEZI				2882	20
KOUGA	2450	903	21424	240	
KOU-KAMMA	57	750	3876	4559	
MAKANA		759	15999		
NDLAMBE	840		9630	612	125
SRV	1750	410	8310	1600	
<b>Grand Total</b>	<b>5367</b>	<b>2847</b>	<b>82067</b>	<b>10462</b>	<b>304</b>

Water :

- 5.3% of the consumer units within Cacadu are served with communal standpipes with a distance smaller than 200m
- 2.8% of the consumer units within Cacadu are served with communal standpipes with a distance greater than 200m
- 81.2% of the consumer units within Cacadu are served with individual metered erf connections
- 10.4% of the consumer units within Cacadu are served with individual unmetered erf connections
- 0.3% of the consumer units have no water services provision

4.3.2.4 SERVICE LEVEL PROFILE – SANITATION

Since the aim of the LM's is to provide each consumer with a full waterborne sanitation system, it is again clear from the summary below that a Gap currently exists to eradicate this backlog. The minimum RDP standard for sanitation is a VIP toilet.

No of Erven

Local Municipality	Bucket	Conservancy Tank	Nothing	Pit latrine	Septic tank	Small Bore	VIP	Waterborne
BAVIAANS	1561	102	130	4	449		351	1483
BLUE CRANE ROUTE	1723	825		15				6308
CAMDEBOO	53	165		217	1015	725		8216
DMA - WDM					78		84	347
IKWEZI	1430	606		20				846
KOUGA	3883	7122			2434	150		12148
KOU-KAMMA	621			807	1514	2676		3624
MAKANA	1483	443	759				2283	11790
NDLAMBE		5195		840	2446	3276	3785	3371
SRV	1100			3960	145		1043	5822
<b>Grand Total</b>	<b>11954</b>	<b>14158</b>	<b>889</b>	<b>5863</b>	<b>8031</b>	<b>6827</b>	<b>7546</b>	<b>53955</b>

Sanitation :

- 10.8% of the consumer units within Cacadu are served with buckets
- 13.2% of the consumer units within Cacadu are served with conservancy tanks
- 5.4% of the consumer units within Cacadu are served with pit latrines
- 7.4% of the consumer units within Cacadu are served with septic tanks
- 6.2% of the consumer units within Cacadu are served with a small bore sewer system
- 6.9% of the consumer units within Cacadu are served with VIP's
- 49.3% of the consumer units within Cacadu are served with waterborne sewer system
- 0.8% of the consumer units within Cacadu are not served any sanitation system

**4.3.2.5 COASTAL WATER SERVICES AUTHORITIES (WSA'S)**

As mentioned before, the 2 coastal WSA's in the Cacadu region, viz Kouga and Ndlambe have unique problems. These WSA's experience a major influx of holidaymakers placing enormous pressure on the WSA's resources. In Ndlambe for example, it is estimated that over a 5 year period the amount of water purchased from ACWB will increase from 576 MI/year to 1044MI/year to keep up with demand. This equates to an increase of  $\pm 81.25\%$ . This same scenario is playing itself out in the Kouga Municipality where the current figure of purchased water in Jeffreys Bay is 1913MI/year which in 5 years time will increase to 3131.7MI/year which is an increase of 63.7%. It is thus clear from the above, that the increased popularity of the coastal towns is having a major effect on the resources of the WSA. It is for this reason that in these areas, a moratorium is in place on development so as to properly plan for the increase in the number of consumers.

**4.3.2.6 WATER CONSUMPTION IN THE CACADU REGION**

The table below, is a summary of the current water consumption, and the estimated requirement in 5 years time.

Local Municipality	Current Consumption (MI/year)	Consumption in 5 years (MI/year)
BAVIAANS	624	1142
BLUE CRANE ROUTE	1793	1907
CAMDEBOO	9592	10333
DMA - WDM	215	318
IKWEZI	1024	2001
KOUGA	6677	9806
KOU-KAMMA	731	3648
MAKANA	8205	14228
NDLAMBE	3209	5195
SRV	1521	4369
<b>Grand Total</b>	<b>33 591</b>	<b>52 937</b>

As can be seen the water demand in five years time will increase by 57.6% within the Cacadu region.



### **4.3.3 HOUSING DEVELOPMENT GUIDELINES**

#### **4.3.3.1 INTRODUCTION**

Although the National Housing Act, Act 107 of 1997 requires that multi-year housing plans be prepared to facilitate housing development processes in terms of the IDP process, this requirement does not make any specific reference to the role of District Municipalities in the delivery of housing and by extension, the role in the preparation of a Housing Sector Plan for their area of jurisdiction. In light of this and in conjunction with the CDM's core function as a development facilitator providing support and capacity to Local Municipalities, one of the functions of the CDM in respect of housing is to perform an oversight function over Local Municipalities and provide guidance where necessary within the realm of housing delivery.

As pressure in the form of housing development will continue to exist within numerous settlements within the District, clear and concise guidelines are required to aid Local Municipalities within the District in terms of the planning and assessment of prospective housing developments, so as to ensure development contributes towards the principles of sustainable development as listed above.

It is in relation to such that broad based housing and settlement guidelines have been developed, the summary of which is reflected below.

#### **4.3.3.2 HOUSING AND SETTLEMENT GUIDELINES**

The CDM has developed housing and settlement guidelines in order to assist Local Municipalities on making decisions on the optimal arrangement of settlements based on the concepts of the settlement hierarchy policy as described in the SDF. (The comprehensive Settlement Planning and Housing Development Guidelines document is available from the CDM upon request). In essence the housing and settlement guidelines give substance to the settlement hierarchy policy in terms of interventions required in the spatial management of settlements in order to address current development scenarios.

The guidelines attempt to assist Local Municipalities in their planning of their respective settlements through :

- Illustrating the ideal spatial structure of each level of settlement.
- Stipulating criteria that can be used to determine the best location of land uses within each settlement.
- Stipulating possible actions in order to promote integration, sustainability, equity and efficiency.

#### **4.3.3.3 DETERMINING THE FORM AND SUSTAINABILITY OF SETTLEMENTS**

The current residential layout design process in South Africa is guided by :

- The neighbourhood concept, which although in itself a sound way of thinking, often leads to introverted placing of land uses which limits the ability of different neighbourhoods to share facilities. The specific application of the neighbourhood concept in South Africa also leads to the poor connection between different units.

- Attitudes and expectations of communities, decision makers and regulators.
- Exceptionally high spatial standards for different land uses, such as schools, based on the premise that each school could maintain its own sports facilities. Inappropriate space standards create long distances between facilities the implication of which is that low density and badly located residential areas become more reliant on the use of private vehicles.

These factors have led to residential areas that are ill-suited to achieve the set goals of integration, higher densities, etc. They are suitable for high-income residents with a high level of private car ownership, but not for the majority of South Africans and are not conducive to achieving sustainable human settlements.

In order to achieve a quality environment for all a different approach has to be followed. This would entail the following :

- Designing from the inside out : Layout design has to take place from the inside out. This means that all steps of the design have to inform each other and that the first step should be the design of the house, which would dictate the design of the erf, which should dictate the design of the block, etc. Where funding for the housing is known and the design components can be controlled through efficient design, more efficient higher density residential settlements are possible. Once the nature and size of the house is known, the plots can be developed around this and the services and roads more finely and efficiently designed and installed.
- Making trade-offs : All layout planning is based on trade-offs. In the case of higher density housing the trade-offs should be guided by the need to increase the accessibility of residents and the need to save costs, especially for land and infrastructural services. Spatial trade-off refers to the effect of density on land and services costs and house costs and size. It also makes reference to the number of families the project can accommodate per unit area. More families within a project area, close to public amenities and places of employment is obviously an advantage over fewer families enjoying the advantage of accessibility and proximity to these important amenities.
- Building communities not houses : The relationship between housing and other land uses is important. The project site needs to be viewed as part and parcel of the general urban area rather than an individual housing project. In this way one allows for the integration of the new development and existing urban areas to balance out deficiencies in both. Housing is not about building houses but understanding the basic needs of communities to survive on limited resources, particularly the very poor. Locating these communities at some remote peripheral location at low densities actually traps them in a downward spiral of poverty.

#### **4.3.3.4 IMPLICATIONS FOR SETTLEMENT PLANNING AND MANAGEMENT**

The application of the principles of the settlement hierarchy policy along with those housing design criteria as listed above, implies that municipalities will be faced with making far reaching decisions in respect of settlements in their areas of jurisdiction some of which may include the following :

- Discourage the continued existence of settlements.
- Maintain current settlements and prevent these from expanding.
- Encourage active growth and expansion of settlements that meet acceptable criteria.

**(A) Discourage the continued existence of settlements :**

This would apply in cases where settlements are :

- To small to even warrant the basic provision of mobile facilities.
- To isolated to be cost effectively accessed and maintained by municipal officials and service divisions.
- Dependant on a local resource that has already been exhausted, e.g. abandoned mine or railway lines / station.

The appropriate strategy for such settlements could include the following :

- Encourage residents to relocate to more accessible and sustainable settlements through incentives and penalties.

In reality it would take a while to implement such a policy and this means that municipalities may well be required to continue to spend funds and allocate resources, albeit on a limited basis, to maintain facilities and repair critical equipment.

**(B) Maintain current settlements and prevent these from expanding :**

This would apply to settlements that cannot be closed down due to a variety of reasons including the following :

- Current natural resource base is still being exploited successfully to warrant the continuation of the settlement for a while longer.
- It may be possible for local residents / private business / local farmers to continue to maintain and repair services on behalf of municipalities on an agency basis.
- The settlement has a sufficiently large number of people who are reliant on the area in terms of livelihood.

The approach in reality will include the following options :

- Maintain current levels of service if they meet basic levels of service.
- Where services are below basic level, increase level to only basic requirements.
- Impose a strict "urban fence" whereby the settlement is not allowed to grow.
- Physical or outward extension outside of current boundary to be prohibited.
- Discourage population influx.
- Encourage new migrants and families to move to settlements earmarked for growth through incentives such as preferential land release, investment in services infrastructure, etc.

**(C) Settlements to be assisted to grow :**

This strategy should apply to small service centres / settlements and towns that have been earmarked for growth because of a number of reasons, including :

- Growth potential (Urban settlements, tourism nodes, economic potential based on local resource exploitation, i.e. agriculture, etc.
- Variety of functions already located within the settlements, e.g. municipal offices, government offices, community facilities, utilities.
- Transportation linkages.
- Land availability for expansion.

#### 4.3.3.5 CONTEXTUALISATION OF POLICY GUIDELINES

To give further meaning to the strategies as listed beforehand, the tables overleaf attempt to contextualise the policy guidelines, as per the categorisation of settlement, in terms of:

- Guidelines for integration.
- Guidelines for sustainability.
- Guidelines for equality.
- Implications for development.

In addition a table has been provided (land use requirements and threshold population) in an attempt to assist Local Municipalities in their planning of their respective settlements. It is not intended to function as a "blueprint" for development, but rather to provide Local Municipalities with a platform from which to start to address development needs within the context of sustainability.

GUIDELINES FOR LEVEL 1 SETTLEMENTS		
Guidelines for Integration	Functional Integration	<ul style="list-style-type: none"> <li>Recycling of farm buildings for alternative uses, e.g. schools, community hall, etc.</li> <li>Multiple use of available buildings and structures, i.e. sharing of facilities.</li> <li>Use of mobile facilities, reliance on agency type delivery vehicles to provide services in remote areas.</li> <li>Relocation of communities from isolated and inaccessible settlements to better resourced areas.</li> </ul>
	Socio-Economic Integration	<ul style="list-style-type: none"> <li>Depending on the size, functionality and location of the settlement :                             <ul style="list-style-type: none"> <li>Where applicable encourage different housing types, e.g. single storey, double, storey, walk-ups, etc.</li> <li>Concentration of social, educational, health and community facilities.</li> <li>Encourage preferential migration.</li> </ul> </li> </ul>
Guidelines for Sustainability	Environmental Sustainability	<ul style="list-style-type: none"> <li>Land suitable for agriculture protected against urban expansion.</li> <li>Development to be confined to "non-valuable" land and where possible developed at the highest possible residential density.</li> <li>Choice of sanitation and waste disposal methods to relate to affordability of beneficiary community in order that municipalities are in a position to effectively provide and maintain the services without a negative impact on the financial positioning of the municipality.</li> <li>Protect sensitive ecological systems by restricting development.</li> <li>Promote renewable energy sources, e.g. rain water harvesting, etc.</li> </ul>
	Social Sustainability	<ul style="list-style-type: none"> <li>Meet basic needs in accordance with constitutionally guaranteed rights.</li> <li>Ensure standard of services and costs related to the provision of services is affordable to the beneficiary community. Where it is uneconomic for the municipality to provide services consideration should be given to devolve responsibility to local co-operatives. Mobile services should be provided wherever possible.</li> </ul>
	Economic Sustainability	<ul style="list-style-type: none"> <li>Subject development decisions to economic benefit analysis by factoring in economic impacts and development indicators, both short and long terms, direct and indirect costs.</li> <li>Concentrate settlement into clusters that are big enough to justify the provision of adequate social and infrastructural facilities.</li> </ul>
	Technical Sustainability	<ul style="list-style-type: none"> <li>Service standards to be based on local needs and capacity for local maintenance.</li> <li>Adequate adjustment for affordability in all services designs taking into account consumers of the services and municipalities ability to provide the service.</li> </ul>
Guidelines for Equality		<ul style="list-style-type: none"> <li>Reduce disparities by providing infrastructure and facilities to disadvantaged areas.</li> <li>Integrated planning approach that moves away from a project based planning approach.</li> </ul>
Implications for Development		<ul style="list-style-type: none"> <li>Former Railway Settlements :                             <ul style="list-style-type: none"> <li>Decision on how to service each settlement (within the level 1 parameters) should be informed by its proximity to the type of railway line (i.e. main line, regional line, freight line, narrow gauge line, other) and hence the line's subsequent potential for the future.</li> <li>Based on above assess tourism, agricultural, commuter, freight potential.</li> <li>Unless it can be proven that settlements can grow to reach a significant scale discourage the growth of settlements.</li> <li>Retain and utilise existing residential units only. New buildings to be allowed only in exceptional circumstances.</li> <li>Only basic levels of services to be extended to area.</li> <li>Devolve responsibility for maintenance to local residents on a co-operative basis.</li> <li>No extension of bulk infrastructure to the area to be considered.</li> <li>Encourage communities from isolated settlements to relocate to selected settlements.</li> </ul> </li> <li>Small Rural Settlements :                             <ul style="list-style-type: none"> <li>Housing provision needs to be related to the capacity of the agricultural (rural) economy.</li> <li>Maximum utilisation of available agricultural land by developing residential areas at a high density to create concentrated residential settlements surrounded by rich agricultural land.</li> <li>Avoid making areas another growth phase for housing if this is better provided on urban or service centres in other Level 2 and 3 settlements.</li> </ul> </li> </ul>

GUIDELINES FOR LEVEL 2 AND 3 SETTLEMENTS		
Guidelines for Integration	Functional Integration	<ul style="list-style-type: none"> <li>• Infill development.</li> <li>• Recycling of land and buildings for alternative uses.</li> <li>• Alternative housing designs.</li> <li>• Activity corridors and nodes.</li> <li>• Flexible land use zoning, e.g. social community clusters.</li> </ul>
	Socio-Economic Integration	<ul style="list-style-type: none"> <li>• Mixed tenure housing, i.e. rental, freehold, sectional title, etc.</li> <li>• Different housing types, i.e. single storey, double storey, walk-ups, detached, attached.</li> <li>• Varied layout design (different erf sizes and densities) in order to attract and retain a whole range of housing beneficiaries to live in a single neighbourhood.</li> </ul>
Guidelines for Sustainability	Environmental Sustainability	<ul style="list-style-type: none"> <li>• Land suitable for agriculture to be protected against urban expansion.</li> <li>• Agricultural land, where possible, to be excluded from the Urban Edge.</li> <li>• Development to be confined to non-valuable land, and wherever possible, to be developed at the highest possible residential development density.</li> <li>• Choice of sanitation and waste disposal methods to relate to affordability of beneficiary community to ensure that beneficiaries receiving services can afford to pay monthly service charges and that those municipalities are in a position to effectively provide and maintain the services without a negative impact on the financial positioning of the municipality.</li> <li>• Protect sensitive ecological systems by restricting development in these areas and generate economic benefit.</li> </ul>
	Social Sustainability	<ul style="list-style-type: none"> <li>• Meet basic needs in accordance with constitutionally guaranteed rights.</li> <li>• Ensure that the standard of services and costs related to the provision of services is affordable to the beneficiary community and that they can be provided by the municipality efficiently and cost effectively.</li> </ul>
	Economic Sustainability	<ul style="list-style-type: none"> <li>• Contain urban sprawl by limiting growth of settlements further away from CBD and closer to employment areas and accessible locations.</li> <li>• Development of housing close to job opportunities and services and walkable communities where reliance on motorised transportation methods is reduced.</li> <li>• Provide facilities for business initiatives and enterprises within residential neighbourhoods in appropriate locations.</li> <li>• Subject development decisions to economic benefit analysis by factoring in economic impacts and development indicators both short and long term and direct and indirect costs.</li> <li>• Revitalisation of downtown areas, main streets and neighbourhood centres.</li> <li>• Build settlements around local resources and areas of economic opportunity.</li> <li>• Concentrate settlements into clusters that are big enough to justify the provision of adequate social facilities, schools and retail centres.</li> </ul>
	Technical Sustainability	<ul style="list-style-type: none"> <li>• Promote use of energy saving designs and renewable energy sources.</li> <li>• Service standards to be based on local needs and capacity for local maintenance.</li> <li>• Adequate adjustment for affordability in all service designs taking into account the consumers of the services and the municipality's ability to provide the service.</li> </ul>
Guidelines for Equality		<ul style="list-style-type: none"> <li>• Reduce disparities by providing infrastructure and facilities to disadvantaged areas.</li> <li>• Integrated planning approach that moves away from a project based planning approach.</li> </ul>
Implications for Development		<ul style="list-style-type: none"> <li>• Growth potential of settlement to be assessed by focussing on the following elements : <ul style="list-style-type: none"> <li>- Guide housing delivery based on development potential and human needs index.</li> <li>- Determine role of agriculture in sustaining the local economy to enable adequate planning to take place.</li> <li>- Take advantage of comparative advantage offered by respective locations.</li> <li>- Optimise on linkages and cluster related activities to maximise access and utilisation.</li> </ul> </li> </ul>