



STELLENBOSCH

STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

Ref no.3/4/1/5

2019-07-31

NOTICE OF AN URGENT MEETING OF THE COUNCIL OF STELLENBOSCH MUNICIPALITY FRIDAY, 2019-08-02 AT 10:00

TO	The Speaker, Cllr WC Petersen (Ms) [Chairperson] The Executive Mayor, Ald G Van Deventer (Ms) The Deputy Executive Mayor, Cllr N Jindela	
COUNCILLORS	F Adams FJ Badenhorst FT Bangani-Menziwa (Ms) Ald PW Biscombe G Cele (Ms) PR Crawley (Ms) A Crombie (Ms) Z Dalling (Ms) R Du Toit (Ms) J Fasser A Florence AR Frazenburg E Fredericks (Ms) T Gosa E Groenewald (Ms) JG Hamilton AJ Hanekom DA Hendrickse JK Hendriks LK Horsband (Ms)	MC Johnson DD Joubert N Mananga-Gugushe (Ms) C Manuel NE Mcombring (Ms) XL Mdemka (Ms) C Manuel RS Nalumango (Ms) N Olayi MD Oliphant SA Peters MM Pietersen WF Pietersen SR Schäfer Ald JP Serdyn (Ms) N Sinkinya (Ms) P Sitshoti (Ms) Q Smit LL Stander E Vermeulen (Ms)

Notice is hereby given in terms of Section 29, read with Section 18(2) of the *Local Government: Municipal Structures Act, 117 of 1998*, as amended, that an **URGENT MEETING** of the **COUNCIL** of **STELLENBOSCH MUNICIPALITY** will be held in the **COUNCIL CHAMBER, TOWN HOUSE, PLEIN STREET, STELLENBOSCH** on **FRIDAY, 2019-04-02** at **10:00**.

SPEAKER
WC PETERSEN

A G E N D A
URGENT MEETING OF THE COUNCIL
OF STELLENBOSCH MUNICIPALITY
2019-08-02

TABLE OF CONTENTS

ITEM	SUBJECT	PAGE
1.	OPENING AND WELCOME	
2.	APPLICATION FOR LEAVE OF ABSENCE	
3.	DISCLOSURE OF INTEREST	
4.	STATUTORY MATTERS	
4.1	APPROVAL OF THE DRAFT MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK IN RESPONSE TO COMMENT AND INPUT RECEIVED FROM THE PUBLIC AND OTHER KEY PLATFORMS	3
4.2	APPROVAL OF THE DRAFT FIRST AMENDMENT OF THE FOURTH GENERATION IDP 2017 – 2022	272
5.	URGENT MATTERS SUBMITTED BY THE MUNICIPAL MANAGER	
5.1	2019-2020 GRANT IN AID DONATIONS: EDMUND RICE CAMPS	560
5.2	2019-2020 GRANT IN AID DONATIONS	565
5.3	FINAL GRANT ALLOCATIONS OF TOURISM FUNDING TO TOURISM ENTITIES	584
5.4	2019/20 WATER AND REFUSE REMOVAL TARIFF ADJUSTMENTS	587

4.	STATUTORY MATTERS
4.1	APPROVAL OF THE DRAFT MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK IN RESPONSE TO COMMENT AND INPUT RECEIVED FROM THE PUBLIC AND OTHER KEY PLATFORMS

Collaborator No:

IDP KPA Ref No:

Valley of Possibility

Meeting Date:

2 August 2019

1. SUBJECT: APPROVAL OF THE DRAFT MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK IN RESPONSE TO COMMENT AND INPUT RECEIVED FROM THE PUBLIC AND OTHER KEY PLATFORMS

2. PURPOSE

To submit to council the final draft municipal Spatial Development Framework (*mSDF*) in terms of the Municipal Systems Act, no 32 of 2000 (MSA) for formal approval.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

The purpose of the item is to inform Council of the comments received during the period that the *mSDF* was re-advertised in terms of the Stellenbosch Municipal Land Use Planning By-law, 2015 and Section 20(3) of the Spatial Planning and Land Use Planning Act, No 16 of 2013 (SPLUMA) and the MSA for a further period of 21 days and to obtain Council approval of the *mSDF* for inclusion in the 2019/20 Integrated Development Plan (IDP).

5. RECOMMENDATIONS

- (a) that Council notes input and comments received on the Draft Municipal Spatial Development Framework attached as **ANNEXURE 1** of the agenda;
- (b) that Council approves the final draft *mSDF* as attached as **ANNEXURE 1** to the agenda item; and
- (c) that the final draft Municipal Spatial Development Framework be included in the 2019/20 Integrated Development Plan (IDP).

6. DISCUSSION / CONTENTS

6.1 BACKGROUND

With the enactment of the new planning dispensation in 2015 which included the Municipal Land Use Planning By-Law, 2015, the Western Cape Land Use Planning Act, No 3 of 2014 (LUPA) and the Spatial Planning and Land Use Planning Act, No 16 of 2013 Council must adopt a Municipal Spatial Development Framework within five years of implementation.

Section 12(1) of SPLUMA sets out the general provision that is applicable to the preparation of the *mSDF* including (amongst other considerations):

- Contribute to a coherent, planned approach to spatial development in the national, provincial and municipal spheres.
- Provide clear and accessible information to the public and private sector and provide direction for investment purposes.
- Include previously disadvantaged areas, areas under traditional leadership, rural areas, informal settlements, slums and land holdings of state-owned enterprises and government agencies and address their inclusion and integration into the spatial, economic, social and environmental objectives of the relevant sphere.
- Address historical spatial imbalances in development.
- Identify the long-term risks of spatial patterns of growth and development and the policies and strategies necessary to mitigate those risks.
- Provide direction for strategic developments, infrastructure investment, promote efficient, sustainable and planned investments by all sectors and indicate priority areas for investment in land development.
- Promote a rational and predictable land development environment to create trust and stimulate investment.
- Take cognizance of any environmental management instrument adopted by the relevant environmental management authority.

Chapter 2 of SPLUMA further sets out the development principles that must guide the preparation, adoption and implementation of any SDF, policy or by-law concerning spatial planning and the development or use of land, to which municipality are also required to adhere. These principles include **Spatial Justice, Spatial Sustainability, Spatial Efficiency, Spatial Resilience and Good Administration.**

Section 20(2) of SPLUMA and Section 26 of the Municipal Systems Act require that the *mSDF* must be prepared as part of the IDP.

In lieu of the above Council resolved at their meeting of 12 June 2019 (Item 8.2.1):

- i) That Council notes input and comments received on the Draft Municipal Spatial Development Framework attached as ANNEXURE 1 of the agenda;
- ii) That Council give consent that the public participation process as prescribed by the Spatial Planning and Land Use Management Act, Act 16 of 2013 and the Stellenbosch Municipality Land Use Planning By-Law, 2015 read together with the Municipal Systems Act proceed once the draft MSDF is amended for a period of 21 days;
- iii) Council approves the advertisement of the Revised Draft *mSDF* for a period of 21 days for public comment; and

-
- iv) That the final draft Municipal Spatial Development Framework be submitted for consideration with the Integrated Development Plan Amendment.

In terms of section 34 (b) of the Local Government Municipal Systems Act 32 of 2000 (MSA):

“A municipal council may amend its integrated development plan in accordance with a prescribed process.”

The process for amending a municipal integrated development plan is outlined in regulation 3 of the Local Government Municipal Planning and Performance Management Regulations of 2001 (MP&PMR).

By virtue of the fact that municipality is in a state of readiness to adopt the new municipal Spatial Development Framework (SDF) in accordance with section 20 (2) and 21 of the Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA), an IDP Amendment process has been necessitated. Section 20 (3) of SPLUMA requires that “before adopting the municipal SDF:

- (1) and any proposed amendments to the municipal spatial development framework, the Municipal Council must—
 - (a) give notice of the proposed municipal spatial development framework in the Gazette and the media;
 - (b) invite the public to submit written representations in respect of the proposed municipal spatial development framework to the Municipal Council within 60 days after the publication of the notice referred to in paragraph (a); and
 - (c) Consider all representations received in respect of the proposed municipal spatial development framework.

6.2 PUBLIC PARTICIPATION PROCESS

The draft *mSDF* was advertised to the public, Interested and Affected parties and government institutions. Advertisements were published in the Eikestadnuus on 13 June 2019 and the Government Gazette on 21 June 2019 (closing 12 July 2019) as well as on various social media platforms. The period for submitting written comments closed on 5 July 2019.

The draft *mSDF* was also discussed by the various internal directorates to ensure that their comment and input were also received and integrated and align with the *mSDF*.

In addition, various meetings were held with the Department of Environmental Affairs and Development Planning regarding the *mSDF*. A further intergovernmental steering committee meeting was also held on 5 July 2019, the minutes of which is attached as **ANNEXURE 2**.

6.3 COMMENT AND INPUT RECEIVED IN THE PUBLIC PARTICIPATION PROCESS

The public, Interested and Affected parties, various governmental institutions and internal departments responded positively and enthusiastic and engaged meaningful with the *mSDF* process.

The Directorate: Planning and Economic Development received an additional 40 formal comments over and above the 64 formal comments received during the previous round of public participation. A summary of all comments received is attached and included in the draft *mSDF* as Table 51 (P.152) Individual comments are available on record and can be viewed at the department: spatial planning and will be available at the council meeting when the final draft *mSDF* is presented to Council for consideration.

Many of the comments received during the last round of public participation are a repeat of the same comments received during the previous round of public participation.

Overall, the input can be categorised in three broad groups being:

- Proposals from developers, landowners and consultants on behalf of land owners and developers for the inclusion of their properties, mostly agricultural land, into the urban edge in order to obtain development rights in future;
- Comments on “gaps” evident in the draft *mSDF*, information that is statutory required and issues not raised in the report; and
- Comments on specific proposals in the *mSDF*.

Importantly, the concepts underpinning the draft *mSDF* received wide support during this process and few objections were raised against these concepts. These seven concepts were:

1. First, maintain and grow the assets of Stellenbosch Municipality’s natural environment and farming areas.
2. Second, respect and grow our cultural heritage, the legacy of physical artefacts and intangible attributes of society inherited from past generations maintained in the present and preserved for the benefit of future generations.
3. Third, within developable areas – areas not set aside for limited development owing to its natural or cultural significance – allow future opportunity to build on existing infrastructure investment, on the opportunity inherent in these systems when reconfigured, augmented or expanded.
4. Fourth, clarify and respect the different roles and potentials of existing settlements.
5. Fifth, address human needs – for housing, infrastructure, and facilities – clearly in terms of the constraints and opportunity related to natural assets, cultural assets, infrastructure, and the role of settlements.
6. Sixth, pursue balanced communities. All settlements should be balanced.
7. Finally, focus energy on a few catalytic areas that offer extensive opportunity and address present risk.

All the comments received during the public participation were evaluated against these principles as well as the principles contained in the Spatial Planning and Land Use Management Act, No 16 of 2013 (SPLUMA).

Importantly, existing Council decisions regarding the development of the municipal area were also be included in the revised draft MSDF.

Development proposals outside the current urban edge amounts to the inclusion of another approximately 1 500 ha of mostly agricultural land.

6.4 FINANCIAL IMPLICATIONS

Cost involved in paying the appointed service provider and costs for advertising the Revised Draft *mSDF* and IDP Amendment. Funds were budgeted for.

6.5 LEGAL IMPLICATIONS

The process and procedures to prepare an *mSDF* is prescribed in legislation.

6.6 STAFF IMPLICATIONS

Staff from the Spatial Planning and IDP Office will be involved. Additionally the service provider who was appointed to develop the *mSDF*.

6.7 PREVIOUS RELEVANT COUNCIL RESOLUTIONS

Council resolved on 12 June 2019 (Item 8.2.1):

- i) That Council notes input and comments received on the Draft Municipal Spatial Development Framework attached as ANNEXURE 1 of the agenda;
- ii) That Council give consent that the public participation process as prescribed by the Spatial Planning and Land Use Management Act, Act 16 of 2013 and the Stellenbosch Municipality Land Use Planning By-Law, 2015 read together with the Municipal Systems Act proceed once the draft *mSDF* is amended for a period of 21 days;
- iii) Council approves the advertisement of the Revised Draft *mSDF* for a period of 21 days for public comment; and
- iv) That the final draft Municipal Spatial Development Framework be submitted for consideration with the Integrated Development Plan Amendment

This report is submitted in terms of the above council resolution.

6.8 RISK IMPLICATIONS

The MSDF should have been approved as part of the IDP during May 2019. However, the re-advertisement of the draft *mSDF* for a further period of 21 days was necessitated by the material changes to the report emanating from the public participation process. Any risk in the amendment of the IDP during August 2019 was mitigated by discussion with DEA&DP.

6.9 COMMENTS FROM SENIOR MANAGEMENT

The planning process was undertaken with the knowledge and participation of senior management. The draft concept underpinning the *mSDF* was presented to management and received their full support.

The *mSDF* was made available to all directorates during the 60 day period for public participation and further internal meetings and discussion were held with senior management on 17 July 2019 for final input.

ANNEXURES

Annexure 1: Final Draft *mSDF* report

Annexure 2: Minutes of Intergovernmental Steering Committee 5/07/19

<i>NAME</i>	Tabiso Mfeya
<i>POSITION</i>	Director Planning and Economic Development
<i>DIRECTORATE</i>	Planning and Economic Development
<i>CONTACT NUMBERS</i>	021 – 808 8491
<i>E-MAIL ADDRESS</i>	Tabiso.mfeya@ Stellenbosch.gov.za
<i>REPORT DATE</i>	20 July 2019

APPENDIX 1



Stellenbosch Municipality

Spatial Development Framework

Final draft for submission to Council

July 2019



Contact

Spatial Planning, Heritage and Environment
Stellenbosch Municipality
Bernabé de la Bat

email:

Bernabe.DeLaBat@stellenbosch.gov.za

call:

+27 21 808 8652

visit:

Plein Street
Stellenbosch



STELLENBOSCH

STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

Professional Team Page 11

Built Environment Partnership

robink@bepsa.co.za / stephenb@bepsa.co.za /
lesleyannej@bepsa.co.za / jeremy@infinityenv.co.za

GAPP Architects and Urban Designers

barbara@ctn.gapp.net / bobby@ctn.gapp.net /
janine@ctn.gapp.net / lize@lizemalan.co.za

Transport Futures

richard@transportfutures.co.za



G A P P

architects/urban designers



 **Infinity**
Environmental

ATC -	Adam Tas Corridor	LHOA -	Lynedoch Home Owners' Association	SMME(s) -	Small and Medium Enterprise (Enterprises)
BNG -	Breaking New Ground (national subsidised housing strategy)	LSDF (s) -	Local Spatial Development Framework (Frameworks)	SOE(s) -	State Owned Enterprise (Enterprises)
BTT -	Boschendal Treasury Trust	LSU -	Large Stock Unit	SPCs -	Spatial Planning Categories
CBA -	Critical Biodiversity Area	LUMS -	Land Use Management System	SPLUMA -	Spatial Planning and Land Use Management Act
CBD -	Central Business District	LUPA -	(Western Cape) Land Use Planning Act	SSU -	Small Stock Unit
CCT -	City of Cape Town	Mayco -	Mayoral Committee	TB -	Tuberculosis
CEF -	Capital Expenditure Framework	MIG -	Municipal Infrastructure Grant (national grant funds for infrastructure)	UDS -	Urban Development Strategy
CPI -	Consumer Price Index	MSA -	Municipal Systems Act, 32 of 2000	US -	University of Stellenbosch
CWDM -	Cape Winelands District Municipality	MSDF -	Municipal Spatial Development Framework	UNESCO -	United Nations Educational, Scientific and Cultural Organisation
DEADP -	Department of Environmental Affairs and Development Planning	MTREF -	Medium Term Revenue and Expenditure Framework	WCG -	Western Cape Government
DM -	Drakenstein Municipality	NEMA -	National Environmental Management Act	V & AW -	Victoria and Alfred Waterfront
DOCG -	Department of Cooperative Governance	NGP -	New Growth Path	Wesgro -	Western Cape Tourism, Trade and Investment Promotion Agency
DTPW -	Department of Transport and Public Works	NDP -	National Development Plan		
FLISP -	Finance Linked Individual Subsidy Programme (a national government housing programme)	NMT -	Non-motorized transport		
GAP -	Government assisted housing in the affordability "gap" for home owners earning between R3 501 and R18 000 per month	PSTD -	Provincial Spatial Development Framework		
GCM -	Greater Cape Metro	PSTP -	Provincial Sustainable Transport Program		
GDP -	Gross Domestic Produce	RSIF -	Regional Spatial Implementation Framework		
HA -	Hectare	RAP -	Rural Area Plan		
HIV -	Human Immunodeficiency Virus	SANBI -	South African National Biodiversity Institute		
ICM -	Intermediate City Municipality	SEMF -	Strategic Environment Management Framework		
IDP -	Integrated Development Plan	SDF(s) -	Spatial Development Framework (Frameworks)		
ISC -	Integrated Steering Committee	SM -	Stellenbosch Municipality		
IZS -	Integrated Zoning Scheme				
IUDG -	Integrated Urban Development Grant				
LDC -	Lynedoch Development Company				

Content

1. Introduction	13
1.1. Subject Matter and Role of the SDF	14
1.2. Users of the SDF	14
1.3. Background to the 2019 MSDF	14
1.4. Process in Preparing the MSDF	16
1.5. Structure of the MSDF	17
2. Legislative and Policy Context	19
2.1. Legislative Requirements for MSDFs	19
2.1.1. Municipal Systems Act	19
2.1.2. Spatial Planning and Land Use Management Act	19
2.1.3. National Environmental Management Act	21
2.1.4. The Western Cape Government Land Use Planning Act	21
2.2. Policy Context for SDFs	21
2.2.1. The National Development Plan 2030	21
2.2.2. Integrated Urban Development Framework	22
2.2.3. The WCG Provincial Spatial Development Framework	23
2.2.4. The Greater Cape Metro Regional Spatial Implementation Framework	25
2.2.5. SM Integrated Development Plan	26
2.3. Policy implications	27

3. Status Quo, Issues, Challenges and Opportunities 29

3.1. Biophysical Environment	29
3.1.1. Attributes	29
3.2. Socio-Economic Context	34
3.2.1. Attributes	34
3.3. Built Environment Context	38
3.3.1. Attributes	38
3.4. Institutional Context	42
3.5. Synthesis of Status Quo	44
3.6. Land Budget Considerations	47
3.6.1. Projected housing and land demand	47
3.6.2. Allocation of demand across the municipal area	48

4. Vision and Concept 51

4.1. Introduction	51
4.1.1. Vision	51
4.1.2. Key Principles	51
4.2. Concept	52

5. Plans and Settlement Proposals Page 13 61

5.1. Introduction	61
5.2. The Stellenbosch Municipal Area as a Whole	62
5.3. Stellenbosch Town	67
5.4. Klapmuts	71
5.5. Franschhoek	75
5.6. Small Settlements in the Franschhoek Valley	78
5.6.1. La Motte	78
5.6.2. Wemmershoek	79
5.7. Small Settlements in the Dwars River Valley	82
5.7.1. Groot Drakenstein	82
5.7.2. Pniel, Lanquedoc, Johannesdal, and Kylemore	84
5.8. Jonkershoek	88
5.9. Small Settlements along the R304	89
5.9.1. Muldersvlei Crossroads	89
5.9.2. Koelenhof	89
5.10. Small Settlements along Baden Powell Drive	93
5.10.1. Vlottenburg	93
5.10.2. Spier	94
5.10.3. Lynedoch	94
5.11. Raithby	97

6. Implementation Framework 101

6.1. Introduction	101
6.2. Proposed Settlement Hierarchy	101
6.3. Priority Development Areas and Trends	101
6.4. Policy Framework	103
6.5. Guidelines, Studies and Information Supporting the Policies	108
6.6. Implications for Sector Planning and Specific Development Themes	109
6.6.1. Environmental and rural area management	109
6.6.2. Movement	111
6.6.2.1 <i>The relationship between spatial and transport planning</i>	111
6.6.2.2 <i>Traditional practice</i>	111
6.6.2.3 <i>Required shifts</i>	111
6.6.2.4 <i>A conceptual public transport network supporting the MSDF</i>	112
6.6.2.5 <i>The design of routes</i>	113
6.6.2.6 <i>Transport within settlements</i>	113
6.6.3. Housing	116
6.6.4. Local economic development	116
6.7. Land Use Management Guidelines and Regulations	117
6.8. Implications for Inter-Municipal Planning	117
6.8.1. General inter-municipal planning issues	117

6.8.2. Place-specific inter-municipal planning issues	118
6.9. Catalytic Initiatives	121
6.9.1. Adam Tas Corridor	121
6.9.2. Development of Klapmuts	124
6.9.3. Alternative rail service along the Baden Powell Drive-Adam Tas-R304 corridor	127
6.10. Further Planning Work	127
6.10.1. Future settlement along the Baden Powell Drive-Adam Tas-R304 corridor	127
6.10.2. Other local planning initiatives	128
6.11. Institutional Arrangements	128
6.11.1. Inter-municipal planning	128
6.11.2. Private sector joint planning	128
6.12. Checklists in Support of Decision-Making	129
6.13. A Municipal Leadership and Advocacy Agenda related to Spatial Development	134
7. Capital Expenditure Framework	137
7.1. Introduction	137
8. Monitoring and Review	139
8.1. Monitoring	139
8.2. Review of the MSDF	139

List of Documents Reviewed	140
-----------------------------------	------------

Appendices 142

A. Policy Framework	143
B. Public Comment Received Following Advertising of the Draft MSDF	149
C. Spatial Planning Categories, Associated SEMF Policy and WCG Guidelines	186
D. Thematic Guidelines Drawn From "Western Cape Land Use Planning: Rural Guidelines" which may be applicable to different SPCs	192
E. Norms / Guidelines for the Size of Agricultural Holdings	198
F. Housing Pipeline	199
G. Extract from the Stellenbosch Municipality Capital Expenditure Framework (May 2019)	202

List of Tables, Diagrams and Figures

Table 1. SPLUMA Principles	20	Table 23. Plan Elements and Proposals for La Motte - Wemmershoek	80	Table 47. Conventions, Resolutions or Declarations (cont.)	145
Table 2. The PSDF Spatial Agenda	23	Table 24. Plan Elements and Proposals for Dwars River Valley Settlements	86	Table 48. Policies	146
Table 3. The key PSDF Transitions	24	Table 25. Plan Elements and Proposals for Koelenhof - Muldersvlei	91	Table 49. Policies (cont.)	147
Table 4. IDP Strategic Focus Areas and the MSDF	26	Table 26. Plan Elements and Proposals for Vlottenburg - Spier - Lynedoch	95	Table 50. Policies (cont.)	148
Table 5. Policy Implications	27	Table 27. Plan Elements and Proposals for Raithby	98	Table 51. Summary table of first round comments received as well as associated responses	152
Table 6. Stellenbosch's Biophysical context - key attributes summarised	32	Table 28. Proposed Settlement Hierarchy	102	Table 52. Summary table of second round comments received as well as associated responses	174
Table 7. Stellenbosch's Biophysical context - issues and implications	33	Table 29. Proposed MSDF Policies	104	Table 53. SPCs for Stellenbosch Municipality and associated land use policy and guidelines	186
Table 8. Stellenbosch's Socio-Economic context - key attributes summarised	34	Table 30. Proposed MSDF Policies (cont.)	105	Table 54. SPCs for Stellenbosch Municipality and associated land use policy and guidelines (cont.)	187
Table 9. Stellenbosch's Socio-Economic context - key attributes summarised (cont.)	35	Table 31. Proposed MSDF Policies (cont.)	106	Table 55. SPCs for Stellenbosch Municipality and associated land use policy and guidelines (cont.)	188
Table 10. Stellenbosch's Socio-Economic context - issues and implications	37	Table 32. Proposed MSDF Policies (cont.)	107	Table 56. SPCs for Stellenbosch Municipality and associated land use policy and guidelines (cont.)	189
Table 11. Stellenbosch's Built Environment context - key attributes summarised	38	Table 33. Supportive Guidelines	108	Table 57. SPCs for Stellenbosch Municipality and associated land use policy and guidelines (cont.)	190
Table 12. Stellenbosch's Built Environment context - key attributes summarised (cont.)	39	Table 34. Desired public transport routes	112	Table 58. SPCs for Stellenbosch Municipality and associated land use policy and guidelines (cont.)	191
Table 12. Stellenbosch's Built Environment context - issues and implications	41	Table 35. Potential public transport nodes	114	Table 59. Thematic land use guidelines for rural areas	192
Table 13. Stellenbosch's Institutional context - key attributes summarised	42	Table 36. Possible park and ride locations	114	Table 60. Thematic land use guidelines for rural areas (cont.)	193
Table 14. Stellenbosch's Institutional context - issues and implications	43	Table 37. Place-specific inter-municipal planning issues	118	Table 61. Thematic land use guidelines for rural areas (cont.)	194
Table 15. The historic land take-up in nodes	48	Table 38. Place-specific inter-municipal planning issues (cont.)	119	Table 62. Thematic land use guidelines for rural areas (cont.)	195
Table 16. Land demand for housing per node	49	Table 39. Place-specific inter-municipal planning issues (cont.)	120	Table 63. Thematic land use guidelines for rural areas (cont.)	196
Table 17. Land availability	49	Table 40. Checklists	130	Table 64. Thematic land use guidelines for rural areas (cont.)	197
Table 18. Plan Elements and Proposals for the SM as a whole	64	Table 41. Checklists (cont.)	131	Table 65. Norms/ guidelines for the size of agricultural holdings	198
Table 19. Plan Elements and Proposals for the SM as a whole (cont.)	65	Table 42. Checklists (cont.)	132	Table 66. SM Housing Pipeline Summary	199
Table 20. Plan Elements and Proposals for Stellenbosch Town	69	Table 43. Checklists (cont.)	133	Table 66. SM Housing Pipeline Summary (continued)	200
Table 21. Plan Elements and Proposals for Klapmuts	73	Table 44. A municipal leadership and advocacy agenda from the perspective of spatial planning and land use management	135		
Table 22. Plan Elements and Proposals for Franschhoek	76	Table 45. Conventions, Resolutions or Declarations	143		
		Table 46. Conventions, Resolutions or Declarations (cont.)	144		

Figure 1. The location of SM within the Western Cape and Cape Winelands District	13	Figure 20. Concept 3 - Direct growth to areas of lesser natural and cultural significance as well as movement opportunity	55	Figure 40. Land use precincts and the spatial concept for the mixed-use precinct (Jonkershoek SDF approved by Council in 2015)	88
Figure 2. The 2013 Approved Stellenbosch SDF diagram illustrating hierarchy of settlement, linkages and investment priorities	15	Figure 21. Concept 4 - Clarify and respect the different roles and functions of settlements	56	Figure 41. Koelenhof Spatial Development Framework Revision and Urban Edge Determination - Final Draft 2007	89
Figure 3. The SDF Process (from DRDLR's PLUMA Guidelines, 2014)	16	Figure 22. Concept 5 - Clarify and respect the roles and functions of different elements of movement structure	57	Figure 42. Koelenhof - Muldersvlei Concept	90
Figure 4. The National Development Plan Vision for 2030	22	Figure 23. Concept 6 - Ensure balanced, sustainable communities	58	Figure 43. Koelenhof Muldersvlei Plan	92
Figure 5. Consolidated PSDF Framework 2014	24	Figure 24. Consolidated Concept	59	Figure 44. Alternative 1 and 2 from Vredenheim Engineering Services Report (Aurecon, 8 June 2017)	93
Figure 6. Composite GCM RSIF 2017 (DEA&DP 2017)	25	Figure 25. Consolidated Concept for the SM area	63	Figure 45. Vlottenburg - Spier - Lynedoch Concept	94
Figure 7. Scenic landscape elements and conserved landscaped/biophysical areas	29	Figure 26. Municipal Spatial Framework for the SM area	66	Figure 46. Spier - Vlottenburg - Lynedoch Plan	96
Figure 8. Land capability (Cape Farm Mapper)	30	Figure 27. Stellenbosch Town Concept	68	Figure 47. Raithby Concept	97
Figure 9. Rural landscape activities	31	Figure 28. Stellenbosch Town Plan	70	Figure 48. Raithby Plan	99
Figure 10. The impact of the recent severe drought conditions in the Western Cape on grape yields is high, with poor yield years coinciding with moderate or severe drought periods for the wine industry.	33	Figure 29. Klapmuts Concept	72	Figure 49. SEMF SPCs map	110
Figure 11. Water quality and habitat diversity in the Plankenbrug River have been reduced by stormwater and wastewater discharges from Kayamandi and Stellenbosch. This river has been identified as a high-risk area for human health by the 2005 State of the Rivers Report	33	Figure 30. Klapmuts Plan	74	Figure 50. A conceptual approach to align transport planning with the MSDF	111
Figure 12. Racial distribution in Stellenbosch (dotmap. adrianfrith.com)	36	Figure 31. Franschhoek Concept	75	Figure 51. A conceptual public transport network for SM	113
Figure 13. Percentage of workforce employed	36	Figure 32. Franschhoek Plan	77	Figure 52. Future Development of Arterial Road Transport Corridors in and around Stellenbosch (Transport Futures, 2018)	115
Figure 14. Access to Health Facilities	36	Figure 33. Possible area for expansion for municipal housing proposals, north and south of La Motte (Extract from a planning motivation letter for the "Proposed extension of urban edge of La Motte and inclusion of regional cemeteries, Stellenbosch Municipal Area" by CK Rumboll & Partners, 5 July 2019)	78	Figure 53. Future recommended road designs - cross sections for public transport and NMT (Transport Futures, 2018)	115
Figure 15. Access to Schools	36	Figure 34. Wemmershoek - La Motte Concept	79	Figure 54. Adam Tas Corridor Concept	123
Figure 16. Housing and development trends, bypasses and gated communities	40	Figure 35. La Motte - Wemmershoek Plan	81	Figure 55. The proposed development by Distell on Farm 736/RE, Klapmuts (GAPP Architects)	125
Figure 17. Current development pressures on the periphery of settlements in the SM	45	Figure 36. Boschendal Site Development Plan by Philip Briel Architects, From Boschendal Village: Planning Report for NEMA Basic Assessment Report Version 1.9 - June 2017	82	Figure 56. The proposed Klapmuts "Innovation Precinct" Concept (Osmond Lange Architects and Planners)	126
Figure 18. Concept 1 - maintain and grow our natural assets	53	Figure 37. Conceptual proposal prepared as part of Boschendal Estate Draft Conceptual Framework to illustrate proposed NMT routes and associated opportunity	83	Figure 57. Housing pipeline mapped	201
Figure 19. Concept 2 - Respect and grow our cultural heritage	54	Figure 38. Dwars River Valley Concept	85	Diagram 1. Investment focus of the public and private sectors	46
		Figure 39. Dwars River Valley Plan	87		

Preamble

Stellenbosch and an appropriate approach to spatial development and management

Spatial development frameworks are mostly technical documents. In terms of the legislation and procedures governing their preparation, they have to address a host of matters, all of which are not of equal importance to all stakeholders. The framework may not resolve all the issues discussed to the same extent; some matters need time to be investigated further, while others are reasonably firm. In its elaboration to meet requirements, spatial frameworks can become dull, hiding the core message.

We present the critical underlying narrative here and argue that adhering to it, through numerous individual actions and decisions – across sectors of society – is at the core of managing development and land use in Stellenbosch better, at the heart of a better future for all.

The narrative ...

“Stellenbosch is a special place; all of it ... its various settlements, its nature areas, farms, education institutions, its innovative corporations, small businesses, its places to visit, its places to live, its festivals, its history ... its people.

In terms of its space – activities in space, landscapes, urban places, streets, and buildings – Stellenbosch continue to impress and bring opportunity, joy, and contentment; in different ways, to visitors and residents alike. Many would love to live here, work here, or visit more often.

Stellenbosch has been judged as a place of high opportunity. Numerous factors combine to a recognition that this place can contribute more to growing societal needs, in its region, and our country. If one lives here, the chances are that you can make a good livelihood. Stellenbosch is truly a rich place.

Stellenbosch is harsh on some. Many who live here do not have adequate shelter, or the opportunity to work. Others feel that the time has come to depart from farms, to give up farming. Many study here, but cannot enjoy university life to the full because there is limited residential opportunity for students. Then again, many struggle in traffic every day, on congested roads, wasting time and money for fuel, even if privileged enough to own a private vehicle. Stellenbosch is not that easy on people anymore. Its challenges increasingly impact on all, albeit in different ways.

Citizens respond to challenges differently. Many owners of agricultural land have indicated a desire to develop their land for other, predominantly urban activities. These thoughts already involve a large land area, comparable to the size of Stellenbosch town. Others, tired of waiting for a housing opportunity here or elsewhere – and government support – invade land, staking a claim, the right to a place to live, on virgin land, even if the land is not deemed desirable for development because of its agricultural or environmental value, is prone to risk, or allocated to someone else. Some, with the necessary material means, elect to close themselves off, to obtain a place to live in gated communities, secure from perceived or real threat to body and property.

Stellenbosch grows, both naturally, and because more people are attracted here. Those drawn include the poor, better off, and large corporations. Stellenbosch has a special quality of accommodating hope, good opportunities, and a better life; the perception is that your needs can be met faster, your children can get access to a school promptly, or, your journey to work will be less cumbersome.

However, Stellenbosch grows on top of unfinished business. It grows on top of ways of a past that had not been fixed, the separation of people, the focus on some as opposed to all; needs not met, exclusion. It also grows on top of limited public resources. While the municipality and other spheres of government collect and allocate funds for service delivery, it is not enough to address backlogs, fix the mistakes of the past, prepare for unexpected crisis (for example, in the form of fires), or meet anticipated future needs.

As Stellenbosch grows, things get worse. In terms of how we manage development and space, we know what direction to take. We know that we should adopt a precautionary approach to nature and agricultural land, we know that we should contain and compact settlements, we know that we should provide more choice in shelter and housing opportunity, and that we should focus on public and non-motorised transport. This knowledge is also embedded in policy, from global conventions to national, provincial and local frameworks, including the Stellenbosch Municipal Integrated Development Plan, the legal plan which directs the municipal budget and resource allocation.

The issue is that we have not implemented what we believe the appropriate policy direction is well. We should ask why. We can answer that achieving in terms of new policy is not easy. It requires new ways of living and doing. Higher densities, leaving the car, more interaction between groups of society sharing public space, more partnership in unlocking development opportunity, and so on.

Even if difficult, it is a matter of now or never. We cannot behave and live like before. We cannot afford to lose more nature and agricultural land, develop at low densities, and prioritise building roads for private cars more than public transport. If we do that, the system will fail. Material wealth will not assist.

Despite difficulties, it appears as if our approach is shifting. Land previously occupied by manufacturing enterprises in critical locations in Stellenbosch have slowly become available for re-use. The potential of Klapmuts to accommodate enterprises requiring large landholdings and dependent on good intra- and inter-regional logistic networks is acknowledged. Landowners realise that overcoming the resource constraints, infrastructure constraints, and the cross-subsidisation required for more inclusive development – the extent of energy needed – necessitates joint work, joint planning, and implementation of a scale and nature not yet experienced in Stellenbosch. Corporations realise that they have broader responsibility – not only in contributing to good causes concerning nature, education, or the arts, but in actively constructing better living environments. We realise that we have to enact partnerships to make our towns better.

We also have the benefit of history. In times past, we have, as Stellenbosch, changed our destiny, did things for the better. Starting with an individual idea, a thought, often through an individual, great things were done. With such ideas and actions the town established a university, saved historic buildings and places, launched cultural celebrations with broad reach, safeguarded unique nature areas, provided families with homes, begun corporations with global reach. When a fire destroyed homes, they were rebuilt promptly with collective energy and purpose. When children needed schooling, and government could not provide, some established schools.

Often, these initiatives started outside of government, albeit assisted by the government. They were started by those who thought beyond current challenges, without necessarily being able to project outcomes over time in full. They just understood that one step might lead to another. Not all the technical detail was resolved, not everything understood in its entirety. They merely acted in terms of core principles. As matters unfolded and new challenges emerged, the principles guided them.

The new Municipal Spatial Development Framework recognises that the spatial decisions and actions of many make what settlements are. It asks us to understand that plans cannot do everything, predict everything. It asks all to consider action with a few core beliefs, principles, or concepts, geared towards the common good. Specifically, it asks us to consider seven principles:

1. First, maintain and grow the assets of Stellenbosch Municipality's natural environment and farming areas. Humanity depends on nature for physical and spiritual sustenance, livelihoods, and survival. Ecosystems provide numerous benefits or ecosystem services that underpin economic development and support human well-being. They include provisioning services such as food, freshwater, and fuel as well as an array of regulating services such as water purification, pollination, and climate regulation. Healthy ecosystems are a prerequisite to sustaining economic development and mitigating and adapting to climate change. The plan provides for activities enabling access to nature and for diversifying farm income in a manner which does not detract from the functionality and integrity of nature and farming areas and landscapes.

2. Second, respect and grow our cultural heritage, the legacy of physical artefacts and intangible attributes of society inherited from past generations maintained in the present and preserved for the benefit of future generations. Cultural heritage underpins aspects of the economy and differentiates places. Culture is a dynamic construct; forever emerging in response to new challenges, new interactions and opportunity, and new interpretations. Spatially, we must organise Stellenbosch in a manner which also sets the stage for new expressions of culture.

3. Third, within developable areas – areas not set aside for limited development owing to its natural or cultural significance – allow future opportunity to build on existing infrastructure investment, on the opportunity inherent in these systems when reconfigured, augmented or expanded. Infrastructure represents significant public investment over generations, not readily replicated over the short term. It represents substantial assets for enabling individual and communal development opportunity of different kinds. From a spatial perspective, movement systems are particularly significant. Elements of the movement system, and how they interconnect, have a fundamental impact on accessibility, and therefore economic and social opportunity. Specifically important is places of intersection between movement systems – places which focus human energy, where movement flows merge – and where people on foot can readily engage with public transport.

4. Fourth, clarify and respect the different roles and potentials of existing settlements. All settlements are not the same. Some are large, supported by significant economic and social infrastructure, offer a range of opportunity, and can accommodate growth and change. Others are small and the chance to provide for growth or change is minimal. Generally, the potential of settlements to help change and growth relates directly to their relationship with natural assets, cultural assets, and infrastructure. We must accommodate change and growth where existing assets will be impacted on the least or lend itself to generating new opportunity.

5. Fifth, address human needs – for housing, infrastructure, and facilities – clearly in terms of the constraints and opportunity related to natural assets, cultural assets, infrastructure, and the role of settlements. We must meet human need in areas where the assets of nature will not be degraded, where cultural assets can be best respected and expanded, and where current infrastructure and settlement agglomeration offers the greatest opportunity. Generally, we can help human need in two ways. The first is through infill and redevelopment of existing settled areas. The second is through new green-field development. We need to focus on both while restricting the spatial footprint of settlements outside existing urban areas as far as possible.

6. Sixth, pursue balanced communities. All settlements should be balanced. That means they should provide for all groups, and dependent on size, a range of services and opportunities for residents. It also says they should provide for walking and cycling, not only cars.

7. Finally, focus energy on a few catalytic areas that offer extensive opportunity and address present risk. Planning cannot attempt to treat all areas equally. Some areas offer more opportunity for more people than others. We need to focus on the areas and actions where a significant number of people will benefit, where we will meet their needs. There is also a need to focus on areas of ‘deep’ need, notwithstanding location, where limited opportunity poses a risk to livelihoods. Some informal settlements and poorer areas may not be located to offer the best chance for inhabitants, yet services need to be provided and maintained here. However, significant new development should not occur in these places, exacerbating undesirable impacts or further limiting the opportunity for people to pursue sustainable livelihoods.

Spatial plans are ‘partial’ frameworks for action. They deal with space. Command of space is not enough to develop or manage a settlement in the interest of all. Each spatial principle, each concept, requires parallel actions in other sectors, including how we form institutions for execution, how we transport people, how we fund things, where we focus resources, and so on.

The spatial principles must help us to think through these implications, action by action, decision by decision.”



Part 1.

Introduction

1. Introduction

Stellenbosch Municipality (SM) is located in the heart of the Cape Winelands, a highly valued cultural landscape with globally important natural habitats. The municipality is bounded to the east and south by the Drakenstein, Wemmershoek and Limietberg mountain ranges. The Hottentots Holland range (i.e. Stellenbosch, Jonkershoek and Simonsberg Mountains) and the Bottelary Hills form the backdrop to the town of Stellenbosch itself. These mountains, and the fertile agricultural valleys which they shelter, are key elements contributing to the sense of place of the municipal area. Significant portions of the municipality fall within globally recognised biosphere areas with large tracts of land designated as public and private conservation areas.

The greater part of the municipal area comprises fertile soils, constituting some of the country's highest yielding agricultural land (in terms of income and employment generation). The region's extensive agricultural areas, particularly those under vineyards and orchards, also attribute scenic value and character to the region, valued by both local inhabitants and visitors. Nature, scenic value, and agriculture add significantly to the value of the area as one of South Africa's premier tourist destinations.

The municipality is home to some 174 000 people. A significant proportion of the municipal population is poor, and reliant on the informal sector for livelihoods. Yet, SM is also home to some of the country's strongest corporations with global footprints, most esteemed education institutions, cultural facilities, and places of historic value.

Politically, SM forms part of the Cape Winelands District Municipality (CWD) of the Western Cape Province of South Africa. The municipality adjoins the City of Cape Town (CCT) to the west and south and the Breede Valley, Drakenstein and Theewaterskloof Municipalities to the east and

north. Functionally, SM forms part of the Greater

Cape Town metropolitan area. SM covers a geographical area of approximately 830km².

The main settlements in SM are the historic towns of Stellenbosch and Franschhoek, and Klapmuts. There are also a number of smaller villages, including Jamestown (contiguous with Stellenbosch town), Pniel, Johannesdal, Lanquedoc, Lynedoch, and Raithby. New nodes are emerging around agricultural service centres, for example, Koelenhof and Vlottenburg.

As SM is sought after for the opportunity and quality of living it offers, much of the municipal area is constantly under pressure for development; in the form of various types of residential development, and commercial development ranging from shopping malls, to tourist and visitors facilities in the rural areas surrounding towns. Building on the existing highly-valued institutions, the education sector is also seeking further development opportunity. The SM Municipal Spatial Development Framework will play a key role in managing these pressures.

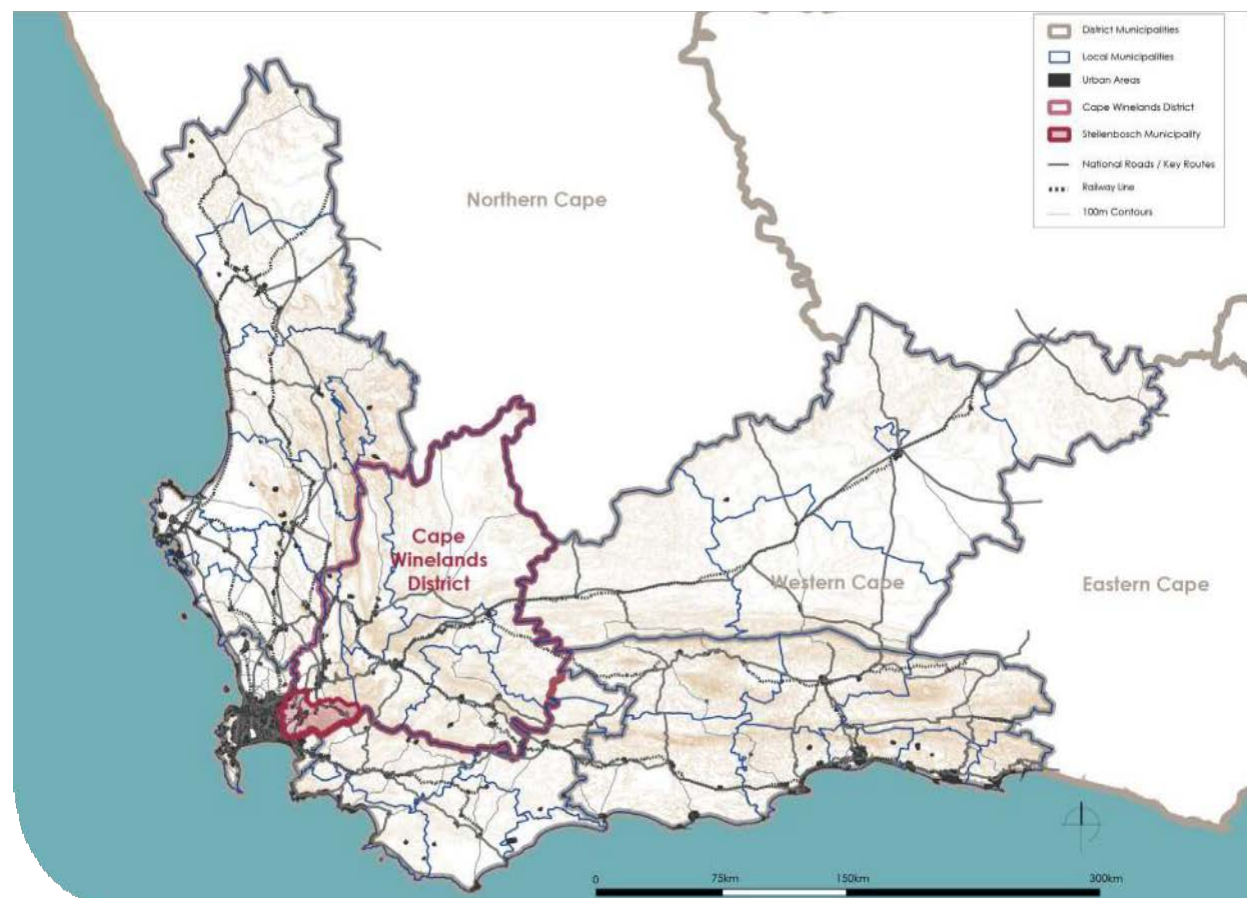


Figure 1. The location of SM within the Western Cape and Cape Winelands District

1.1. Subject Matter and Role of the SDF

Spatial Development Frameworks (SDFs) are public policy statements that seek to influence the overall spatial distribution of current and future land use within a municipality or other described region to give effect to the vision, goals and objectives of the municipal Integrated Development Plan (IDP) or related business plans of government. The (MSDF) covers the jurisdictional area of the municipality.

In the case of SM, the MSDF must answer the following questions: “How is Stellenbosch going to develop over the next ten to thirty years? What kind of development will take place, where will it take place, and who will be responsible for what aspect of the development?”

This focus is important. Future growth, expansion and innovation cannot be allowed to unfold in haphazard ways as this is likely to result in expensive outward low-density sprawl of housing and commercial areas and the related destruction of valuable ecosystem and agricultural resources. This kind of development is also likely to exacerbate spatial divisions and exclude citizens with lesser materials resources from opportunity to live in proximity to work, commercial opportunity, and social facilities.

Ad hoc development removes the certainty that everyone needs to make long-term investment decisions, including municipal leadership – planning for associated infrastructure – and key players like the property developers, financial investors, development planners, municipal officials dealing with associated approval processes, and ordinary households.

In more detail, the MSDF aims to:

- Enable a vision for the future of the municipal area based on evidence, local distinctiveness, and community derived objectives.
- Translate this vision into a set of policies, priorities, programmes, and land allocations

together with the public sector resources to deliver them.

- Create a framework for private investment and regeneration that promotes economic, environmental, and social well-being.
- Coordinate and deliver the public-sector components of this vision with other agencies and processes to ensure implementation.

1.2. Users of the SDF

The MSDF for SM targets two broad user categories. The first is the government sector, across spheres from national to local government, including State Owned Enterprises (SOEs). While the MSDF is informed by the spatial direction stated in national, provincial, and district level policy, it also sets out the municipality’s spatial agenda for government departments across spheres of government to consider and follow. Most importantly, the MSDF outlines the municipality’s spatial agenda to its own service departments, ensuring that their sector plans, programmes, and projects are grounded in a sound and common spatial logic.

The second user category is the private and community sector, comprising business enterprises, non-government organisations, institutions, and private citizens. While the private sector operates with relative freedom spatially – making spatial decisions within the framework of land ownership, zoning, and associated regulations and processes – the MSDF gives an indication of where and how the municipality intends to channel public investment, influence, and other resources at its disposal. This includes where infrastructure and public facility investment will be prioritised, where private sector partnerships will be sought in development, and how the municipality will view applications for land use change.

1.3. Background to the MSDF

Over the last decade, the SM has completed a considerable volume of studies, policy documents, and plans, specifically related to spatial planning, as well as studies, policy documents, and plans that should inform or be informed by the MSDF (for example comprehensive plans like the IDP covering all the activities of the municipality, or sector specific work related to economic development, transport, the environment, housing, and so on). Some of these studies, policy documents, and plans cover the whole municipal area, while others focus on specific parts of the area.

Starting in 2008, and culminating in an approved MSDF and the “Shaping Stellenbosch” initiative, broad consensus has been achieved on the desired future direction and form of development. Some of the country’s most accomplished professionals were involved in this work, considerable time and money was spent, and citizens bought in. In 2013, SM approved a MSDF and settlement hierarchy for the whole Stellenbosch municipal area. An updated version of this document was approved on 31 May 2017.

Since approval of the MSDF in 2013 and 2017, MSDF related work has focused on:

- The development of scenarios of land demand to inform the development of a preferred 20-year growth strategy, development path, and nodal development concepts for SM. This work culminated in status quo and draft Urban Development Strategy (UDS) documents during 2017.
- An analysis and synthesis of the rural areas of Stellenbosch Municipality with a view to prepare a Rural Area Plan (RAP).
- Draft heritage surveys and inventories of large-scale landscape areas in the rural domain of the municipality informing proposed heritage areas (complementing previous inventory work completed for urban areas).

- Area-based planning investigations for parts of the municipality, notably Stellenbosch town, Klapmuts and the area north of 147 Kayamandi.

In parallel to MSDF work, considerable progress has been made, in collaboration with the Western Cape Government through application of the Provincial Sustainable Transport Programme (PSTP), with developing a strategy for sustainable transport planning, infrastructure provision, and management in Stellenbosch.

In preparing the current MSDF, previous studies, policy documents, and plans have been considered.

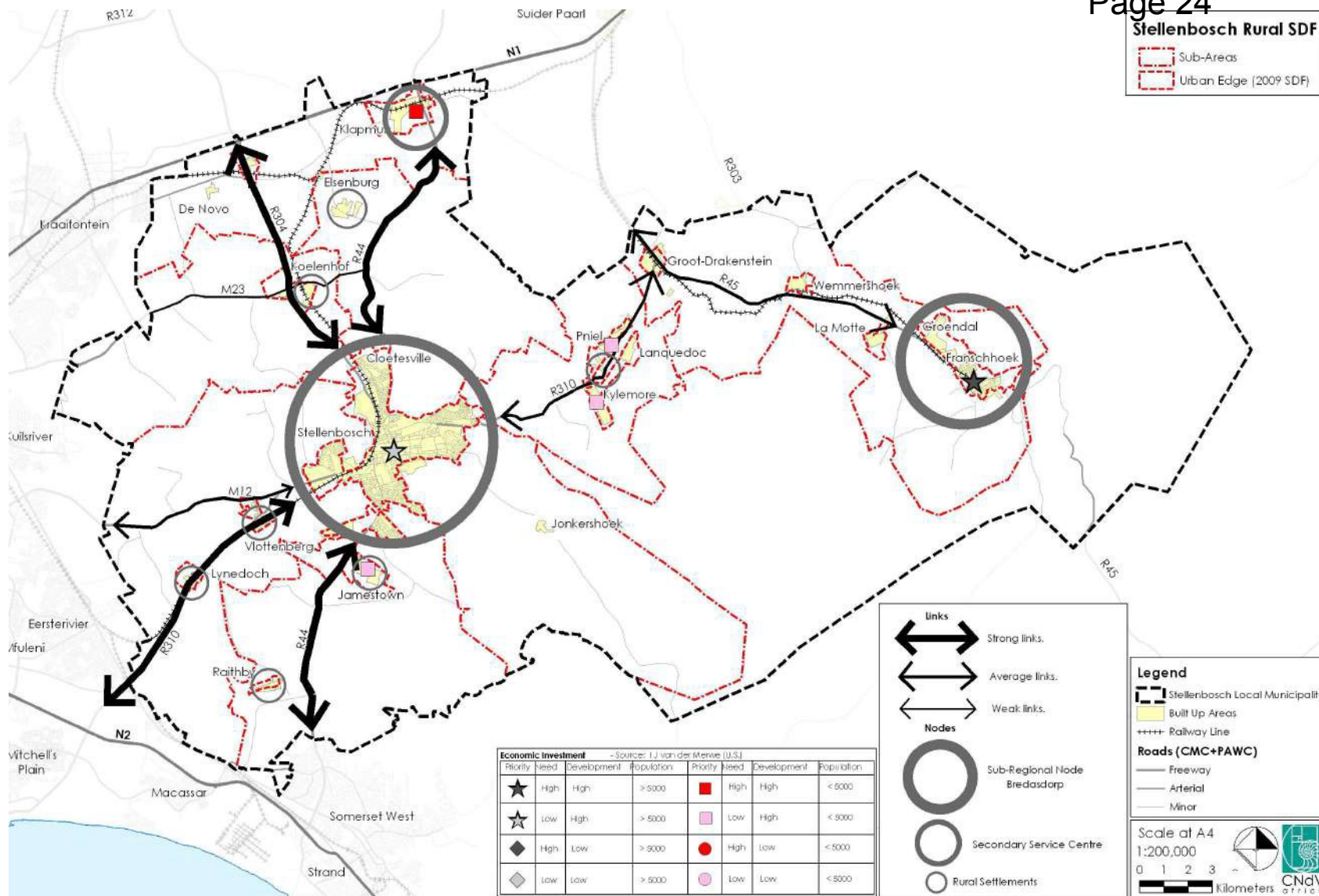


Figure 2. The 2013 Approved Stellenbosch SDF diagram illustrating hierarchy of settlement, linkages and investment priorities

1.4. Process in Preparing the MSDF

Figure 3 illustrates the process for preparing an MSDF in general terms. Broadly, it involves three phases. While the first phase is predominantly analytical, setting out the “status quo” in relation to spatial matters concerning the study area, the second and third phases are more creative, encompassing the preparation of the definitive guidelines reflecting policy choices.

The first phase includes a review of higher level plans and policy across spheres of government and sectors, an analysis of the challenges and opportunities in terms of four themes (bio-physical, socio-economic, built environment, and institutional), and the perspectives of citizens and interest groups on issues facing their communities and the municipality as a whole. This phase culminates in a synthesis of key challenges, opportunities, and spatial implications to be addressed in the MSDF.

The analysis phase is followed by preparing a spatial concept for the future spatial development and management of the MSDF area (based on a vision related to the synthesis of key challenges and key opportunities). The concept is then elaborated into a fully-fledged MSDF plan or plans indicating where various activities should occur in space and in what form. The third broad phase comprises preparation of an implementation framework, including detailed plans, programmes, guidelines, projects and actions, across services and sectors of society. The implementation framework also aligns government capital investment and budgeting processes moving forward from a spatial perspective.

The SM’s current work on the MSDF – and the specific investigations in support of the SDF listed in section 1.3 and undertaken since approval of the 2013 and 2017 MSDFs – have taken place with the inputs and oversight of an Integrated Steering Committee (ISC), as prescribed in the Land Use Planning Act (LUPA), and comprising

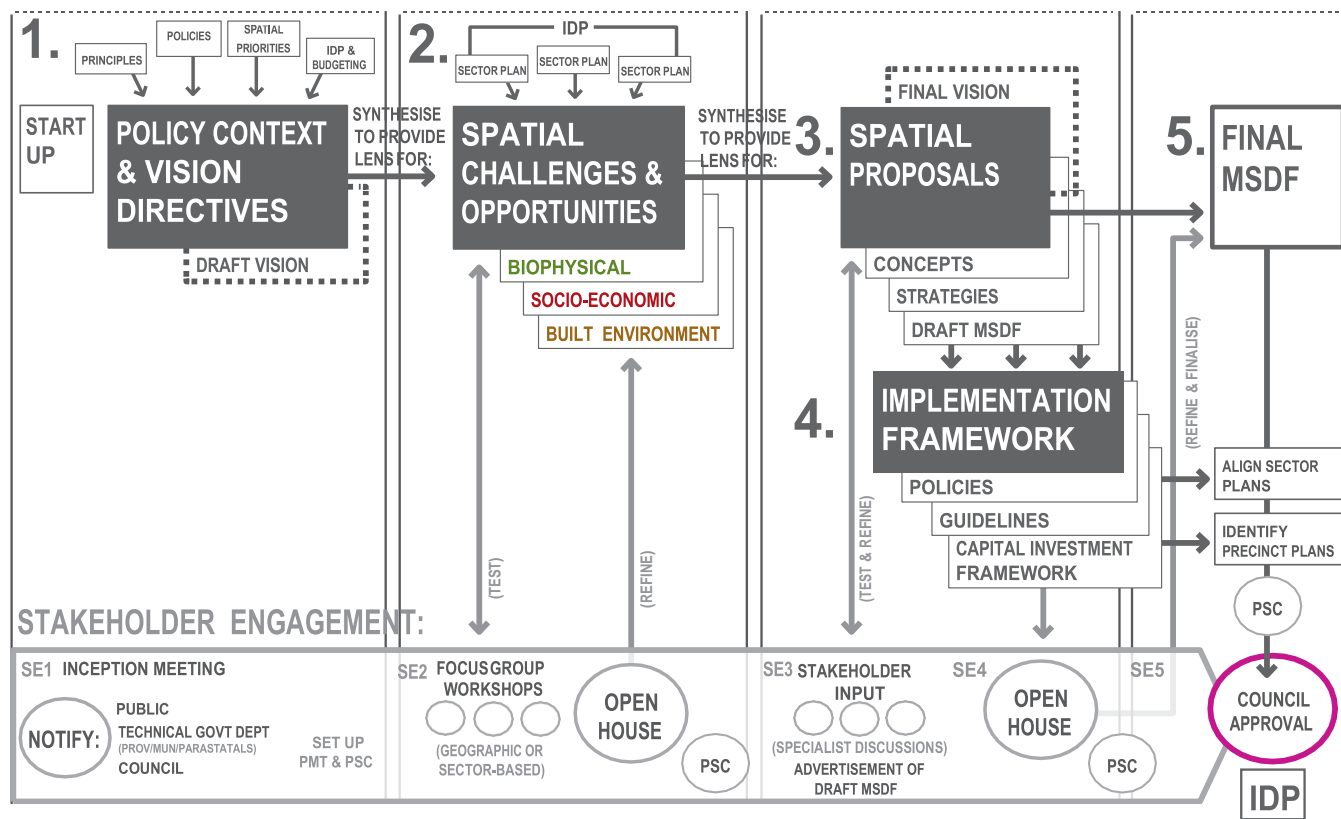


Figure 3. The SDF Process (from DRDLR’s PLUMA Guidelines, 2014)

representatives across spheres of government and sectors.

During November of 2018 a series area based public meetings were held throughout the municipal area, where the background and spatial concept for the SDF was presented. Inputs received during these meetings are included as Appendix 1. Further, it should be noted that the approved MSDF, as well as specific sector

documents and area studies listed in before and used as inputs to the current MSDF, sought inputs from various organisations and individuals as part of public participation processes undertaken during various stages of preparing these studies.¹

¹ For example, the “Shaping Stellenbosch” initiative involved a facilitated process of engagement between directors of key municipal departments and members of the Mayoral Committee (MAYCO), consultations with all ward councillors, meetings with ward committees and 72 formal engagements with various groups, and four major workshops that were attended by a wide cross-section of organisations. By August 2014, a total of over 200 ideas were submitted from around 108 stakeholders to a dedicated web-site.

1.5. Structure of the MSDF

The 2019 SM MSDF is set out in the following parts:

Part 1: Introduction.

Part 2: Legislative and Policy Context

Part 3: Status Quo, Challenges and Opportunities.

Part 4: Vision and Concept.

Part 5: Plans and Settlement Proposals.

Part 6: Implementation Framework.

Part 7: Capital Expenditure Framework.

Part 8: Monitoring and Review .

Appendices related to the status quo, guidelines, and public input received.



Part 2.

Legislative and Policy Context

2. Legislative and Policy Context

The sections below outline key legislative and policy informants of the MSDF.

2.1. Legislative Requirements for MSDFs

2.1.1. Municipal Systems Act

The Municipal Systems Act, 32 of 2000 (MSA) first introduced the concept of a MSDF as a component of the mandatory IDP that every municipality must adopt to govern its allocation of resources. Chapter 5 of the Act deals with integrated development planning and provides the legislative framework for the compilation and adoption of IDPs by municipalities. Within the chapter, section 26(e) specifically requires an SDF as a mandatory component of the municipal IDP. In 2001 the Minister for Provincial and Local Government issued the Local Government: Municipal Planning and Performance Management Regulations. Within these regulations, Regulation 2(4) prescribes the minimum requirements for a MSDF.

2.1.2. Spatial Planning and Land Use Management Act

With the enactment of the Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA), a new planning regime was introduced in South Africa. It replaced disparate apartheid era laws with a coherent legislative system as the foundation for all spatial planning and land use management activities in South Africa. It seeks to promote consistency and uniformity in procedures and decision-making. Other objectives include addressing historical spatial imbalances and the integration of the principles of sustainable development into land use and planning regulatory tools and legislative instruments.

In broad terms, SPLUMA differentiates between two components of the planning system:

- SDFs
- The Land Use Management System (LUMS)

As indicated above, SDFs are guiding and informing documents that indicate the desired spatial form of an area and define strategies and policies to achieve this. They inform and guide the LUMS, which includes town planning or zoning schemes, allocating development rights, and the procedures and processes for maintaining the maintenance of or changes in development rights.

SDFs can be prepared for different spatial domains, for example, the country, a province or region, municipal area (MSDF), or part of a municipal area. Plans for parts of a municipal area are referred to as Local Spatial Development Framework (LSDFs) or Precinct Plans. In terms of SPLUMA, a MSDF covers a longer time horizon (i.e. five years or longer) than spatial plans, and sets out strategies for achieving specific objectives over the medium to longer term. SDFs are not rigid or prescriptive plans that predetermine or try to deal with all eventualities, or sets out complete land use and development parameters for every land portion or cadastral entity. They should, however, contain sufficient clarity and direction to provide guidance to land use management decisions while still allowing some flexibility and discretion. MSDFs need to distinguish between critical non-negotiables and fixes, and what can be left to more detailed studies. They should be based on normative principles including performance principles that form the basis of monitoring and evaluation of impacts.

Chapter 2 of SPLUMA sets out the development principles that must guide the preparation, adoption and implementation of any SDF, policy or by-law concerning spatial planning and the development or use of land. These principles, outlined in more detail in Table 1, include the redress of spatial injustices and the integration of socio-economic and environmental considerations

in land use management to balance current development needs with those of the future generations in a transformative manner. SPLUMA reinforces and unifies the National Development Plan (NDP) in respect of using spatial planning mechanisms to eliminate poverty and inequality while creating conditions for inclusive growth by seeking to foster a high-employment economy that delivers on social and spatial cohesion.

The SPLUMA principles are aligned with key international treaties and conventions, supported by South Africa, and including the UN Agenda for Sustainable Development (and its associated sustainable development goals and implementation programmes).

Chapter 4 of SPLUMA provides requirements for the preparation of SDFs, which includes stipulations regarding the process of preparing a SDF and the contents of an SDF. All spheres of government must prepare SDFs that establish a clear vision for spatial development, based on a thorough inventory and analysis and underpinned by national spatial planning principles and local long-term development goals and plans. Sub-section 12(2) of SPLUMA requires that all three spheres must participate in each other's processes of spatial planning and land use management and each sphere must be guided by its own SDF when taking decisions relating to land use and development.

Section 12 (1) of sets out general provisions which are applicable to the preparation of all scales of SDFs. These provisions require that all SDFs must:

- Interpret and represent the spatial development vision of the responsible sphere of government and competent authority.
- Be informed by a long-term spatial development vision.
- Represent the integration and trade-off of all relevant sector policies and plans.

Table 1. SPLUMA Principles

Principle	Meaning
SPATIAL JUSTICE:	<ul style="list-style-type: none"> Past spatial and other development imbalances must be redressed through improved access to and use of land. SDFs (and associated policies) must address the inclusion of persons and areas that were previously excluded, with an emphasis on informal settlements, and areas characterised by widespread poverty and deprivation. Spatial planning mechanisms, including land use schemes, must incorporate provisions that enable redress in access to land by disadvantaged communities and persons. Land use management systems must include all areas of a municipality and specifically include provisions that are flexible and appropriate for the management of disadvantaged areas and informal settlements. Land development procedures must include provisions that accommodate access to secure tenure and the incremental upgrading of informal areas. In considering an application, a Municipal Planning Tribunal may not be impeded or restricted in the exercise of its discretion solely because the value of land or property is affected by the outcome of the application.
SPATIAL EFFICIENCY:	<ul style="list-style-type: none"> Land development must optimise the use of existing resources and infrastructure. Decision-making procedures must be designed to minimise negative financial, social, economic or environmental impacts. Development application procedures must be efficient, streamlined, and timeframes adhered to by all parties.
SPATIAL SUSTAINABILITY:	<ul style="list-style-type: none"> Only land development that is within the fiscal, institutional and administrative means of government may be promoted. Special consideration must be given to the protection of prime and unique agricultural land. Land use issues must be dealt consistently in accordance with environmental management instruments. Land use management and planning must promote and stimulate the effective and equitable functioning of land markets. Current and future costs to all parties must be considered when providing infrastructure and social services for land developments. Land development should only be promoted in locations that are sustainable, limit urban sprawl, and result in communities that are viable.
SPATIAL RESILIENCE:	<ul style="list-style-type: none"> Spatial plans, policies and land use management systems must be flexible to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks.
GOOD ADMINISTRATION:	<ul style="list-style-type: none"> All spheres of government must ensure an integrated approach to land use and land development. All government departments must provide their sector inputs and comply with any other prescribed requirements during the preparation or amendment of SDFs. The requirements of any law relating to land development and land use must be met timeously. The preparation and amendment of spatial plans, policies, land use schemes as well as procedures for development applications, must include transparent processes of public participation that afford all parties the opportunity to provide inputs on matters affecting them. Policies, legislation and procedures must be clearly set out in a manner which informs and empowers the public.

- Guide planning and development decisions across all sectors of government.
- Guide a provincial department or municipality in taking any decision or exercising any discretion in terms of the Act or any other law relating to spatial planning and land use management systems.
- Contribute to a coherent, planned approach to spatial development in the national, provincial and municipal spheres.
- Provide clear and accessible information to the public and private sector and provide direction for investment purposes.
- Include previously disadvantaged areas, areas under traditional leadership, rural areas, informal settlements, slums and land holdings of state-owned enterprises and government agencies and address their inclusion and integration into the spatial, economic, social and environmental objectives of the relevant sphere.
- Address historical spatial imbalances in development.
- Identify the long-term risks of particular spatial patterns of growth and development and the policies and strategies necessary to mitigate those risks.
- Provide direction for strategic developments, infrastructure investment, promote efficient, sustainable and planned investments by all sectors.

SDFs should include:

- A report on and an analysis of existing land use patterns.
- A framework for desired land use patterns.
- Existing and future land use plans, programmes and projects relative to key sectors of the economy.

- Mechanisms for identifying strategically located vacant or under-utilised land and for providing access to and the use of such land.

The time frames for the preparation of a MSDF overlaps with that of the municipal IDP. At the municipal level, IDPs, which include budget projections, financial and sector plans, are set every five years correlating with political terms of office in local government. MSDFs should be subject to a major review every five years, with less comprehensive reviews annually.²

In support of SPLUMA, the Department of Rural Development and Land Reform prepared detailed process and content “Guidelines for the Development of Provincial, Regional and Municipal Spatial Development Frameworks and Precinct Plans”. The SM follows these guidelines in its work on the MSDF.

2.1.3. National Environmental Management Act

Similar to SPLUMA, the National Environmental Management Act, Act 107 of 1998 (NEMA), is identified as “framework legislation”, intended to define overarching and generally applicable principles to guide related legislation as well as all activities integral to environmental management. Its broad purpose is to provide for co-operative environmental governance by establishing principles for decision-making on matters effecting the environment, institutions that will promote co-operative governance and procedures for coordinating environmental functions exercised by organs of the state, provide for certain aspects of the administration and enforcement of other environmental management laws, and related matters.

NEMA is critical in so far as the issues of environmental sustainability, resilience to climate change, and wise use of the natural resource base, are key to the current and future socio-economic wellbeing of residents in the municipal area. This

² This does prevent the SDF from preparing a longer term spatial development vision, projecting ten to twenty years into the future.

is especially so because of the fact that sectors such as agriculture and tourism, which all rely to a great extent on the natural assets of the area, remain of great importance to the local economy and are likely to do so in future. In this regard, the National Environmental Management Principles are important and are to be applied in tandem with the development principles set out in SPLUMA. It is also notable that both SPLUMA and NEMA provide for an integrated and coordinated approach towards managing land use and land development processes. This approach is based on co-operative governance and envisages the utilization of spatial planning and environmental management “instruments” such as SDFs and environmental management frameworks to align the imperatives of enabling development whilst ensuring that biodiversity and other critical elements of the natural environment are adequately protected to ensure sustainability.

2.1.4. The Western Cape Government Land Use Planning Act

The Western Cape Government (WCG), through the Land Use Planning Act 3 of 2014 (LUPA), has adopted its own legislation to consolidate the legal requirements that relates to spatial planning and public investment in the Western Cape. There is some overlap between SPLUMA and LUPA with regard to aspects such as the content and process of preparing and adopting a MSDF. In terms of LUPA, a MSDF must:

- Comply with other applicable legislation.
- Promote predictability in the utilisation of land.
- Address development priorities.
- Where relevant, provide for specific spatial focus areas, including towns, other nodes, sensitive areas, or areas experiencing specific development pressure.
- Consist of a report and maps covering the whole municipal area, reflecting municipal planning and the following structuring elements:

- Transportation routes.
- Open space systems and ecological corridors.
- Proposed major projects of organs of state with substantial spatial implications.
- Outer limits to lateral expansion.
- Densification of urban areas.

LUPA also sets out the minimum institutional arrangements for preparing SDFs, enabling participation across spheres of government and sectors. These institutional arrangements are further described in the SM Municipal Land Use Planning By-law 2015. The by-law will give effect to the municipal planning function allocated to municipalities in terms of Part B of Schedule 4 of the Constitution and certain requirements set out in SPLUMA and LUPA.

2.2. Policy Context for SDFs

Numerous policy frameworks focus the work of government holistically, the spatial arrangement of activities or specific sectors. These are explored fully in the SM IDP. In the sections below, only key spatial policy informants are summarised, namely the National Development Plan (NDP), the national Integrated Urban Development Framework (IUDF), the WCG’s Provincial Spatial Development Framework (PSDF), the Greater Cape Metro (GCM) Regional Spatial Implementation Framework (RSIF), and the SM IDP. A fuller set of applicable policy is attached in table form as Appendix A.

2.2.1. The National Development Plan 2030

The National Development Plan 2030 (NDP), developed by the National Planning Commission and adopted in 2012, serves as the strategic framework guiding and structuring the country’s development imperatives and is supported by the New Growth Path (NGP) and other national strategies. In principle, the NDP is underpinned by, and seeks to advance, a paradigm of

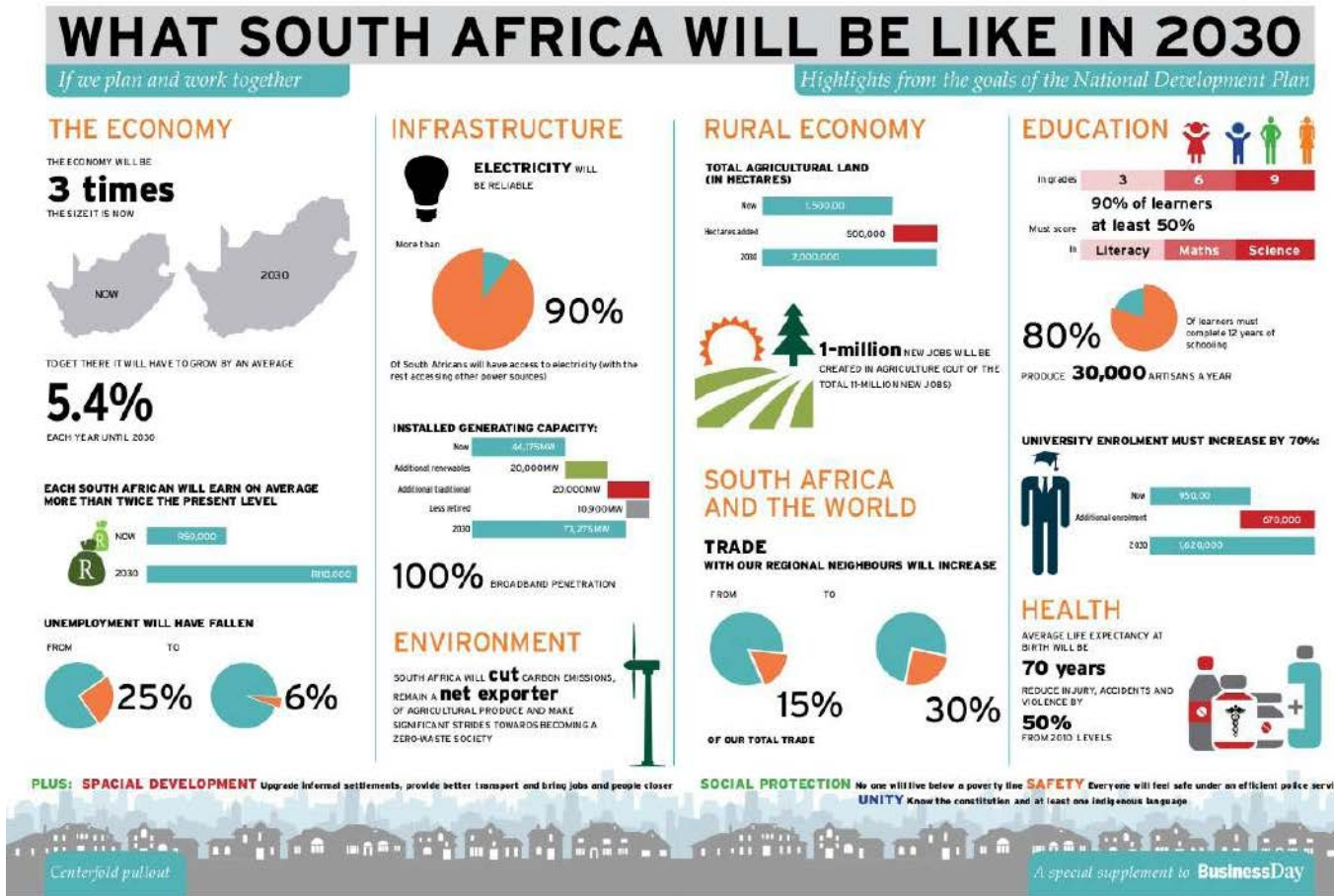


Figure 4. The National Development Plan Vision for 2030

development that sees the role of government as enabling by creating the conditions, opportunities and capabilities conducive to sustainable and inclusive economic growth. The NDP sets out the pillars through which to cultivate and expand a robust, entrepreneurial and innovative economy that will address South Africa's primary challenge of significantly rolling back poverty and inequality by 2030.

The legacy of apartheid spatial settlement patterns that hinder inclusivity and access to economic opportunities, as well as the poor location and

two of the nine identified core challenges facing the country's development. Aimed at facilitating a virtuous cycle of expanding opportunity for all, the NDP proposes a program of action that includes the spatial transformation of South Africa's towns, cities and rural settlements given the "enormous social, environmental and financial costs imposed by spatial divides".

Of particular relevance for the SM MSDF are the recommendations set out in Chapter 8: Transforming Human Settlements and the National

Space Economy, including the upgrading of all informal settlements on suitable, well-located land; increasing urban densities to support public transport and reduce sprawl; promoting mixed housing strategies and compact urban development in close proximity to services and livelihood opportunities; and investing in public

transport infrastructure and systems (with a special focus on commuter rail) to ensure more affordable, safe, reliable and coordinated public transport.

2.2.2. Integrated Urban Development Framework

The Integrated Urban Development Framework (IUDF), approved by National Cabinet in 2016, aims to steer urban growth nationally towards a sustainable model of compact, connected and coordinated towns and cities. The IUDF provides a roadmap to implement the NDP's vision for spatial transformation, creating liveable, inclusive and resilient towns and cities while reversing apartheid spatial legacy. To achieve this transformative vision, four overall strategic goals are introduced:

- Spatial integration; to forge new spatial forms in settlement, transport, social and economic areas.
- Inclusion and access; to ensure people have access to social and economic services, opportunities and choices.
- Growth: to harness urban dynamism for inclusive, sustainable economic growth and development.
- Governance; to enhance the capacity of the state and its citizens to work together to achieve spatial and social integration.

These strategic goals inform the priority objectives of nine policy levers, premised on the understanding that integrated urban planning forms the basis for achieving integrated urban development, which follows a special sequence of urban policy actions. Integrated transport needs to inform targeted investments into integrated human settlements

underpinned by integrated infrastructure network systems and efficient land governance. The IUDF states that, taken all together, these levers can trigger economic diversification, inclusion and empowered communities, if supported by effective governance and financial reform.

2.2.3. The WCG Provincial Spatial Development Framework

The WCG's Provincial Spatial Development Framework (PSDF) sets out to:

- Address the lingering spatial inequalities that persist because of apartheid's legacy – inequalities that contribute both to current challenges (lack of jobs and skills, education and poverty, and unsustainable settlement patterns and resource use) and to future challenges (climate change, municipal fiscal stress, food insecurity, and water deficits).
- Provide a shared spatial development vision for both the public and private sectors and to guide to all sectoral considerations about space and place.
- Direct the location and form of public investment and to influence other investment decisions by establishing a coherent and logical spatial investment framework.

The spatial agenda advocated by the PSDF is summarised in Table 2.

The PSDF sets out the key strategic spatial transitions required to achieve a more sustainable use of provincial assets, the opening-up of opportunities in the space-economy and the development of integrated and sustainable settlements. These are summarised in Table 3.

The PSDF includes a composite map which graphically portrays the Western Cape's spatial agenda. In line with the Provincial spatial policies, the map shows what land use activities are suitable in different landscapes and highlights where efforts should be focused to grow the Provincial economy. For the agglomeration of urban activity,

Table 2. The PSDF Spatial Agenda

Focus	What it Involves
GROWING THE WESTERN CAPE ECONOMY IN PARTNERSHIP WITH THE PRIVATE SECTOR, NON-GOVERNMENTAL AND COMMUNITY BASED ORGANISATIONS	<ul style="list-style-type: none"> • Targeting public investment into the main driver of the Provincial economy (i.e. the Cape Metro functional region, the emerging Saldanha Bay/ Vredenburg and George/ Mossel Bay regional industrial centres, and the Overstrand and Southern Cape leisure and tourism regions). • Managing urban growth pressures to ensure more efficient, equitable and sustainable spatial performance. • Aligning, and coordinating public investments and leveraging private sector and community investment to restructure dysfunctional human settlements. • Supporting municipalities in managing urban informality, making urban land markets work for the poor, broadening access to accommodation options, and improving living conditions. • Promoting an urban rather than suburban approach to settlement development (i.e. diversification, integration and intensification of land uses). • Boosting land reform and rural development, securing the agricultural economy and the vulnerability of farm residents, and diversifying rural livelihood and income earning opportunities.
USING INFRASTRUCTURE INVESTMENT AS PRIMARY LEVER TO BRING ABOUT THE REQUIRED URBAN AND RURAL SPATIAL TRANSITIONS	<ul style="list-style-type: none"> • Aligning infrastructure, transport and spatial planning, the prioritisation of investment and on the ground delivery. • Using public transport and ICT networks to connect markets and communities. • Transitioning to sustainable technologies, as set out in the WCIF. • Maintaining existing infrastructure.
IMPROVING OVERSIGHT OF THE SUSTAINABLE USE OF THE WESTERN CAPE'S SPATIAL ASSETS	<ul style="list-style-type: none"> • Safeguarding the biodiversity network and functionality of ecosystem services, a prerequisite for a sustainable future. • Prudent use of the Western Cape's precious land, water and agricultural resources, all of which underpin the regional economy. • Safeguarding and celebrating the Western Cape's unique cultural, scenic and coastal resources, on which the tourism economy depends. • Understanding the spatial implications of known risks (e.g. climate change and its economic impact, sea level rise associated with extreme climatic events) and introducing risk mitigation and/or adaptation measures.

the Cape Metro functional region, which includes the SM, as well as the emerging regional centres of the Greater Saldanha functional region and the George/ Mossel Bay functional region, is prioritised.

Table 3. The key PSDF Transitions

PSDF THEME	FROM	TO
Resources and Assets (Bio-Physical Environment)	Mainly curative interventions	More preventative interventions
	Resource consumptive living	Sustainable living technologies
	Reactive protection of natural, scenic and agricultural resources	Proactive management of resources as social, economic and environmental assets
Opportunities in the Space Economy (Socio-Economic Environment)	Fragmented planning and management of economic infrastructure	Spatially aligned infrastructure planning, prioritisation and investment
	Limited economic opportunities	Variety of livelihood and income opportunities
	Unbalanced rural and urban space economies	Balanced urban and rural space economies built around green and information technologies
Integrated and Sustainable Settlements (Built Environment)	Suburban approaches to settlement	Urban approaches to settlement
	Emphasis on 'greenfields' development and low density sprawl	Emphasis on 'brownfields' development
	Low density sprawl	Increased densities in appropriate locations aligned with resources and space-economy
	Segregated land use activities	Integration of complementary land uses
	Car dependent neighbourhoods and private mobility focus	Public transport orientation and walkable neighbourhoods
	Poor quality public spaces	High quality public spaces
	Fragmented, isolated and inefficient community facilities	Integrated, clustered and well located community facilities
	Focus on private property rights and developer led growth	Balancing private and public property rights and increased public direction on growth
	Exclusionary land markets and top-down delivery	Inclusionary land markets and partnerships with beneficiaries in delivery
	Limited tenure options and standardised housing types	Diverse tenure options and wider range of housing typologies
	Delivering finished houses through large contracts and public finance and with standard levels of service	Progressive housing improvements and incremental development through public, private and community finance with differentiated levels of service

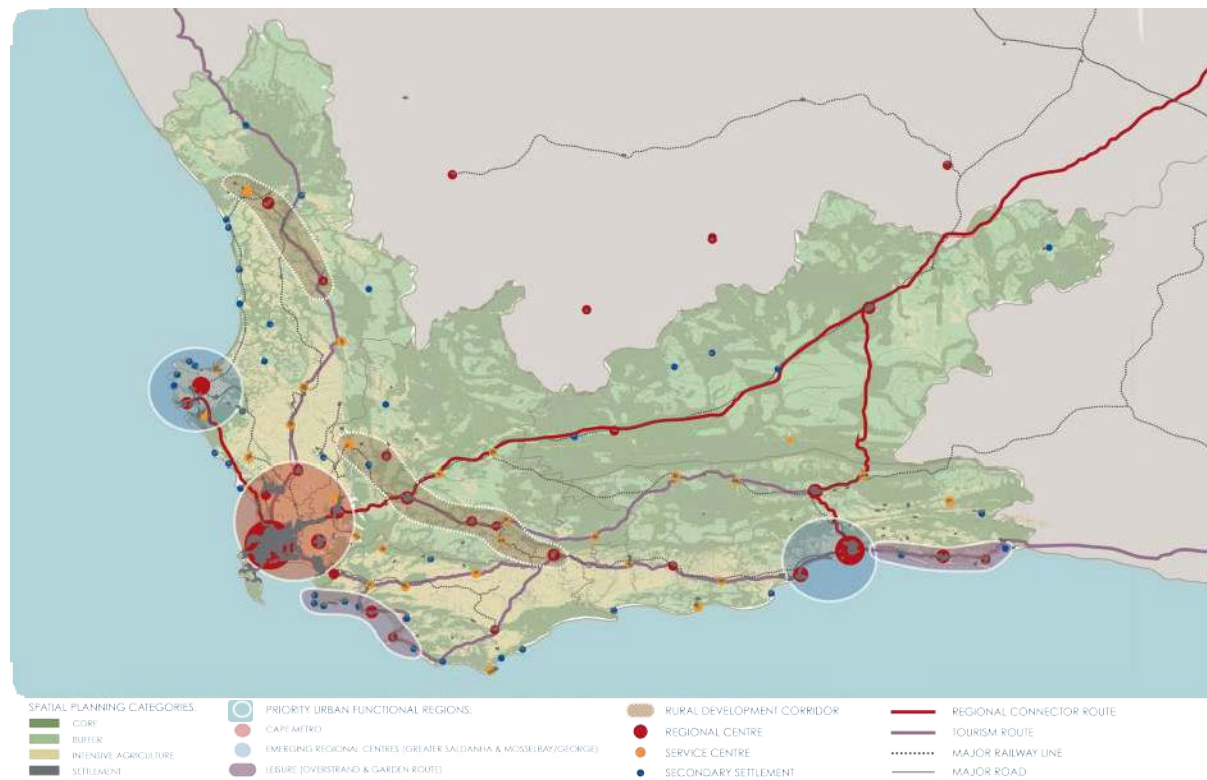


Figure 5. Consolidated PSDF Framework 2014

2.2.4. The Greater Cape Metro Regional Spatial Implementation Framework

The Greater Cape Metro (GCM) Regional Spatial Implementation Framework (RSIF), completed under the guidance of the WCG in 2017, aims to build consensus between the spheres of government and state-owned companies on what spatial outcomes the GCM should strive for, where in space these should take place, and how they should be configured. The GCM covers the municipal jurisdictions of Cape Town, Saldanha Bay, Swartland, Drakenstein, Stellenbosch, Breede Valley, Theewaterskloof, and Overstrand.

The regional settlement concept proposed by the GCM RSIF is built on the following key tenets:

- Containing settlement footprints by curtailing the further development of peripheral dormitory housing projects.
- Targeting built environment investments within regional centres, specifically in nodes of high accessibility and economic opportunity.
- Targeting these locations for public and private residential investment, especially rental housing, to allow for maximum mobility between centres within the affordable housing sector.
- Using infrastructure assets (specifically key movement routes) as “drivers” of economic development and job creation.
- Promoting regeneration and urban upgrading within strategic economic centres as well as high-population townships across the functional region.
- Shifting to more urban forms of development within town centres including higher densities and urban format social facilities.
- Connecting these nodes within an efficient and flexible regional public transport and freight network.
- Maintaining valuable agricultural and nature assets.

In terms of role and function, Paarl and Wellington is designated as the Northern Winelands service, administrative, tertiary education, agri-processing and distribution, and tourist centre, with very high or high growth potential. Stellenbosch is designated as the Southern Winelands service, administrative, tertiary education and research, and agri-processing centre, as well as home to multi-national enterprise headquarters, a key tourism destination, and focus for technology industry, with very high growth potential.

In relation to Klapmuts, the RSIF recognises that:

- Existing infrastructure in the Paarl area (e.g. N1, R101, R44 and the Paarl-Bellville railway line and station), which dictate the location of certain transport, modal change or break-of-bulk land uses.
- Klapmuts is a significant new regional economic node within metropolitan area and spatial target for developing a “consolidated platform for export of processed agri-food products (e.g. inland packaging and “containerisation port”) and “an inter-municipal growth management priority”.

Figure 6 illustrates the GCM RSIF in plan form.

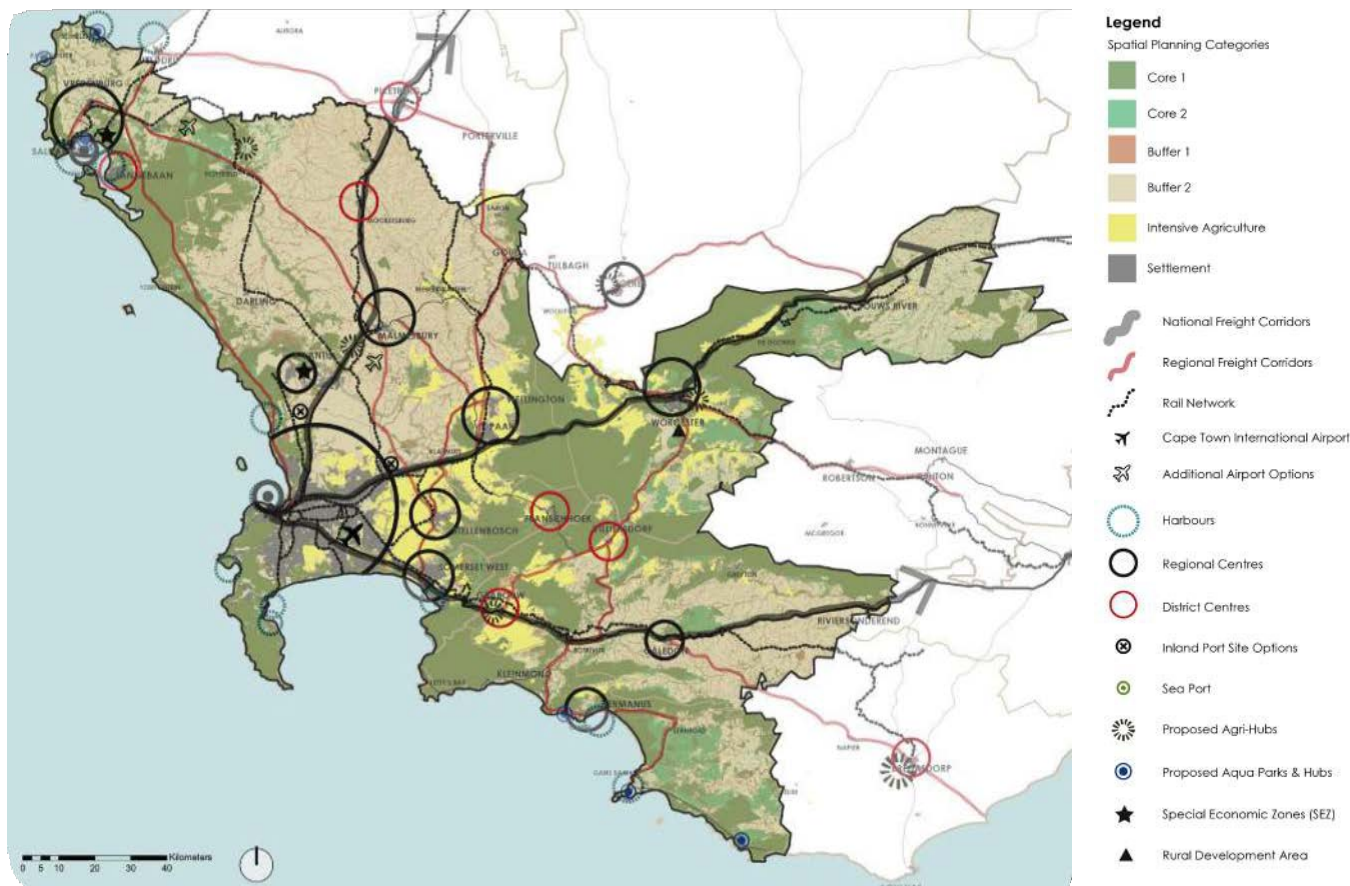


Figure 6. Composite GCM RSIF 2017 (DEA&DP 2017)

2.2.5. SM Integrated Development Plan

The SM Integrated Development Plan 2017-2022 (IDP) is aimed at coordinating the efforts of various municipal departments in achieving the vision for the municipality as a “valley of opportunity and innovation”. Efforts to achieve this vision are channeled into five specific focus areas:

- Valley of possibility – aimed at attracting investment, growing the economy and employment.
- Green and sustainable valley – aimed at ensuring that the asset base of the municipality is protected and enhanced.
- Safe Valley – aimed at ensuring that its residents are and feel safe.
- Dignified living – aimed at improving conditions for residents through access to education and economic opportunities.
- Good governance – aimed at ensuring that municipality is managed efficiently and effectively to the benefit of all stakeholders .

Budget expenditure is closely linked to these focus areas and achieving these outcomes. Table 4 illustrates how the MSDF will contribute, in terms of its focus and contribution, to achieving the aims articulated for each strategic focus area.

Table 4. IDP Strategic Focus Areas and the MSDF

IDP STRATEGIC FOCUS AREA	RELATED CONCERNS OF THE SDF	SDF STRATEGIC DIRECTION
Valley of possibility	The way settlements, nature and agricultural areas are spatially developed and managed to enhance individual and collective livelihood opportunities and enterprise development, and overcome inequity and exclusion.	<ul style="list-style-type: none"> • Containment of settlements to protect nature/ agricultural areas and enable public and non-motorized transport and movement. • A focus on public and non-motorized transport and movement.
Green and sustainable valley	The way settlements, nature and agricultural areas are spatially developed and managed to maintain and enhance natural resources and ensure future balance between human settlement and its use of natural resources and opportunity.	<ul style="list-style-type: none"> • Protection of nature areas, agricultural areas, and river corridors.
Safe valley	The way settlements, nature and agricultural areas are spatially developed and managed to ensure individual and collective safety in living, in movement, at work, institutions, and play.	<ul style="list-style-type: none"> • Denser settlements with diverse activity to ensure surveillance.
Dignified living	The way settlements, nature and agricultural areas are spatially developed and managed to ensure equal access to shelter, facilities and services, notwithstanding material wealth, age, gender, or physical ability.	<ul style="list-style-type: none"> • A specific focus on the needs of “ordinary” citizens, experiencing limited access to opportunity because of restricted available material resources.
Good governance and compliance	The way settlements, nature and agricultural areas are spatially developed and managed to ensure individual and collective participation – based on accessible information and open processes – in matters related to spatial planning and land use management.	<ul style="list-style-type: none"> • Presenting information, including opportunities and choices in a manner that assists its internalization by all.

2.3. Policy implications

The table below sets out key policy imperatives for the MSDF in summary form, drawn from higher level policy directives and organised in relation to broad themes of enquiry identified in the SPLUMA guidelines.

Table 5. Policy Implications

THEME	SUB-THEME	IMPLICATIONS FOR THE SM SDF	
Biophysical Environment	Biodiversity and ecosystem services	<ul style="list-style-type: none"> Protection and extension of Critical Biodiversity Areas, protected, and vulnerable areas. 	<ul style="list-style-type: none"> Protection of mineral resources for possible extraction.
	Water	<ul style="list-style-type: none"> Precautionary approach to climate change and sea level rise. 	<ul style="list-style-type: none"> Energy efficiency and change to alternative fuels.
	Soils and mineral resources	<ul style="list-style-type: none"> Responsible water use. 	<ul style="list-style-type: none"> Waste minimization and recycling.
	Resource consumption and disposal	<ul style="list-style-type: none"> Protection of water resources. 	<ul style="list-style-type: none"> Retaining the essential character and intactness of wilderness areas.
Socio-Economic Environment	Landscapes and scenic assets	<ul style="list-style-type: none"> Protection of valuable soils for agriculture. 	
	Regional and municipal economic infrastructure	<ul style="list-style-type: none"> Developing and maintaining infrastructure as a basis for economic development and growth The protection of agricultural land, enablement of its use and expansion of agricultural output. 	<ul style="list-style-type: none"> Focus resources in those areas that have both high or very high growth potential, as well as high to very high social need.
	Rural space-economy	<ul style="list-style-type: none"> Focus on undeveloped and underdeveloped land in proximity to existing concentrations of activity and people and as far as possible within the existing footprint of settlements. 	<ul style="list-style-type: none"> Better linkages between informal settlements/ poorer areas and centres of commercial/ public activity.
Built Environment	Settlement space-economy	<ul style="list-style-type: none"> The protection and expansion of tourism assets. The expansion of entrepreneurial opportunity (also for emergent entrepreneurs). 	<ul style="list-style-type: none"> A richer mix of activities in or proximate to informal settlements (including employment opportunity). The protection and expansion of tourism assets. The expansion of entrepreneurial opportunity (also for emergent entrepreneurs).
	Sense of place and settlement patterns	<ul style="list-style-type: none"> The protection of places and buildings of heritage/ cultural value (while ensuring reasonable public access, also as a means of economic development). 	<ul style="list-style-type: none"> A focus on improving and expanding existing facilities (schools, libraries, and so on) to be more accessible and offer improved services.
	Accessibility	<ul style="list-style-type: none"> A focus on public transport to ensure user convenience and less dependence on private vehicles (there is a recognition that many citizens will never afford a private vehicle and that the use of private vehicles has significant societal costs). 	<ul style="list-style-type: none"> The significance of well-located and managed public facilities as a platform for growth, youth development, increased wellness, safety, and overcoming social ills.
	Land use and density	<ul style="list-style-type: none"> Compact, denser development. 	<ul style="list-style-type: none"> The clustering of public facilities to enable user convenience and efficient management.
Governance	Facilities and social services	<ul style="list-style-type: none"> Pedestrian friendly development. 	<ul style="list-style-type: none"> The upgrading of informal settlements.
	Informality, housing delivery, inclusion and urban land markets		<ul style="list-style-type: none"> Housing typologies which meet the different needs of households and income groups.
Governance	Way of work	<ul style="list-style-type: none"> A more coordinated and integrated approach in government planning, budgeting and delivery. 	<ul style="list-style-type: none"> Active engagement with communities in the planning, resourcing, prioritization, and execution of programmes and projects.
		<ul style="list-style-type: none"> Partnering with civil society and the private sector to achieve agreed outcomes (as reflected in the IDP and associated frameworks/ plans). 	



Part 3.

Status Quo, Issues, Challenges and Opportunities

3. Status Quo, Issues, Challenges and Opportunities

The sections below outline the status quo in SM in relation to the themes identified in the SPLUMA guidelines, and identifies specific challenges and opportunities informing the MSDF.

3.1. Biophysical Environment

3.1.1. Attributes

The attributes of the biophysical environment listed below have been summarised from the draft Stellenbosch Environmental Management Framework 2018 (SEMF) as well as the draft SM Rural Area Plan (RAP) dated June 2018. These reports can be referenced for further detailed information.

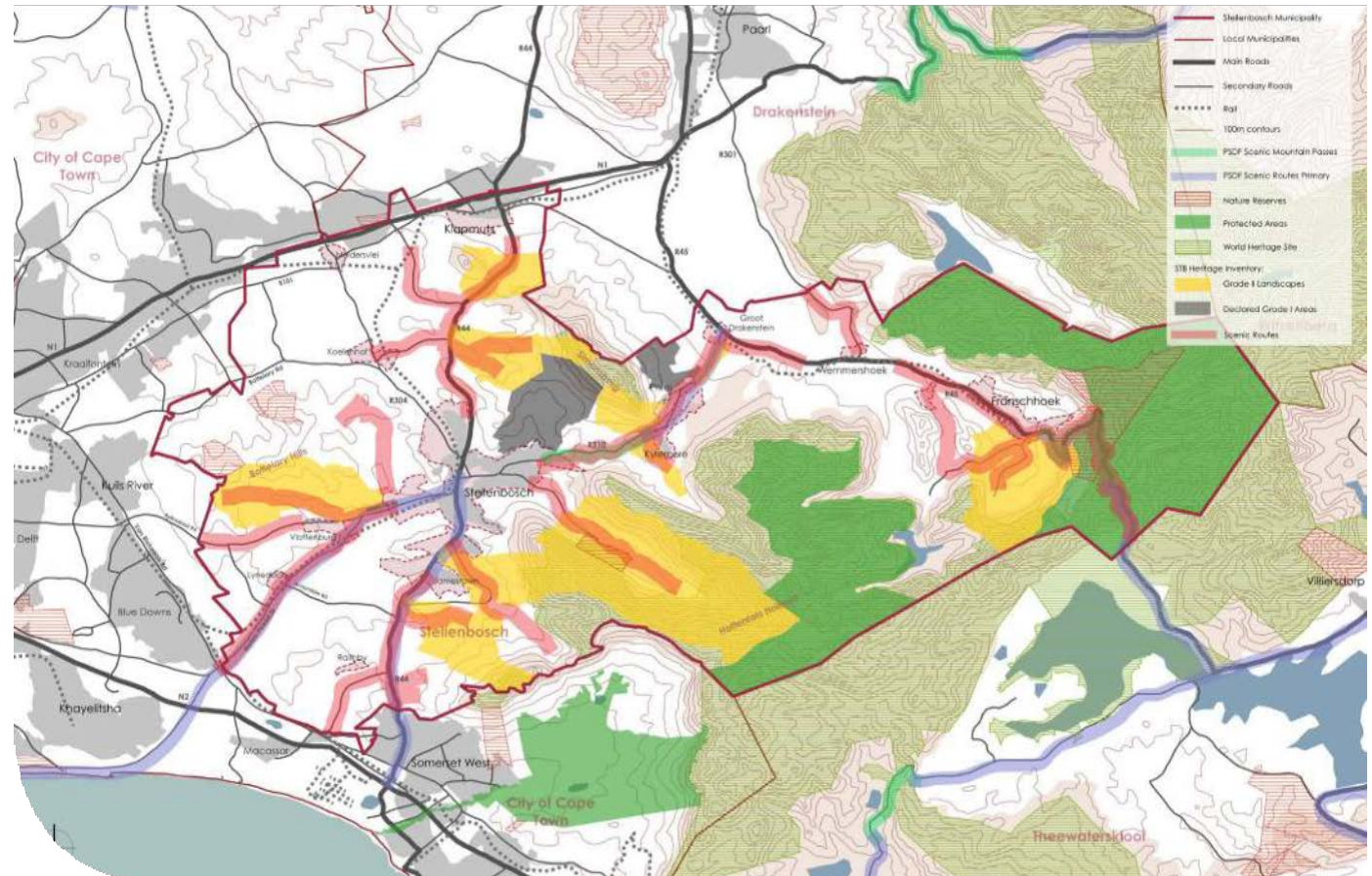


Figure 7. Scenic landscape elements and conserved landscaped/biophysical areas

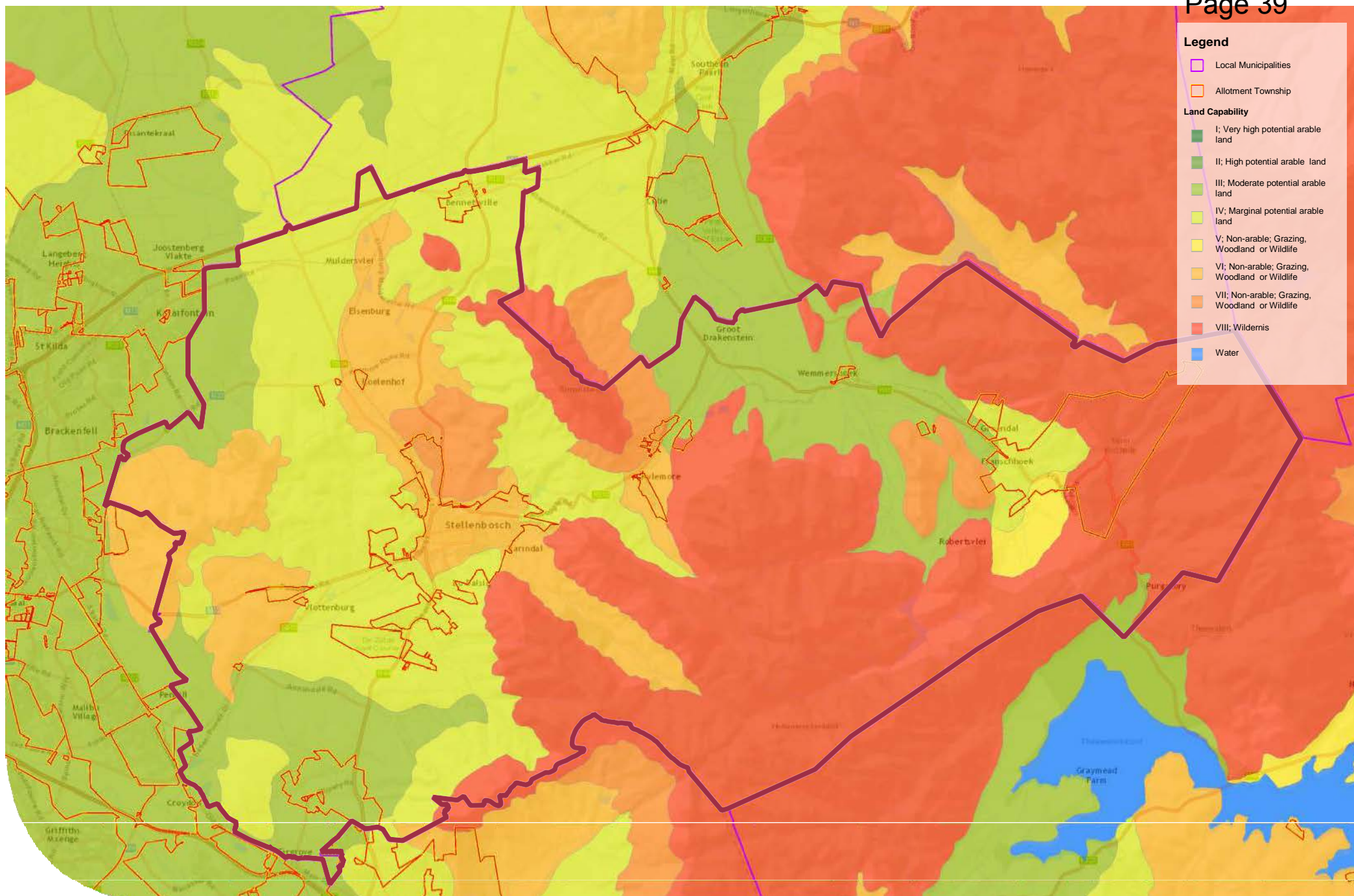


Figure 8. Land capability (Cape Farm Mapper)

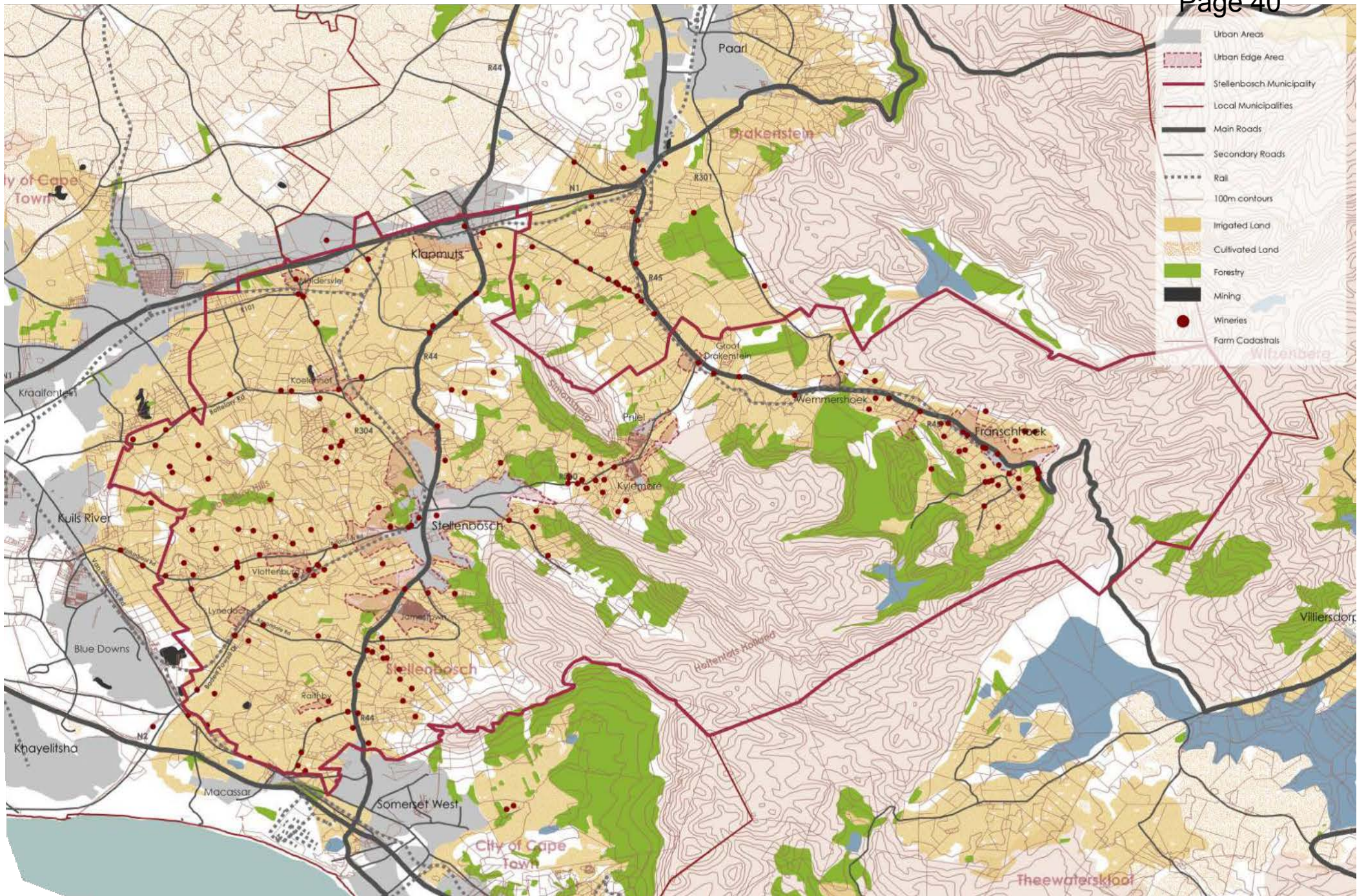


Figure 9. Rural landscape activities

Table 6. Stellenbosch's Biophysical context - key attributes summarised

THEME	ATTRIBUTES	
Nature and Scenic Areas	<ul style="list-style-type: none"> Significant portions of SM fall within globally recognized biosphere areas and designated public and private conservation areas. Eleven public conservation areas cover some 28 741ha or 34,6% of the municipal area, with a further 3 000ha managed as private conservation areas. 	<ul style="list-style-type: none"> The SM's landscape consisting of a series of valleys on a base of rolling hills to the west culminating in steep and dramatic mountain backdrops to the east and south-east, highly valued for its scenic beauty and sense of place. This landscape, which comprises the natural and human-made, has been assessed and graded in terms of its heritage significance and some of the landscape units identified, e.g. the Idas Valley has been classified as a Grade I area, i.e. of national importance (Stellenbosch Heritage Inventory, 2018).
Water Resources	<ul style="list-style-type: none"> A large portion of the mountainous south east of the SM is defined as a Strategic Water Source Area (SWSA). (SWSAs supply a disproportionate amount of mean annual runoff to a geographical region of interest. They form the ecological infrastructure on which most of built infrastructure for water services depends. Investing in SWSAs is also an important mechanism for long-term adaptation to the effects on climate change on water provision growth and development.) The Eerste River and Franschhoek River are the two important river systems in the municipal area, providing a source of water, recreation, contributing to the sense of place and assisting with storm water drainage. The Franschhoek River flows into the Upper Berg River system. 	<ul style="list-style-type: none"> The upper sections of the Eerste and the Berg Rivers are relatively pristine while most of the rivers located in the intensively cultivated and built-up areas of Stellenbosch, Franschhoek, Pniel and Klapmuts are largely modified and degraded. As an example, the Plankenbrug River is highly polluted owing to uncontrolled discharge of pollutants from settlements and agriculture along its course.
Flora	<ul style="list-style-type: none"> SM falls within the Cape Floral Kingdom, internationally recognised as one of the six floral kingdoms of the world (occupying 0,06% of the earth's surface). The Cape Floral Kingdom is the only floral kingdom contained within a single country and characterised by its exceptional richness in plant species and its endemicy. Critical and vulnerable habitats are mostly found in the mountainous south-eastern parts of the municipality, where large tracts of land are already formally protected. However, within the municipal area nearly all the remaining vegetation is Critically Endangered or Vulnerable. 	<ul style="list-style-type: none"> This area is the habitat of Mountain Fynbos, considered less threatened. This area is also included in the Cape Floral Region Protected Areas World Heritage Site (part of the World Heritage List of UNESCO and the Cape Winelands Biosphere Reserve). The Simonsberg and parts of the Bottelary hills have also been identified as CBAs, with the latter containing the last remnants of Sand Plain and Renosterveld Fynbos, which naturally occur to the west of the municipal area, but have been virtually obliterated by agriculture.
Fauna	<ul style="list-style-type: none"> Most of the wildlife of the SM is confined to the mountainous nature area to the south-east, with the fauna consisting of endemic invertebrates, fish, amphibians and reptiles, birds, and mammals. 	<ul style="list-style-type: none"> Certain indigenous fish species (including the Witvis and Berg River Redfin), which occur in this system, are critically endangered.
Agriculture	<ul style="list-style-type: none"> The greater part of the municipality comprises high to medium potential soils, capable of efficient agricultural production, and constitutes some of the country's highest yielding agricultural land (in terms of income and employment generation). The deeper soils, located around Stellenbosch town, Franschhoek and along major routes, are potentially the best soils for arable agriculture. These are also the areas likely to face the most pressure for urban development. There are approximately 23 000ha of land under cultivation comprising approximately 3 000ha of dryland crops, (mainly vineyards and orchards) and approximately 19 000ha of land under irrigation. Approximately 16 000ha are under vineyards, with approximately 4700ha of land used for grazing (mainly cattle and horses). The irrigated vineyards and orchard blocks mostly found in the western parts of the municipality and in the Dwars River and Franschhoek valleys, represent a significant investment in agricultural infrastructure and productivity. 	<ul style="list-style-type: none"> The total extent of land under cultivation varies marginally over time depending on market, climatic, and business cycle conditions. In recent years there appears to have been a slight reduction in land under vineyards in favour of grazing. Between 2000 and 2015 approximately 214ha of agricultural land was lost to development and, in addition, approximately 60ha of agricultural land inside the urban edge was left uncultivated by 2015. The region's extensive agricultural areas, particularly those under vineyards and orchards, also attribute scenic value and character to the region, which is valued by both the local inhabitants and visitors. This is a significant contributor to the value of the area as one of South Africa's premier tourist destinations and there is a strong interdependence between tourism and the wine industry in Stellenbosch.
Municipally Owned Agricultural Land	<ul style="list-style-type: none"> The SM currently owns ±86 agricultural units comprised 1 680ha in total, of which 76 are encumbered by long term lease agreements. Of these land units, 432ha have water rights. Of the 76 land parcels currently under lease agreements, six individuals are currently leasing four or more units, totaling 500ha, whilst a further eight individuals are leasing more than one unit, totaling 234ha. 	<ul style="list-style-type: none"> 99% of the rented farm land owned by the SM is located to the south-west of Stellenbosch in the Spier corridor. 60% of this land is rented by two large role-players. Most of the contracts came to an end in 2007 (when it was decided to categorise the farms into lease categories for short-term, medium, and long-term, depending on when the Municipality anticipate that they will need the land). The existing income from land rental is small compared to the total municipal budget (only about R2m per annum) or other income sources.
Climate Change	<ul style="list-style-type: none"> Global warming and climate change is likely to have the effect of reducing available water especially for agriculture; increasing average temperatures, and more extreme weather events and may lead to a reduction in yields, increased use of devices such as shade netting (already evident) and changes in crops. This in turn will impact on scenic landscapes. 	

Table 7. Stellenbosch's Biophysical context - issues and implications

KEY ISSUES	SDF IMPLICATIONS
<ul style="list-style-type: none"> Biodiversity and related ecological services essential to human existence are threatened by the fragmentation of eco-systems, transformation and degradation of land. The most highly modified and polluted sections of rivers in the municipal area are those that run through agricultural and urban areas, where natural buffer areas have been eroded and rivers are impacted by agricultural run-off, over-extraction, storm water and waste water discharge, and the reduced flow resulting from climate change. High potential agricultural land is lost to other land uses, including urban development. The impact of climate change on the natural resource base and agriculture is still unclear, but it is likely to impact on the quality of life and economic base of the municipal area. 	<ul style="list-style-type: none"> <i>The outward growth of settlements should be restricted to prevent the consumption of valuable agricultural and natural environments and associated economic benefits.</i> <i>The efficient use of centrally located land within existing urban areas is critical to prevent the erosion of agricultural and natural assets.</i> <i>The upgrading of existing poorer settlements is essential to prevent the degradation of natural assets.</i> <i>New building and settlement expansion should be limited to already disturbed areas of lowest environmental and agricultural value.</i> <i>New development should consider the impacts of climate change, for example through ensuring sufficient and appropriate landscaping that assists in lowering temperatures. In addition, the creation of attractive urban public spaces and places, where extreme heat is mitigated, will be important for both local residents and the tourism industry.</i>



Figure 10. The impact of the recent severe drought conditions in the Western Cape on grape yields is high, with poor yield years coinciding with moderate or severe drought periods for the wine industry.



Figure 11. Water quality and habitat diversity in the Plankenbrug River have been reduced by stormwater and wastewater discharges from Kayamandi and Stellenbosch. This river has been identified as a high risk area for human health by the 2005 State of the Rivers Report

Table 8. Stellenbosch's Socio-Economic context - key attributes summarised

3.2. Socio-Economic Context

The information presented below is a summary of the status quo investigations prepared as part of the Stellenbosch Urban Development Strategy (UDS) in 2017, the 2017-2022 IDP for Stellenbosch (dated May 2018), the Socio-economic Profile for the Stellenbosch Municipality, published by the WCG in 2017, and the Municipal Economic Review and Outlook published by the WCG Provincial Treasury during 2018.

3.2.1. Attributes

THEME	ATTRIBUTES	
Population	<ul style="list-style-type: none"> SM, despite its relatively smaller land area, has the second largest population in the CWDM, estimated at 176 523 in 2018. The population is expected to reach 190 680 by 2023 (a 8% growth rate off the 2018 base estimate). The municipality's population gender breakdown is relatively evenly split between male and female. SM's population is strongly concentrated within the 20-24 and 25-29 age categories. 	<ul style="list-style-type: none"> In 2011, there were 43 420 households within the municipality. This increased to 52 374 in 2016. The Black African grouping constituted 20,4% of the total population in 2001, 28% in 2011, and considering the projected population, could contribute about 34,1% to the total population in 2021 and 38,3% in 2031. The Coloured grouping contributed 57,5% to the total population in 2001 which decreases, if measured for the same three intervals above, to 52,2%, 48,4% and 45,7% respectively.
Urbanisation	<ul style="list-style-type: none"> In 2001, 67,5% of the total population in the municipal area lived within the urban areas. This percentage increased to 72,1% in 2011 and an estimated 74,2% in 2016. The percentage share of the total population living in urban areas could increase further to 76% by 2021 and to 79% by 2031. In 2021 and 2031, the Black African and Coloured groupings will together comprise more than 80% of the total population, as well as the population residing in urban areas. 	<ul style="list-style-type: none"> It is estimated that 91% of the people living in the urban areas of the municipality in 2031 will reside in Stellenbosch town, Klapmuts or Franschhoek. Almost 59% of the labour force residing in the municipal area lives in Stellenbosch town and Franschhoek.
Integration and Inequality	<ul style="list-style-type: none"> The degree of racial segregation in SM is very high (just below that of Overstrand Municipality, which has the highest value of all local municipalities in South Africa). 	<ul style="list-style-type: none"> The SM had a GINI coefficient of 6,2 in 2016, which is higher than that of the Cape Winelands District and the Western Cape Province as a whole.
Education	<ul style="list-style-type: none"> The literacy rate in SM was recorded at 84,9% in 2011 which was higher than the average literacy rates of the CWDM (81,7%) and the rest of South Africa (80,9%). However, it was lower than that of the Western Cape Province (87,2%). The learner-teacher ratio within SM remained below 30 learners per teacher between 2012 and 2014 but deteriorated to 33 learners per teacher in 2015. Factors influencing the learner teacher ratio include the ability of schools to employ more educators when needed and the ability to collect fees. The drop-out rate for learners within SM that enrolled from Grade 10 in 2014 to Grade 12 in 2016 was 23%. These high levels of high school drop-outs are influenced by a wide array of 	<ul style="list-style-type: none"> socio-economic factors including teenage pregnancies, availability of no-fee schools, indigent households and unemployment. SM had 39 schools in 2016, accommodating 26 085 learners at the start of 2016. The total number of learners appears to have stabilised since 2014. Given a challenging economic context, schools have been reporting an increase in parents being unable to pay their school fees. The proportion of no-fee schools have dropped somewhat between 2015 and 2016, to 64,1%.
Poverty	<ul style="list-style-type: none"> Approximately 53,1% of households in SM fall within the low income bracket, of which 20,4% have no income. Less than 50% of households fall within the middle to higher income categories, split between 35,6% in middle income group and 11,5% in the higher income group. 	<ul style="list-style-type: none"> The number of indigent citizens in SM increased between 2014 and 2015. The intensity of poverty, i.e. the proportion of poor people that are below the poverty line within the municipal area, decreased from 42,1% in 2011 to 39,8% in 2016.

Table 9. Stellenbosch's Socio-Economic context - key attributes summarised (cont.)

THEME	ATTRIBUTES	
Health	<ul style="list-style-type: none"> SM has a mother-to-child HIV transmission rate of 2,6%, higher than the 1,7% District and the 1,4% Provincial rate. The TB patient load had a slight decrease in 2015/ 16. The number of malnourished children under five years in the CWDM in 2015 was 1,4 per 100 000 children. SM's rate currently at 0,4. The District's neonatal mortality rate of 6,5 is higher than the Province's 2019 target of 6,0 per 1000 live births. Stellenbosch's rate at 2,2 is lower than the District rate and the Provincial target and has improved from the 2014 rate of 4,0. In the CWDM, 15,0% of babies born were underweight. At 9,0%, Stellenbosch's rate is lower than that of the District and the Province (14,5%). 	<ul style="list-style-type: none"> SM has a zero maternal mortality ratio. In comparison, the District recorded 46,5 per 100 000 live births. The Province has a maternal mortality ratio target of 65 by 2019. In 2015, the delivery rate to women under 18 years in the District was 6,1%. At 4,3%, Stellenbosch's rate is lower than that of the District. SM's termination of pregnancy rate of 0,4 per 1 000 live births is lower than the District's rate. Overall almost all of the indicators for child and maternal health have improved in the last year which indicates that Stellenbosch is making progress towards reaching its health targets.
Water	<ul style="list-style-type: none"> With the average annual household growth rate exceeding the municipality's ability to provide piped water to households, the proportion of households with access to water declined from 99,1% in 2011 to 98,5% in 2016. 	<ul style="list-style-type: none"> Approximately 39% of water supply infrastructure is in poor condition with backlogs in maintenance requiring R325m to address. SM allocated R203m to the capital budget to address the backlog and provide for future development.
Electricity	<ul style="list-style-type: none"> 2,8% of households make use of sources of energy other than electricity. Access to electricity for lighting purposes improved by 17,9% from 40 352 households in 2011 to 47 594 households in 2016. 	<ul style="list-style-type: none"> The proportion of households with access to electricity services decreased from 92,9% in 2011 to 90,9% in 2016.
Sanitation	<ul style="list-style-type: none"> A total of 988 households (1,9% of total households) within SM still make use of sanitation services other than flushed and chemical toilets (i.e. pit latrines, ecological toilets, bucket toilets, or none). About 43,4% of the sanitation infrastructure is in a poor or very poor condition, with an estimated R283,4m required to maintain sewer reticulation assets. 	<ul style="list-style-type: none"> Despite the maintenance backlog, SM made significant progress in improving access to sanitation, increasing the proportion of households with access to sanitation from 91,7% in 2011 to 98,1% in 2016.
Refuse	<ul style="list-style-type: none"> The majority of household in SM has their refuse removed by local authorities at least weekly (71,0%). 	<ul style="list-style-type: none"> However, this service provision dropped from 87% in 2011.
Housing	<ul style="list-style-type: none"> The majority of households in SM currently reside in formal dwellings (65,1%) whilst 34,9% of the households resided either in informal (17 829), traditional (366), and "other" (107) dwellings in 2016. The annual average household growth rate between 2011 and 2016 was 0,9% or 1 791 households per annum. 	<ul style="list-style-type: none"> With only an additional 1 447 formal dwellings recorded over this period, the number of households informally housed has increased faster than the provision of formal dwellings. The proportion of formal households declined from 75,1% to 65,1% over this period. SM is unable to cope with rate of household growth, with the percentage of formal households declining from 75,1% to 65,1% from 2011 to 2016.
Crime	<ul style="list-style-type: none"> The murder rate within SM remained unchanged at 45 reported cases per 100 000 people between 2015 and 2016. Drug-related crimes within SM increased sharply by 20,9% from 1 195 reported cases per 100 000 people in 2015 to 1 444 cases in 2016. 	<ul style="list-style-type: none"> The number of residential burglaries cases within SM increased by 6,9% from 1 037 in 2015 to 1 108 in 2016.
Economy	<ul style="list-style-type: none"> It is understood that Stellenbosch is the secondary municipality or "town" with the most JSE listed corporations in South Africa and the highest concentration of "dollar millionaires". SM's economy grew at an annual average rate of 1,7% between 2013 and 2017. Employment growth remains fairly moderate, averaging 2,2% per annum since 2005. The majority (30,7% or 23 064 workers) of the employed workforce SM operate within the informal sector, which has grown by 9,0% per annum on average since 2005. The semi-skilled sector (which employs 23 392 workers or 24% of the municipality's workforce) experienced marginal growth of 1,3% per annum over the past decade. The skilled sector employs some 13 030 workers, and grew at a rate of 1,2% annum since 2005. Overall, SM's unemployment rate increased to approximately 11% in 2017. Commercial services (encompass the wholesale and retail trade, catering and accommodation, transport, storage and communication and finance, insurance, real estate and business services industries) comprised 52,3% of the municipality's GDP in 2016. This sector employed 45,2% of the municipality's workforce. Agriculture, forestry and fishing sector will see retraction due to the severe impact of water restrictions. The decline in output from agriculture will influence the manufacturing sector, which will also contract until the impact of the water restrictions is overcome. 	<ul style="list-style-type: none"> The tertiary sector is likely to see faster growth, but the government sector is not expected to show growth. The general government and community, social and personal services sector comprised 17,4% of the municipality's overall GDP in 2016. This sector employs 24,3% of the municipality's workforce and its employment growth over the period 2005-2015 averaged 3,0% per annum. Wholesale and retail, catering, and accommodation comprised of 20% of SM's overall GDP, and employed 24,4% (largest contributor) of the workforce in 2016. Economic decline in this sector will have an impact on its contribution to the employment. The manufacturing sector comprised 17,1% of the municipality's GDP in 2016. The sector has experienced contraction of 0,2% per annum on average over the period 2005-2015. The largest sub-sector contributor being that of food, beverages and tobacco (40%), petroleum products (13,3%) and wood, paper, publishing and printing (12,8%). This sector accommodated 10,3% of the workforce. The agricultural sector comprised 6% of SM's GDP in 2015. The sector grew by 1,4% for the period 2005-2015. Employment picked up significantly after the recession and grew at a rate of 3,1% per annum on average since 2010. On net employment, 2 976 jobs have been lost since 2005 and not all of the jobs lost prior to and during the recession have been recovered. Despite contributing only 6% to GDP, the agriculture sector contributes 14,7% (3rd largest) to the municipality's employment, with its contribution to work generation outweighing its comparative economic contribution. Economic decline in this sector will therefore have a significant impact on the overall contribution to employment. The construction sector comprised 5,5% of the SM's GDP in 2016. The sector grew by 2,5% over the period 2010-2015 and employed 5,1% of the workforce.

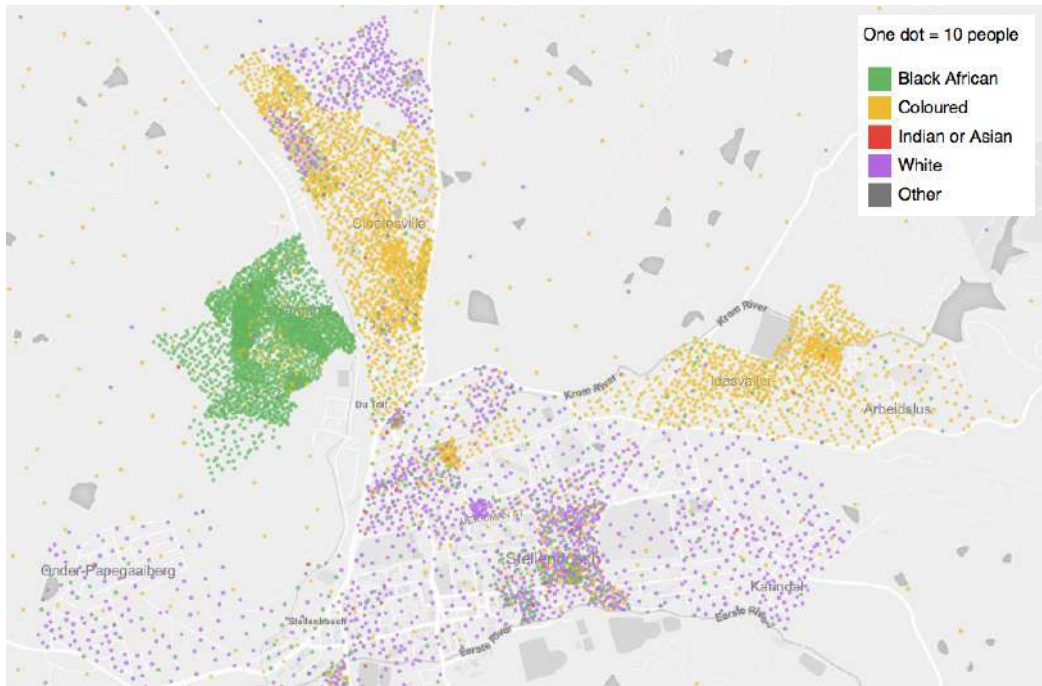


Figure 12. Racial distribution in Stellenbosch (dotmap.adrianfrith.com)

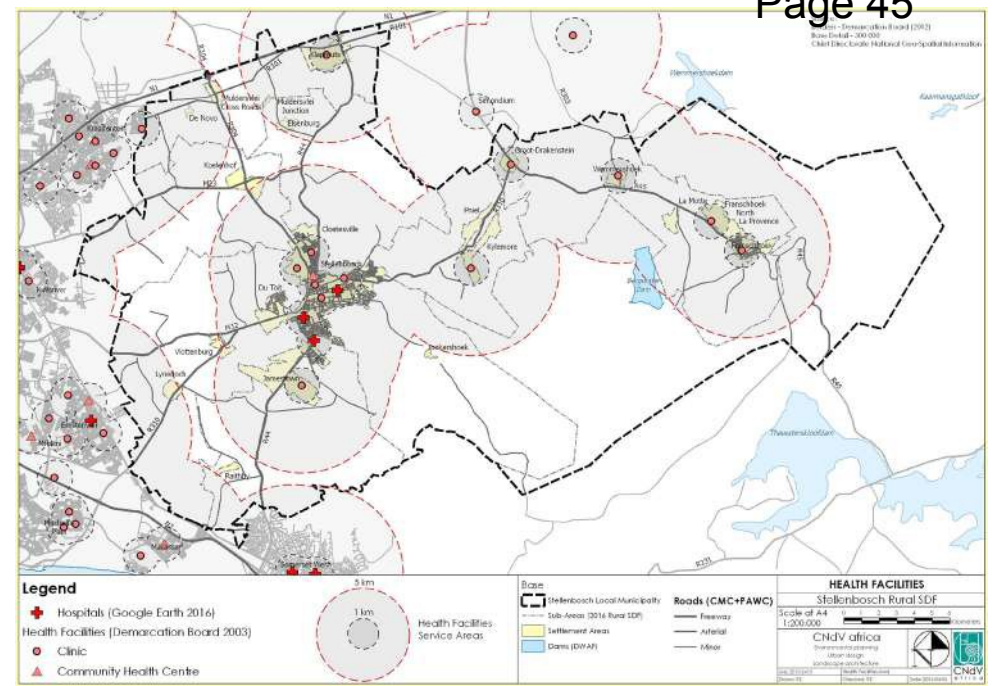


Figure 14. Access to Health Facilities

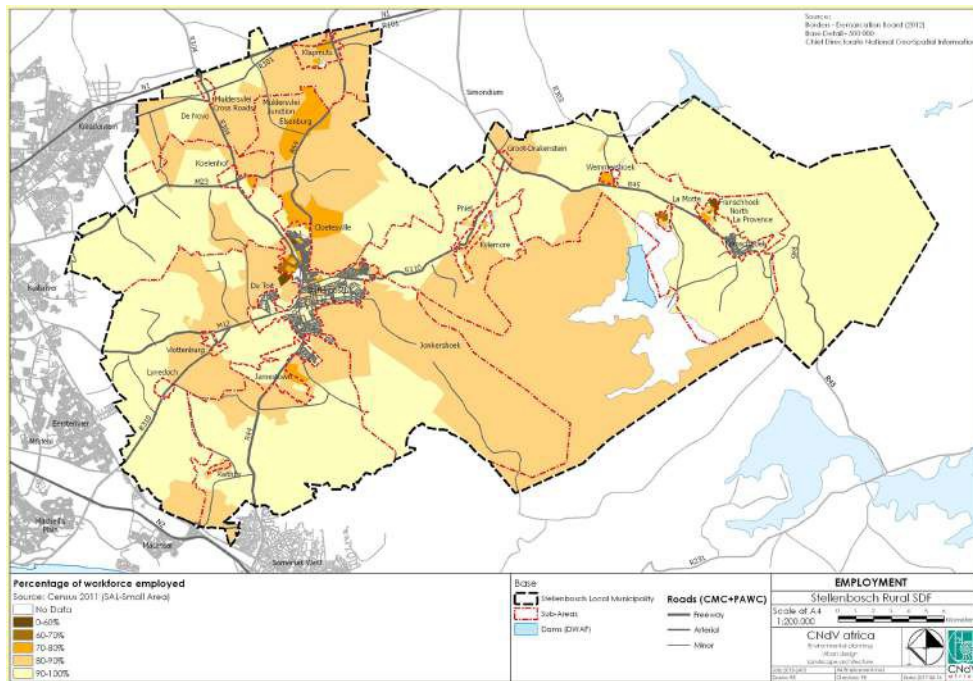


Figure 13. Percentage of workforce employed

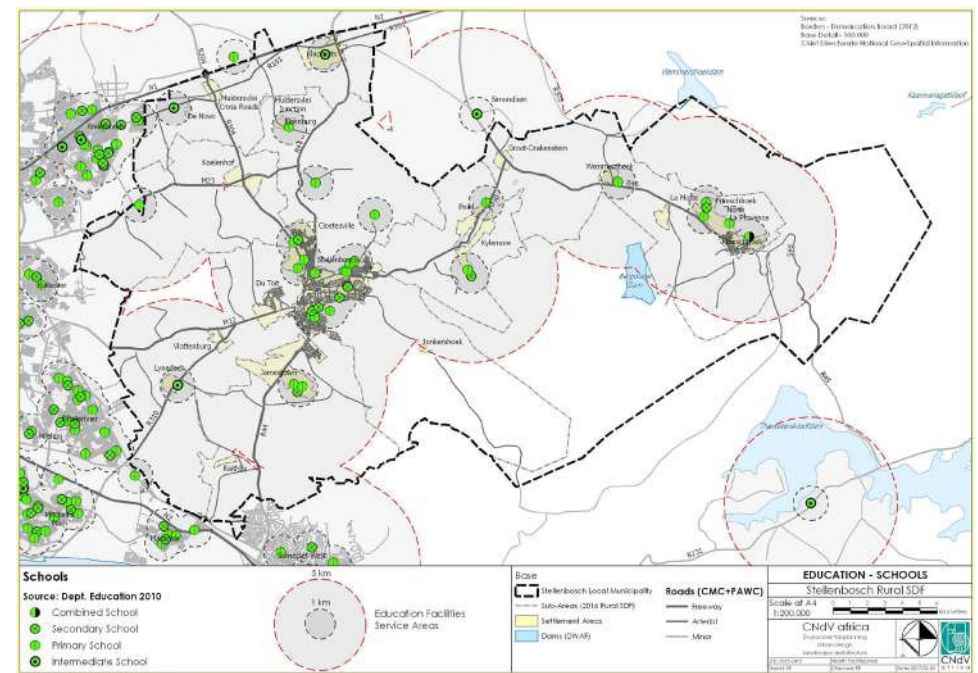


Figure 15. Access to School

Table 10. Stellenbosch's Socio-Economic context - issues and implications

KEY ISSUE	SDF IMPLICATIONS
<ul style="list-style-type: none"> • SM will continue to grow, without the economy necessarily being fully geared to provide work opportunities or generate funds to provide needed services. • A growing youthful population, large student population, and seasonal influx of labour could potentially increase the municipality's dependency ratio and a smaller base from which local authorities can collect revenue for basic services. • Continued inequality is likely to lead to incidents of social unrest and instability. • Increased assistance to public facilities will be required – especially schools – given limited household means. • Crime rates remain high. • Significant upgrading and extension of basic services to poorer citizens will remain a priority. • The growth in the informal sector as the only means to ensure livelihoods to poorer citizens is expected to continue. • Economic sectors accommodating unskilled workers (especially manufacturing and agriculture) show slow growth. • SM's inability to provide essential services (e.g. refuse removal) lead to dumping, environmental degradation and/ or the health-related problems. 	<ul style="list-style-type: none"> • <i>High levels of poverty and indigence imply an increased burden on municipal financial resources to provide in community needs.</i> • <i>An urban structure and form which minimises household costs (e.g. for travel), and maximises entrepreneurial opportunity and thresholds supportive of small businesses is critical.</i> • <i>Given the backlog in the maintenance of infrastructure and servicing existing residents, SM is challenged in meeting the current demand for services. With the infrastructure budget declining in future periods, an urban structure and form which minimises municipal servicing and maintenance cost is critical.</i> • <i>Albeit the contribution of agriculture to GDP is relatively low, it is very significant in relation to supporting tourism and employment.</i>

3.3. Built Environment Context

The challenges faces the built environment of the SM have been documented in a variety of sector plans prepared by the municipality, including a Water Master Plan (2011) and (2017), a Stormwater Masterplan (2013), a Sewer Master Plan (2017), a Comprehensive Integrated Transport Plan 2016-2020

(2016), an Electrical Infrastructure Master Plan (2015) as well as area-specific plans such as the Klapmuts Special Area Development Plan (2017); and the draft UDS (dated 2017), and draft Stellenbosch Municipality Rural Area Plan (2017), the RAP and previous MSDFs. The table below provides a summary of the issues and challenges of relevance to the MSDF.

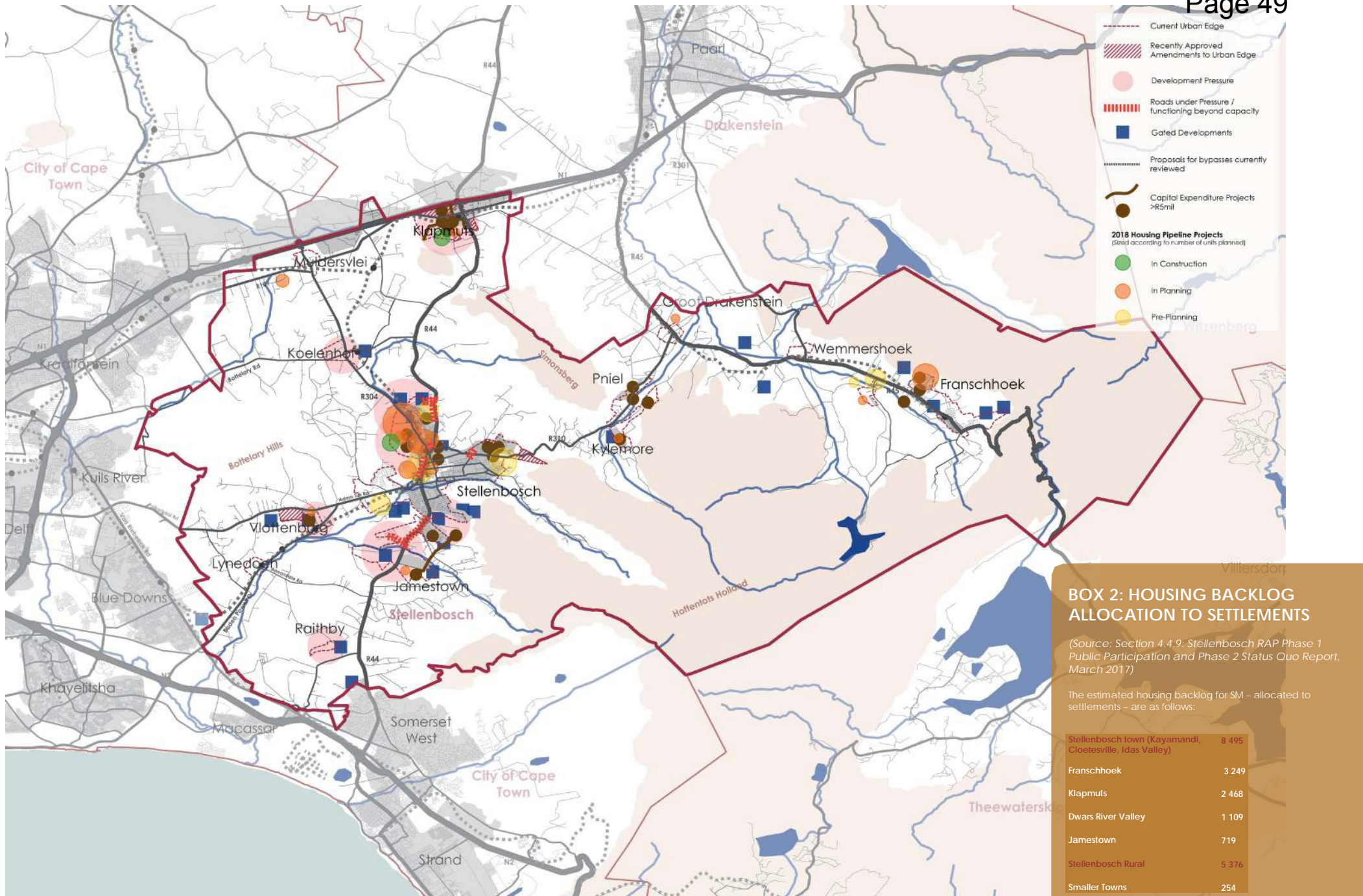
3.3.1. Attributes

Table 11. Stellenbosch's Built Environment context - key attributes summarised

THEME	ATTRIBUTES	
Settlement Pattern and Role	<ul style="list-style-type: none"> Stellenbosch town remains the most significant settlement within SM, followed by Klapmuts, Franschhoek, and a number of smaller dispersed settlements. 	
Rural Settlement	<ul style="list-style-type: none"> There is a backlog of over 3 000 housing opportunities in rural areas (based on information from the Draft Rural Plan). 	
Historic Built Assets	<ul style="list-style-type: none"> SM has a rich asset of historic places and buildings, in large part saved through the intervention of Historiese Huse in the past. 	<ul style="list-style-type: none"> There appears significant disused historical industrial buildings which in time could be repurposed for alternative uses while recognising industrial and labour history.
Land Use and Density	<ul style="list-style-type: none"> Dwelling densities have increased in Stellenbosch town, Klapmuts and Franschhoek but are still significantly lower than the targeted density set in planning policy and studies of 25 du/ha. In 2015 the average density in Stellenbosch was 8,17 dwelling units per hectare, with Franschhoek only slightly higher at 10,22 units and Klapmuts falling between these two at 9,94 (densities vary significantly between neighbourhoods within settlements). In the municipal area, the split in housing typology between 1996 and 2015 is: dwelling houses (74%), flats (17%), other residential buildings (6%), and townhouses (3%). 	<ul style="list-style-type: none"> The office development market in the municipal area has been relatively flat over recent years compared to the highs of 2005-2010. The retail property development market in the municipal area is highly sporadic in nature with several spikes in building activity interspersed with short- to medium-term troughs. Trends in the industrial property development market in the municipal area are hard to discern, with some years showing a substantial spike in building activity compared to previous years and other years showing very little (or no) building activity.
Facilities and Social Services	<ul style="list-style-type: none"> There appears to be an adequate number of facilities within reach of the majority of households to meet the educational and health care needs of SM, but challenges relate to operational and household affordability as well as the capacity of these facilities (e.g. overcrowded schools in poorer neighbourhoods) 	
Regional Infrastructure	<ul style="list-style-type: none"> Plans to upgrade various regional mobility routes (R44, R310 and R304) are likely to improve regional mobility. However, the impact of these at a local level are likely to be minimal without targeted interventions to resolve local congestion. 	<ul style="list-style-type: none"> Regional water supply remains constrained; however, recent rains and major augmentation schemes being implemented by national and provincial departments are likely to improve the security of supply over the medium term.
Municipal Infrastructure	<ul style="list-style-type: none"> SM's water is of good quality and complies with National Standards. The SM has been replacing old water meters on an ongoing basis. Systems have been upgraded to address the accuracy of data readings. The SM faces capacity problems at various waste water treatment works. Various projects have commenced to undertake expansion and rehabilitation works. 97% of households in SM have access to sanitation services above the minimum service levels. SM is highly dependent on the CCT for water security, with most of the towns making up SM having a supplementary supply from the City. In the light of the projected growth of Stellenbosch, this is not viewed as a sustainable situation. The Devon Valley landfill site has a remaining life of less than two years. 	<ul style="list-style-type: none"> SM's significant challenges are the augmentation of existing water sources, the replacement and upgrading of old infrastructure, the provision of sustainable basic services to informal settlements and to ensure the provision of basic services to rural communities located on farms. According to the Electrical Infrastructure Master Plan (2015), the overall condition of the existing infrastructure is good given the age of the equipment. On the whole the electrical network is fairly robust, and should support future developments, provided timeous upgrades are implemented as outlined in the Master Plan. The stormwater infrastructure is in a good condition, with a few exceptions where localized upgrading is required.
Service Related Protests	<ul style="list-style-type: none"> Service related protests and land invasions occur intermittently. 	
Municipal Land Ownership	<ul style="list-style-type: none"> A total of 40.4% or 33 544ha of the land in SM is owned by either government or Municipality. The rest of the land, approximately 50 316ha, is privately owned. 	<ul style="list-style-type: none"> The SM owns 4 219,4ha of urban and rural land spread out in fragments across the entire municipal area. The tradability of this land, is by choice, low as the Municipality prefers long-term lease agreements as contractual arrangements with third parties rather than selling outright. Arguably, this is one of the reasons why house prices are so high in Stellenbosch town. The supply side is artificially constrained.

Table 12. Stellenbosch's Built Environment context - key attributes summarised (cont.)

THEME	ATTRIBUTES	
<p>Housing and Shelter</p>	<ul style="list-style-type: none"> The percentage of households in formal housing has decreased from 75,1% in 2011 to 65,1%, illustrating the difficulty keeping pace with housing demand of the growing number of lower income households. The current housing demand waiting list comprise some 15 780 applicants (Western Cape Housing Demand Database extract for Stellenbosch, May 2018). The middle to high income housing demand was projected to be 1 850 units in 2016 (Urban Econ's Stellenbosch Market Assessment, 2016). The student accommodation demand was recorded as 4 200 beds in 2016 (Urban Econ's Stellenbosch Market Assessment, 2016). Cloetesville, Idas Valley, Kayamandi, and Jamestown; all within a 5km of radius of Central Stellenbosch make up 45% (7 035) of the SM's total BNG housing need. Neither Idas Valley, Cloetesville, nor Kayamandi, have extensive land options to accommodate the current demand. 	<ul style="list-style-type: none"> 74% (11 615) of the applicants has been on the waiting list for longer than 10 years, 24% (3 818) of which are currently on the waiting list for more than 20 years. Cloetesville (84%), and Idas Valley (88%) have the highest proportion of applicants on the waiting list for 10 years or more. Given the current profile of those on the waiting list for less than 10 years, it is evident that housing demand will be driven by applicants from Klappmuts and Kayamandi. Those older than 40 years and on the waiting list for more than 10 years make up 8 390 (53%) of all applicants. More than 50% of Kylemore/ Pniel, Jamestown, Idas Valley and Franschhoek's housing demand have applicants that are older than 40 years and have been on the waiting list for more than 10 years. The rate of housing delivery during the current MTREF period (466 units) and post the current MTREF period (8166) is not meeting demand. The housing backlog will thus increase, as well as the number of informally housed households.
<p>LUM Trends</p>	<ul style="list-style-type: none"> Almost 70% of all recently submitted strategic land-development applications had a peripheral location (i.e. contributing to urban sprawl with associated costs), and even more (89%) of these applications were greenfields developments. 	<ul style="list-style-type: none"> A very high number (55%) of all land-development applications submitted to SM between 2007 and 2015, were for (or included) a permanent departure. This is evidence of a changing pattern in the use of land that is not yet accommodated in zoning schemes. Only about 25% of all land-development applications submitted to SM pertains to rural land.
<p>Large Land User Trends</p>	<ul style="list-style-type: none"> Distell – owner and user of the Adam Tas and Bergkelder land holdings – intends to relocate its operations to a centralized facility in Klappmuts (north of the N1). 	
<p>Property Market</p>	<ul style="list-style-type: none"> Considering all house-price bands in the urban areas, the mean and median values increased significantly in almost all areas between 2012 and 2016. The value increase of full-title and sectional-title properties combined in the urban areas was 47%, which equals an annual compound growth of 10%. Between 2008 and 2017, nominal full-title property rentals in Stellenbosch town showed growth of roughly 8,1% per annum while sectional-title property rentals grew by about 10,5% per annum. 	<ul style="list-style-type: none"> Over the same period, building costs (as measured by the CPI) showed growth of roughly 6% p.a. This implies that over the past eight years residential rentals in Stellenbosch were able to grow in real terms.
<p>Movement and Access</p>	<ul style="list-style-type: none"> The Municipality contains 312km of roads and an additional 35km of roads which are 80/20 subsidized by the Province. Around 6km of the roads have block pavement surfacing, 11km of the roads are unpaved roads and most are paved roads with bituminous, flexible pavement surfacing. Around 80% of the roads are Class 5 Access roads with the balance being Class 4 Collectors, with a few Class 3 roads mainly in the 80/20 Provincial subsidy category. Road network condition assessments show an improvement in the overall condition of the SM's road network over the last 12 years. The latest Road Asset Management Plan indicates that around 7km (2.5%) of the roads in SM are in poor or very poor condition. The current modal split in SM is as follows: light vehicles: 87%; minibus taxis: 7,5%; bus: 4,5%; heavy vehicles: 1,5% (rail information is not available in the RMP). Approximately 12% of all traffic within the SM are buses and mini-bus taxis (low compared to CCT with approximately 36% public transport usage). The RMP found that the present road network – particularly provincial roads – fails to cope with the longer-term growth needs of the Stellenbosch area and some roads, particularly in the historic town area, may in future operate at capacity during peak periods (unless modal shift changes). The RMP found that the following road sections function beyond capacity: The R304 before its intersection with the R44; The R44 (south) between Paradyskloof and the Van Reede intersection; Bird Street between the R44 and Du Toit Street; Merriman and Cluver Streets between Bird Street and Helshoogte Road; Dorp Street between the R44 and Piet Retief Street; Adam Tas Road between its junction with the R44 and Merriman Street. Piet Retief Street; Van Reede and Vrede Streets between the R44 and Piet Retief Street. Access roads found to be under severe pressure are: The Welgevonden access road; Lang Street into Cloetesville; Rustenburg Road into Idas Valley; The Techno Park access road. 60% of SM's households do not have access to a car, and are dependent on unsupported informal public transport or travel on foot. 	<ul style="list-style-type: none"> Some 3 200 persons travel into town during the highest peak hour, if assumed 1 person per vehicle and no buses or taxis. 70% of all trips entering Stellenbosch town are by private car. There is worsening peak period congestion, with average traffic speeds pushed down to 13km/h (below cycling speed) and a throughput per lane of only 600 persons per hour due to the very low vehicle occupancies. Local (<5km) peak period person trips within the town of Stellenbosch total twice the number of longer distance (>5km) passenger commute trips. Approximately 80% of the workforce employed in the municipal area live in the town of Stellenbosch and make trips of less than 5km in distance. 95% of all NMT trips within the Stellenbosch town are made by low income residents. Over 80% of all local trips by choice-user are made by car. A bypass tying in with the R44 in the vicinity of the Annandale Road in the south and with the R304 in the vicinity of the Welgevonden Road intersection in the north is under investigation. The route is envisaged as a dual carriageway, over a distance of ±14 km, with no direct property access and grade separated intersections (interchanges). However, this proposal appears to have no official status. Scheduled passenger trains in the Stellenbosch area run over a total rail line distance of 18 km, and trains stop at seven stations in the municipal area (Lynedoch, Spier, Vlottenburg, Stellenbosch town, Koelenhof, Muldersvlei and Klappmuts). Franschhoek, La Motte and Wemmershoek are alongside the Franschhoek line which is no longer in operation). Public bus services are limited. There are 28 scholar bus contracts within the Municipality, transporting up to 4 263 scholars. According to the Transport Register there are 43 routes operated by mini-bus taxis. Currently, 114 mini-bus taxis have been surveyed and 157 operating licences have been issued. The majority of routes are operating at above 75% service capacity.



BOX 2: HOUSING BACKLOG ALLOCATION TO SETTLEMENTS

(Source: Section 4.4.9: Stellenbosch RAP Phase 1 Public Participation and Phase 2 Status Quo Report, March 2017)

The estimated housing backlog for SM – allocated to settlements – are as follows:

Stellenbosch town (Kayamandi, Cloeteville, Idas Valley)	8 495
Franschhoek	3 249
Klipmuts	2 468
Dwars River Valley	1 109
Jamestown	719
Stellenbosch Rural	5 376
Smaller Towns	254
TOTAL:	22 671

Figure 16. Housing and development trends, bypasses and gated communities

Table 12. Stellenbosch's Built Environment context - issues and implications

KEY ISSUES	SDF IMPLICATIONS
<ul style="list-style-type: none"> • Many households do not have access to water within their dwellings. • Much of the key water supply infrastructure in the SM area is in disrepair. • Much of the sanitation infrastructure in the SM area is in a poor or very poor condition. • Relatively low density development predominates in the area. • Most new development reinforces a pattern of low overall densities and seek peripheral locations. • Existing industrial/ manufacturing operations and land holding in the centre of Stellenbosch town impede large scale restructuring of the settlement. • There is a significant backlog in housing for the poor. • There appears to be significant demand for student housing and affordable housing for employed, lower and middle income groups. • The rate of current housing delivery for the poor and lower income groups is significantly lower than that required to address backlogs and demand meaningfully. • It is expected that a significant proportion of housing backlogs for farm workers – and future need for farm worker housing – will have to be met in urban areas. • Property prices and rentals in SM have shown significant growth (of a higher percentage than the increase in cost of building). • Many poor areas appear to have a high incidence of overcrowding. • Many movement trip needs in SM remain unsatisfied or are undertaken with great hardship. For these captive populations, access to ever more dispersed activity is increasingly difficult. • Virtually all available funding is allocated to providing general road infrastructure rather than the development of transport systems and approaches that serve the most effective and sustainable movement of people and goods. 	<ul style="list-style-type: none"> • <i>Available municipal capital funding is required for backlogs and maintenance, i.e. there are virtually no funds to investment in support of new development and improvements to address existing problems with infrastructure (e.g. limited provision for NMT).</i> • <i>The current service and housing delivery model is ineffective in addressing the municipality's housing demand and growth. Housing demand and the associated land demand for the currently delivery model shows that the municipality does not have access to adequate land to serve the current and projected housing demand.</i> • <i>Given the limited income of a large proportion of the population, a settlement structure and form prioritizing walking and public and NMT, should be pursued.</i> • <i>Given low levels of road space utilization in terms of vehicle occupancy, there appears no basis for capacity increases to infrastructure accommodating general traffic.</i> • <i>The proposed bypass is likely to stimulate further settlement sprawl and "lock-out" projects aimed at restructuring Stellenbosch town.</i> • <i>Stellenbosch town has high potential volume of NMT users should the environment be more encouraging of NMT modes, particularly cycling.</i> • <i>The relocation of large industrial land users from Stellenbosch town (to Klapmuts) presents significant opportunity to restructure Stellenbosch town.</i>

3.4. Institutional Context

Information regarding the institutional issues that have a bearing on spatial planning and development has been extracted from the IDP and the 2018 Medium Term Revenue and Expenditure Framework (MTREF) of the municipality.

Table 13. Stellenbosch's Institutional context - key attributes summarised

THEME	ATTRIBUTES	
Staff Resources	<ul style="list-style-type: none"> Few municipal staff resources are available for dedicated future planning (across sectors) or driving larger, transformative, and catalytic programmes and projects. There appears to be limited capacity for planning and managing public and NMT programmes and projects. 	<ul style="list-style-type: none"> Inter-municipal and municipal-provincial institutional arrangements for addressing joint planning challenges appears weak and intermittent.
Sector Integration	<ul style="list-style-type: none"> There appears to be poor integration between spatial and transport planning. 	<ul style="list-style-type: none"> Transport planning focus and expenditure remain focused on roads and accommodating private vehicular transport.
Partnerships	<ul style="list-style-type: none"> Albeit many partnerships between communities and organisations (including the municipality) exists to assist community based initiatives, address specific community needs, and environmental issues, there appears no high-level public-private partnership that will fundamentally "shape" major challenges facing the municipality (including infrastructure, transport demand management, and housing). 	
Operating and Capital Budget	<ul style="list-style-type: none"> The operating income (including grants and subsidies) of the SM increased by 12,38% from 2012/ 13 to 2014/ 15 or 6,01% on average per annum over the period. Operating expenditure increased by 17,43% over the period or 8,36% per annum. Grants and subsidies received do not exceed the operating income generated by SM from its own activities, and the reliance on grants and subsidies will probably decrease further should the emerging trend continue. Rates income per capita increased from R1 213,15 in 2012/ 13 to R1 408,79 in 2014/ 15 (16,13% over the period). Over the period, the rates income increased from R203,7m to R249,7m or by 22,49%, while the population increased by 5,48%. The increase in the population figures and the increase in the rates income per capita may suggest that a larger number of the population is contributing to an increasing rates base, but also reflects on the above average increase in property values in the large parts of the municipal area. The municipality spent 90% of its capital expenditure budget in the 2014/ 15 financial year, while capital spending in 2013/ 14 was 92% of the budget. Most of the capital budget was spent on infrastructure and housing. 	<ul style="list-style-type: none"> MIG expenditure increased from 2012/ 13 to 2013/ 14 at a faster rate than operating income and operating expenditure. From 2012/ 13 to 2013/ 14, operating expenditure grew at 17,43% while MIG expenditure increased by 60,98%, with operating income that increased at 12,38%. From 2013/ 14 to 2014/ 15, MIG expenditure increased at a higher rate (28,78%) than operating expenditure (9,8%). Operating income decreased by 2,07%. SM experienced a general increase in outstanding consumer debt between 2012/ 13 and 2014/ 15 across all sectors, with the largest increase that accrued to rates. SM's MTREF capital budget increased by approximately 13% to R2 244 370 898 for 2018/ 19. Of this, R1 716 330 147 (76%) is allocated to the operating budget and R528 040 751 (24%) to capital investment. Allocations from National government for the 2017-2021 MTREF will total R160m, of which the bulk is MIG funding, with R70m from the PGWC, mostly allocated towards housing development. Infrastructure expenditure over the MTREF 2018-2021 period totals R1,1bn, and makes up 82% of the total capital expenditure allocation of R1,35bn. SM has borrowed R340m (25% of the total infrastructure budget) to fund their priority infrastructure needs. For the capital budget over the MTREF period 2018-2021, borrowings total 30% (R160m) in 2018/ 19, 21% (R100m) in 2019/ 20 and 23% (R80m) in 2020/ 21.
Asset Management	<ul style="list-style-type: none"> The SM appears to have no processes or procedures for proactively using municipal land assets as a resource to address identified developmental needs. 	
Planned Government Spending	<ul style="list-style-type: none"> Given the worsening fiscal outlook, National and Provincial Government grant allocations towards the capital expenditure reduces over the MTREF period, from the peak of R91m in 2018/ 19 to R58m and R68m in the following years. 	<ul style="list-style-type: none"> Provincial government funding allocated to SM in the 2017/ 18 financial year was largely focused on road infrastructure maintenance and upgrades (R90m) with lesser amounts spent on the upgrade of the Stellenbosch Hospital (R14m) and the PC Petersen Primary School (R15m).

Table 14. Stellenbosch's Institutional context - issues and implications

KEY ISSUES	SDF IMPLICATIONS
<ul style="list-style-type: none"> • SM has a limited institutional capacity and insufficient funding for the management of transport issues. • Integration between transport and spatial planning has never been achieved in Stellenbosch. • Given the extent and development potential inherent in the very large municipal land resource, current management arrangements for this resource appears inadequate. • With government's contribution towards capital expenditure declining and with SM needing to borrow 25% of their capital expenditure spend over the MTREF 2018-2021, SM is under increasing pressure to fund capital expenditure from their own reserves. • SM cannot maintain the current rate of infrastructure spend post MTREF period. The decreasing loan contribution amount and SM's replacements reserves towards 2021 leads to a significant decrease in the total capital budget and investment in infrastructure 2021. • SM's ability to fund to fund infrastructure from their own reserves primarily relies on the ability in achieving 96% collection rates for services. Mounting consumer pressures in paying the increasing costs of service makes the likelihood of achieving the projected collection rates questionable, thus putting SM in a financially vulnerable position to fund capital expenditure projects. 	<ul style="list-style-type: none"> • <i>Given budget constraints and existing maintenance backlog, SM's future capital budget should prioritise critical infrastructure projects and addressing backlog within the current urban footprint in lieu of future growth prospects.</i> • <i>Development and densification efforts will need to be focused on where the capital and operational expenditure is concentrated.</i> • <i>Further expansion of SM's current built footprint will dissipate the SM's ability to maximise the use and productivity of existing infrastructure and further extend the SM's future liability in needing to attend to the building and maintenance of new infrastructure.</i> • <i>SM should seek to maximise their return on infrastructure assets by increasing the number of people serviced by existing infrastructure assets and by decreasing the number of indigent households that need to be served by newly constructed infrastructure (as they are unable to achieve a return on the assets while it increases their future maintenance burden).</i>

3.5. Synthesis of Status Quo

There are a number of concerns and observations related to Stellenbosch's existing mode of settlement development and management. These are summarized below under the themes used for analysing the status quo.

Bio-physical

- The degradation of key ecological assets and loss of productive agricultural land has not been arrested. For example, there is no indication that the condition of the river systems in the municipal area has improved significantly since problems first manifested. In addition, significant amounts of agricultural land have been lost to development over the past decade.
- Climate change is likely to have a significant impact on the natural resource base of the municipal area, which will include a reduction in water, increased temperatures, increased fire risks, and increased incidences of extreme weather events. This, in turn, will impact on agricultural production, scenic landscapes, the livability of urban areas and the ability to provide basic services such as water and sewerage treatment.
- Considerable progress has been made at provincial and local levels to prepare guidelines enabling ancillary activities in nature and agriculture areas, providing increased access to nature and diversified farm income.

Socio-economic

- The population of the SM is likely to continue to grow above the average provincial rate, and urbanisation is likely to increase, with the main settlements having to absorb the bulk of this growth.

- The ability of the economy to absorb growth, particularly with regard to job creation, is a concern. Indications are that the growth in indigent households, who traditionally are employed in unskilled and semi-skilled jobs, is disproportionate to employment growth, which has been slow in these categories (e.g. agriculture).
- The informal sector will continue to provide livelihoods to a significant proportion of residents, but the prevailing settlement structure and form does not recognize the needs of marginal entrepreneurs.
- A growing youthful population, large student population, and seasonal influx of labour is likely to increase the municipality's dependency ratio, in addition to a smaller base from which the municipality can collect revenue to provide services and opportunities that will improve the lives of the especially the poor.
- Inequality in the municipal area, and particularly the historic towns such as Stellenbosch and Franschhoek, remains significant. Although inequality is generally accepted to be unsustainable and is likely to lead to social unrest and instability, current development patterns are simply not addressing this issue.
- Crime rates remain high. The market response – focused on providing security for those who can afford it (e.g. through gated development) – is likely to exacerbate inequality and segregation.
- The upgrading and provision of basic services and housing will remain the focus of the SM and other government agencies for the foreseeable future, thus foregoing investment in other areas that would likely have more socio-economic spin-offs and result in improved place-making.
- The SM's inability to provide essential services (e.g. refuse removal) leads to dumping,

environmental degradation and resulting health-related problems.

Built environment

- Infrastructure backlogs – specifically in poor areas – and essential municipal infrastructure requires significant investment and maintenance. This applies to all basic services (electricity, water supply, wastewater management and solid waste disposal).
- The need for housing and shelter – both for the lower income groups and those with employment – has not been adequately met. The existing “housing pipeline” will not meet the need for those requiring state assistance, and little is built which is affordable to ordinary workers. A pattern of intermittent land invasions and associated “responsive” basic infrastructure provision, as well as daily inward commuting of ordinary workers and students, is likely to continue.
- Property and land is inordinately expensive in SM (particularly in Stellenbosch town and Franschhoek), locking out both the poor and lower/ middle income workers from the property market. Without significant intervention in the property market, this situation is likely to worsen.
- Inequality in SM is particularly evident in the structure of settlements, with low density development accommodating the wealthy, while the poor is accommodated in high density, poor quality peripheral areas. Significant numbers of people live in informal shelters. Many new developments reinforce a pattern of low overall densities and are located in peripheral areas, entrenching dependency on private transport, amongst other inefficiencies.
- New high density development mostly focus on the student market, and target groups using private vehicles.



Figure 17. Current development pressures on the periphery of settlements in the SM

- The numerous heritage resources located within the settlements of SM are assets of immense value. Many of these (e.g. parts of the Rhenish complex in Stellenbosch), are underutilized, and have the potential to become vehicles for innovative development that can contribute to creating a more inclusive economy.
- The existing industrial/ manufacturing operations and land holdings in the centre of Stellenbosch town impede large scale restructuring of the settlement.
- The planned move of Distell – occupying large tracts of strategic land in Stellenbosch town – to Klapmuts presents very significant opportunities for the future development of Stellenbosch, Klapmuts, and the broader regional space economy. If not rigorously managed as a shared initiative between the public and private sectors, the opportunity may be lost. SM should focus maximum effort on utilizing the opportunity presented to address the needs of the town.
- Transport planning practice within Provincial government has maintained a “regional mobility lens” with the bulk of planning effort and funding allocated to road infrastructure rehabilitation and expansions that provide for and respond to demand side growth, largely attributed to unconstrained low occupancy private vehicles at the cost of local mobility. Too little focus is placed on progressively improving the efficiency of use of existing road space through shifting modes and altering travel patterns.
- This regional mobility approach and “roads for growth” focus has very high financial, economic, social and environmental costs, is unsustainable and is exclusionary to most the population, i.e. those who do not have access to private transport. Furthermore, a regional “lens” which attempts to accommodate private vehicles growth has adverse

consequences for managing transport at the finer, localised level where trips concentrate.

- Currently the provision of public transport, non-motorised modes and travel demand management programmes are generally considered as local municipal functions, and not a core responsibility or competency of the Province. Given the extent of transport issues in SM, the municipality has limited institutional capacity and funding for the management of transport issues. As a result, sustainable transport approaches have been extensively overlooked in favour of traditional engineering solutions.
- The SM has recently developed a “living”, continuously updated online housing demand database and an associated mobile application (to be launched in August 2019).
- The SM will embark on a programme of cleaning the database, including calling all applicants currently on the Western Cape Housing Demand Database to come forward

and update their details (this will ensure that deceased applicants are removed from the database) and a clear understanding of the demand for different housing programmes as determined by different income groups.

- Those who have left the SM area will also be removed from the online database system
- The mobile application will ensure that residents update their information without visiting the office and also apply for housing using their smart phones.

Institutional

- The municipal budget is relatively small considering the depth, range, and variability of citizen needs, specifically in relation to the needs of poorer citizens.

- While current funds are allocated to addressing critical issues – specifically related to infrastructure augmentation and maintenance – it appears that the municipality does not have the resources to fundamentally reverse backlogs or negative trends in shelter or infrastructure needs.
- The diagram below illustrates the focus of public and private sector investment in the SM. The municipality largely focuses on meeting service backlogs, its ability to respond to crisis, and asset maintenance. There is little scope in the budget for new “productive” investment that will result in significant economic growth to benefit the whole community. By contrast, the private sector largely funds new assets for a select group. Private sector investment is

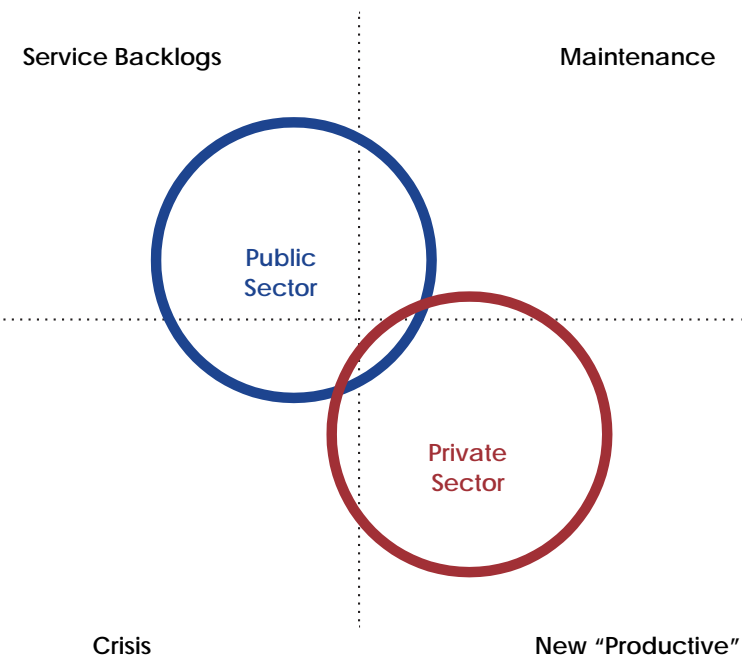


Diagram 1. Investment focus of the public and private sectors

not structured to contribute to the long term maintenance of common assets or addressing the developmental needs of the municipal area.

- Although rates income is expected to grow, this additional income will be largely required to maintain the existing infrastructure and services.
- The municipality has significant land assets, and although some programs have been put in place to support small farmers, the bulk of its land holdings has not been meaningfully employed as a resource to address citizen needs.
- Significant partnering between the municipality and the corporate sector (which has considerable material and human resources) in relation to addressing needs – and restructuring the settlement – has not occurred.
- The municipality has undertaken an inordinate amount of planning studies, both overarching in nature and sector specific. Collectively, these comprise a huge volume of analysis and guidelines for future management, difficult to comprehend and “make sense of”. It appears that there is significant disjuncture between the extent of policy and process guidelines available and what could be logically managed by the municipality in day-to-day decision-making. Considerable duplication appears between plans – each “discovering” the municipality anew – as opposed to focusing on a particular functional area or focus in a manner which supports others.
- Despite the principles and proposals put forward by these plans to address the skewed pattern of development in most of the settlements in the SM, particularly Stellenbosch, there has been hardly any change in the structure of these settlements since the transition to democracy. Most developments

follow a “business-as-usual” pattern.

- Sector planning remains fragmented, especially in relation to spatial and transport planning, where the drive to augment and extend road space appear in contradiction to the public and NMT focus required by spatial planning for the municipality.
- Current planning initiatives have not addressed the economic generative opportunity associated with Klappmuts, its relationship with settlement opportunity for people close to work, and the associated opportunity to restructure Stellenbosch town as manufacturing concerns leave town in search of locations which better meet current business strategy and plans.

3.6. Land Budget Considerations

Determining the future demand for housing, other forms of development and the associated infrastructure requirements form part of the requirements for the preparation of an MSDF as set out in SPLUMA. An understanding of the housing need in particular has to be translated into land requirements with a view to understanding the land need and distribution thereof across the municipal area.

Determining the demand for housing and services is based on the current demand (i.e. backlog) and the demand that will be generated through growth. Land requirements are then informed by a realistic projection of the density of development required to accommodate the demand. An understanding of the land requirements is also informed by the type of housing demand. In this regard it is traditional to distinguish between the demand for affordable housing (indigent) and housing taken up by the open market (non-indigent) as the form of housing provision for these markets may vary. The land demand as calculated is then measured against available land. In the current policy context, available land includes all land that is potentially developable within urban

areas and within the urban edges determined by previous spatial planning exercises, for the various

settlements earmarked to accommodate growth. In the SM context it is argued that affordable housing, for which there is a considerable land demand, will be accommodated in the main urban centres of Stellenbosch, Franschhoek and Klappmuts where housing beneficiaries will have access to socio-economic opportunities. The findings presented in this section are largely based on the work done for the 2018 SM UDS.

3.6.1. Projected housing and land demand

Housing for indigent

- Estimated need for houses, municipality-wide, in the “give-away” bracket in 2016: **11 618³**
- Estimated unfulfilled need of houses by 2036, assuming that no houses for the indigent will be built between 2016 and 2036: **17 847**
- However, if the current rate of delivery persists only **7 805** units would have been added by 2036, thus still resulting in a significant backlog.

Housing for the non-indigent <80 m²

- Estimated need, municipality-wide in 2016: **15 042** (this includes a variety of unit types aimed at various markets, such as GAP housing, flats and townhouses, and stand-alone units)
- If no supply is added by 2036: **23 106**

These unit numbers have been translated into land demand, based on various scenarios set on in the UDS, ranging from a projection of the current pattern of fairly low density development, to higher densities based on certain economic forecasts. According to these figures, the 5 year forecast for land demand for housing in the middle of the road scenario (or “consensus scenario”) is projected at 228ha by 2021. By 2036 the land demand for housing would range from 1 339ha, based on current patterns, to 741ha in a low growth scenario.

³ The most recent figures contained in the Western Cape Department of Human Settlements Demand Database, May 2018, shows a housing demand of 15 780 units in this bracket.

The total gross land demand, also making provision for other land uses that will result from growth such as commercial, industrial and infrastructure, is estimated to be 270ha by 2021 and 996ha by 2036 in the middle of road/ consensus development scenario.

3.6.2. Allocation of demand across the municipal area

The UDS allocates land demand to nodes based on historic land take up and an “adjusted nodal location”. The historic land take-up in nodes is given in Table 15.

The UDS adjusted nodal allocation (away from historic trends) is based on:

- Market preference for a certain land-use in a specific location (based on market trends).
- The positioning strategies and a “normalized” situation with respect to infrastructure and the stock of developable land (it ignores backlogs and surpluses in infrastructure provision and availability of developable stock).

Based on this work, which includes a nuanced understanding of the role of the various settlements in the SM and their respective projected growth rates, the overall demand for land for indigent housing within a five and ten year forecast period has been projected as indicated in Table 16.

The table indicates that the largest demand for housing is, as to be expected, in the town of Stellenbosch, which already accommodates 70% of the urban population of the SM. Franschhoek and Klapmuts together only accommodate 20% of the SM urban population, with the remainder spread throughout the smaller villages and hamlets. The ratio for the proposed allocation of indigent housing is thus a 7:2:1 spread between Stellenbosch, Franschhoek and Klapmuts.

Table 17 indicates land currently available within the urban edge as indicated in the UDS strategy. This includes strategic landholdings such as the

Table 15. The historic land take-up in nodes

HISTORIC GROSS LAND TAKE-UP BY NODE 2000 - 2015 (ALL LAND USES)		
Town / Settlement	Land Take-Up (ha)	Percentage Share (rounded to 10)
Stellenbosch (Town)	271	60%
Franschhoek	82	20%
Klapmuts	56	10%
Other	72	10%
TOTAL	481	100%

Distell land along the Adam Tas corridor will possibly become available for development in future.

It is evident that there is more than enough land to accommodate the indigent housing need. Although it is obvious that the market demand for development (for housing, commercial and industrial demand) also requires consideration in the MSDF, it is argued that providing housing opportunities (in whichever form) for the indigent is critical, whereas the municipality can exercise its discretion when considering market driven applications and thus have more control over the supply-side. In any case, it is evident that there is also sufficient opportunity for market driven development, if considered that the current ratio of built-up versus vacant land in the towns of Stellenbosch, Klapmuts and Franschhoek is 5.4:3.5 (built-up/ vacant) within the urban edge.

In addition, current densities remain below 10 du/ha for these settlements, and although they have been increasing somewhat in recent years, densities are still significantly lower than the targeted density of 25 du/ha set in higher level planning policies and

studies. Thus, provision should also be made for redevelopment and densification as a means to accommodate market demand.

In conclusion, it is clear that the future development demand could be met in an effective and inclusive manner within the current urban edge of these three towns.

Table 16. Land demand for housing per node

Settlement	% of municipal/ urban population	Indigent housing need (2021)	Land need in ha (number of units x 120m ² erven)	Indigent housing need (2026)	Land need in ha (number of units x 120m ² erven)
Stellenbosch (Town)	51/ 70	8 357 (based on 2,6% annual growth)	100	9 363 (based on a 2,3% annual growth)	112
Klapmuts	5/ 7	1 208 (based on 3,6% annual growth)	14	1 420 (based on 3,3% annual growth)	17
Franschhoek	9,5/ 13	4 370 (based on 4,6% annual growth)	52	5 394 (based on 4,3% annual growth)	65
Dwarsrivier (Pniël, Johannesdal)	5,9/ 8,2				
Dwarsrivier (Kylemore, Lanquedoc)					
La Motte	1/ 1,4				
Groot Drakenstein	0,8/ 1				
Wemmershoek	0,5/ 0,7				
Koelenhof	0,2/ 0,26				
Muldersvlei	0,04/ 0,06				
Vlottenburg	0,08/ 1				
Raithby	0,5/ 0,8				
Lynedoch	0,1/ 0,14				

Table 17. Land availability

LAND	STELLENBOSCH	FRANSCHHOEK	KLAPMUTS
Currently available (UDS 2018)	633ha	131ha	146ha
2021 requirement for indigent housing	100	52	14
2026 requirement – cumulative for indigent housing	112	65	17



Part 4.

Vision and Concept

4. Vision and Concept

4.1. Introduction

This section outlines a vision, key considerations, and spatial concept for the spatial planning and land use management of SM.

4.1.1. Vision

In line with the SM's vision as the "Valley of Opportunity and Innovation" (as contained in the IDP), the vision for spatial development and management is described as follows:

"We envisage a municipal area even more special than it is today; a place of natural beauty, rich in the way it preserves and exposes elements of history and culture, its produce from the land, the quality of its institutions, and the mindfulness and innovations of its people.

It is a future Stellenbosch municipal area that remains familiar; it has retained what differentiates the municipality from other places, its landscapes, historic buildings and settlement patterns, and the specialness of its institutions. It is resilient; it has adapted to the needs of today without losing what is special from the past. It is inclusive; it has accommodated the needs of citizens from all walks of life without fear. It is diverse and therefore productive. In adapting to new needs, and accommodating new people, it has become the stage for new expressions of culture, new businesses, and new ways of doing.

In form, it comprises a set of compact settlements, large and small, surrounded by natural and productive landscapes, and linked by means of public transport. Internally, settlements are relatively dense, cyclable and

walkable. Each portrays a unique character, closely linked to its surrounding landscape, the reach and extent of its public institutions, and the capacity and opportunity of its infrastructure. Each provides for a range of citizens from all walks of life, with significant choice in place of residence."

4.1.2. Key Principles

Working towards this vision, a number of principles are key:

First, maintain and grow the assets of the Stellenbosch Municipality's natural environment and farming areas. Humanity depends on nature for physical and spiritual sustenance, livelihoods, and survival. Ecosystems provide numerous benefits or ecosystem services that underpin economic development and support human well-being. They include provisioning services such as food, freshwater, and fuel as well as an array of regulating services such as water purification, pollination, and climate regulation. Healthy ecosystems are a prerequisite to sustaining economic development and mitigating and adapting to climate change. The plan provides for activities enabling access to nature and for diversifying farm income in a manner which does not detract from the functionality and integrity of nature and farming areas and landscapes.

Second, respect and grow our cultural heritage, the legacy of physical artefacts and intangible attributes of society inherited from past generations maintained in the present and preserved for the benefit of future generations. Cultural heritage underpins aspects of the economy and differentiates places. Culture is a dynamic construct; forever emerging in response to new challenges, new interactions and opportunity, and new interpretations. Spatially, we must organise

Stellenbosch in a manner which also sets the stage for new expressions of culture.

Third, within developable areas – areas not set aside for limited development owing to its natural or cultural significance – allow future opportunity to build on existing infrastructure investment, on the opportunity inherent in these systems when reconfigured, augmented or expanded.

Infrastructure represents significant public investment over generations, not readily replicated over the short term. It represents substantial assets for enabling individual and communal development opportunity of different kinds. From a spatial perspective, movement systems are particularly significant. Elements of the movement system, and how they interconnect, have a fundamental impact on accessibility, and therefore economic and social opportunity. Specifically important is places of intersection between movement systems – places which focus human energy, where movement flows merge – and where people on foot can readily engage with public transport.

Fourth, clarify and respect the different roles and potentials of existing settlements. All settlements are not the same. Some are large, supported by significant economic and social infrastructure, offer a range of opportunity, and can accommodate growth and change. Others are small and the chance to provide for growth or change is minimal. Generally, the potential of settlements to help change and growth relates directly to their relationship with natural assets, cultural assets, and infrastructure. We must accommodate change and growth where existing assets will be impacted on the least or lend itself to generating new opportunity.

Fifth, address human needs – for housing, infrastructure, and facilities – clearly in terms of the constraints and opportunity related to natural

assets, cultural assets, infrastructure, and the role of settlements. We must meet human need in areas where the assets of nature will not be degraded, where cultural assets can be best respected and expanded, and where current infrastructure and settlement agglomeration offers the greatest opportunity. Generally, we can help human need in two ways. The first is through infill and redevelopment of existing settled areas. The second is through new green-field development. We need to focus on both while restricting the spatial footprint of settlements outside existing urban areas as far as possible.

Sixth, pursue balanced communities. All settlements should be balanced. That means they should provide for all groups, and dependent on size, a range of services and opportunities for residents. It also says they should provide for walking and cycling, not only cars.

Finally, focus energy on a few catalytic areas that offer extensive opportunity and address present risk. Planning cannot attempt to treat all areas equally. Some areas offer more opportunity for more people than others. We need to focus on the areas and actions where a significant number of people will benefit, where we will meet their needs. There is also a need to focus on areas of “deep” need, notwithstanding location, where limited opportunity poses a risk to livelihoods. Some informal settlements and poorer areas may not be located to offer the best chance for inhabitants, yet services need to be provided and maintained here. However, significant new development should not occur in these places, exacerbating undesirable impacts or further limiting the opportunity for people to pursue sustainable livelihoods.

4.2. Concept

The concept for spatial development and management of SM comprises seven key tenets:

1: Maintain and grow our natural assets

Valuable land areas, including critical biodiversity areas, agricultural land, land affecting the maintenance of water resources, and so on, cannot be built upon extensively, it cannot be the focus for significantly accommodating existing or future settlement need spatially.

2: Respect and grow our cultural heritage

The areas and spaces – built and unbuilt – that embody the cultural heritage and opportunity of SM needs to be preserved and exposed further. Some areas and spaces need to be maintained intact, others provide the opportunity for new activity, in turn exposing and enabling new expressions of culture.

3: Direct growth to areas of lesser natural and cultural significance as well as movement opportunity

Within areas of lesser natural and cultural significance, the focus should be on areas where different modes of transport intersect, specifically places where people on foot – or using non-motorised transport – can readily engage with public transport.

4: Clarify and respect the different roles and functions of settlements

The role and potentials of different settlements in Stellenbosch require clarification. In broad terms, the role of a settlement is determined by its relationship to natural and cultural assets and the capacity of existing infrastructure to accommodate change and growth.

5: Clarify and respect the roles and functions of different elements of movement structure

Ensure a balanced approach to transport in SM, appropriately serving regional mobility needs and local level accessibility improvements, aligned with the spatial concept.

6: Ensure balanced, sustainable communities

Ensure that all settlements are balanced and sustainable, providing for different groups, maintaining minimal development footprints, walkability, and so on.

7: Focus collective energy on critical lead projects

Harness available energy and resources to focus on a few catalytic areas that offer extensive opportunity fastest and address present risk.

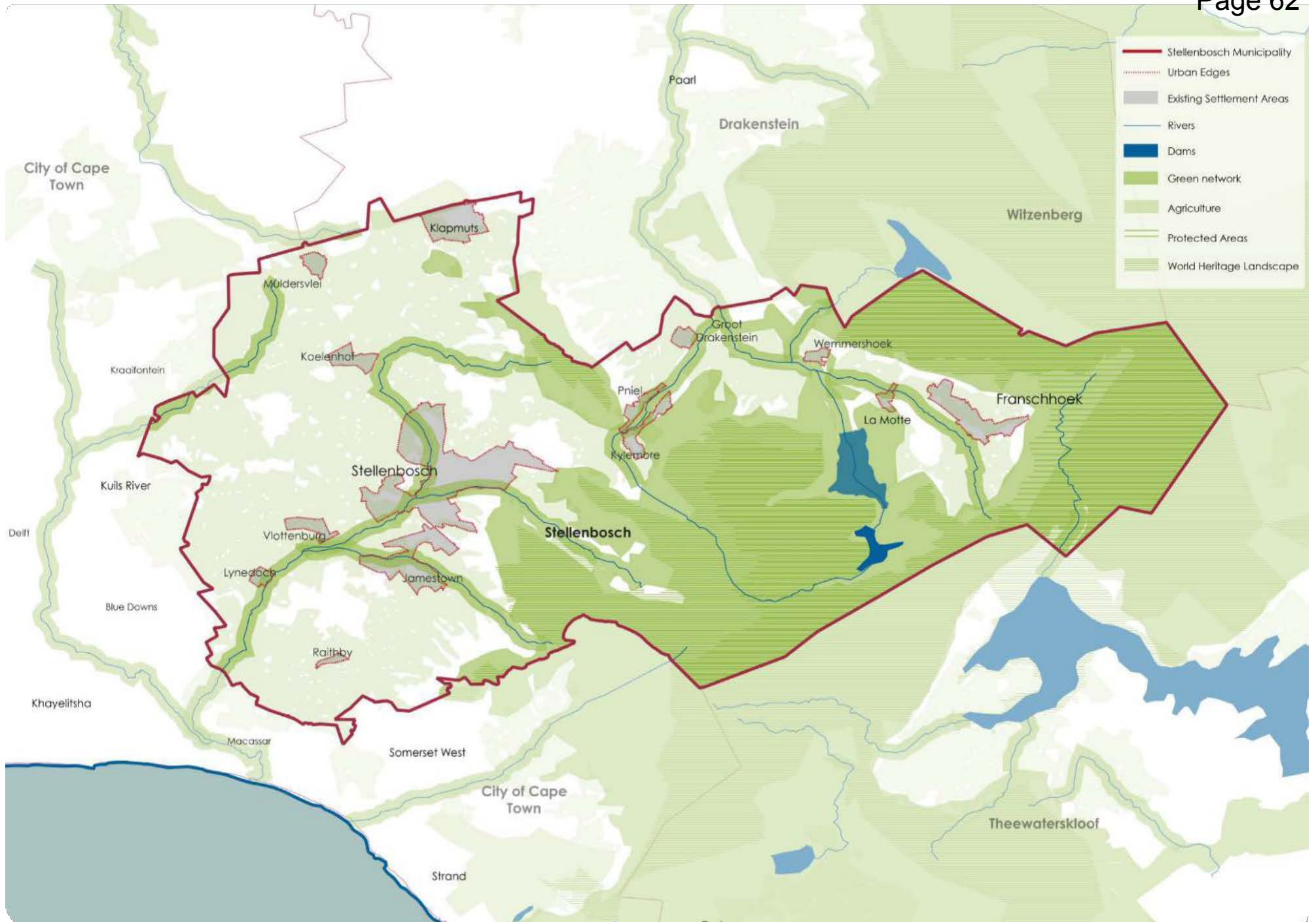


Figure 18. Concept 1 - maintain and grow our natural assets

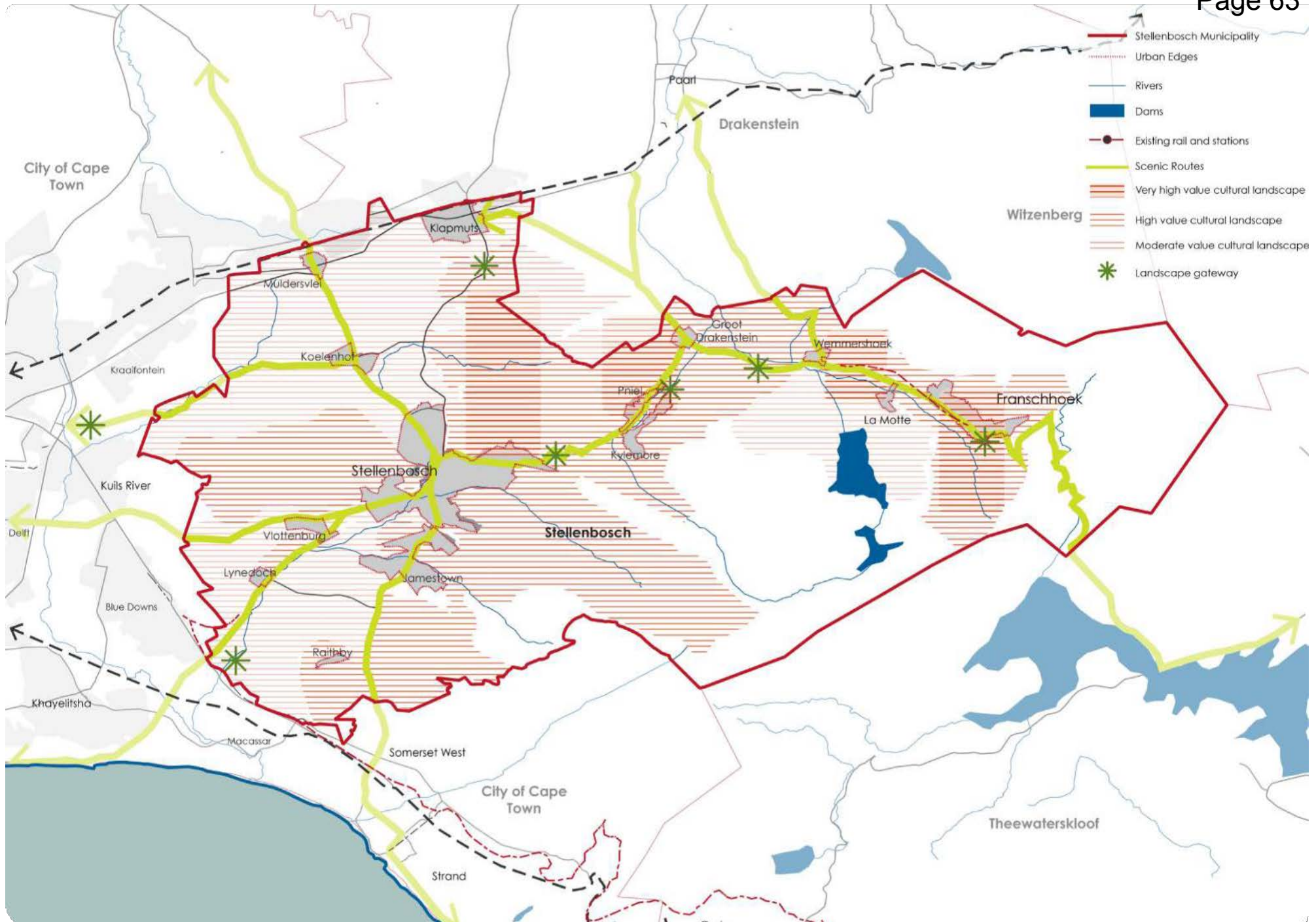


Figure 19. Concept 2 - Respect and grow our cultural heritage

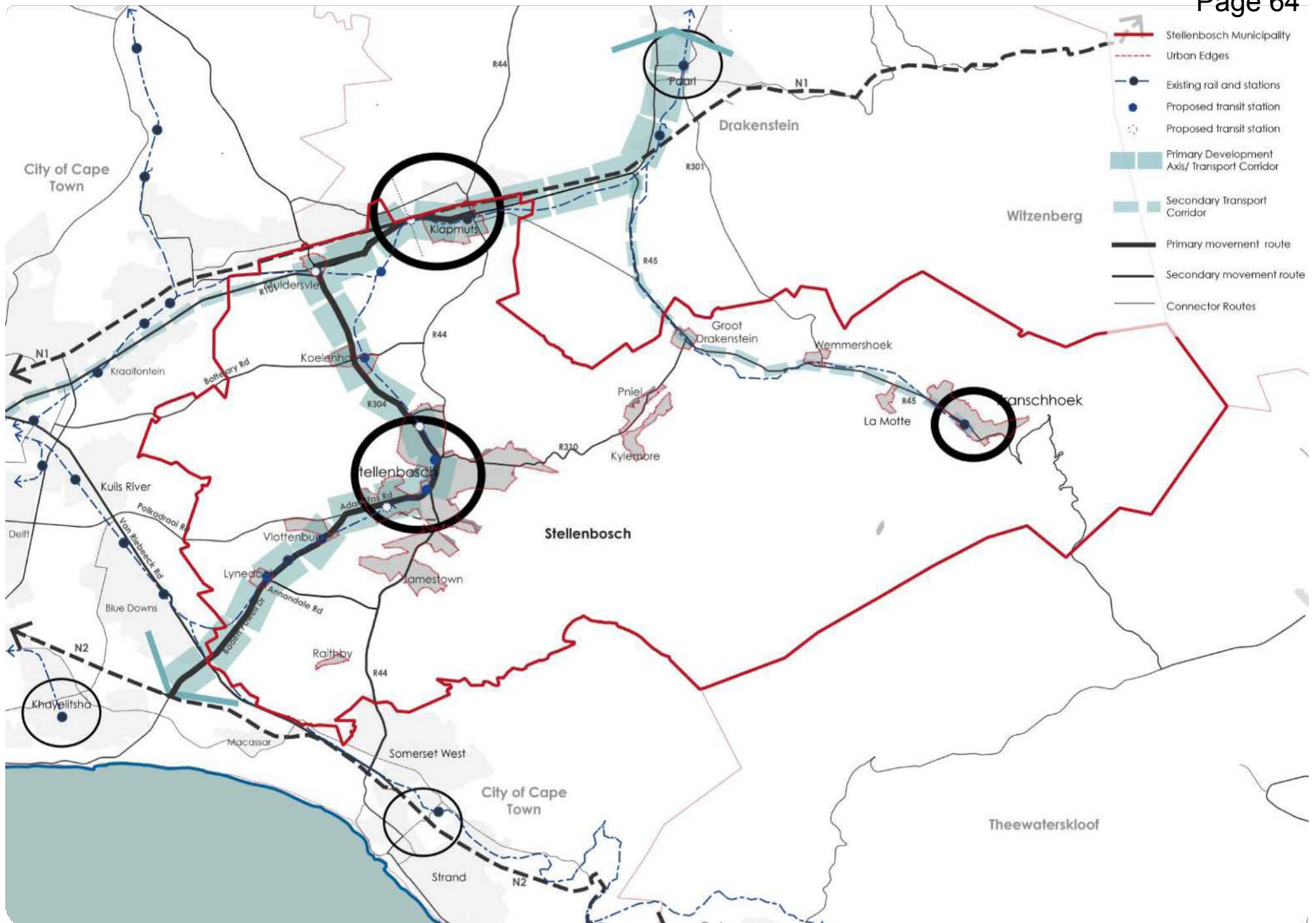


Figure 20. Concept 3 - Direct growth to areas of lesser natural and cultural significance as well as movement opportunity

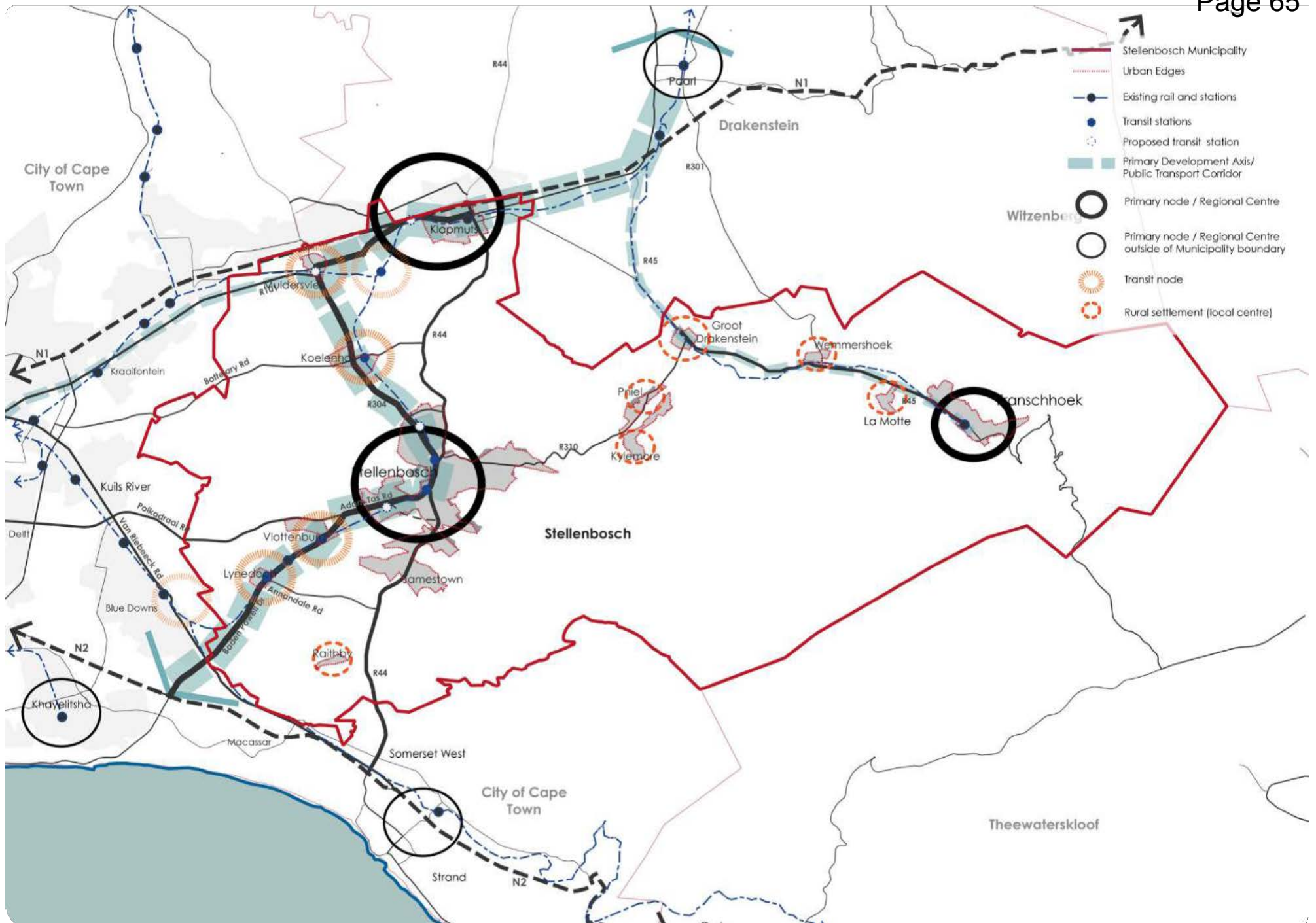


Figure 21. Concept 4 - Clarify and respect the different roles and functions of settlements

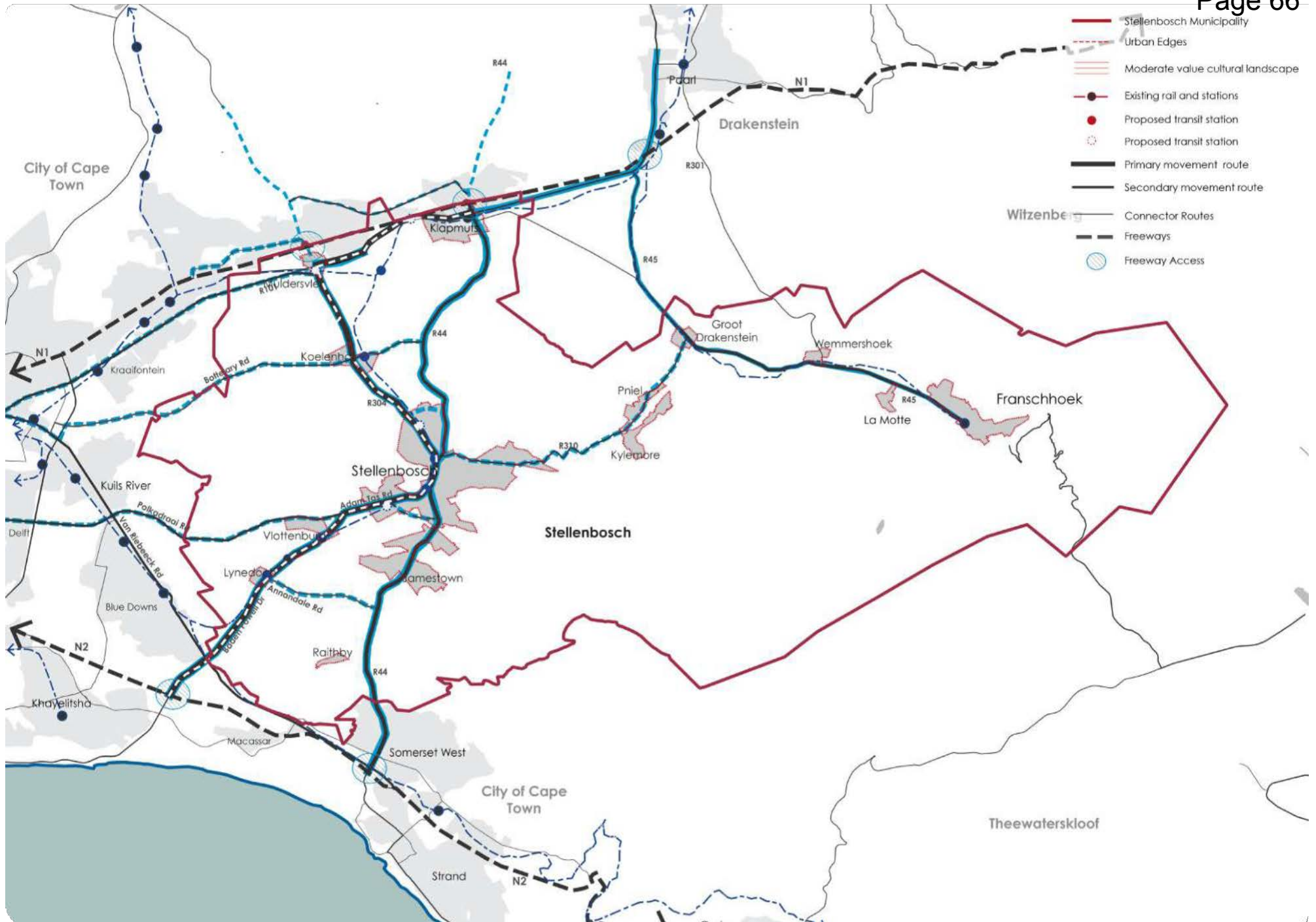


Figure 22. Concept 5 - Clarify and respect the roles and functions of different elements of movement structure

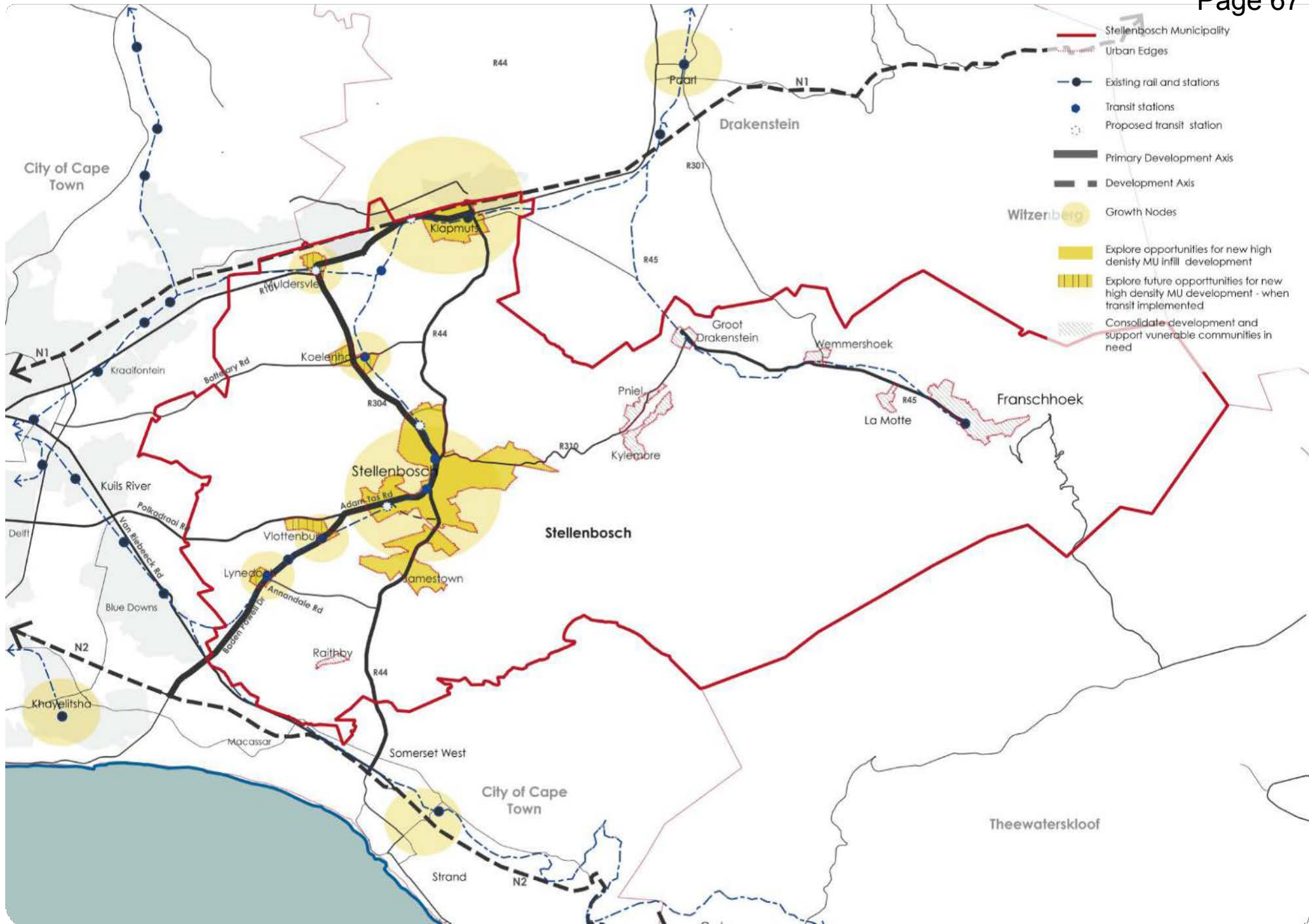


Figure 23. Concept 6 - Ensure balanced, sustainable communities

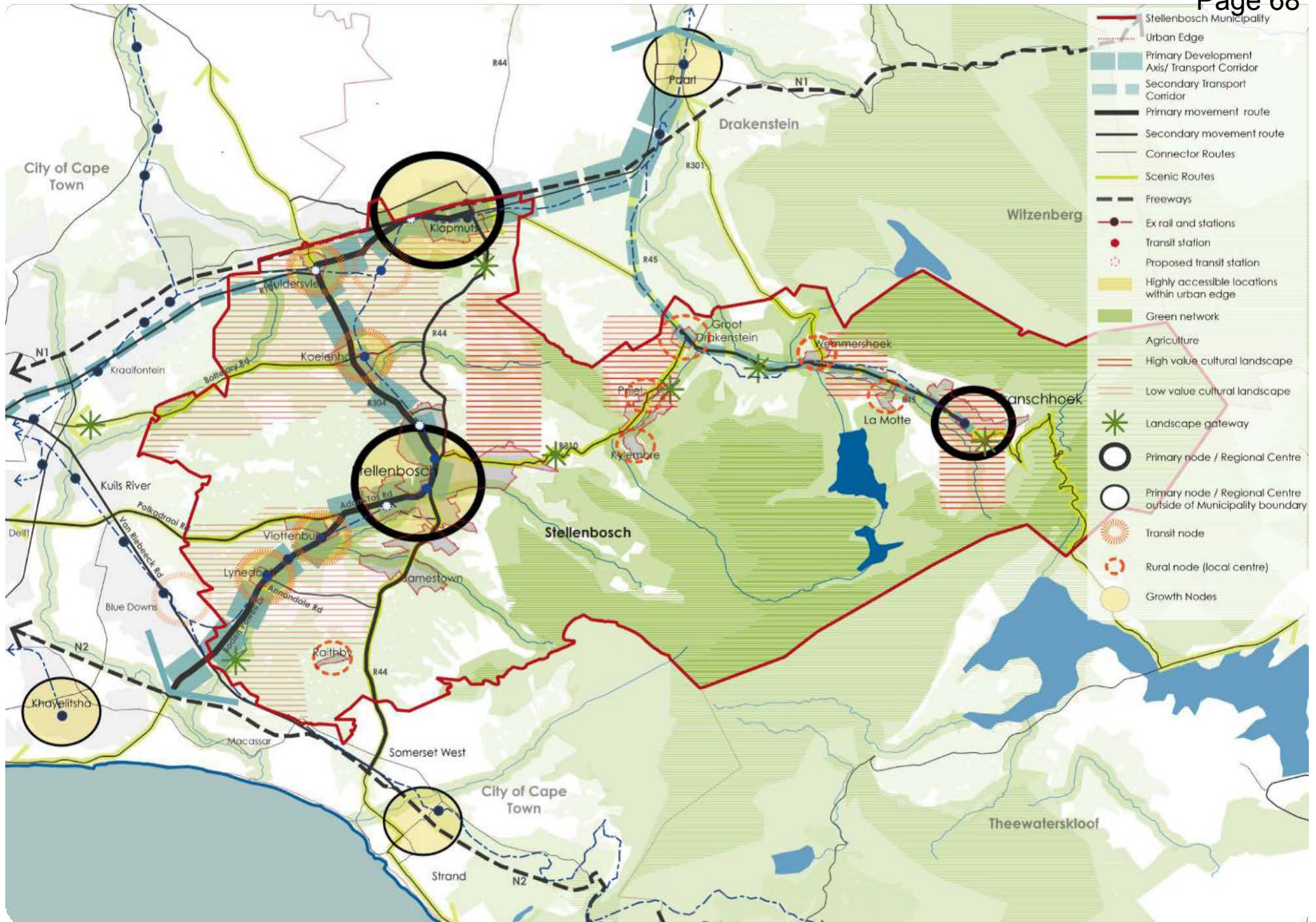


Figure 24. Consolidated Concept



Part 5.

Plans and Settlement Proposals

5. Plans and Settlement Proposals

5.1. Introduction

The sections below outline plans and written proposals for:

1. The SM area as a whole.
2. Major towns (including Stellenbosch, Klapmuts, and Franschhoek).
3. Small settlements in the Franschhoek Valley (including La Motte and Wemmershoek).
4. Small settlements in the Dwars River Valley (including Groot Drakenstein, Pniel, Lanquedoc, Johannesdal, and Kylemore).
5. Small settlements along the R304 (including Muldersvlei and Koelenhof).
6. Small settlements along Baden Powell Drive (including Vlottenburg, Lynedoch, and Spier).
7. Raithby.

It is important to remember that the plans constitute one type of planning instrument. Not all of the MSDF objectives or intent can be readily illustrated two-dimensionally on a plan. Therefore, the plans are accompanied by a table describing plan elements and associated proposals. The plans should be read with the written information contained in the tables accompanying the plans as well as the policies and guidelines contained in the MSDF.

Each settlement plan is introduced by a concept plan, an illustration of the core ideas related to spatial management and development of the settlement.

As indicated elsewhere in this document, spatial plans and proposals can seldomly be fully implemented without supportive actions in other functional areas or sectors. For example, and specifically in Stellenbosch town, it is doubtful whether the desired form of compact, diverse, inclusive, and walkable settlements will be achieved without parallel supportive initiatives to manage the unimpeded use of private vehicles. For this reason, the plan tables also include – where important – related non-spatial proposals.

Broadly – and aligned to the SPLUMA MSDF guidelines – the settlement plans entails three types of actions or initiatives:

- Protective actions – things to be protected and maintained to achieve the vision and spatial concept.
- Change actions – things that need to be changed, transformed, or enhanced to achieve the vision and spatial concept.
- New development actions – new development or initiatives to be undertaken to achieve the vision and spatial concept.

Under these broad types of actions, strategic focus areas and settlement elements are dealt with; for example, protective actions will broadly relate to protecting elements of nature, agriculture, scenic landscapes, historically and culturally significant precincts and places, and so on.

All of the settlements in SM are not the same. For example, they differ in population, range of activities, the extent to which they contribute to livelihood potential in the area as a whole, and the nature and extent of resources required to unlock potential. For this reason, not all plans and settlement proposals are developed to the same level of detail. The emphasis is on the larger ones, those who contribute – today and potentially in future – to the lives of the majority of people.

With the above in mind, the plans for the smaller settlements are grouped, especially where they are located in proximity to each other.

It is also the SM's intent to develop more detailed LSDFs or Precinct Plans for each of the settlements following adoption of the MSDF.

5.2. The Stellenbosch Municipal Area as a Whole⁴

The overall plan indicates a municipal area largely set aside as protected and managed areas of nature and high value agricultural land. These areas of nature and agriculture are critical in delivering various ecological and economic services and opportunity. Significant change in use and land development is not envisaged in the nature and agricultural areas. Only non-consumptive activities are permitted (for example, passive outdoor recreation and tourism, traditional ceremonies, research and environmental education) in core nature areas. In agricultural areas, associated building structures are permitted, as well as dwelling units to support rural tourism, and ancillary rural activities that serves to diversify farm income. However, these should not undermine the sustainability of agricultural production, and adhere to the guidelines contained in the SEMF and “Western Cape Land Use Planning: Rural Guidelines”.

A hierarchy of settlements, large and small – each with distinctive characteristics and potentials – and linked through a system of routes, is set in this landscape. Both open areas of nature and agriculture and parts of settlements and the routes that connect them, carry strong historic and cultural values, and contribute significantly to the tourism economy.

While all settlements continually undergo change and require change to improve livelihood opportunity and convenience for existing residents, not all are envisaged to accommodate significant growth. Those envisaged to accommodate both larger scale change and significant growth are situated on the Baden Powell Drive-Adam Tas-R304 corridor. Further, given the railway running on this corridor, the opportunity for settlement closely related to public transport exists here. **The corridor is in not proposed as a continuous development**

strip. Rather it is to comprise contained, walkable settlements surrounded by nature and agriculture, linked via different transport modes, with the rail line as backbone.

The largest of these settlements, where significant development over the short to medium term is foreseen, are the towns of Stellenbosch and Klapmuts. The potential of Klapmuts for economic development and associated housing is particularly significant, located as it is on the metropolitan area’s major freight route. Over the longer term, the Muldersvlei/ Koelenhof and Vlottenburg/ Lynedoch areas can potentially develop into significant settlements. Although considerably smaller than Stellenbosch and Klapmuts, these expanded settlements are nevertheless envisaged as balanced, inclusive communities. Over the longer term, these expanded settlements are foreseen to fulfill a role in containing the sprawl of Stellenbosch town, threatening valuable nature and agricultural areas. **Importantly, they should not grow significantly unless parallel public transport arrangements can be provided.**

The remainder of settlements are not proposed for major growth, primarily because they are not associated with movement routes and other opportunity than can support substantial livelihood opportunity for all community groups. The focus in these settlements should be on on-going improvements to livelihood opportunity for residents, and the management of services and places. The largest of these settlements is Franschhoek, a significant tourism destination.

The SM Engineering Services Department supports the focus on Stellenbosch and Klapmuts as priority development areas as appropriate bulk service networks exist which could be expanded upon. The secondary investment areas identified along Baden Powell Drive and the R304 will require significant bulk infrastructure development. Extensive development is not supported in these areas until sufficient capital funding is available to fund the required infrastructure.

Engineering services also support the principle that development in these secondary areas should only be supported once appropriate public transport services are available.

⁴ “Stellenbosch Municipal Area as a Whole” refers to the whole municipal area, including all settlements and rural/ nature areas.

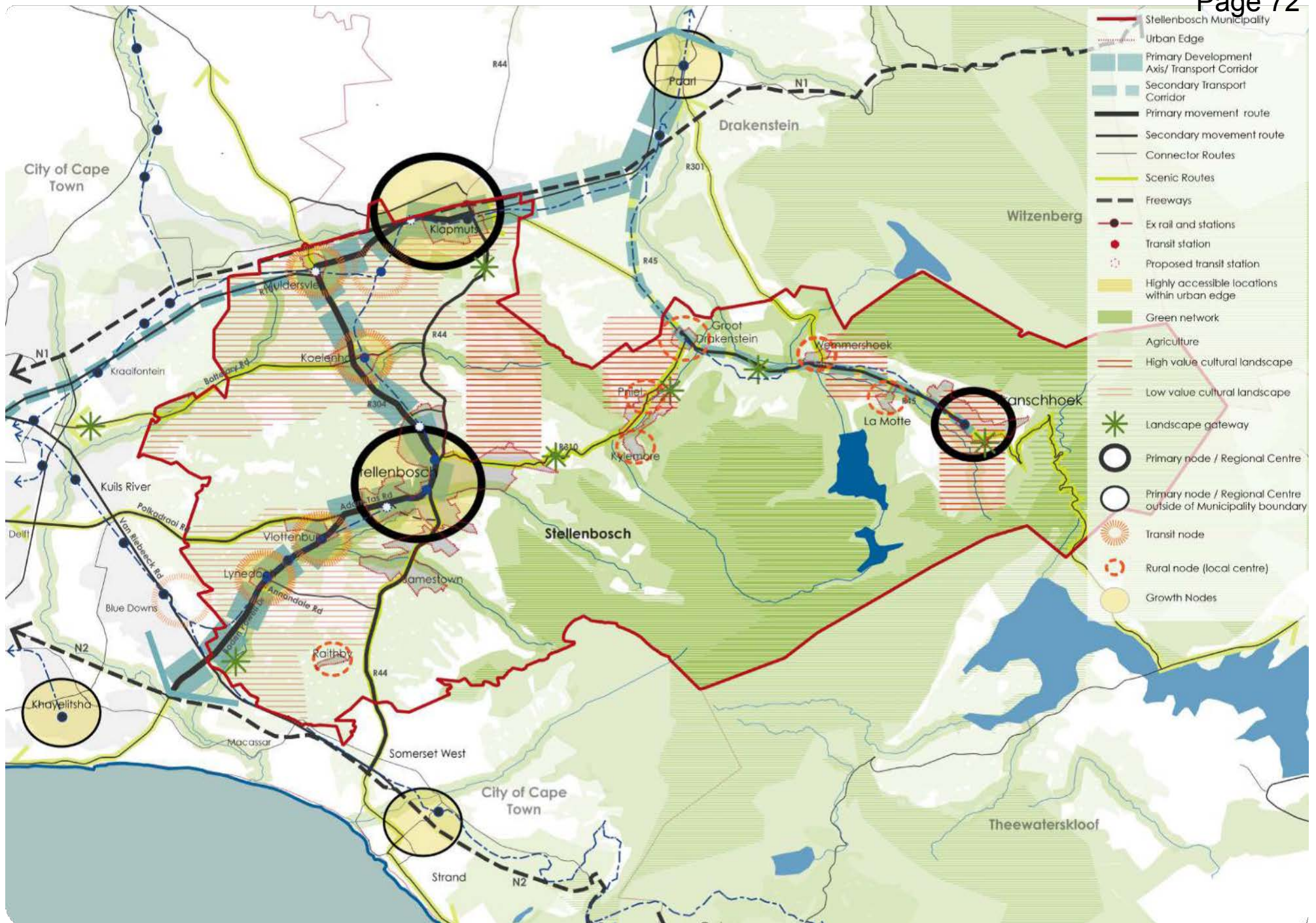


Figure 25. Consolidated Concept for the SMarea

Table 18. Plan Elements and Proposals for the SM as a whole

TYPE OF ACTION	SDF ELEMENT	SPATIAL PROPOSALS	RELATED NON SPATIAL PROPOSALS
Protective Actions	Critical biodiversity and nature areas.	<ul style="list-style-type: none"> Work to extend, integrate, restore, and protect a system of protected areas that transect the municipality and includes low-to-high elevation, terrestrial, freshwater, wetlands, rivers, and other ecosystem types, as well as the full range of climate, soil, and geological conditions. Maintain Core (and to an extent Buffer) areas largely as “no-go” areas from a development perspective, only permitting non-consumptive activities (for example, passive outdoor recreation and tourism, traditional ceremonies, research and environmental education). Where value-adding development is required (for example for temporary accommodation), preference should be given to currently disturbed areas as development footprints. 	<ul style="list-style-type: none"> Provide active support for Stewardship Programmes, Land-care Programmes, and the establishment of Conservancies and Special Management which protects and expands biodiversity and nature areas. Implement institutional/ management actions contained in the SEMF.
	Water courses	<ul style="list-style-type: none"> Improve public continuity, access, and space along all river corridors (including the Kromrivier, Plankenbrug, Eerste River, and Blaauklippen River). No development should be permitted on river banks below the 1:100 flood-lines. 	<ul style="list-style-type: none"> Work to clean polluted rivers (particularly the Plankenbrug).
	Agricultural land	<ul style="list-style-type: none"> High potential agricultural land must be excluded from non-agricultural development. Subdivision of agricultural land or changes in land-use must not lead to the creation of uneconomical or sub-economical agricultural units. Building structures associated with agriculture, dwelling units to support rural tourism, and ancillary rural activities that serves to diversify farm income, are permitted and should adhere to the guidelines contained in the SEMF and “Western Cape Land Use Planning: Rural Guidelines”. Actively engage the CCT and DM related to land use applications which threaten agricultural land located on the border with these municipalities. 	<ul style="list-style-type: none"> Support the expansion and diversification of sustainable agriculture production and food security.
	Urban edge	<ul style="list-style-type: none"> Prohibit the ad-hoc further outward expansion of urban settlements through maintaining tight urban edges. 	
	Scenic landscapes, scenic routes, and special places of arrival	<ul style="list-style-type: none"> Protect critical scenic routes and landscapes (as identified in surveys). Maintain a clear distinction between urban development and nature/ agricultural areas at the entrances to settlements. 	
	Historically and culturally significant precincts and places	<ul style="list-style-type: none"> Maintain the integrity of historically and culturally significant precincts and places (as indicated in completed surveys). Work to grow the extent of historically and culturally significant precincts and places in daily use and accessible to the public (through appropriate re-design and use of disused places). 	<ul style="list-style-type: none"> Consider the transfer of government owned historically and culturally significant precincts and places to entities geared to manage them sustainably. Actively support community involvement in cultural and tourism activities celebrating history and culture.
	Settlement hierarchy	<ul style="list-style-type: none"> Maintain the existing hierarchy of larger urban towns and small rural settlements (with Stellenbosch and Klipmuts prioritised for further development over the short to medium term). 	

Table 19. Plan Elements and Proposals for the SM as a whole (cont.)

TYPE OF ACTION	SDF ELEMENT	SPATIAL PROPOSALS	RELATED NON SPATIAL PROPOSALS
Change Actions	Informal settlements to be upgraded	<ul style="list-style-type: none"> Progressively upgrade existing informal settlements, focusing on basic services and community facilities. Actively support development in areas between informal settlements and established areas. 	<ul style="list-style-type: none"> Utilise government land assets to enable integration between informal settlements and established areas.
	Areas for residential densification and infill	<ul style="list-style-type: none"> Actively support residential densification and infill development within urban areas (with due consideration to the valued qualities of specific areas). 	<ul style="list-style-type: none"> Utilise government land assets to enable residential densification and infill development.
	Areas for mixed land use and improved economic opportunity	<ul style="list-style-type: none"> Actively support the regional locational advantages of Klapmuts to support economic development, job creation, and associated housing. Actively support mixed land use in settlement centres. Ensure adequate provision for small and emerging entrepreneurs at good locations in all settlements. Actively improve public space in town centres (specifically Stellenbosch and Franschoek). 	<ul style="list-style-type: none"> Support private sector led institutional arrangements assist with urban management in town centres.
	Improved access and mobility	<ul style="list-style-type: none"> Distinguish between the roles fulfilled by different routes and ensure that design changes and management measures applicable to routes support these roles. Promote public and NMT (e.g. through densification, the re-design of existing routes, and development of new routes). 	<ul style="list-style-type: none"> Ensure that the design of all roads provide for appropriate NMT movement. Pro-actively, and in partnership with key corporations/institutions, introduce transport demand management measures favouring public transport and NMT.
	Community/ Institutional use	<ul style="list-style-type: none"> Cluster community facilities together with commercial, transport, informal sector and other activities so as to maximise convenience, safety and socio-economic potential. Institutional buildings (accommodating community activities, educational and health services, and entrepreneurial development and skills training) should be located at points of highest access in urban settlements. 	<ul style="list-style-type: none"> Retain and expand University of Stellenbosch functions and other large education institutions within Stellenbosch town as far as possible (unless there are place-specific reasons for favoring an alternative location).
	Improved landscaping and public amenity	<ul style="list-style-type: none"> Actively improve landscaping and public amenity at places of high people concentrations (e.g. community facilities and high streets). 	<ul style="list-style-type: none"> Actively involve local communities in the development and management of public amenities.
New Development Actions	Significant new mixed use development	<ul style="list-style-type: none"> Actively support the Adam Tas Corridor within Stellenbosch town for new mixed use development. Support the development of a "innovation precinct" or "smart city" in Klapmuts South. 	<ul style="list-style-type: none"> Support private sector led institutional arrangements to enable joint planning and redevelopment. Support redevelopment by making available government land assets.
	Significant new industrial development	<ul style="list-style-type: none"> Actively support the development of Klapmuts North for industries and employment generating enterprises related to manufacturing, logistics, and warehousing. 	<ul style="list-style-type: none"> Support private sector led institutional arrangements to enable joint planning and development.
	Significant new residential development	<ul style="list-style-type: none"> Explore the feasibility and pre-conditions of Muldersvlei/ Koelenhof and Vlottenburg/ Lynedoch to be developed as more significant, inclusive settlements over the longer term (subject to the availability of public transport). 	<ul style="list-style-type: none"> Support private sector led institutional arrangements to enable joint planning and development.
	Significant change to access and mobility provision	<ul style="list-style-type: none"> Explore the feasibility of changing/ complementing the rail service along the Baden Powell Drive-Adam Tas-R304 corridor to a system providing a more frequent, flexible service better integrated into the urban realm. Alternatively, a regular bus service should be explored serving the same route. 	<ul style="list-style-type: none"> Support private sector led institutional arrangements to enable joint planning and unlocking of the opportunity.

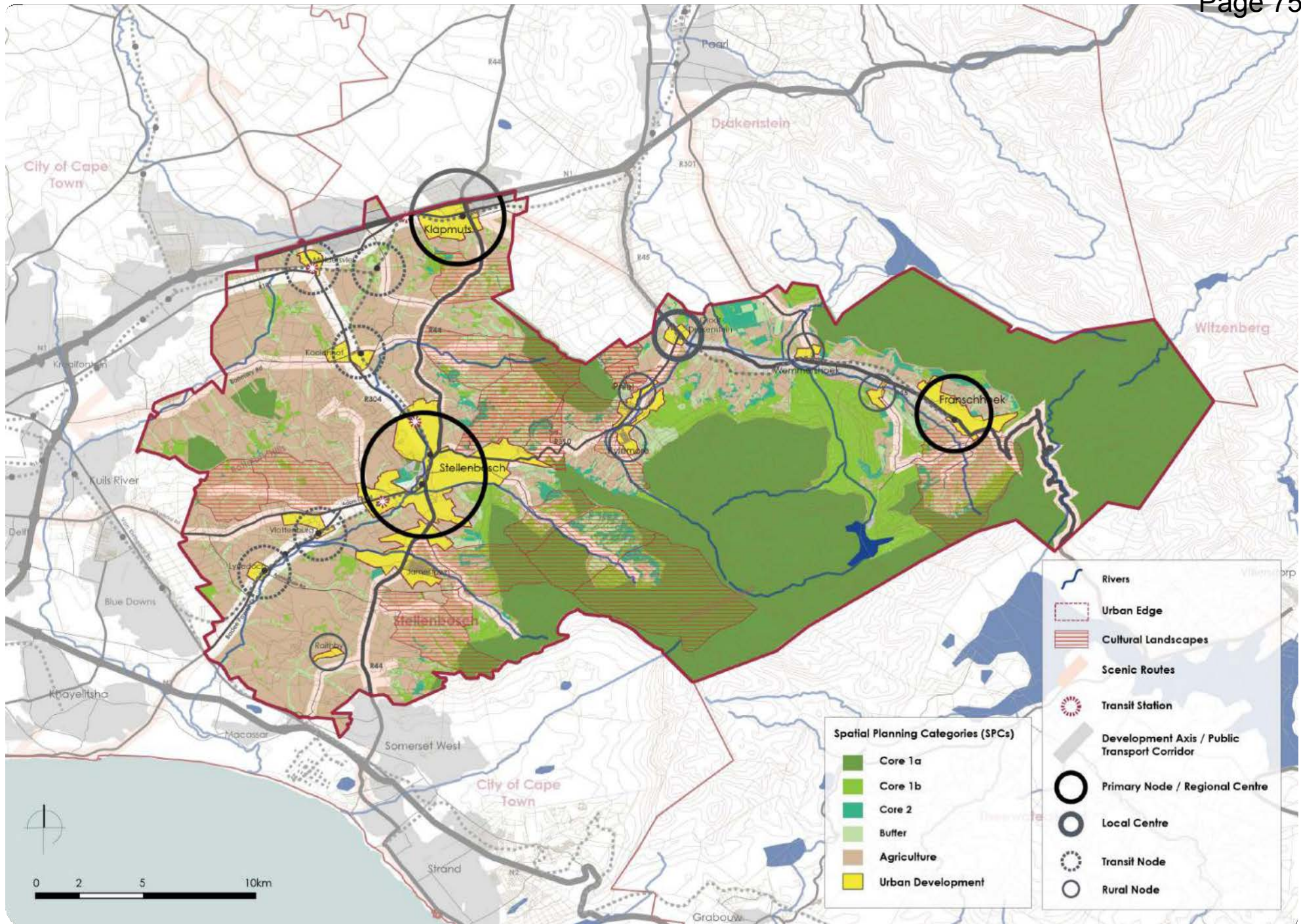


Figure 26. Municipal Spatial Framework for the SM area

5.3. Stellenbosch Town

Stellenbosch town will remain the major settlement within the municipality; a significant centre comprising extensive education, commercial and government services with a reach both locally and beyond the borders of the municipality, tourism attractions, places of residence, and associated community facilities.

Retaining what is special in Stellenbosch town requires change. The town has grown significantly as a place of study, work, and tourism, while perhaps inadequately providing residential opportunity for all groups, and certainly lacking adequate provision of public transport and NMT options. Managing residential growth of the town, through providing more inclusive housing at higher densities than the norm, is vital. This can and must bring significant reductions in commuting by private vehicles to and within Stellenbosch town, and provide the preconditions for sustainable public transport and NMT to and within the town.

The most significant redevelopment opportunity within Stellenbosch town is the Adam Tas Corridor, stretching from the Droë Dyke and the Old Sawmill sites in the west along Adam Tas Road and the railway line, to Kayamandi, the R304, and Cloetesville in the north. Large industrial spaces – currently disused or to be vacated over time – exist here. Redevelopment offers the opportunity to accommodate many more residents within Stellenbosch town, without a negative impact on agricultural land, nature areas, historically significant precincts, or “choice” lower density residential areas. In many ways, the Adam Tas Corridor represents the key to protect and enhance what is special within Stellenbosch town, as well as the relationship between the town and surrounding nature and agricultural areas.

Conceptually, the Adam Tas Corridor is the focus of new town building, west of the old Stellenbosch town and central business district (CBD). The “seam” between the new and old districts comprises Die Braak and Rhenish complex, which can form the

public heart of Stellenbosch town. The CBD or town centre in itself can be improved, focused on public space and increased pedestrianism. A recent focus on the installation of public art could be used as catalyst for further public space improvements.

Other infill opportunities also exist in Stellenbosch town, specifically in Cloetesville, Idas Valley, Stellenbosch Central, along the edges of Jamestown. There are also opportunities to change the nature of existing places to become more “balanced” as local districts.

Kayamandi has been under new pressure for outward expansion, specifically from new residents moving to Stellenbosch from elsewhere (within and outside the metropolitan region). This pressure, arguably, hinders efforts to upgrade and transform the area. New residents, through land invasion, increase pressure on municipal and other resources which could be utilized for upgrading. Ideally, Kayamandi should not be extended beyond the northern reach of Cloetesville (with Welgevonden Boulevard as the northern edge) and its reach to the east should be minimized as far as possible (in other words, a band of development along the R304 should be promoted).

The inclusivity of infill housing opportunity – referring to the extent to which the housing provides for different income and demographic groups – whether as part of the Adam Tas Corridor or elsewhere within Stellenbosch town – is critical. Unless more opportunity is provided for both ordinary people working in Stellenbosch, and students, it will be difficult to impact on the number of people commuting to and from Stellenbosch town in private vehicles on a daily basis.

Further development of Stellenbosch town as a balanced, inclusive settlement, with sustainable public and NMT options available, will require significant partnership between major institutions across sectors. For example, most of the Adam

Tas Corridor is in private ownership and a purely commercial approach to redevelopment of the land may not be in the best interest of the town. Further, it would appear that much of the traffic congestion in Stellenbosch town relate to the university, whether it is students commuting from other areas in the metropolitan areas, or students living within the town using cars for short trips. A key prerequisite for implementation of the spatial proposals for Stellenbosch town is therefore establishing the institutional arrangements for joint planning and implementation towards common objectives, beyond those of individual institutional or corporate interests.

Also significant for the balanced development of Stellenbosch town, and retaining a compact town surrounded by nature and agriculture, is the development of the Baden Powell Drive-Adam Tas Road-R304 transit and development corridor, enabling public transport to and from Stellenbosch town, and alternative settlement opportunity, proximate to, but outside of Stellenbosch town. Critical will be the feasibility of changing the rail service along the Baden Powell Drive-Adam Tas-R304 corridor to a more frequent, flexible service better integrated into the urban realm. Alternatively, a regular bus service should be explored serving the same route.

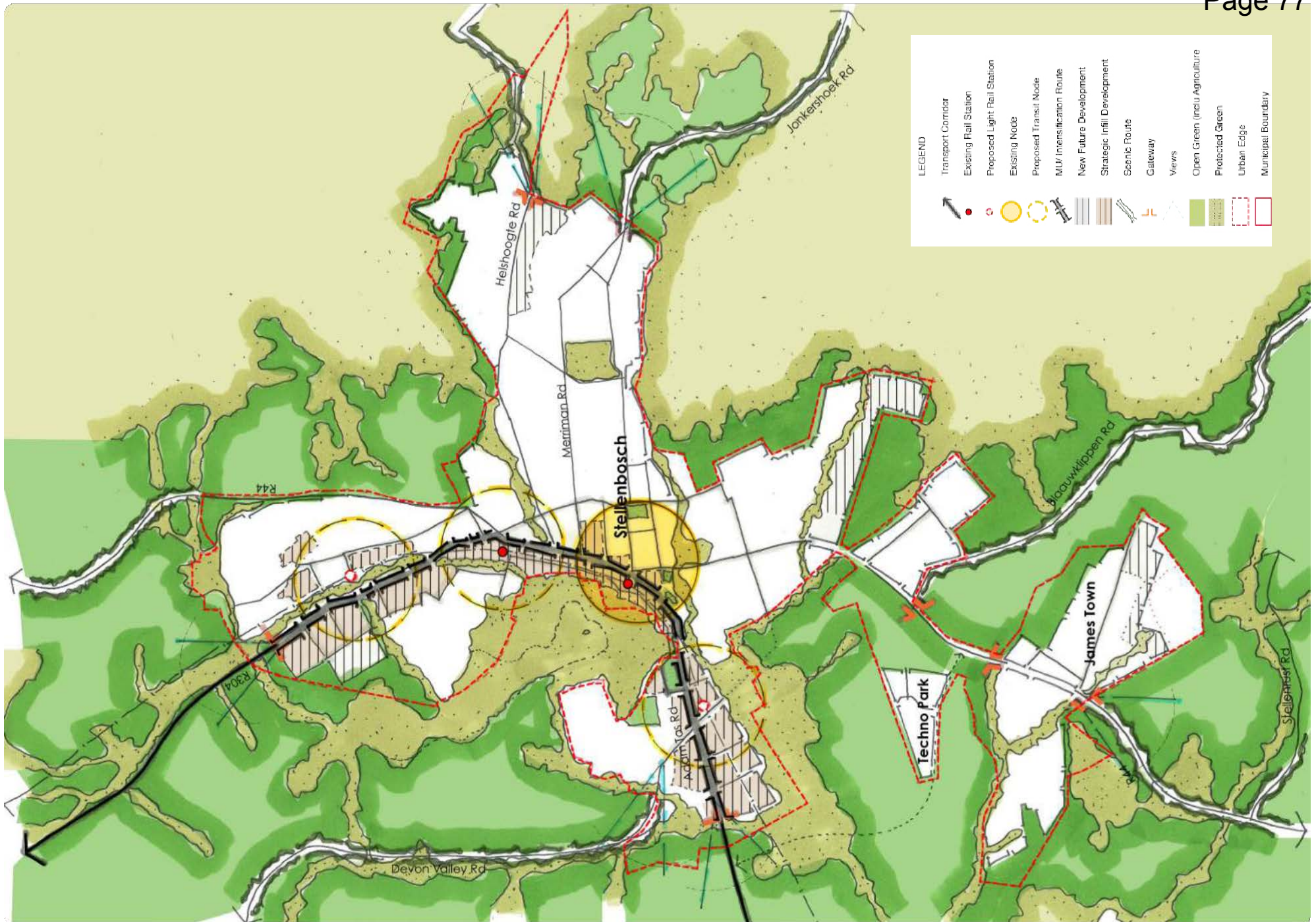
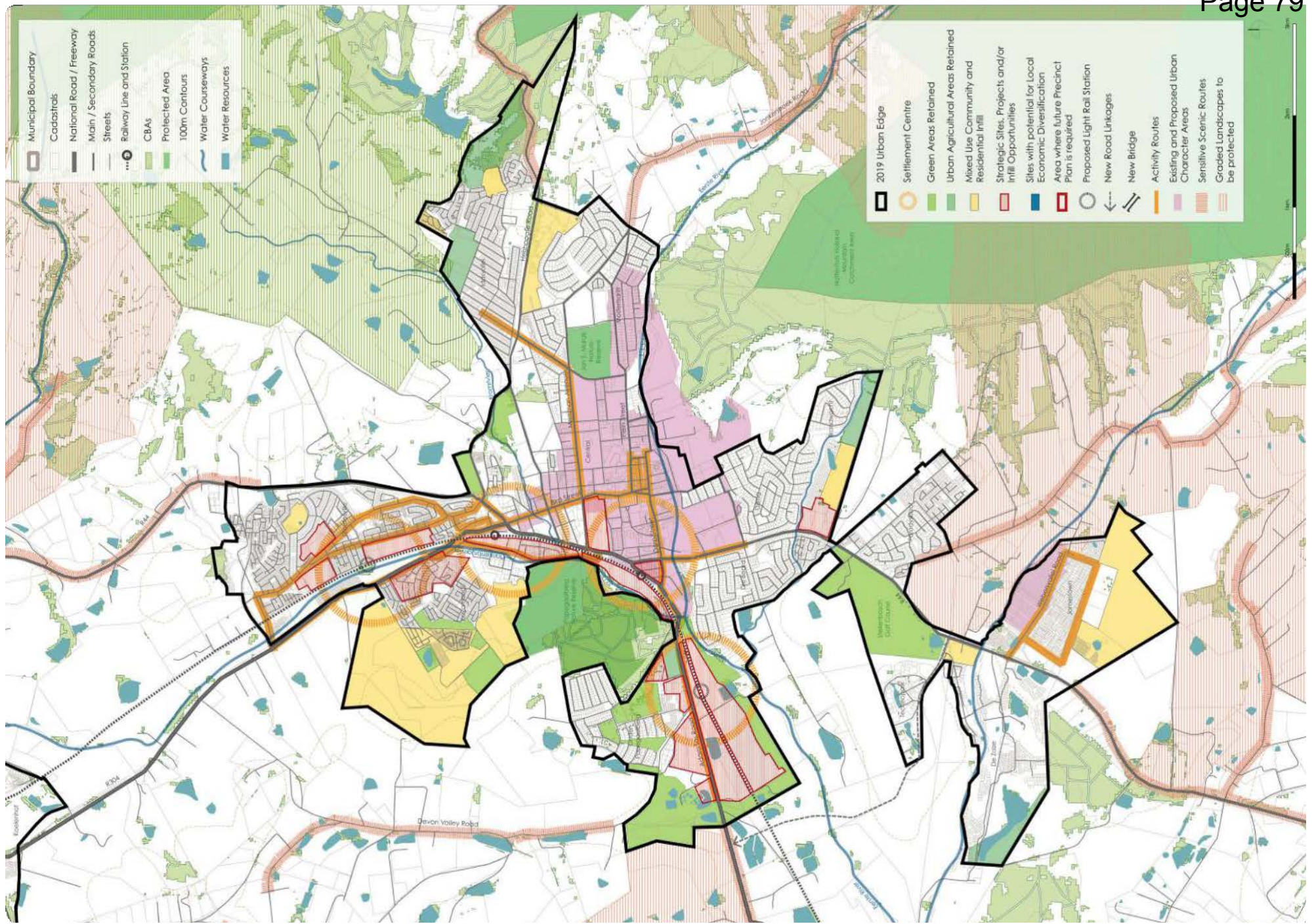


Figure 27. Stellenbosch Town Concept

STELLENBOSCH CONCEPT

Table 20. Plan Elements and Proposals for Stellenbosch Town

TYPE OF ACTION	SDF ELEMENT	SPATIAL PROPOSALS	RELATED NON SPATIAL PROPOSALS
Protective Actions	CBA's, ESA's, Protected areas	<ul style="list-style-type: none"> Maintain and improve the nature areas surrounding Stellenbosch town. Work to increasingly connect and integrate nature areas, also with the urban green areas, to form an integrated green web or framework across the town and its hinterland area. 	<ul style="list-style-type: none"> Implement management actions contained in the SEMF.
	Water courses	<ul style="list-style-type: none"> Improve public continuity, access, and space along the Kromrivier, Plankenbrug, Eerste River, and Blaauklippen River corridors. 	<ul style="list-style-type: none"> Improve water quality in the Plankenbrug River (through infrastructure improvements in Kayamandi).
	Agricultural land	<ul style="list-style-type: none"> Retain and improve the relationship between Stellenbosch town and surrounding agricultural land. 	
	Urban edge	<ul style="list-style-type: none"> As a general principle, contain the footprint of Stellenbosch town as far as possible within the existing urban edge (while enabling logical, small extensions). 	
	Scenic landscapes, scenic routes, special places	<ul style="list-style-type: none"> Retain the strong sense of transition between agriculture and human settlement at the entrances to the town. 	
	Historically and culturally significant precincts and places	<ul style="list-style-type: none"> Maintain the integrity of historically and culturally significant precincts and places (as indicated in completed surveys). Improve public space and movement routes within historically and culturally significant precincts, with a focus on pedestrianism. Work to grow the extent of historically and culturally significant precincts and places in daily use and accessible to the public (through appropriate re-design and use of specifically disused industrial buildings along the Adam Tas Corridor). Define and hold the northern and eastern edges of Kayamandi. Support land use change along George Blake Road to enable the integration of Kayamandi with the Adam Tas Corridor and Stellenbosch central area. 	<ul style="list-style-type: none"> Utilise government land assets to enable integration between informal settlements and established areas.
Change Actions	Informal settlements to be upgraded		<ul style="list-style-type: none"> Utilise government land assets to enable integration between informal settlements and established areas.
	Areas for residential densification and infill	<ul style="list-style-type: none"> Pro-actively support higher density infill residential opportunity in the town centre, areas immediately surrounding it, and along major routes (with consideration of historic areas and structures). 	<ul style="list-style-type: none"> Utilise government land assets to enable residential densification and infill development.
	Areas for mixed land use and improved economic opportunity	<ul style="list-style-type: none"> Retain and actively support mixed use redevelopment and building within the town centre and surrounding areas, comprising living space above active streetfronts. Actively support pedestrianism and improved public space within the old town centre 	<ul style="list-style-type: none"> Support private sector led institutional arrangements assist with urban management in the town centre.
	Improved access and mobility	<ul style="list-style-type: none"> Pro-actively improve conditions for walking and NMT within Stellenbosch town. Improve access to the Techo Park, specifically from the north-west. 	<ul style="list-style-type: none"> Pro-actively, and in partnership with key corporations/ institutions, introduce transport mode demand measurements favouring public and NMT. Ensure that the design of all roads within and surrounding the town provides for appropriate NMT movement.
	Community/ Institutional use	<ul style="list-style-type: none"> Cluster community facilities together with commercial, transport, informal sector and other activities so as to maximise convenience, safety and socio-economic potential. Retain, as far as is possible, University and other educational uses within Stellenbosch town. 	<ul style="list-style-type: none"> Actively support the shared use of community facilities.
	Improved landscaping and public amenity	<ul style="list-style-type: none"> As far as possible, focus investment in parks, open space, and social facilities accessible by public and NMT, in this way also increasing the surveillance of these facilities. 	<ul style="list-style-type: none"> Actively involve local communities in the development and management of public amenities.
New Development Actions	Significant new mixed use development	<ul style="list-style-type: none"> Develop the Adam Tas Corridor as a mixed-use, high density urban district, with strong internal and external public and NMT connections. 	<ul style="list-style-type: none"> Support private sector led institutional arrangements to enable joint planning and redevelopment. Support redevelopment by making available government land assets.
	Significant new residential development	<ul style="list-style-type: none"> Support inclusive infill development on vacant public land within Cloeteville, Idas Valley, Central Stellenbosch, and Jamestown. Support infill development on private land within Stellenbosch town in a manner which serves to compact the town, expand residential opportunity, and rationalize the edges between built and unbuilt areas. Support the further development of Techo Park as a balanced community, emphasizing residential opportunity. 	
	Significant change to access and mobility provision	<ul style="list-style-type: none"> Explore the feasibility of changing/ complementing the rail service along the Baden Powell Drive-Adam Tas-R304 corridor to a system providing a more frequent, flexible service better integrated into the urban realm. Alternatively, a regular bus service should be explored serving the same route. 	<ul style="list-style-type: none"> Support private sector led institutional arrangements to enable joint planning and unlocking of the opportunity.



STELLENBOSCH FRAMEWORK

Figure 28. Stellenbosch Town Plan

5.4. Klapmuts

Located as it is on the N1 transport corridor – which carries 93% of metropolitan bound freight traffic – Klapmuts is a potentially significant centre for economic activity and residence within the metropolitan region and SM (as identified in the GCM RSIF). To date, the settlement is characterized by residential use and limited commercial and work-related activity. Public sector resource constraints have prevented the infrastructure investment required to enable and unlock the full potential of the area for private sector economic development as envisaged in the GCM RSIF.

The decision by Distell to relocate to and consolidate many of its operations in Klapmuts is critical to commence more balanced development of the settlement. Distell proposes to develop a beverage production, bottling, warehousing and distribution facility on Paarl Farm 736/RE, located north of the N1, consolidating certain existing cellars, processing plants, and distribution centres in the Greater Cape Town area. The farm measures some 200 ha in extent. The beverage production, bottling, warehousing and distribution facility will take up approximately 53 ha.

The project proposal includes commercial and mixed-use development on the remainder of the site which is not environmentally sensitive to provide opportunities both for Distell's suppliers to co-locate, and for other business development in the Klapmuts North area. The site does not have municipal services, and the proposed development will therefore require the installation of bulk service infrastructure, including water, wastewater treatment, stormwater, electricity, and internal roads.

Significant progress has been made in planning for a "Innovation Precinct" or "Smart City" district west of but contiguous to Klapmuts south. This includes a land agreement with the University of Stellenbosch to possibly establish university related activities in this area. The urban edge has been adjusted in recognition of the opportunity associated with this initiative.

A number of issues require specific care in managing the development of Klapmuts over the short to medium term. The first is speculative applications for land use change on the back of the proposed Distell development. Already, a draft local plan prepared by DM has indicated very extensive development east of Farm 736/RE. Distell will not fund the extensive infrastructure required to unlock development here, and arguably, land use change to the east of Farm 736/RE could detract from the opportunity inherent in Farm 736/RE. The second is the linkages between Klapmuts north and south, specifically along Groenfontein Road and a possible NMT crossing over the N1 linking residential areas south of the N1 directly with Farm 736/RE. Without these linkages, residents to the south of the N1 will not be able to benefit from the opportunity enabled north of the N1. The third is speculative higher income residential development in the Klapmuts area, based on the area's regional vehicular accessibility. Higher income development is not a problem in and of itself, but ideally it should not be in the form of low density gated communities.

Most importantly, the N1 corridor – including adjacent land also serviced by the old Main Road and railway – stretching from the CCT through Klapmuts towards Paarl, requires urgent joint planning. Much potential to generate economic opportunity exists here, but careful planning and decisions are required in relation to where to start, what areas to prioritise for development, and what to protect as nature and agriculture.

A critical non-spatial issue related to Klapmuts is its split administration between DM and SM. Consideration should be given to approach the Demarcation Board to adjust municipal boundaries in a manner where Klapmuts North and South falls within one municipal administration. In this regard, Klapmuts appears functionally more related to SM than DM. SM has also, for many years, invested in services for the Klapmuts community.

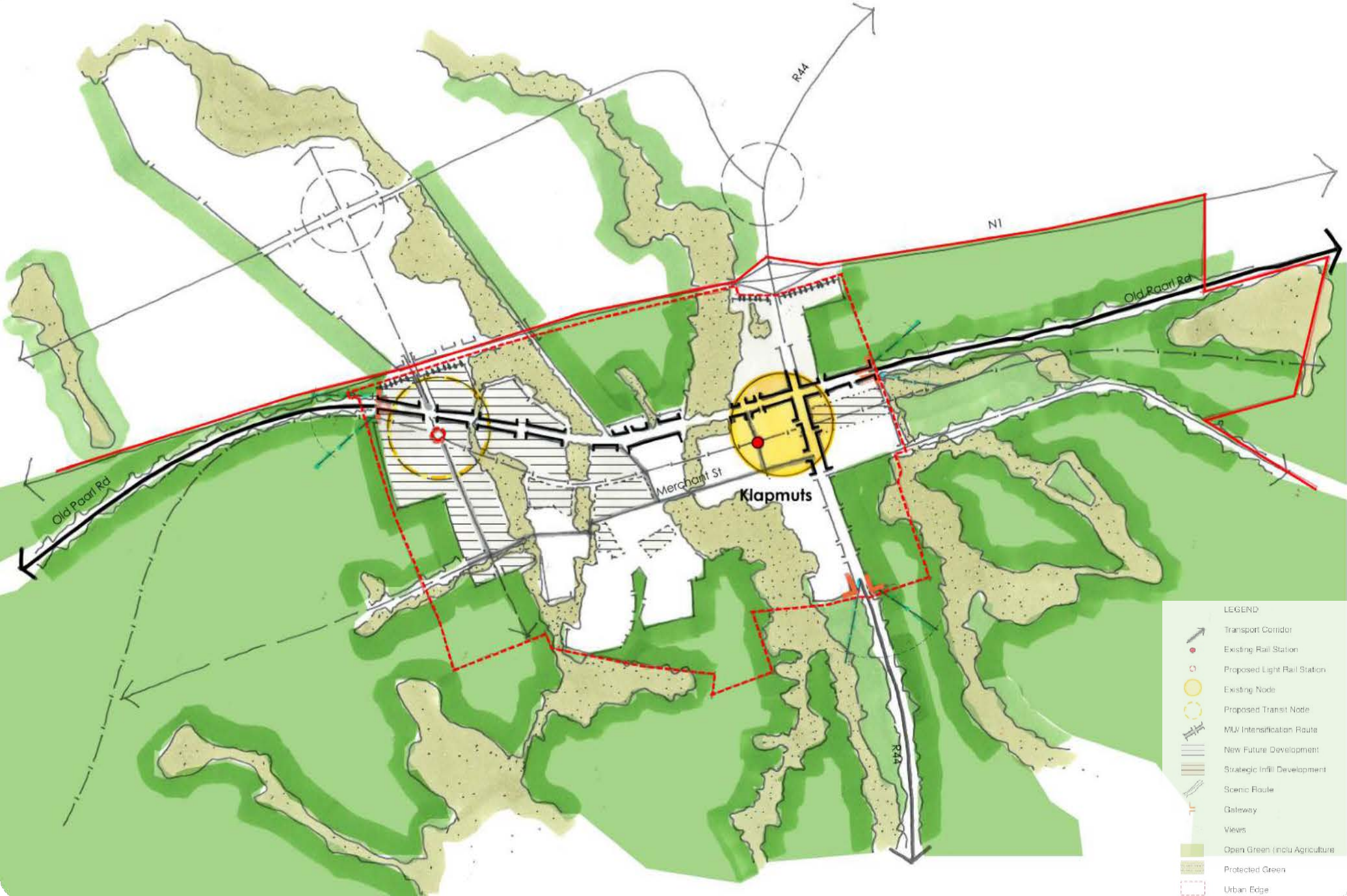


Figure 29. Klapmuts Concept

TYPE OF ACTION	SDF ELEMENT	SPATIAL PROPOSALS	RELATED NON SPATIAL PROPOSALS
Protective Actions	CBA's, ESA's, Protected areas	<ul style="list-style-type: none"> Maintain and improve the nature areas surrounding Klapmuts. Work to increasingly connect and integrate nature areas, also with the urban green areas, to form an integrated green web or framework across the municipal area. 	<ul style="list-style-type: none"> Implement management actions contained in the EMF.
	Water courses	<ul style="list-style-type: none"> Improve public continuity, access, and space along the stream corridors. 	
	Agricultural land	<ul style="list-style-type: none"> Retain and improve the relationship between Klapmuts and surrounding agricultural land. 	
	Urban edge	<ul style="list-style-type: none"> As a general principle, contain the footprint of Klapmuts as far as possible within the existing urban edge. 	
	Scenic landscapes, scenic routes, special places	<ul style="list-style-type: none"> Retain the strong sense of transition between agriculture and human settlement at the entrances to the town. 	
	Historically and culturally significant precincts and places	<ul style="list-style-type: none"> Maintain the integrity of historically and culturally significant precincts and places (as indicated in completed surveys). 	
Change Actions	Informal settlements to be upgraded	<ul style="list-style-type: none"> Prioritise informal settlements for upgrading and service provision. 	<ul style="list-style-type: none"> Utilise government land assets to enable integration between informal settlements and established areas.
	Areas for residential densification and infill	<ul style="list-style-type: none"> Pro-actively support higher density infill residential opportunity in Klapmuts South. 	<ul style="list-style-type: none"> Utilise government land assets to enable residential densification and infill development.
	Areas for mixed land use and improved economic opportunity	<ul style="list-style-type: none"> Retain and actively support mixed use redevelopment and building within the town centre and surrounding areas, comprising living space above active street fronts. 	<ul style="list-style-type: none"> Assist development opportunity for small/ emerging entrepreneurs.
	Improved access and mobility	<ul style="list-style-type: none"> Pro-actively improve conditions for walking and NMT within Klapmuts. Prioritise NMT connections between Klapmuts North and South (in parallel with the development of Farm 736/RE). 	<ul style="list-style-type: none"> Pro-actively, and in partnership with key corporations/ institutions, introduce transport mode demand measurements favouring public and NMT. Ensure that the design of all roads within and surrounding the town provides for appropriate NMT movement.
	Community/ Institutional use	<ul style="list-style-type: none"> Cluster community facilities together with commercial, transport, informal sector and other activities so as to maximise convenience, safety and socio-economic potential. 	<ul style="list-style-type: none"> Actively support the shared use of community facilities.
	Improved landscaping and public amenity	<ul style="list-style-type: none"> As far as possible, focus investment in parks, open space, and social facilities accessible by public and NMT, in this way also increasing the surveillance of these facilities. 	<ul style="list-style-type: none"> Actively involve local communities in the development and management of public amenities.
	New Development Actions	Significant new mixed use development	<ul style="list-style-type: none"> Support the development of Farm 736/RE in Klapmuts North to unlock the development potential of Klapmuts (with an emphasis on job creation). Support the development of a "innovation precinct" or "smart city" in Klapmuts South.
Significant new residential development		<ul style="list-style-type: none"> Ensure that housing in Klapmuts South provides for a range of income groups. 	
Significant change to access and mobility provision		<ul style="list-style-type: none"> Improve linkages between Klapmuts North and South, specifically along Groenfonten Road and a possible NMT crossing over the N1. Explore the feasibility of changing/ complementing the rail service along the Baden Powell Drive-Adam Tas-R304 corridor to a system providing a more frequent, flexible service better integrated into the urban realm. Alternatively, a regular bus service should be explored serving the same route. 	<ul style="list-style-type: none"> Support private sector led institutional arrangements to enable joint planning and unlocking of the opportunity.

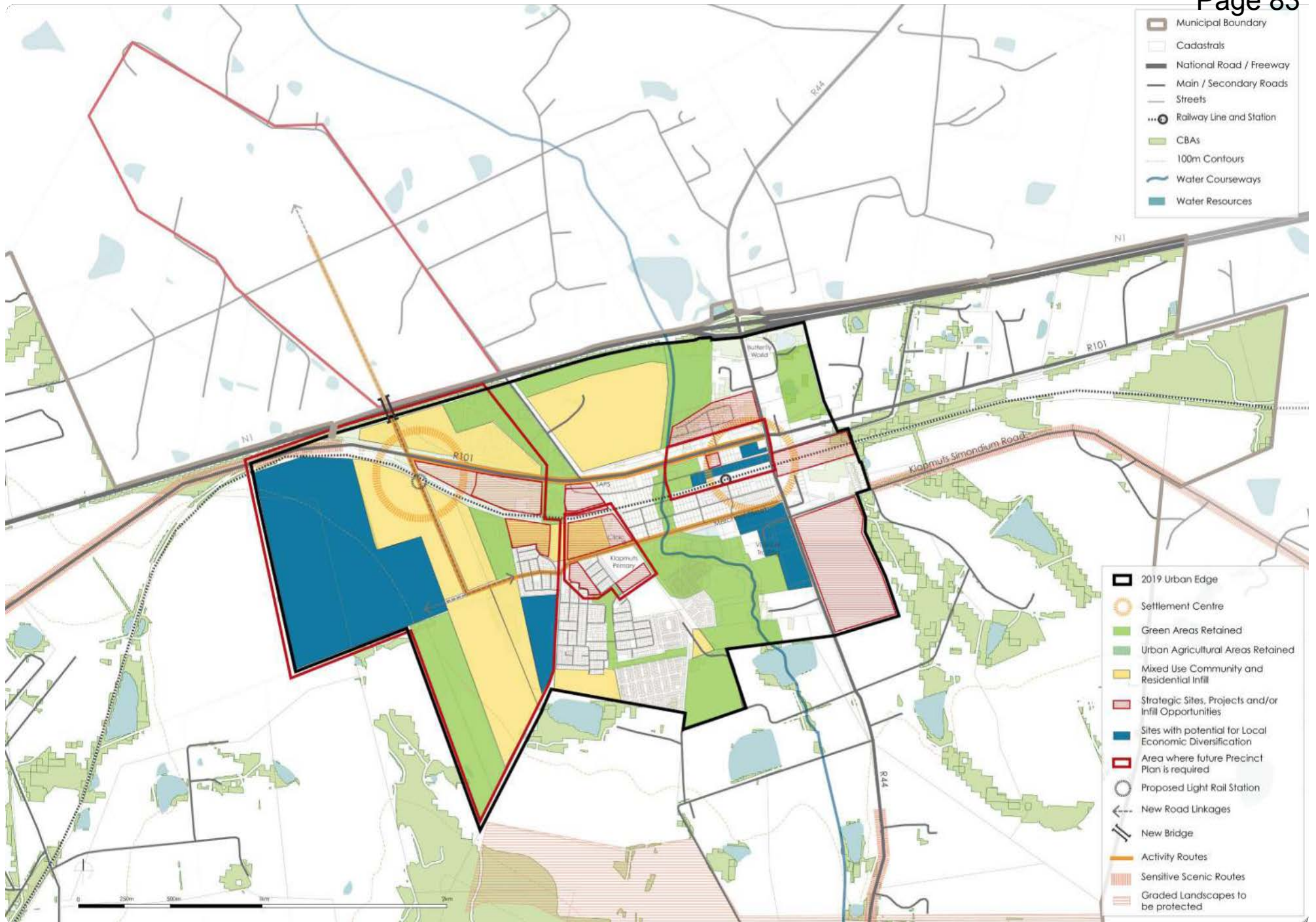


Figure 30. Klapmuts Plan

5.5. Franschoek

Traditionally, in spatial planning for SM, Franschoek is regarded as the second most significant settlement in the municipality, after Stellenbosch town. In terms of the current work, and as motivated elsewhere in this report, the municipal settlement hierarchy requires revisiting in terms of the proposed concept for spatial planning and management of the area. In terms of the concept, the focus for major development is on areas least sensitive in terms of nature and cultural assets, and where available infrastructure, and specifically movement networks, can support growth. In focus, this means Stellenbosch town and Klapmuts.

Franschoek is viewed as having less livelihood potential (as confirmed by the WCG's Growth Potential of Towns study). This does not imply that no growth should be entertained. There is opportunity, but the focus should be on improving living conditions for existing residents as opposed to significant new growth.

The historic development of the settlement has resulted in the partitioning of urban space in Franschoek. In broad terms, people live in two separate geographic entities, namely Groendal/Langrug and Franschoek "town". In terms of socio-economic, demographic and built-environment conditions, there are vast differences between the two areas. The area between the north-west and south-west is not fully developed but within the urban edge. Potential for infill development exists here. There is also opportunity to reinforce mixed use development further along Main Road to the north-west, enabling convenience and entrepreneurship opportunity for residents living in this part of the settlement. Significant opportunity exists for improved NMT linkages between the north-west and south-west along Main Road.

FRANSCHHOEK CONCEPT

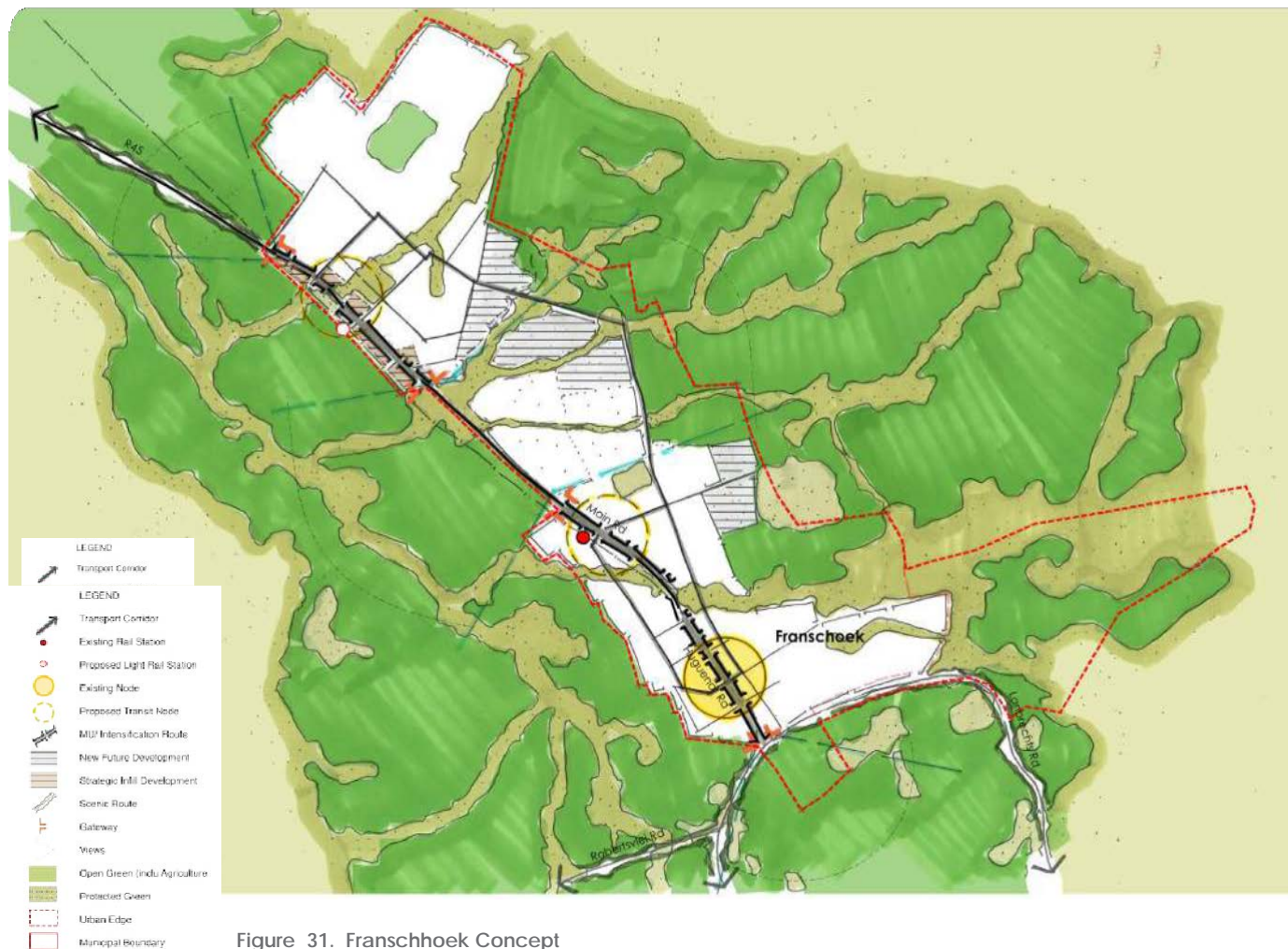
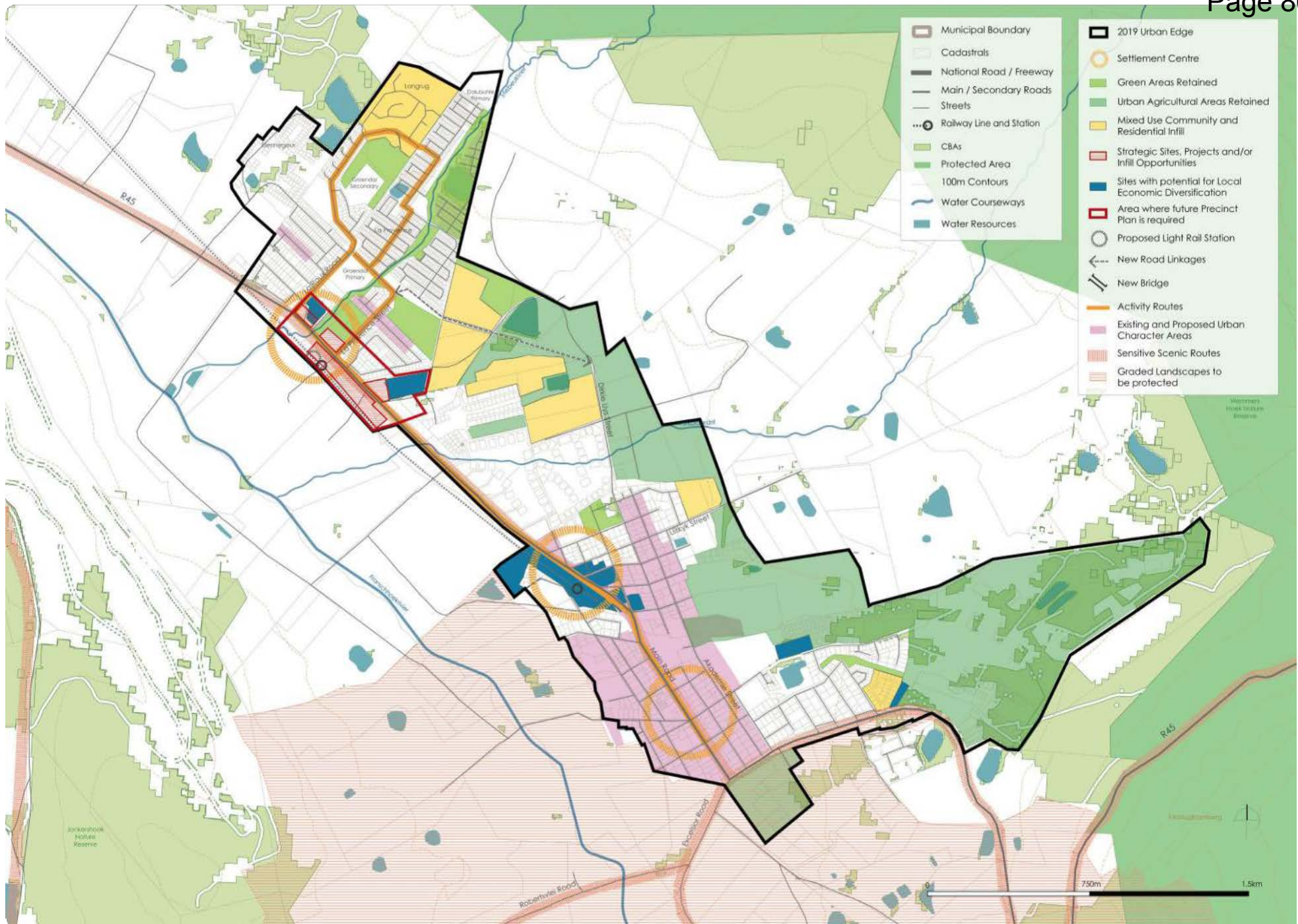


Table 22. Plan Elements and Proposals for Franschhoek

TYPE OF ACTION	SDF ELEMENT	SPATIAL PROPOSALS	RELATED NON SPATIAL PROPOSALS
Protective Actions	CBA's, ESA's, Protected areas	<ul style="list-style-type: none"> Maintain and improve the nature areas surrounding Franschhoek. Work to increasingly connect and integrate nature areas, also with the urban green areas, to form an integrated green web or framework across the municipal area. 	<ul style="list-style-type: none"> Implement management actions contained in the EMF.
	Water courses	<ul style="list-style-type: none"> Improve public continuity, access, and space along the stream corridors. 	
	Agricultural land	<ul style="list-style-type: none"> Retain and improve the relationship between Franschhoek and surrounding agricultural land. 	
	Urban edge	<ul style="list-style-type: none"> As a general principle, contain the footprint of Franschhoek as far as possible within the existing urban edge. 	
	Scenic landscapes, scenic routes, special places	<ul style="list-style-type: none"> Retain the strong sense of transition between agriculture and human settlement at the entrances to the town. 	
Change Actions	Historically and culturally significant precincts and places	<ul style="list-style-type: none"> Maintain the integrity of historically and culturally significant precincts and places (as indicated in completed surveys). 	
	Informal settlements to be upgraded	<ul style="list-style-type: none"> Prioritise informal settlements for upgrading and service provision. 	<ul style="list-style-type: none"> Utilise government land assets to enable integration between informal settlements and established areas.
	Areas for residential densification and infill	<ul style="list-style-type: none"> Focus infill development on the largely undeveloped part within the urban edge (between the north-western and south-eastern parts of the settlement). Ensure that residential development provides for a range of housing types and income groups. Ensure that future development is woven into the urban fabric of the existing town. Actively undertake in-situ upgrading initiatives in Langrug. 	<ul style="list-style-type: none"> Utilise government land assets to enable residential densification and infill development.
	Areas for mixed land use and improved economic opportunity	<ul style="list-style-type: none"> Focus new mixed use development as far as possible along Main Road. Actively support pedestrianism and improved public space within the old town centre. 	<ul style="list-style-type: none"> Assist development opportunity for small/ emerging entrepreneurs. Support private sector led institutional arrangements assist with urban management in the town centre.
	Improved access and mobility	<ul style="list-style-type: none"> Pro-actively improve conditions for walking and NMT within Franschhoek. Explore improved movement linkages between the north-western and south-eastern parts of the settlement. 	<ul style="list-style-type: none"> Ensure that the design of all roads within and surrounding the town provides for appropriate NMT movement.
	Community/ Institutional use	<ul style="list-style-type: none"> Cluster community facilities together with commercial, transport, informal sector and other activities so as to maximise convenience, safety and socio-economic potential. 	<ul style="list-style-type: none"> Actively support the shared use of community facilities.
	Improved landscaping and public amenity	<ul style="list-style-type: none"> As far as possible, focus investment in parks, open space, and social facilities accessible by public and NMT, in this way also increasing the surveillance of these facilities. 	<ul style="list-style-type: none"> Actively involve local communities in the development and management of public amenities.
New Development Actions	Significant new mixed use development		
	Significant new residential development		
	Significant change to access and mobility provision		



FRANSCHHOEK FRAMEWORK

Figure 32. Franschhoek Plan

5.6. Small Settlements in the Franschhoek Valley

5.6.1. La Motte

La Motte is a former forestry village situated on the Roberstville Road, some 5km west of Franschhoek. It serves as a place of living for workers mostly engaged in agricultural work on surrounding farms. Situated in a valley 1km off the R45, it does not have a significant commercial component supported by passing trade.

Originally built to house forestry workers, the village is made up of the initial forestry worker dwellings and a range of community facilities. During the construction phase of the Berg River Water Scheme, some 80 new houses were built adjacent to the existing settlement to temporarily house construction workers (these houses are progressively transferred to identified beneficiaries on the municipal housing list).

Given the need for affordable housing in the Franschhoek valley, and following recommendations of the previous MSDF, studies were completed in 2017 to support the development of affordable housing on portions of state-owned land adjacent and proximate to the village. Rezoning from agricultural use to subdivisional area was to follow the initial studies.

La Motte's rural character will be respected in future development. It is intended to provide a range of housing types, including farm resident housing, GAP housing, and site and service housing.

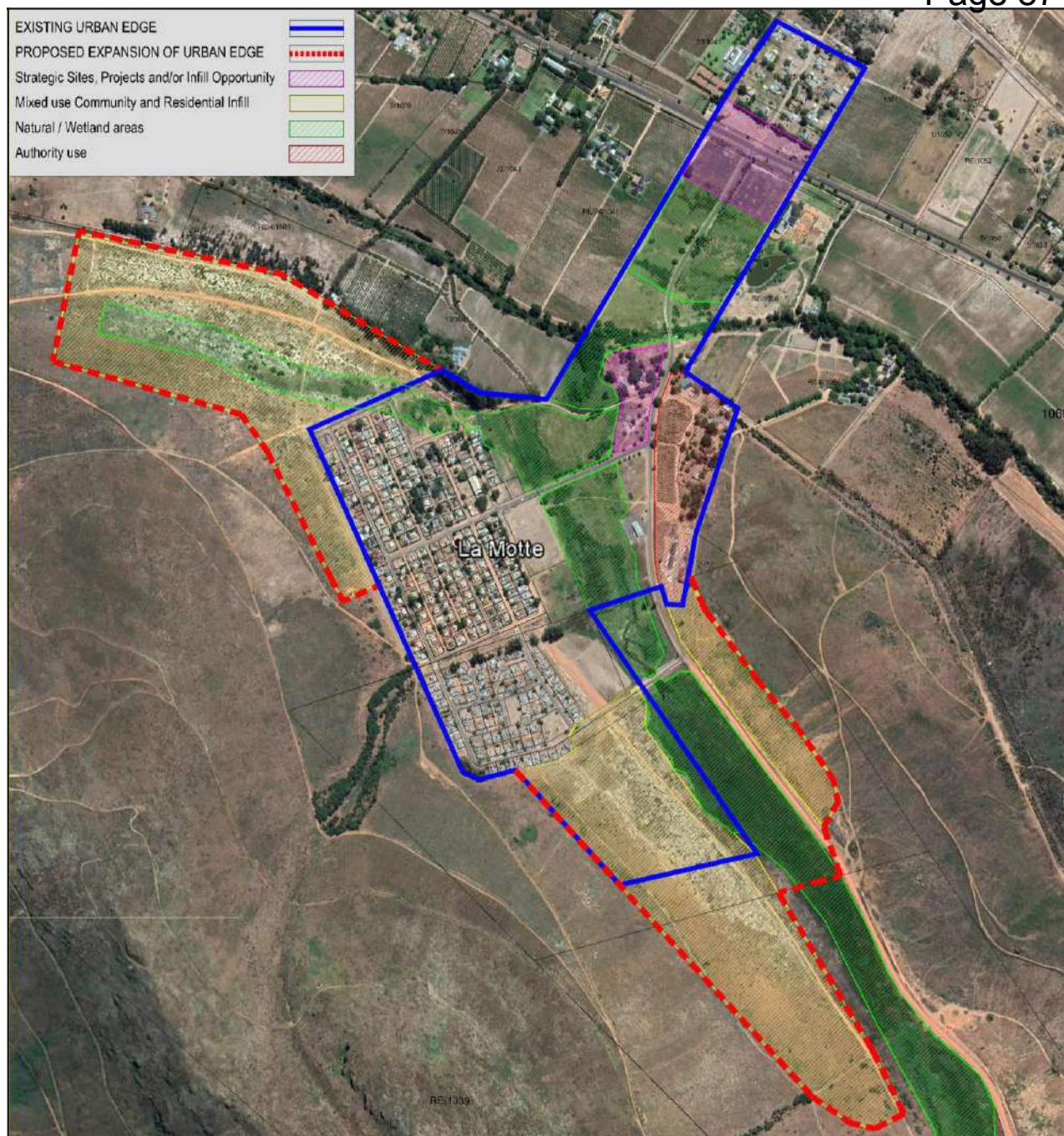


Figure 33. Possible area for expansion for municipal housing proposals, north and south of La Motte (Extract from a planning motivation letter for the "Proposed extension of urban edge of La Motte and inclusion of regional cemeteries, Stellenbosch Municipal Area" by CK Rumboll & Partners, 5 July 2019)

5.6.2. Wemmershoek

Wemmershoek is a former forestry village situated at the intersection of the R45 and R303, the rail line, and the confluence of the Berg and Franschoek Rivers, some 6km west of Franschoek. It serves as a place of living for workers mostly engaged in agricultural work on surrounding farms. It does

not have a significant commercial component supported by passing trade.

Given its location, Wemmershoek offers real potential as a contained place of living and work. Much of this, however, relates to possible future maximisation and re-use of the sawmill site. In the absence of sustainable local work opportunities, it will remain a place of residence for people commuting elsewhere for work.

As indicated in the previous MSP, there is an opportunity to extend the village east of the R301. Ideally, this opportunity should not be explored unless in parallel with significant local employment generating land uses.

WEMMERSHOEK - LA MOTTE CONCEPT



Figure 34. Wemmershoek - La Motte Concept

Table 23. Plan Elements and Proposals for La Motte - Wemmershoek

TYPE OF ACTION	SDF ELEMENT	SPATIAL PROPOSALS	RELATED NON SPATIAL PROPOSALS
Protective Actions	CBA's, ESA's, Protected areas	<ul style="list-style-type: none"> Maintain and improve the nature areas surrounding La Motte and Wemmershoek. Work to increasingly connect and integrate nature areas, also with urban green areas, to form an integrated green web or framework across the municipal area. 	<ul style="list-style-type: none"> Implement management actions contained in the EMF.
	Water courses	<ul style="list-style-type: none"> Improve public continuity, access, and space along the stream corridors. 	
	Agricultural land	<ul style="list-style-type: none"> Retain and improve the relationship between La Motte, Wemmershoek, and surrounding agricultural land. 	
	Urban edge	<ul style="list-style-type: none"> As a general principle, contain the footprint of La Motte and Wemmershoek as far as possible within the existing urban edges. 	
	Scenic landscapes, scenic routes, special places	<ul style="list-style-type: none"> Retain the strong sense of transition between agriculture and human settlement at the entrances to the settlements. 	
Change Actions	Historically and culturally significant precincts and places	<ul style="list-style-type: none"> Maintain the integrity of historically and culturally significant precincts and places (as indicated in completed surveys). 	
	Informal settlements to be upgraded	<ul style="list-style-type: none"> Accommodate inhabitants of informal structures in planning for the settlements. 	
	Areas for residential densification and infill	<ul style="list-style-type: none"> Consider underutilised open space within the settlements for infill development. 	<ul style="list-style-type: none"> Utilise government land assets to enable residential densification and infill development.
	Areas for mixed land use and improved economic opportunity	<ul style="list-style-type: none"> Focus new mixed use development in La Motte on Farms 1653, 1339, 1/1158 and RE/1158 and around the intersection of the Robertsvei Road and the R45. Focus new mixed use development in Wemmershoek on the sawmill site. 	<ul style="list-style-type: none"> Assist development opportunity for small/ emerging entrepreneurs.
	Improved access and mobility	<ul style="list-style-type: none"> Pro-actively improve conditions for walking and NMT between La Motte, Wemmershoek, the R45, and Franschoek. 	<ul style="list-style-type: none"> Ensure that the design of all roads within and surrounding the settlements provides for appropriate NMT movement.
	Community/ Institutional use	<ul style="list-style-type: none"> Cluster community facilities together with commercial, transport, informal sector and other activities so as to maximise convenience, safety and socio-economic potential. 	<ul style="list-style-type: none"> Actively support the shared use of community facilities.
New Development Actions	Improved landscaping and public amenity	<ul style="list-style-type: none"> As far as possible, focus investment in parks, open space, and social facilities accessible by public and NMT, in this way also increasing the surveillance of these facilities. 	<ul style="list-style-type: none"> Actively involve local communities in the development and management of public amenities.
	Significant new mixed use development		
	Significant new residential development		
	Significant change to access and mobility provision		

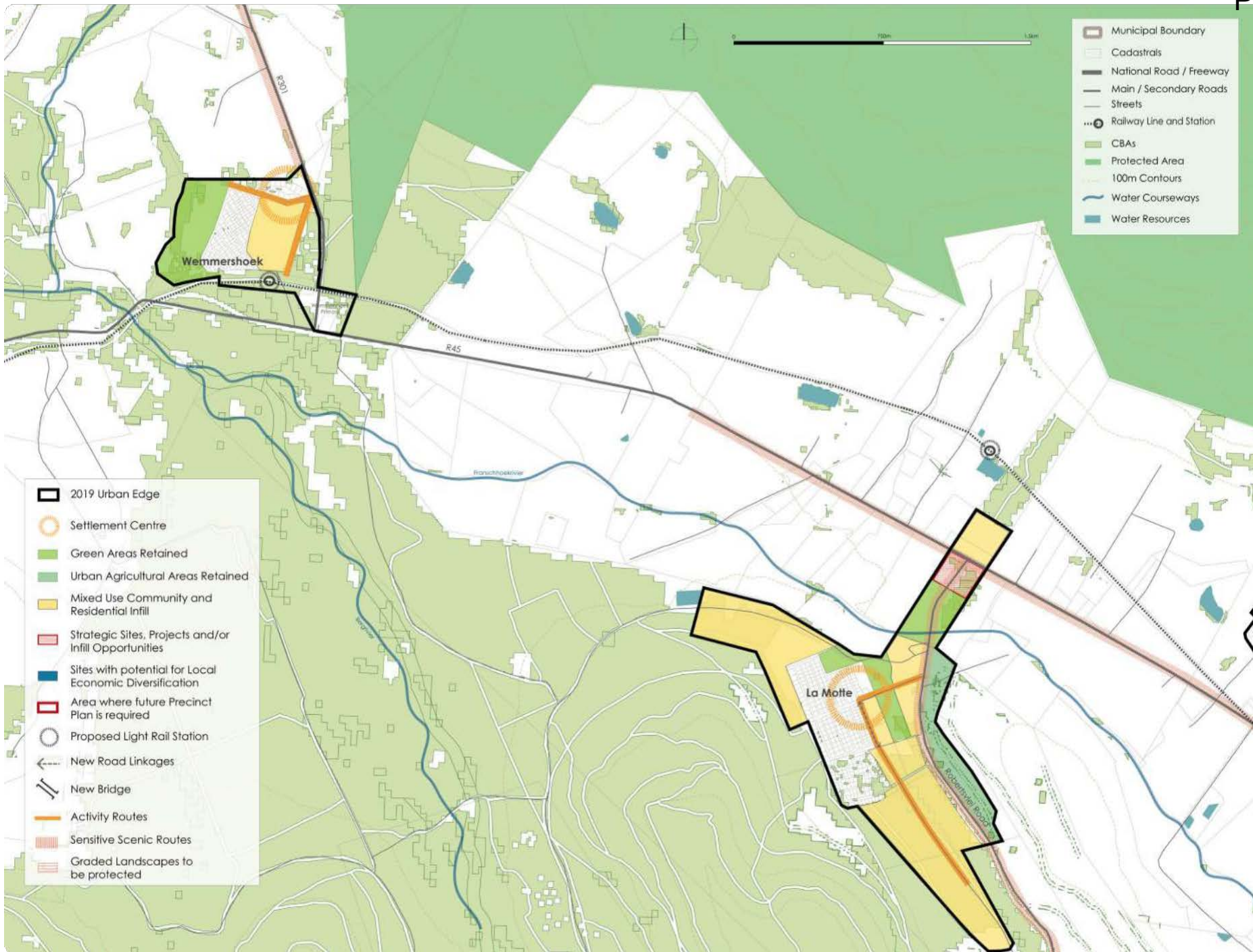


Figure 35. La Motte - Wemmershoek Plan

5.7. Small Settlements in the Dwars River Valley

The Dwars River Valley comprises the small towns of Groot Drakenstein, Pniel, Lanquedoc, Johannesdal, and Kylemore, situated west and east of the R310 Helshoogte Road which links Stellenbosch town with the R45 at Groot Drakenstein. The area is a wine and culinary destination, with an array of experiences and attractions, and has become an important part of the Stellenbosch Wine Route.

5.7.1. Groot Drakenstein

Groot Drakenstein is located at the intersection of the R310 to Stellenbosch and the R45 between Franschoek and the N2. The area comprise industrial land uses (a pallet factory, canning factory, and food preparation factory), vacant industrial land, office use, community facilities (police station and clinic), agriculture, dwelling houses, rail station and sheds, and vacant and uncultivated land.

The previous MSDF identified the area as a location for development of a structured village node. Since then, significant planning work has been undertaken to determine how best to develop the village, considering its historic, socio-economic, environmental, and servicing context.

In relation to land south of the R45, several development proposals have been generated over the last 15 years for the Boschendal landholding, through various planning processes. This comprised extensive development proposals which saw significant portions of the farm being proposed for various extensive residential developments, a retirement village, equestrian estate and other residential estate "villages". In 2012 new shareholders invested in the farm and reviewed this previous development approach. The proposals which were at that stage being advertised for comment were then withdrawn from the statutory processes.

Current planning provides for a rural "Cape Village" with distinct and authentic rural settlement qualities of some 25ha, including 475 dwelling units, 100 guest units, 5 500m² retail space, 9 000m² general commercial use, a new clinic, and an early childhood development and aftercare centre with a capacity for 120 children .

Residential development will comprise a mix of housing types ranging from freestanding dwelling houses on single erven (at nett densities of ±4-11du /ha) to more compact row houses (±25du/ha) to apartments (±86 du/ha). The overall gross density for residential development is 17, 85 dwelling units/ ha and the development will comprise a maximum of 475 dwelling units.

The mixed-use business area of the village is centred on a "high street" where the public can access it any time of the day. An important feature at the heart of this high street is the farmer's market which will provide small entrepreneurs, surrounding farmers, home crafters, artists and small local businesses the opportunity to access a regular, local market. It is intended for the buildings in this precinct to be mixed-use in nature, with retail and business at ground floor levels and residential apartments or general business use at upper levels. It is the intention to ensure a mixed offering of commercial, shopping, restaurants and convenience goods which will serve the residents, visitors and surrounding communities. It is important to note that it is not the intention of this



Figure 36. Boschendal Site Development Plan by Philip Briel Architects, From Boschendal Village: Planning Report for NEMA Basic Assessment Report Version 1.9 - June 2017

development to contain a shopping centre. The GLA proposed is sufficiently limited and designed on a publicly accessible high street concept, to ensure it takes the form of a local business node.

It proposed to relocate the existing clinic in the area to a more centrally located position in the new village. The early childhood development and aftercare centre will serve both the residents of the village surrounding villages.

Environmental authorisation for the proposed development was granted in March 2018.

To ensure that the Boschendal Village development benefits residents in the Dwars Rivier Valley, an agreement was confirmed that 5% value of the initial sale of properties and 0.5% of all subsequent sales will be transferred to the Boschendal Treasury Trust (BTT) to ensure that development needs of Dwars Rivier are met through this opportunity.

The owners of Boschendal Estate, Boschendal (Pty) Ltd have embarked on a process to establish a vision and compile a Draft Conceptual Framework (CF) for their landholding. As agreed with the SM the intention is to develop this Draft CF into a Farm SDP in terms of the requirements set out in Chapter 20 of the SM Zoning Scheme. The purpose of the work is to guide and help the new BE owners plan for the future, inform the municipality as to how the new owners intend to give shape to their new vision, and direct land use management decisions. While the BE Draft CF is not ready for inclusion in the MSDF, current planning focuses on the following elements:

- Reinforcing the agricultural role and business of Boschendal Estate, thereby creating local job opportunities.
- Addressing ecological and social injustices of the past as far as possible in the planning and design of the Boschendal Estate and surrounds.
- Promoting experiential tourism on the Boschendal Estate to augment the agricultural business component through the

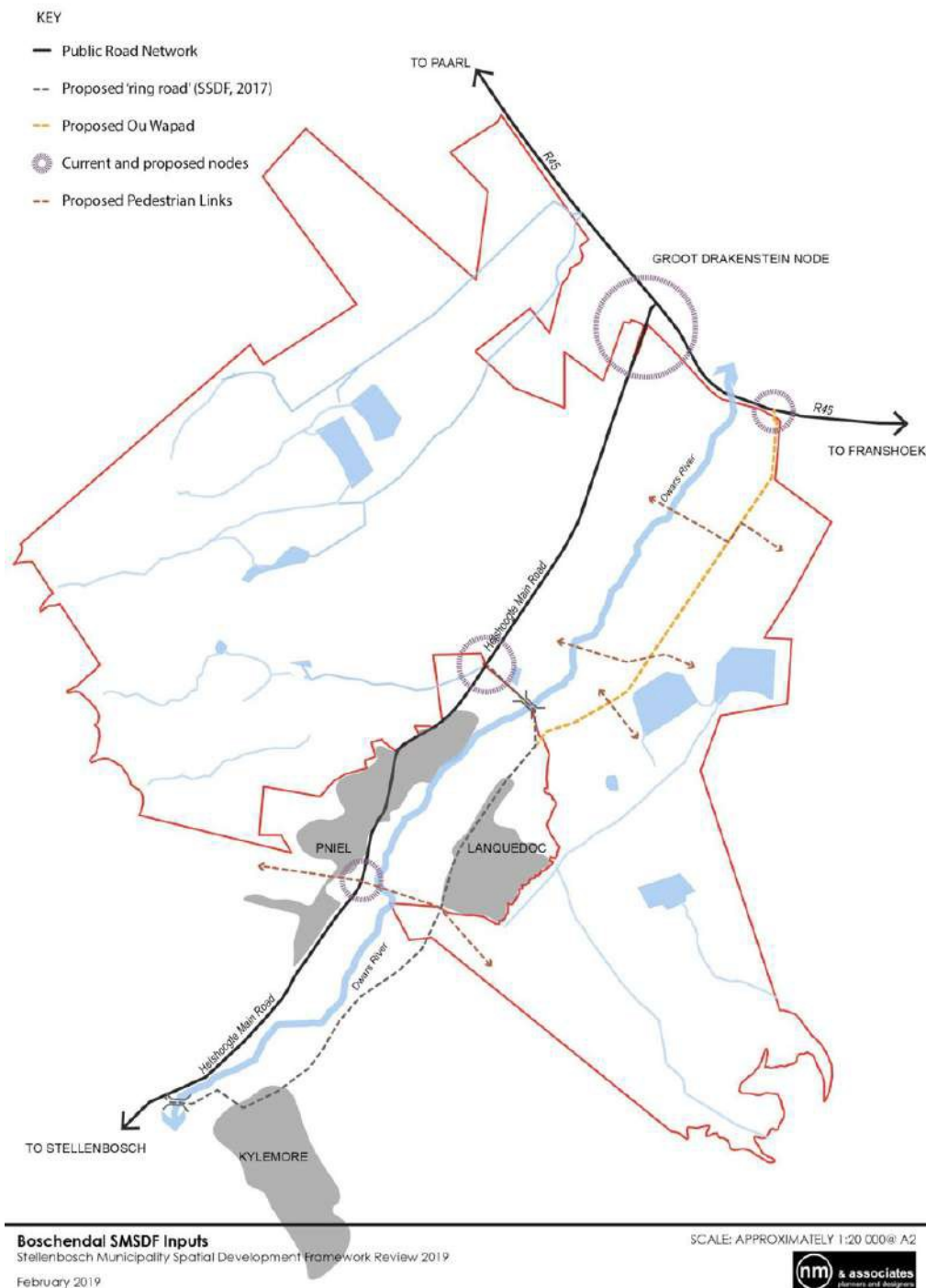


Figure 37. Conceptual proposal prepared as part of Boschendal Estate Draft Conceptual Framework to illustrate proposed NMT routes and associated opportunity

rehabilitation of old derelict buildings into guest accommodation and other appropriate land uses.

- Improving access and mobility including investment in NMT within Boschendal Estate.

In relation to NMT, Heritage studies have alluded to the presence of historic routes across the Dwars River Valley, one of the most dominant being the "Ou Wapad", which allowed communities residing on the eastern banks of the Dwars River such as Kylemore and Lanquedoc more direct access to each other and the R45 route. A public NMT route along the alignment of the Ou Wapad, across Boschendal, is thus seen as one of the main components of the CF for Boschendal Estate. Investment in landscaping and small clusters of development along the route will enable support for business opportunities for local communities in the Valley that may result from development and investment along the route, the creation of spaces along the route for the local community to engage visitors to the Valley, and engagement and participation towards formulation of collective memories in the Valley.

The implications of a new NMT route on the overall valley movement structure and settlement pattern is potentially profound as it will allow local residents affordable access to local destinations such as schools, clinics and work via foot or bicycle. Where the new route connects with the higher order external access systems, local gateways can be created. This in turn presents an opportunity to create more exposure to support local economic activity and/ or logical locations for public investment in social facilities including public transport stops.

It is hoped that current work for Boschendal Estate will be finalized for inclusion in the MSDF during its first annual review.

Meerlust, a small community north of the R45, is a previous forestry worker community. In 2017, SM affirmed a commitment to take over the

management of Meerlust until such time as the property (Portion 1 of the Farm Meerlust No 1006) is transferred to the Municipality. It was also agreed that the Council take over the Groot Drakenstein / Meerlust Rural Housing Project from Cape Winelands District Municipality, seek a Power of Attorney from the National Department of Public Works in order to proceed with the planning and implementation of the Groot Drakenstein / Meerlust Rural Housing Project, initiate a call for development proposals from prospective developers, and conclude an agreement with the successful bidder for the planning and implementation of the project.

5.7.2. Pniel, Lanquedoc, Johannesdal, and Kylemore

Pniel, Lanquedoc, Johannesdal, and Kylemore remain relatively distinct, with small scale farms within the urban edge of each. Agricultural trade and labor continue to feature strongly in these settlements, both in land use, and the well-being of people. Settlements contain numerous places of historic significance and the density of development is relatively low. Undeveloped land within the urban edge occur south of Pniel and in a corridor between Lanquedoc and Kylemore (these areas were defined as future development areas in the previous MSDF).



Figure 38. Dwars River Valley Concept

Table 24. Plan Elements and Proposals for Dwars River Valley Settlements

TYPE OF ACTION	SDF ELEMENT	SPATIAL PROPOSALS	RELATED NON SPATIAL PROPOSALS
Protective Actions	CBA's, ESA's, Protected areas	<ul style="list-style-type: none"> Maintain and improve the nature areas surrounding settlements of the Dwars River Valley. Work to increasingly connect and integrate nature areas, also with urban green areas, to form an integrated green web or framework across the municipal area. 	<ul style="list-style-type: none"> Implement management actions contained in the EMF.
	Water courses	<ul style="list-style-type: none"> Improve public continuity, access, and space along the stream corridors. 	<ul style="list-style-type: none"> Ensure that river rehabilitation activities takes place.
	Agricultural land	<ul style="list-style-type: none"> Retain and improve the relationship between settlements of the Dwars River Valley and surrounding agricultural land. 	<ul style="list-style-type: none"> Protect small scale agricultural opportunity and initiatives to transfer associated skills to the youth.
	Urban edge	<ul style="list-style-type: none"> As a general principle, contain the footprint of settlements of the Dwars River Valley within existing urban edges. 	
	Scenic landscapes, scenic routes, special places	<ul style="list-style-type: none"> Retain the strong sense of transition between agriculture and human settlement at the entrances to the settlements. 	
	Historically and culturally significant precincts and places	<ul style="list-style-type: none"> Maintain the integrity of historically and culturally significant precincts and places (as indicated in completed surveys). 	
Change Actions	Informal settlements to be upgraded	<ul style="list-style-type: none"> Accommodate inhabitants of informal structures in planning for the settlements. 	
	Areas for residential densification and infill	<ul style="list-style-type: none"> Ensure that residential development provides for a range of housing types and income groups. Ensure that future development is woven into the urban fabric of existing settlements. Consider underutilised open space within the settlements for infill development that will enhance socio-economic potential of those who currently reside in these towns. 	<ul style="list-style-type: none"> Utilise government land assets to enable residential densification and infill development.
	Areas for mixed land use and improved economic opportunity	<ul style="list-style-type: none"> Focus addressing service needs in cluster developments, in this way improving mixed use and enhancing economic opportunities. Focus key protects on current mixed-use developments, while ensure future pockets of growth are integrated into the current and new developments. 	<ul style="list-style-type: none"> Assist development opportunity for small/ emerging entrepreneurs.
	Improved access and mobility	<ul style="list-style-type: none"> Pro-actively improve conditions for walking and NMT within and between settlements of the Dwars River Valley. 	<ul style="list-style-type: none"> Ensure that the design of all roads within and surrounding settlements provides for appropriate NMT movement.
	Community/ Institutional use	<ul style="list-style-type: none"> Cluster community facilities together with commercial, transport, informal sector and other activities so as to maximise convenience, safety and socio-economic potential. 	<ul style="list-style-type: none"> Actively support the shared use of community facilities.
	Improved landscaping and public amenity	<ul style="list-style-type: none"> As far as possible, focus investment in parks, open space, and social facilities accessible by public and NMT, in this way also increasing the surveillance of these facilities. 	<ul style="list-style-type: none"> Actively involve local communities in the development and management of public amenities.
New Development Actions	Significant new mixed use development		
	Significant new residential development		
	Significant change to access and mobility provision		

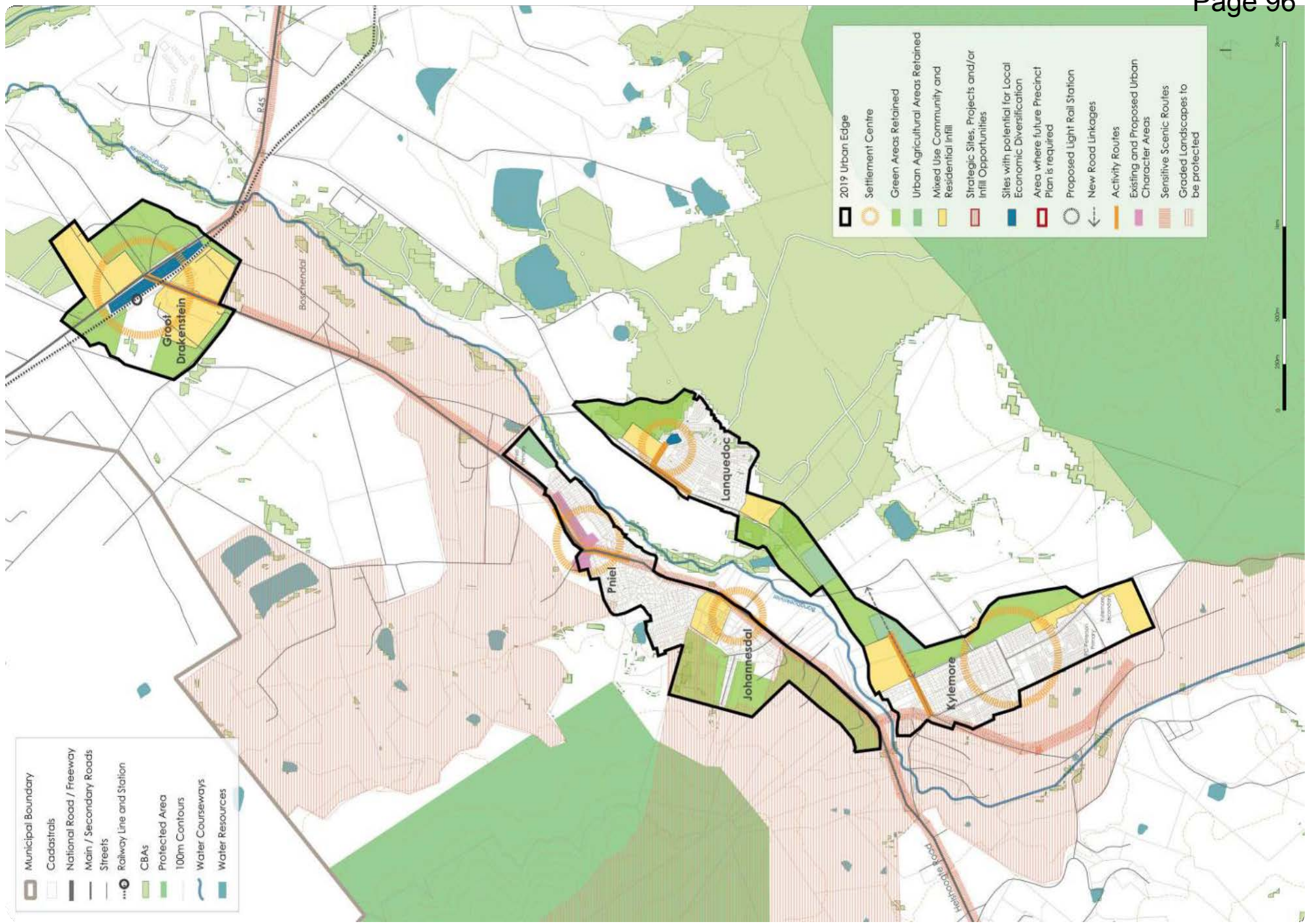


Figure 39. Dwars River Valley Plan

5.8. Jonkershoek

The Jonkershoek Valley is a unique area characterized by intensive agriculture and natural beauty, currently experiencing a broad range of development pressures. In 2015, a LSDF was approved by Council for a 61.8km² part of the valley bounded by the residential areas of Rozendal and Karindal, a line joining the peaks of Stellenboschberg to the south-west, the peaks of Jonkershoekberg to the north-east, and the cadastral boundary of the Farm Jonkershoek 385 to the southeast.

The LSDF divides the Jonkershoek Valley into four distinctive parts:

1. An agricultural precinct comprising farms and smallholdings in the lower valley.
2. A mixed use precinct of state/ parastatal facilities and housing in the central valley.

3. A forestry precinct comprising the upper valley catchment and forestry area.
4. A conservation and natural vegetation precinct comprising the Jonkershoek Nature Reserve in the upper valley.

While the LSDF contains proposals for all four areas, the focus is on the mixed use precinct. The intent here is to formalize development in two nodes, preventing the loss of green space between or outside the nodes. A non-urbanised appearance of the nodes is promoted, with the settlement not replicating urban functions normally located in Stellenbosch town.

The mixed used precinct is separated into:

- A southern sub-precinct accommodating uses related to research and innovation, forestry, conservation management and eco-, recreation and educational tourism.

Accommodation for eco-tourism purposes is restricted to temporary stay.

- A northern-sub precinct accommodating two nodes as "settlements" or "hamlets" comprising of existing residential buildings and infrastructure, together with limited residential infill (some 50 units), providing accommodation to any person who may have a right to settle in the Jonkershoek Valley as well as persons renting residual existing housing stock. The total estimated population who qualify to reside in the mixed use precinct is estimated at ±445 (123 households).

It was proposed to establish a trust to secure and manage the rights of those currently residing in the Jonkershoek Valley. This requires the integration and co-ordination of planning and development initiatives of Stellenbosch Municipality, Cape Pine (Pty) Ltd, CapeNature, and various provincial and state departments.

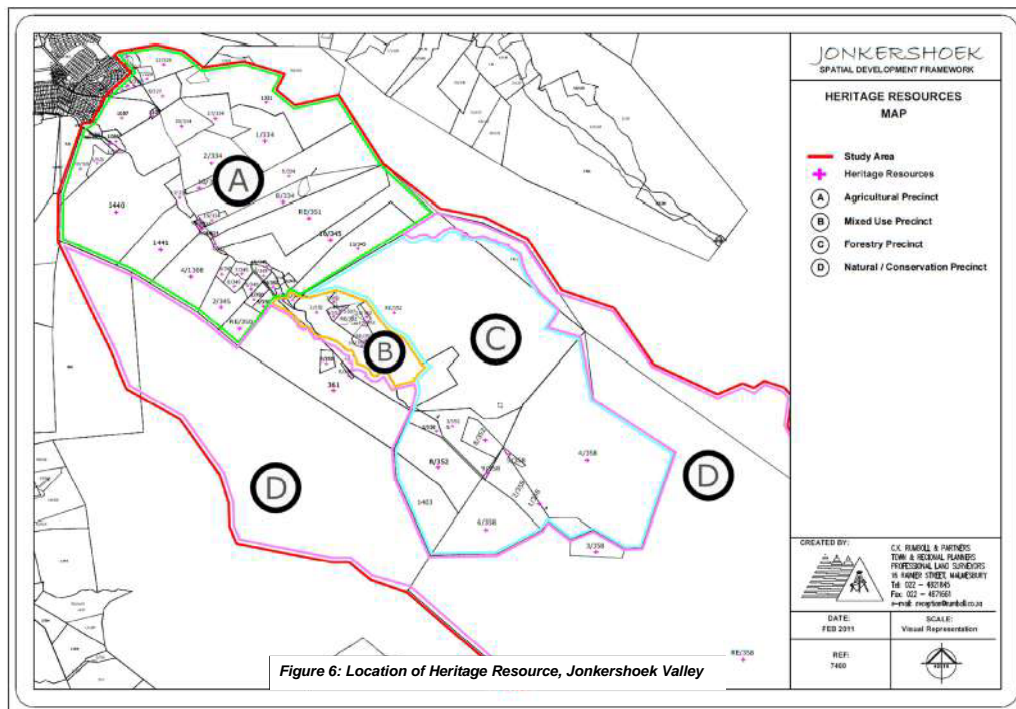


Figure 6: Location of Heritage Resource, Jonkershoek Valley

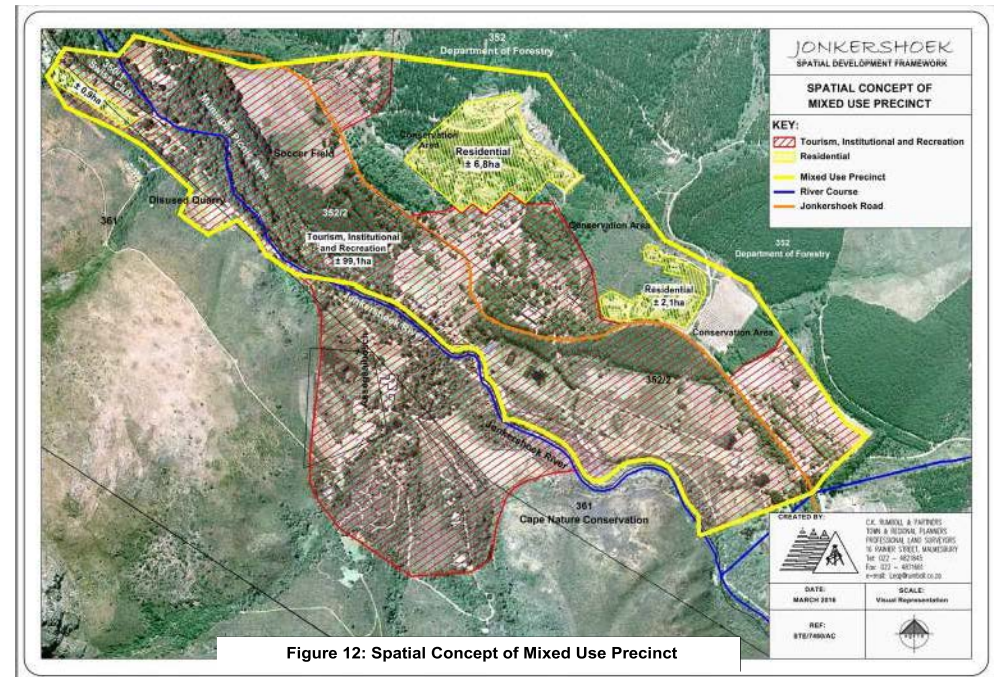


Figure 12: Spatial Concept of Mixed Use Precinct

Figure 40. Land use precincts and the spatial concept for the mixed use precinct (Jonkershoek SDF approved by Council in 2015)

As Jonkershoek is not defined as a “complete” settlement, no detailed plan description deemed necessary. The proposals contained in the 2015 document, aimed at preserving what is special in the valley and providing accommodation to any person who may have a right to settle in the Jonkershoek Valley as well as persons renting residual existing housing stock, remain valid.

5.9. Small Settlements along the R304

5.9.1. Muldersvlei Crossroads

Given its location in relation to regional routes, Muldersvlei Crossroads appears to have the potential for further formal settlement development. Ideally, it should be planned as part of a broader initiative related to the N1 corridor stretching from CCT to DM, including Klapmuts.

With respect to De Novo, SM is of the view that over the short to medium term, farmer development projects should be supported, including subdivision to appropriately sized portions as required

Significant growth is not foreseen during the planning period, as in the absence of frequent public transport, such growth is likely to be “gated” and dominated by private vehicular movement.

5.9.2. Koelenhof

Koelenhof is located at the intersection of the R304 and M23, some 4km north of Stellenbosch town. The R304 provides access to the N1, and the M23 to Cape Town/ Kraaifontein in the west and the R44 (which leads to Klapmuts) in the east. The railway line (parallel to the R304) runs through the area.

A LSDF was prepared for Koelenhof in 2007. The LSDF proposed that the role of Koelenhof be that of a mainly agricultural hamlet with limited residential and industrial uses (to help its residents and some

from Stellenbosch). The area within the Urban Edge of Koelenhof comprises some 196ha.

Land identified for housing includes 22,4ha of subsidy housing (approximately 560 units), 32,2ha for GAP housing (approximately 800 units), and 30,5ha for market related housing (approximately 765 units). An area of 22,6ha is provided for industrial development, 29,6ha for mixed use development, and 13,1ha for institutional uses. Relatively little of this development allocation has been taken up.

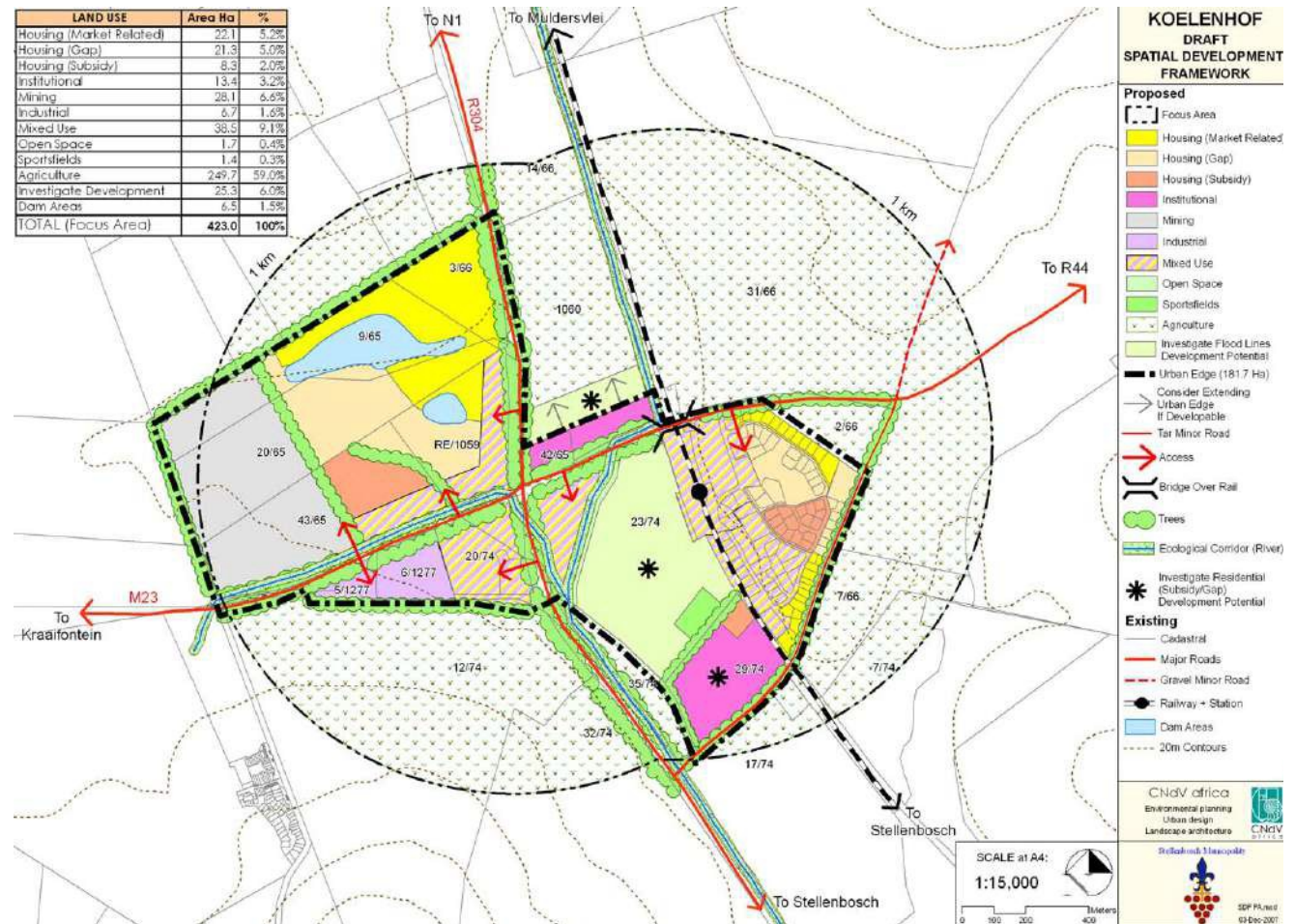


Figure 41. Koelenhof Spatial Development Framework Revision and Urban Edge Determination - Final Draft 2007



Figure 42. Koelenhof - Muldersvlei Concept

MULDESVLEI & KOELENHOF

Table 25. Plan Elements and Proposals for Koelenhof - Muldersvlei

TYPE OF ACTION	SDF ELEMENT	SPATIAL PROPOSALS	RELATED NON SPATIAL PROPOSALS
Protective Actions	CBAs, ESA's, Protected areas	<ul style="list-style-type: none"> Maintain and improve the nature areas surrounding small settlements along the R304. Work to increasingly connect and integrate nature areas, also with the urban green areas, to form an integrated green web or framework across the municipal area. 	<ul style="list-style-type: none"> Implement management actions contained in the EMF.
	Water courses	<ul style="list-style-type: none"> Improve public continuity, access, and space along stream corridors. 	
	Agricultural land	<ul style="list-style-type: none"> Retain and improve the relationship between small settlements along the R304 and surrounding agricultural land. 	
	Urban edge	<ul style="list-style-type: none"> As a general principle, contain the footprints of small settlements along the R304 as far as possible within the existing urban edge. 	
	Scenic landscapes, scenic routes, special places	<ul style="list-style-type: none"> Retain the strong sense of transition between agriculture and human settlement at the entrances to small settlements along the R304. 	
	Historically and culturally significant precincts and places	<ul style="list-style-type: none"> Maintain the integrity of historically and culturally significant precincts and places (as indicated in completed surveys). 	
Change Actions	Informal settlements to be upgraded	<ul style="list-style-type: none"> Accommodate inhabitants of informal structures in planning for the settlements. 	
	Areas for residential densification and infill	<ul style="list-style-type: none"> Ensure that residential development provides for a range of housing types and income groups. Ensure that future development is woven into the urban fabric of existing settlements. Consider underutilised open space within the settlements for infill development that will enhance socio-economic potential of those who currently reside in these towns. 	<ul style="list-style-type: none"> Utilise government land assets to enable residential densification and infill development.
	Areas for mixed land use and improved economic opportunity	<ul style="list-style-type: none"> Focus addressing service needs in cluster developments, in this way improving mixed use and enhancing economic opportunities. 	
	Improved access and mobility	<ul style="list-style-type: none"> Pro-actively improve conditions for walking and NMT within and between small settlements along the R304. 	<ul style="list-style-type: none"> Ensure that the design of all roads within and surrounding settlements provides for appropriate NMT movement.
	Community/ Institutional use	<ul style="list-style-type: none"> Cluster community facilities together with commercial, transport, informal sector and other activities so as to maximise convenience, safety and socio-economic potential. 	<ul style="list-style-type: none"> Actively support the shared use of community facilities.
	Improved landscaping and public amenity	<ul style="list-style-type: none"> As far as possible, focus investment in parks, open space, and social facilities accessible by public and NMT, in this way also increasing the surveillance of these facilities. 	<ul style="list-style-type: none"> Actively involve local communities in the development and management of public amenities.
New Development Actions	Significant new mixed use development	<ul style="list-style-type: none"> Over the longer term, Muldersvlei and Koelenhof along the R304 corridor could possibly accommodate more growth, and be established as inclusive settlements offering a range of opportunities. However, these settlements are not prioritized for development at this stage. 	<ul style="list-style-type: none"> Support private sector led institutional arrangements to enable joint planning and development.
	Significant new residential development	<ul style="list-style-type: none"> Explore the feasibility of changing/ complementing the rail service along the Baden Powell Drive-Adam Tas-R304 corridor to a system providing a more frequent, flexible service better integrated into the urban realm. Alternatively, a regular bus service should be explored serving the same route. 	
	Significant change to access and mobility provision	<ul style="list-style-type: none"> Explore the development of De Novo as an emerging farmerincubator. 	

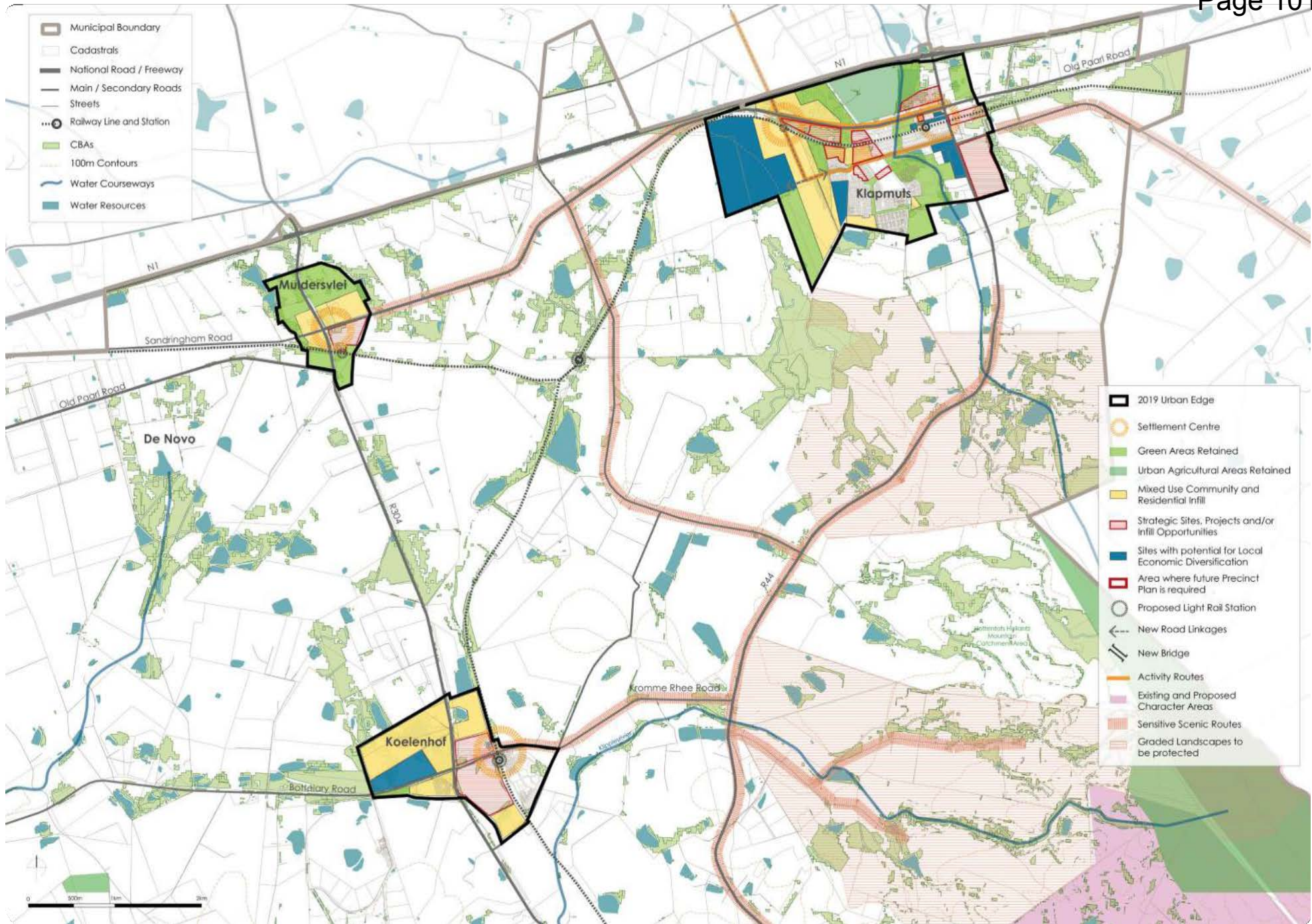


Figure 43. Koelenhof Muldersvlei Plan

5.10. Small Settlements along Baden Powell Drive

5.10.1. Vlottenburg

Vlottenburg is located approximately five km west of Stellenbosch town. Starting off as a processing node with Van Ryn Brandy Cellar and the Vlottenburg Winery, it steadily grew as a small residential node for a variety of income groups.

The previous MSDF identified the area as a location for development of a structured village node. The development consortium's preferred village layout of some 77ha includes 375 single residential units,

90 townhouses, 343 walkup apartments, 97 mixed use flats/ apartments a retail centre of 5 000m², hotel school, medical centre, mixed use buildings, hotel and conference facility, education facilities (including a private school), sports fields and private open space. A revised layout was prepared (and incorporated in the final EIA report) in response to comments received on the draft EIA report regarding the scale of the proposed development, and a proposal to amend the urban edge of Vlottenburg.

The revised layout comprises a smaller overall development footprint (52ha), includes most of the

preferred layout, but with fewer single residential units, more mixed use flats/ apartments, and excludes the 5 000m² shops/ business premise, private school and the community sports field and clubhouse.

In principle, it is believed that a structured village could be supported at Vlottenburg. It should, however, be inclusive in the opportunity provided, including a full range of housing types and local services. Critically, it should not proceed unless a more frequent, flexible public transport service can be provided along the Baden Powell-Adam Tas corridor.

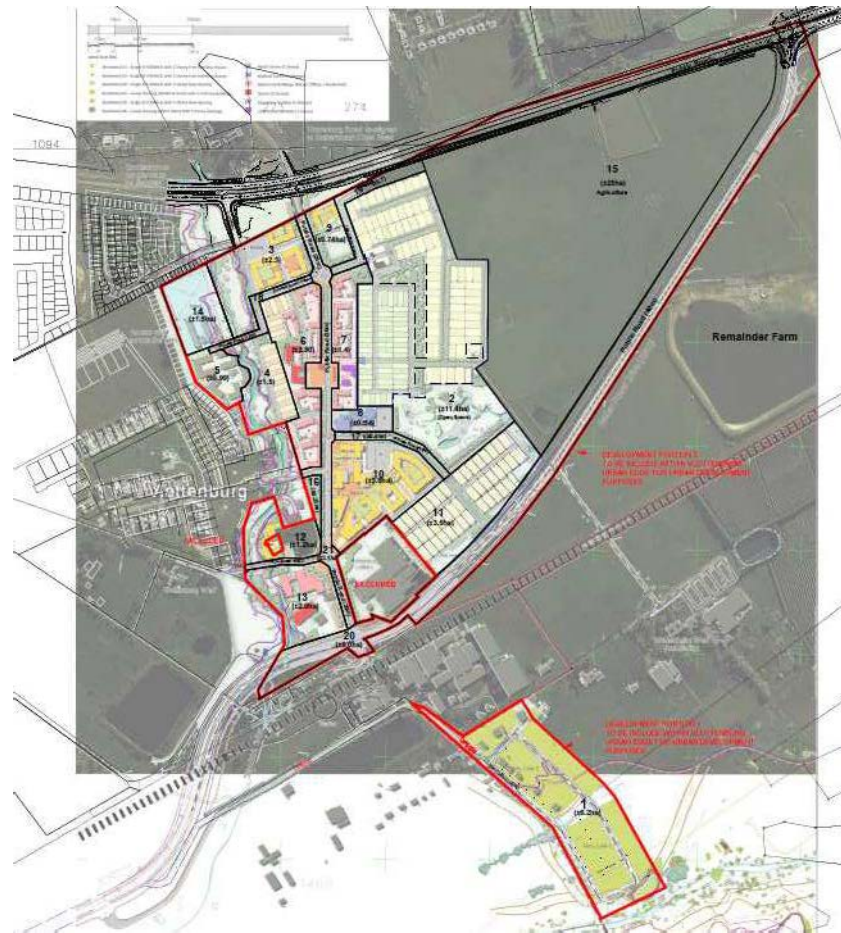
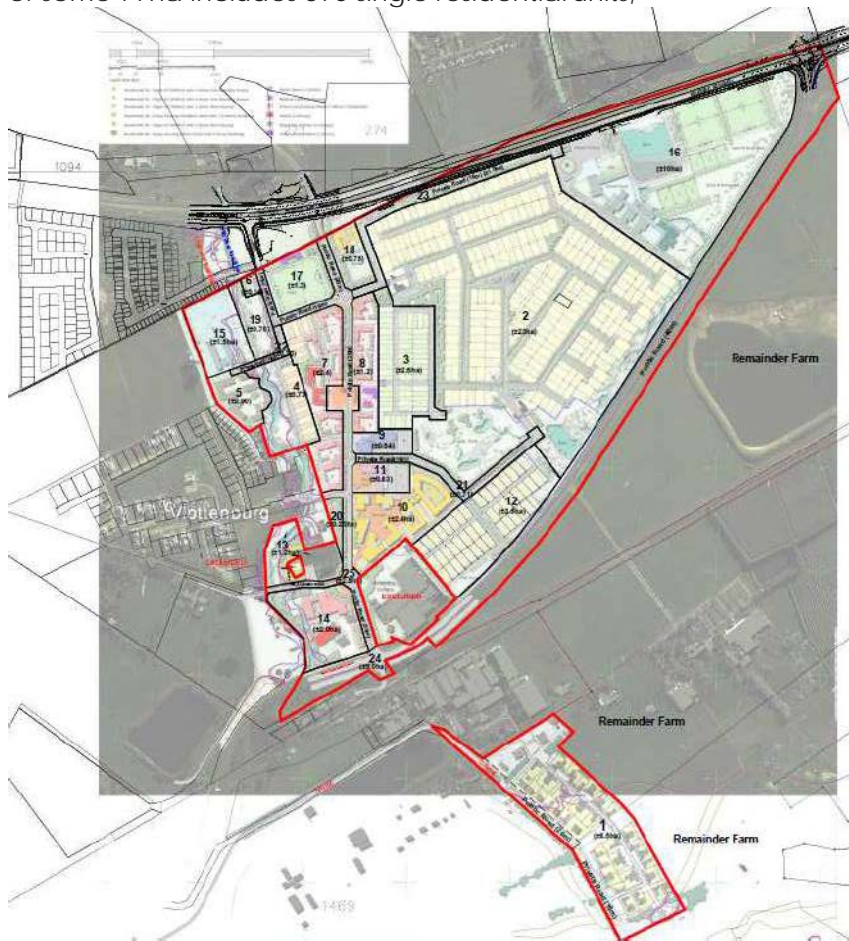


Figure 44. Alternative 1 and 2 from Vredenheim Engineering Services Report (Aurecon, 8 June 2017)

5.10.2. Spier

The village at Spier, abutting the R310, is part of the 620ha historic Spier Farm. Housing a 150-room hotel, conference centre, restaurants, and winery, the village component has become a centre for the arts, recreation, and tourist destination. Sustainability is of key importance to the entire farm operation, and active programs are in place to maintain the environment and associated communities.

5.10.3. Lynedoch

Lynedoch is a unique settlement – named Lynedoch Eco Village – situated halfway between Khayalitsha and Stellenbosch on the R310 and at the intersection of the R310 and Annandale Road. The village is home to the Sustainability Institute, which offers a number of degree and other education and training programmes in partnership with the University of Stellenbosch and other organisations, a number of schools, guest facility, and residences.

Development commenced almost 20 years ago, managed by a non-profit company called the Lynedoch Development Company (LDC). International and local development aid funders and local banks assisted to fund the development. Technical and institutional arrangements and procedures for the development of the village were structured to meet ecological, social and economic sustainability. The Lynedoch Home Owners Association (LHOA) was established to take primary responsibility for service delivery.

Achieving social inclusivity remains a key aim. The Constitution of the LHOA imposes on all home owners severe restrictions on resale by making it compulsory that any seller of any property must first offer the property to the LHOA and only then offer it to a third party at a price that is not lower than the price proposed to the LHOA.

Further growth of the Sustainability Institute and its partners' education focus and offer, through expanded and new programmes, and further accommodation for students and staff within a compact, pedestrian oriented, child friendly community, appears appropriate.

VLOTTENBURG - SPIER - LYNEDOCH CONCEPT



Figure 45. Vloffenburg - Spier - Lynedoch Concept

Table 26. Plan Elements and Proposals for Vlottenburg - Spier - Lynedoch

TYPE OF ACTION	SDF ELEMENT	SPATIAL PROPOSALS	RELATED NON SPATIAL PROPOSALS
Protective Actions	CBA's, ESA's, Protected areas	<ul style="list-style-type: none"> Maintain and improve the nature areas surrounding small settlements along Baden Powell Drive. Work to increasingly connect and integrate nature areas, also with the urban green areas, to form an integrated green web or framework across the municipal area. 	<ul style="list-style-type: none"> Implement management actions contained in the EMF.
	Water courses	<ul style="list-style-type: none"> Improve public continuity, access, and space along the stream corridors. 	
	Agricultural land	<ul style="list-style-type: none"> Retain and improve the relationship between small settlements along Baden Powell Drive and surrounding agricultural land. 	
	Urban edge	<ul style="list-style-type: none"> As a general principle, contain the footprint of small settlements along Baden Powell Drive as far as possible within the existing urban edge. 	
	Scenic landscapes, scenic routes, special places	<ul style="list-style-type: none"> Retain the strong sense of transition between agriculture and human settlement at the entrances to the small settlements along Baden Powell Drive. 	
	Historically and culturally significant precincts and places	<ul style="list-style-type: none"> Maintain the integrity of historically and culturally significant precincts and places (as indicated in completed surveys). 	
Change Actions	Informal settlements to be upgraded	<ul style="list-style-type: none"> Prioritise informal settlements for upgrading and service provision. 	
	Areas for residential densification and infill	<ul style="list-style-type: none"> Focus infill development on undeveloped land within the urban edge. 	
	Areas for mixed land use and improved economic opportunity	<ul style="list-style-type: none"> Maintain the scale of mixed used and economic opportunity areas to reflect the current role of settlements. 	
	Improved access and mobility	<ul style="list-style-type: none"> Pro-actively improve conditions for walking and NMT within and between small settlements along Baden Powell Drive. 	<ul style="list-style-type: none"> Ensure that the design of all roads within and surrounding the settlements provides for appropriate NMT movement.
	Community/ Institutional use	<ul style="list-style-type: none"> Cluster community facilities together with commercial, transport, informal sector and other activities so as to maximise convenience, safety and socio-economic potential. Maintain Lynedoch as a focus for education and training (with various focus areas and "levels" of education). 	<ul style="list-style-type: none"> Actively support the shared use of community facilities.
	Improved landscaping and public amenity	<ul style="list-style-type: none"> As far as possible, focus investment in parks, open space, and social facilities accessible by public and NMT, in this way also increasing the surveillance of these facilities. 	<ul style="list-style-type: none"> Actively involve local communities in the development and management of public amenities.
New Development Actions	Significant new mixed use development	<ul style="list-style-type: none"> Over the longer term, Vlottenburg, Spier, and Lynedoch along the Baden Powell-Adam Tas-R304 corridor could possibly accommodate more growth, and be established as inclusive settlements offering a range of opportunities. However, these settlements are not prioritized for development at this stage. 	<ul style="list-style-type: none"> Support private sector led institutional arrangements to enable joint planning and development.
	Significant new residential development	<ul style="list-style-type: none"> Explore the feasibility of changing/ complementing the rail service along the Baden Powell Drive-Adam Tas-R304 corridor to a system providing a more frequent, flexible service better integrated into the urban realm. Alternatively, a regular bus service should be explored serving the same route. 	
	Significant change to access and mobility provision		

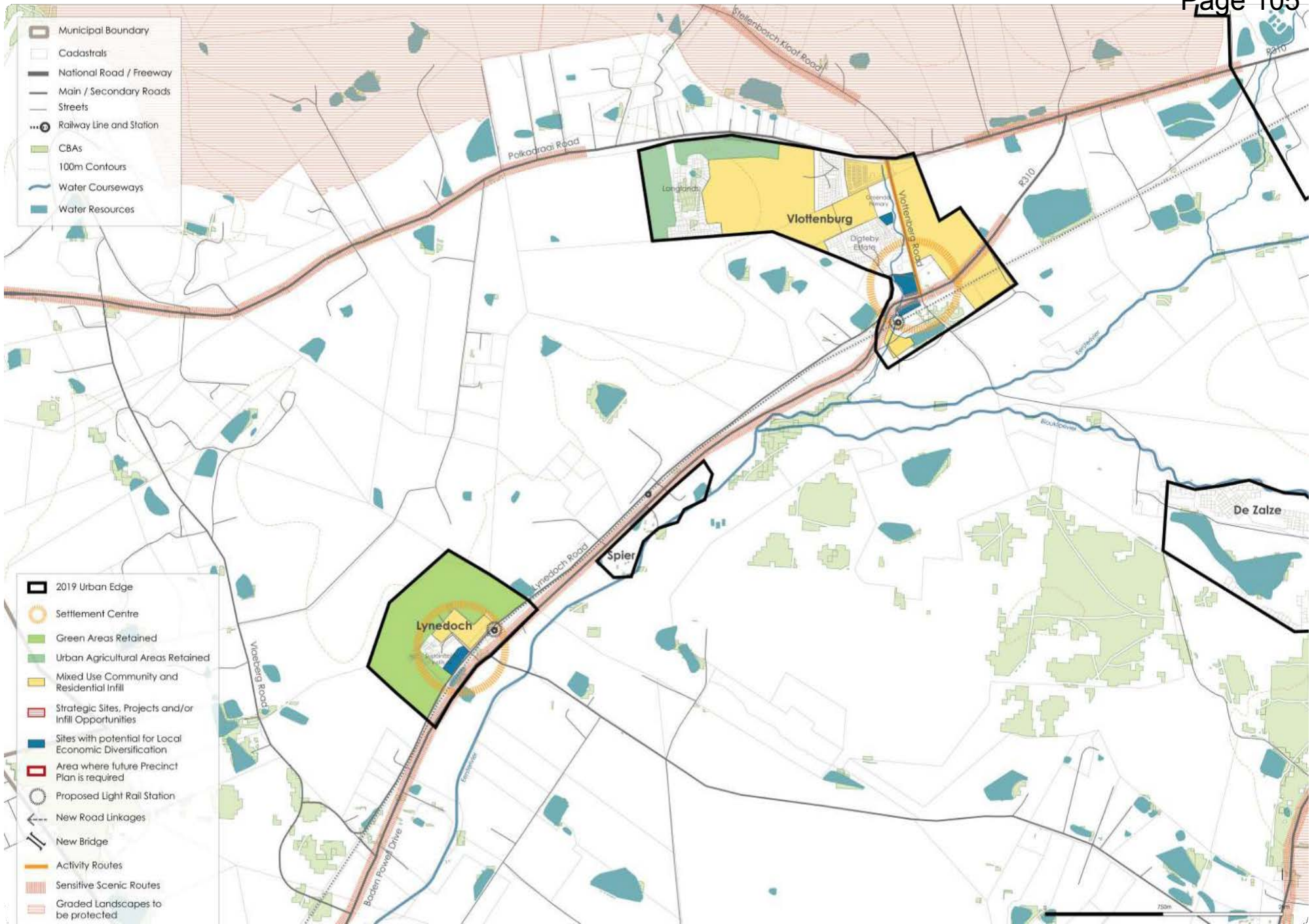


Figure 46. Spier - Vloffenburg - Lynedoch Plan

5.11. Raithby

Raithby is a small rural settlement, situated in the heart of the agricultural area roughly defined by the R310, R44, Old Main Road to the west, Main Road through Firgrove, and Helderberg Village to the south. Access to the village is via Raithby Road, which intersects with Winery Road, in turn providing access to Old Main Road and the R44 (some 1,25km from the village).

Raithby is regarded as the settlement within the Municipality that most strongly retains its characteristic 19th century Mission Town structure and pattern. Raithby Road runs parallel to the river course, with long, narrow “water erf” plots still occupying the space between them. Houses are set hard up against Raithby Road (and Hendricks Street, which encircles the commonage) and their back gardens are open, cultivated areas leading down to the stream. A steep rise beyond the stream course creates a green, cultivated and agricultural backdrop against which the garden allotments are viewed. The two key institutional buildings are located above Raithby Road: the Methodist Church and the school. These are set against the gentle rise of the hill beyond. Between these buildings and the houses is the commonage, which is an open area where the community can literally, and spatially, “come together”.

The Municipal Zoning Scheme contains an overlay zoned, framed to protect the historical significance of the remaining water erven and environs.

Since 2009, a single development entity has assembled some 650ha of farm land to the east and south of Raithby (up to the CCT waterworks facility and Helderberg Village) with a stated view to strengthen agriculture, the tourism and hospitality industry, and engineering services, and enable mixed use development. Clearly, there is intent to undertake significant development into the future.

However, there appears no justification for significant change to current municipal spatial planning in response to the land acquisition initiative. The focus of the MSDF is to retain the unique characteristics of the settlement.

RAITHBY CONCEPT

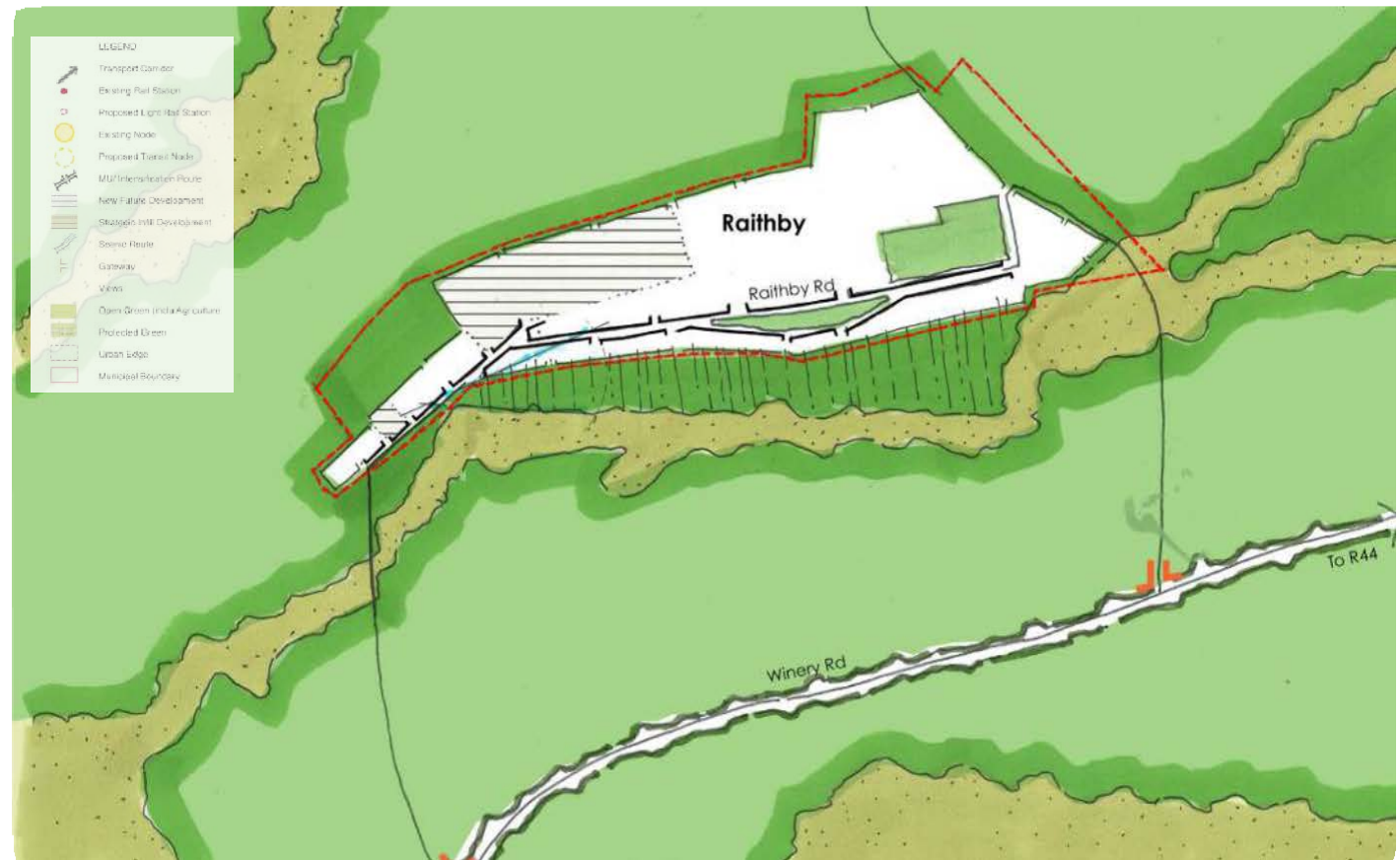


Figure 47. Raithby Concept

Table 27. Plan Elements and Proposals for Raithby

TYPE OF ACTION	SDF ELEMENT	SPATIAL PROPOSALS	RELATED NON SPATIAL PROPOSALS
Protective Actions	CBA's, ESA's, Protected areas	<ul style="list-style-type: none"> Maintain and improve the nature areas surrounding Raithby. Work to increasingly connect and integrate nature areas, also with settlement green areas, to form an integrated green web or framework across the area. 	<ul style="list-style-type: none"> Implement management actions contained in the EMF.
	Water courses	<ul style="list-style-type: none"> Retain and improve the relationship between Raithby and surrounding agricultural land. 	
	Agricultural land	<ul style="list-style-type: none"> As a general principle, contain the footprint of Raithby as far as possible within the existing urban edge. 	
	Urban edge	<ul style="list-style-type: none"> Retain the strong sense of transition between agriculture and human settlement at the entrances to the Raithby. 	
	Scenic landscapes, scenic routes, special places	<ul style="list-style-type: none"> Maintain the integrity of historically and culturally significant precincts and places (as indicated in completed surveys). 	
	Historically and culturally significant precincts and places	<ul style="list-style-type: none"> Maintain the Cape Mission Village structure, form, and character of Raithby. 	<ul style="list-style-type: none"> Actively support local community initiatives to celebrate/ expose locally significant historically and culturally significant precincts and places.
Change Actions	Informal settlements to be upgraded		
	Areas for residential densification and infill	<ul style="list-style-type: none"> Focus infill development on undeveloped land within the urban edge of Raithby. 	
	Areas for mixed land use and improved economic opportunity		
	Improved access and mobility	<ul style="list-style-type: none"> Pro-actively improve conditions for walking and NMT within Raithby. 	<ul style="list-style-type: none"> Ensure that the design of all roads within and surrounding the settlement provides for appropriate NMT movement.
	Community/ Institutional use	<ul style="list-style-type: none"> Cluster community facilities together with commercial, transport, informal sector and other activities so as to maximise convenience, safety and socio-economic potential. 	<ul style="list-style-type: none"> Actively support the shared use of community facilities.
	Improved landscaping and public amenity	<ul style="list-style-type: none"> As far as possible, focus investment in parks, open space, and social facilities accessible by public and NMT, in this way also increasing the surveillance of these facilities. 	<ul style="list-style-type: none"> Actively involve local communities in the development and management of public amenities.
New Development Actions	Significant new mixed use development	<ul style="list-style-type: none"> No significant new development is envisaged in Raithby village. 	
	Significant new residential development		
	Significant change to access and mobility provision		

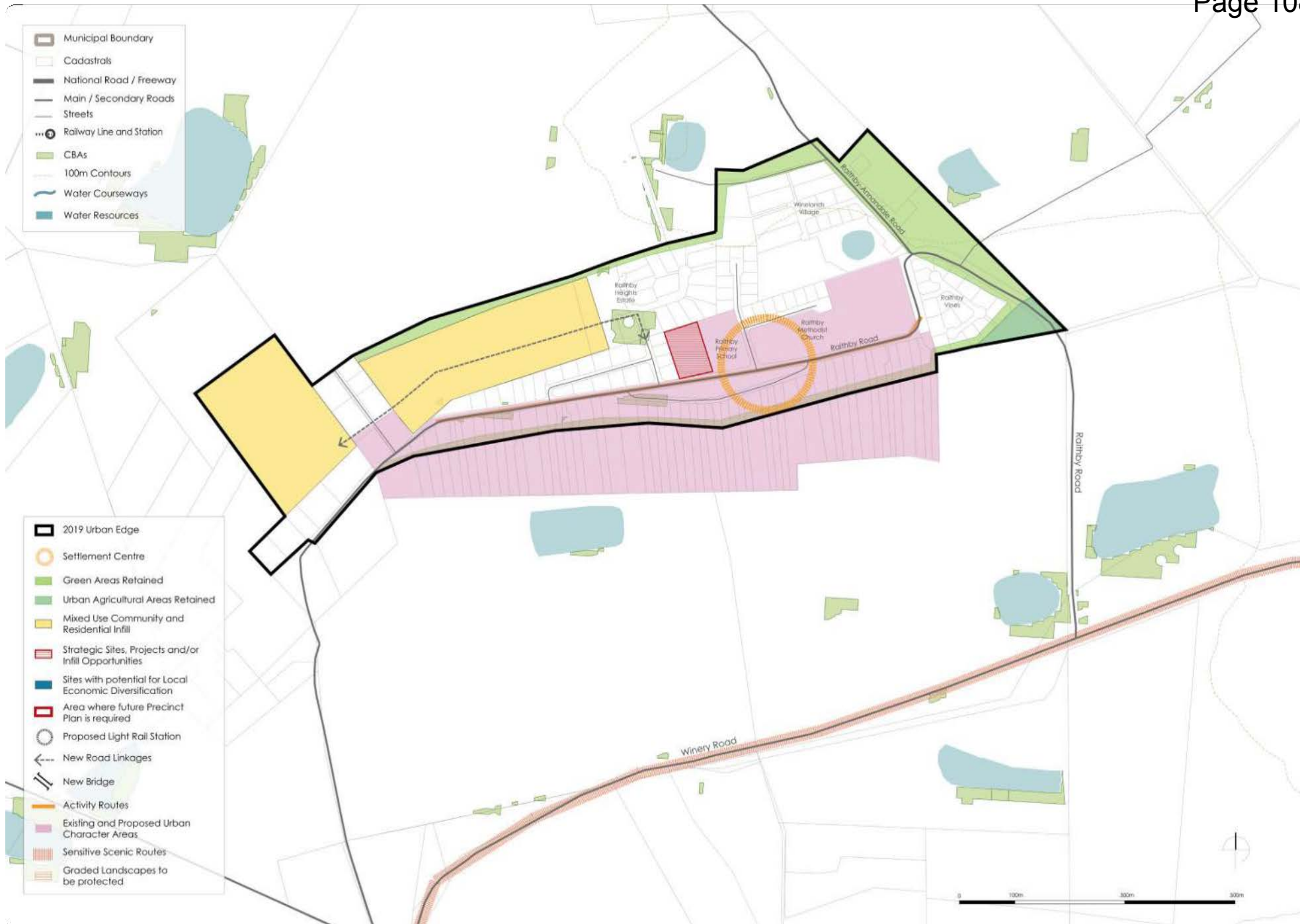


Figure 48. Raithby Plan



Part 6.

Implementation Framework

6. Implementation Framework

6.1. Introduction

The SPLUMA guidelines require, as part of the MSDF, a high-level Implementation Framework setting out the required measures that will support adoption of the SDF proposals while aligning the capital investment and budgeting process moving forward. The MSDF Implementation Framework comprises the following sections:

- A proposed settlement hierarchy.
- Priority development areas and themes.
- A policy framework (linked to strategies).
- Guidelines, studies, and information supporting the policies.
- Implications for sector planning and specific development themes, including:
 - Movement.
 - Housing.
 - Local economic development.
- Implications for inter-municipal planning
- Land use management and regulations.
- Catalytic initiatives.
- Further planning work.
- Institutional arrangements.
- Checklists in support of decision-making.
- A municipal leadership and advocacy agenda related to spatial development and management.

6.2. Proposed Settlement Hierarchy

The proposed settlement hierarchy for SM, supporting the spatial plan and proposals for the settlement as a whole, is outlined in Table 28.

6.3. Priority Development Areas and Trends

In terms of the MSDF concept, prioritisation of development – at a broad level – are of two types. The first is spatial and targeted at significant future growth in specific places. The second is sectoral or thematic, focused on the kind of development to be prioritised.

Spatial areas for priority development over the MSDF planning period are:

- Stellenbosch town.
- Klapmuts.

As argued elsewhere in this document, it is here, by virtue of settlement location in relation to broader regional networks and existing opportunity within settlements, that the needs of most people can be met, in a compact settlement form while protecting the municipality's nature and agricultural assets.

Over the longer term, Muldersvlei/ Koelenhof and Vlottenburg/ Lynedoch along the Baden Powell-Adam Tas-R304 could possibly accommodate more growth, and be established as inclusive settlements offering a range of opportunities. However, much work needs to be done to ensure the appropriate make-up of these settlements (including each providing opportunity for a range of income groups) and integration with the corridor in terms of public transport. They are therefore not prioritised for significant development over the MSDF period.

Should significant development be enabled in these areas now, it is likely to be focused on private vehicular use and higher income groups (in gated developments), and will in all probability reduce the potential of initiatives to transform Stellenbosch town and Klapmuts.

The focus on Stellenbosch town and Klapmuts does not exclude all development focus in Franschhoek and the smaller settlements. Rather, it is argued that these settlements should not accommodate significant growth as the pre-conditions for accommodating such growth does not exist to the same extent as in Stellenbosch town and Klapmuts. What should be emphasized in Franschhoek and smaller settlements is improving conditions for existing residents and natural growth within a context of retaining what is uniquely special in each (from the perspective of history, settlement structure and form, relationship with nature and agriculture, and so on).

In terms of sectoral or thematic focus, the spatial development priority in all settlements should be to:

- Upgrade the servicing and transformation of informal settlements.
- Provide housing for lower income groups in accessible locations (specifically through infill of vacant and underutilised land or redevelopment of existing building footprints).
- Expand and improve public and NMT routes.
- Improve public and community facilities and places (e.g. through clustering, framing them with infill development to improve edges and surveillance, prioritisation for landscaping, and so on).
- Expand the recognition, restoration, and exposure of historically and culturally significant precincts and places (both in the form and use of precincts and places).

SETTLEMENT	ROLE	DEVELOPMENT AND LAND USE MANAGEMENT FOCUS
PRIMARY SETTLEMENTS		
Stellenbosch Town	<ul style="list-style-type: none"> A significant centre comprising extensive education, commercial and government services with a reach both locally and beyond the borders of the municipality, tourism attractions, places of residence, and associated community facilities. 	<ul style="list-style-type: none"> Broadening of residential opportunity for lower income groups, students, and the lower to middle housing market segments. Upgrade of informal settlements. Retention of University functions in town. Enablement of the Adam Tas Corridor. Sensitive residential infill and compaction. Drive to established "balanced" precincts (e.g. TechnoPark). Public transport development, travel demand management, parking controls, and NMT improvements.
Klapmuts	<ul style="list-style-type: none"> Focus for economic development (utilizing a favorable location for manufacturing, logistics, and warehousing enterprises) and associated residential opportunity. 	<ul style="list-style-type: none"> Support for development of RE/Farm 736 as a lever to economic development utilising a favorable location for manufacturing, logistics, and warehousing enterprises. Balanced housing provision in Klapmuts South, focused on those who can benefit from employment provision through unlocking Klapmuts North. Establishing the Klapmuts town centre. NMT improvements.
Franschhoek	<ul style="list-style-type: none"> Secondary service centre, significant tourist destination, and place of residence. 	<ul style="list-style-type: none"> Upgrade of informal settlements NMT improvements. Sensitive infill within urban edge providing inclusive housing and extended commercial opportunity (also for small and emerging entrepreneurs). Retention of historic character.
SECONDARY SETTLEMENTS		
La Motte	<ul style="list-style-type: none"> Contained rural settlement. 	<ul style="list-style-type: none"> Diversification of existing activities to curtail the need for movement. Sensitive location of diversified uses closer to the R45. Limited further housing development.
Wemmershoek	<ul style="list-style-type: none"> Contained rural settlement. 	<ul style="list-style-type: none"> Possible extension of residential opportunity linked to re-use of saw-mill site and local employment opportunity.
Groot Drakenstein	<ul style="list-style-type: none"> Contained historic rural settlements. 	<ul style="list-style-type: none"> Accommodation of sensitive private and public sector initiatives offering expanded livelihood (including tourism) and residential opportunity.
Dwars River Valley	<ul style="list-style-type: none"> Contained historic rural settlements. 	<ul style="list-style-type: none"> Accommodation of sensitive private and public sector initiatives offering expanded livelihood (including tourism) and residential opportunity.
Jonkershoek	<ul style="list-style-type: none"> Contained, but dispersed collection of institutional, recreational and residential uses. 	<ul style="list-style-type: none"> Rationalisation and containment of existing occupation rights.
Muldersvlei	<ul style="list-style-type: none"> Contained rural settlement. 	<ul style="list-style-type: none"> Potential future consolidated, inclusive settlement linked to rail/bus.
Koelenhof	<ul style="list-style-type: none"> Contained rural settlement. 	<ul style="list-style-type: none"> Potential future consolidated, inclusive settlement linked to rail/bus.
Vlottenburg	<ul style="list-style-type: none"> Contained rural settlement. 	<ul style="list-style-type: none"> Potential future consolidated, inclusive settlement linked to rail/bus.
Lynedoch	<ul style="list-style-type: none"> Contained village and institutional cluster. 	<ul style="list-style-type: none"> Gradual expansion of unique development model based focused on sustainable living and education.
Spier	<ul style="list-style-type: none"> Contained tourism and cultural centre. 	<ul style="list-style-type: none"> Containment and limited expansion of existing offering.
Raithby	<ul style="list-style-type: none"> Contained historic rural settlement. 	<ul style="list-style-type: none"> Protection of unique historic settlement structure and form.

6.4. Policy Framework

Table 29 below sets out specific spatial policies to support the MSDF concept and settlement plans. In using the policy framework, it is important to note that one specific policy or guideline should not be highlighted or used exclusively to support a specific initiative. Rather, each policy supports the other; each “frames” the other. Thus, initiatives or proposals should be evaluated in terms of the policy framework as a whole.

Further, the successful implementation of spatial policy and guidelines is often dependent on related, supportive, non-spatial policy. This implies policy alignment across municipal functional areas and services.

The table also includes specific work guidelines which begins to frame work to be undertaken – or continued – in support of proposed policies.

Table 29. Proposed MSDF Policies

STRATEGY	SPATIAL POLICY	NON-SPATIAL, SUPPORTIVE POLICY	WORK GUIDELINES
<p>1 Maintain and grow the assets of SM's natural environment.</p>	<ul style="list-style-type: none"> As far as is possible, protect and expand priority conservation areas, establish ecological linkages, and preserve high-potential agricultural land within the municipality. Resist the subdivision of viable agricultural land unless it forms part of a new balanced, integrated, and inclusive settlement supportive of the MSDF objectives, an agri-village in line with provincial policy for the settlement of farm workers, or the formalisation of the "urban" component of existing forestry settlements (for example Jonkershoek and La Motte). Support compatible and sustainable rural activities outside the urban edge (including tourism) if these activities are of a nature and form appropriate in a rural context, generate positive socio-economic returns, and do not compromise the environment, agricultural sustainability, or the ability of the municipality to deliver on its mandate. 	<ul style="list-style-type: none"> Proactively maintain and upgrade municipal infrastructure services to limit/ mitigate risk to ecological services. Support initiatives to protect water resources, rehabilitate degraded aquatic systems, retrofit or implement water demand management systems, and mainstream water conservation. Support energy diversification and energy efficiency initiatives to enable a transition to a low carbon, sustainable energy future. Support initiatives to extend public access to nature assets without compromising the integrity of nature areas or ecological services. Support initiatives by the private sector to extend environmental stewardship. Assist in initiatives to diversify, strengthen, and open up new opportunities and jobs in the rural economy, including the identification of strategically located land for land reform purposes. Support initiatives to utilise municipally-owned agricultural land for small scale agriculture, forge partnerships with non-governmental or public benefit organisations to assume management responsibilities for commonages, and provide basic agricultural services to commonages. 	<ul style="list-style-type: none"> Prepare and implement management plans for municipal nature reserves and other ecological assets. Prepare and implement invasive species control plans for municipal properties. Prepare and implement initiatives for the rehabilitation of rivers and wetlands in urban areas. Develop resource efficient strategies for all municipal services and land and building development (e.g. compulsory green energy installations in building development, grey water circulation, sustainable urban drainage, etc.). Utilise and contribute to municipal and provincial mapping and planning initiatives that inform land use decision-making supportive of ecological integrity, securing natural resources, and protecting agricultural land of high value. Delineate and manage urban edges and watercourse setbacks in a manner which diverts urban growth pressures away from important natural and agricultural assets. Apply biodiversity offsets in cases where development in areas of endangered and irreplaceable biodiversity cannot be avoided. Actively engage with adjoining municipalities and provincial government to ensure that the integrity of SM's natural environment is maintained (specifically in relation to land use management in adjoining municipal areas).
<p>2 Respect, preserve and grow the cultural heritage of SM.</p>	<ul style="list-style-type: none"> Preserve significant cultural and historic assets within the municipality and grow the opportunity for new or emerging forms of cultural expression through expanding the use of existing cultural assets or supporting new uses for areas or structures of historic value. As far as is possible, protect cultural landscape assets – including undeveloped ridge lines, view corridors, scenic routes, and vistas – from development. Support alternative uses for historic structures and places which will enable its preservation (subject to adherence to general MSDF strategy and policies). 	<ul style="list-style-type: none"> Support the transfer of municipal assets of cultural and historic value to organisations geared to manage these assets sustainably in the interest of the broader community. Manage heritage places and structures in terms of the recommendations of municipal heritage studies. 	<ul style="list-style-type: none"> Maintain and utilise municipal and inter-governmental evaluation and mapping initiatives to inform land use decision-making supportive of cultural integrity, and securing historic places and structures. Actively engage – on a continuous basis – with adjoining municipalities and provincial government to ensure that the integrity of SM's heritage is maintained (specifically in relation to land use management in adjoining municipal areas).
<p>3 Direct significant growth or new development in SM to areas:</p> <ul style="list-style-type: none"> Not identified as of the most critical natural or cultural significance. Where the most opportunity exist in existing infrastructure investment, whether reconfigured, augmented, or expanded. 	<ul style="list-style-type: none"> Prioritise the targeted settlements on the Baden Powell-Adam Tas-R304 corridor for growth/ new development. Over the MSDF period, focus on Stellenbosch town and Klapmuts to accommodate significant new growth. 	<ul style="list-style-type: none"> Align the policy and planning of all municipal services to support accommodating significant growth and new development as proposed in specific areas. Progressively utilise the municipality's significant asset of land as a resource to direct major growth or new development to areas not identified as of the most critical natural or cultural significance. Allocate municipal funds for land acquisition in areas identified as most suitable for growth or new development (specifically for development as lower income housing). 	<ul style="list-style-type: none"> Together with the WCG, undertake inter-service investigations to determine the exact location, size, nature, and form of new settlement areas to accommodate new growth. Develop specific framework planning, land use management, infrastructure, financial, and urban design provisions and directives to ensure the optimal development of identified settlement areas to accommodate new growth.

STRATEGY	SPATIAL POLICY	NON-SPATIAL, SUPPORTIVE POLICY	WORK GUIDELINES
<p>4</p> <p>Clarify and respect the different roles and potentials of settlements in SM and maintain the identity of each.</p>	<ul style="list-style-type: none"> • Ensure that each settlement – large and small – remains a distinct entity, surrounded by natural open space and agricultural land. • Maintain a clear hierarchy of settlements which (in general terms) focus new growth and development in larger settlements to: <ul style="list-style-type: none"> - Minimise associated impacts on the environment, agricultural land, and natural resources. - Maximise livelihood opportunity through building on the availability of existing public facilities, and commercial opportunity. - Maximise the sustainability of new facilities and commercial opportunity. - Enable the provision of infrastructure in the most efficient and cost effective way. - Minimise the need for inter-settlement movement. - Maximise opportunity for and use of non-motorised and public transport. - Minimise growth in smaller settlements where opportunity is limited while improving access to local services and facilities (required daily). - Maintain and enhance the unique historic, cultural, and settlement characteristics of different settlements. 	<ul style="list-style-type: none"> • Align the policy and planning of all municipal services to support the proposed settlement hierarchy and development/ management approach. • Reinforce the role of Stellenbosch town as a regional service and tourism centre focused on higher order educational, health, government, and commercial uses, as well as unique historic assets. • Reinforce the role of Klapmuts as a potential regional logistics/ warehousing/ manufacturing hub – with associated residential opportunity – based on its location at the intersection of the N1 and regional north/ south movement routes. • Maintain Franschhoek as a centre for tourism and culture with limited growth potential. 	<ul style="list-style-type: none"> • Support the re-location of land extensive manufacturing, logistics, and warehousing enterprises from Stellenbosch town to Klapmuts. • Maintain the nature and form of small rural settlements while enabling small changes towards improving livelihood opportunity.
<p>5</p> <p>Ensure a balance approach to transport in SM, that appropriately serves regional mobility needs and local level accessibility improvements.</p>	<ul style="list-style-type: none"> • Actively promote compact, dense, mixed use development which reduces car dependence and enables and promotes use of public and NMT. 	<ul style="list-style-type: none"> • Shift municipal resources to include a greater focus on non-motorised, shared vehicle travel, and public transport solutions. • Establish measures to ensure that there is inter-service agreement on the settlement hierarchy, settlement roles, and associated function, modes of transport to be carried, and development/ management approach to be followed in relation to different sections of the municipal movement network. • Work with provincial and national government to affirm the proposed categorisation of movement forms, and associated infrastructure and management needs in Stellenbosch. • Proactively seek management of travel demand among key stakeholders in SM, in a manner that significantly higher passenger volumes is gradually achieved from existing transport infrastructure. • Proactively allocate resources to improve NMT in the municipal area. • Strengthen the role played by rail based public transport, including advocating for an improved frequent rail service on the Eerste River/ Klapmuts rail line as backbone of transport movement along the Baden Powell-Adam Tas-R304 corridor. 	<ul style="list-style-type: none"> • Assess future transport development/ improvements in relation to impact on the complete settlement system. • Guard against needed/ required vehicular routes of necessity resulting in development of undeveloped land traversed by the route.

Table 31. Proposed MSDF Policies (cont.)

STRATEGY	SPATIAL POLICY	NON-SPATIAL, SUPPORTIVE POLICY	WORK GUIDELINES
<p>6</p> <p>Develop all settlements as balanced, inclusive, appropriately serviced, communities, negotiable through NMT and exhibiting a positive relationship with surrounding nature and agricultural land.</p>	<ul style="list-style-type: none"> Work towards and maintain – for each settlement in the municipality – a compact form and structure to achieve better efficiency in service delivery and resource use, the viability of public and NMT, and facilitate inclusion, integration, and entrepreneurship development. Adopt a conservative view towards the extension of existing urban edges over the MSDF period. Actively support infill development and the adaptive re-use of existing structures. Support increased densities in new, infill, and redevelopment projects. Rationalise space standards – especially of social facilities – and release surplus land for other uses, specifically housing. 	<ul style="list-style-type: none"> Proactively drive transport demand management programmes (specifically in and around Stellenbosch town) to curtail private vehicle use. Shift more transport resources to the development and operation of effective public transport services and comprehensive provision of NMT. 	<ul style="list-style-type: none"> Review the delineation of restructuring zones to support the MSDF objectives Support development which emphasizes public transport/ NMT as opposed to private vehicular use. Integrate spatial planning, transport planning (emphasising public and NMT), and social facilities planning. Move away from self-reinforcing conditions for development in terms of car parking minimum standards, and ensure the active participation and collaboration between land owner, developer, and municipality towards the provision of alternatives to car use. Actively engage – on a continuous basis – with adjoining municipalities and provincial government to ensure that the integrity of SM's settlements as contained, balanced communities is maintained (specifically in relation to land use management in adjoining municipal areas).
	<ul style="list-style-type: none"> Support the general upgrading and transformation of existing informal settlements. 	<ul style="list-style-type: none"> Prioritise basic residential services for poor households, specifically in informal settlements, backyard dwellings, and a minimum level of basic services to marginalized rural settlements. Resist existing informal settlements being the only viable settlement option for poor households by supporting the identification and servicing of alternative areas for settlement. Ensure that asset management best practice is followed to maintain existing infrastructure investment and prevent greater replacement cost in future. Reinforce basic service delivery with good quality urban management to support household and economic asset development. 	<ul style="list-style-type: none"> Put in place an inter-governmental portfolio of land (existing and earmarked for purchase), an agreed land preparation programme, and a release strategy, for publicly assisted, lower income housing (including the BNG, FLISP, social/ rental, and GAP markets). Identify alternative settlement locations for poor households, over and above existing informal settlements. To assist the municipality in housing provision, support initiatives to house farm workers on farms (in a manner which secures tenure).
	<ul style="list-style-type: none"> Expand housing opportunity for a broader range of groups – including lower income groups and students – particularly in settlements forming part of the Baden Powell-Adam Tas-R304 corridor. 	<ul style="list-style-type: none"> The planning of infrastructure and social facilities should accommodate the likelihood of back-yarding and its contribution to livelihood strategies. 	<ul style="list-style-type: none"> Develop an inclusionary housing policy and guidelines. Prioritise infill housing opportunity on public land for the BNG, FLISP, social/ rental, and GAP markets. Where possible, proactively plan for back-yarding opportunity in lower income housing projects. Actively support the development of student housing in Stellenbosch town.
	<ul style="list-style-type: none"> Provide and maintain a system of accessible social facilities, integrated with public space and public and NMT routes. 	<ul style="list-style-type: none"> Reinforce social facilities with good quality urban management to ensure service excellence and sustainability. Focus on fewer but better social facilities. 	<ul style="list-style-type: none"> Cluster social facilities. Locate facilities in association with public space and public and NMT routes.
	<ul style="list-style-type: none"> Provide and maintain an urban open space/ public space system integrated with public transport/ NMT, social facilities, and linked to natural assets (e.g. river corridors). 	<ul style="list-style-type: none"> Prioritise open/ public space development in poor and denser neighbourhoods of the municipality. Reinforce open/ public space with good quality urban management to ensure use and safety. 	<ul style="list-style-type: none"> Ensure that the edges between building development and open spaces promote activity and passive surveillance.
	<ul style="list-style-type: none"> Ensure work and commercial opportunity accessible through public and NMT to all communities and providing opportunities for emerging and small entrepreneurs. 		<ul style="list-style-type: none"> Avoid large retail malls and office parks in peripheral locations reliant on private vehicular access and which detract from the viability of established commercial and work areas, and lock out small entrepreneurs.

Table 32. Proposed MSDF Policies (cont.)

STRATEGY	SPATIAL POLICY	NON-SPATIAL, SUPPORTIVE POLICY	WORK GUIDELINES
<p>7</p> <p>Actively seek conditions to enable the private and community sectors to align their resources and initiatives with the MSDF principles and proposals.</p>	<ul style="list-style-type: none"> Conscious of public resource constraints, actively seek and support private and community sector partnership to expand livelihood opportunities, settlement opportunity for ordinary citizens, and the national imperative to expand participation in the economy. 	<ul style="list-style-type: none"> Develop an incentives package to support private and community sector partnerships in achieving the MSDF principles and proposals. 	<ul style="list-style-type: none"> Enable private and community sector participation by making known the Municipality's spatial principles and intent in user friendly communiques and guidelines. Require private land owners in key areas to plan and coordinate development collectively (beyond individual property boundaries and interests) in order to ensure appropriate infrastructure arrangements, the provision of inclusionary housing, public facilities, and so on.
<p>8</p> <p>Focus major development energy in SM on a few catalytic development areas that offer extensive, inclusive opportunity.</p>	<ul style="list-style-type: none"> Focus major development effort in SM on: <ul style="list-style-type: none"> Unlocking development in Klipmuts North. The Adam Tas Corridor (in Stellenbosch town). 	<ul style="list-style-type: none"> Clearly communicate municipal objectives and principles – across functional areas and services – for development and urban management in catalytic areas. Seek land owner, provincial government, and national government support to develop catalytic areas in the best public interest. Support the establishment of institutional arrangements solely dedicated to enable development of catalytic areas and proceed with work to detail the broader plan and activity programme. Align municipal infrastructure and social services planning to support development in catalytic areas. Use municipal and government owned land assets to support development in catalytic areas. 	<ul style="list-style-type: none"> Ensure that catalytic areas be developed as inclusive, appropriately serviced communities, negotiable through NMT and exhibiting a positive relationship with surrounding nature and agricultural land. Prepare land use management measures to enable development in catalytic areas. Define catalytic areas as “restructuring” or other special-measure areas to enable benefit from national and provincial support and incentives.

Table 33. Supportive Guidelines

STRATEGY	SPECIFIC PUBLISHED GUIDELINES AND DIRECTIVES
<p>1 Maintain and grow the assets of Stellenbosch Municipality's natural environment.</p>	<ul style="list-style-type: none"> Formally protected areas, critical biodiversity areas and ecological support areas are detailed in the Western Cape Biodiversity Spatial Plan (2017) and associated handbook. Guidelines for the assessment of land use proposals that affect natural areas are contained in Guidelines for Environmental Assessment in the Western Cape. Guidelines for applying biodiversity offsets are contained in the Western Cape Guideline on Biodiversity Offsets (2015) and National Wetland Offset Guidelines. Formal protection mechanisms that can be used for areas of endangered and irreplaceable biodiversity, include: <ul style="list-style-type: none"> Private land: Stewardship Contract Nature Reserves, Biodiversity Agreements, and/ or Protected Environments. Municipal Land: Nature Reserve and/ or municipal Biodiversity Agreement. Guidelines for managing nature, rural and agricultural areas are contained in the Western Cape Land Use Planning: Rural Guidelines (2018). Norms and guidelines for farm size is contained in the Western Cape Land Use Planning: Rural Guidelines (2018).
<p>2 Respect, preserve and grow the cultural heritage of Stellenbosch Municipality.</p> <p>Direct significant growth or new development in SM to areas:</p> <ul style="list-style-type: none"> Not identified as of the most critical natural or cultural significance. Where the most opportunity exist in existing infrastructure investment, whether reconfigured, augmented, or expanded. 	<ul style="list-style-type: none"> Heritage resources in Stellenbosch Municipality are outlined in a series of reports under the title Draft Revised Heritage Inventory of the Tangible Heritage Resources In the Stellenbosch Municipality (2018). Heritage resources studies identified above.
<p>4 Clarify and respect the different roles and potentials of settlements in SM and maintain the identity of each.</p>	<ul style="list-style-type: none"> A study determined the growth potential and socio-economic needs of settlements in the Western Cape outside of the Cape Town metropolitan area using quantitative data is described in Western Cape Government: Growth Potential Study (2014).
<p>5 Ensure a balance approach to transport in SM, that appropriately serves regional mobility needs and local level accessibility improvements.</p>	<ul style="list-style-type: none"> An approach and work programme is contained in Towards A Sustainable Transport Strategy for Stellenbosch Municipality: Reflections on the Current Situation, a Vision for the Future and a Way Forward for Alignment and Adoption (Summary Report December 2017).
<p>6 Develop all settlements as balanced, inclusive, appropriately serviced, communities, negotiable through NMT and exhibiting a positive relationship with surrounding nature and agricultural land.</p>	<ul style="list-style-type: none"> Guidelines for the upgrading of informal settlements are contained in Towards Incremental Informal Settlement Upgrading: Supporting municipalities in identifying contextually appropriate options (https://www.westerncape.gov.za/assets/departments/human-settlements/docs/issp/western_cape_issp_design_and_tenure_options_2016.pdf) Guidelines for the development of human settlements are contained in Guidelines for Human Settlement Planning and Design Volume 1, prepared by the CSIR (https://www.csir.co.za/sites/default/files/Documents/Red_bookvol1.pdf). Guidelines and standards for social facilities are contained in Development Parameters: A Quick Reference for the Provision of Facilities within Settlements of the Western Cape (https://www.westerncape.gov.za/eadp/files/atoms/files/Development%20Parameters%20Booklet%20-%2010%20feb%202014.pdf).
<p>7 Actively seek conditions to enable the private and community sectors to align their resources and initiatives with the MSDP principles and proposals.</p>	<ul style="list-style-type: none"> The existing proposal for defining Restructuring zones in Stellenbosch town is motivated and illustrated in Stellenbosch: Defining Restructuring Zone for Social Housing (2016).
<p>8 Focus major development energy in SM on a few catalytic development areas that offer extensive, inclusive opportunity.</p>	

6.5. Guidelines, Studies and Information Supporting the Policies

SM, in partnership with other organisations, has completed a number of investigations and surveys to gather information in support of decision-making. For example, extensive work has been done to gather, categorise, and understand information related to historically and culturally significant precincts and places, scenic landscapes and routes, areas of environmental significance, and special places of arrival.

This work is available to assist in decision-making, whether by the municipality, the private sector (in framing development proposals), or members of the public (in responding to development proposals). It represents detail findings of a level not portrayed in the MSDP. In this way, the work forms part of the MSDP implementation framework, and should be actively employed in decision-making. An on-going task for the municipality and its partners is to extend, refine, and integrate the different information resources on an on-going basis.

Similarly, the provincial and national government spheres have completed guidelines and studies which could be used to support the strategies and policies contained in the MSDP. Key guideline documents, studies, and information is listed in Table 33.

6.6. Implications for Sector Planning and Specific Development Themes

6.6.1. Environmental and rural area management

Large parts of SM comprise unique and critical biodiversity and agricultural areas which provide life-supporting ecosystem services. These areas also have qualities and are used for activities critical to sustaining key economic sectors including food and wine production and tourism. The imperatives of resource conservation, biodiversity, and heritage protection may conflict spatially with the need to develop and sustain economic activity and poverty alleviation.

Environmental management frameworks are one tool intended to guide land use decision-making. An environmental management framework is an analysis of biophysical and socioeconomic attributes of an area, and an identification of where specific land uses should be practiced based on those attributes.

In recognition of the intrinsic value of its nature and land assets, SM has developed broad Spatial Planning Categories (SPCs) – outlined in the Strategic Environment Management Framework (SEMF) – as a broad guide to land use planning and management in the municipal area. These categories, and associated guidelines, are aligned to international, national and provincial development objectives.

The SEMF (and its SPCs) does not create – or remove – land use rights. Rather, the SEMF is a key decision support tool for any organ of state making decisions that affect the use of land and other resources. It provides the decision-maker with information on the environmental assets and resources likely to be affected by a given land use and sets out associated principles and guidelines. It functions at both the level of policy (what should occur) and as best-available-information (what

is). The relevant organs of state – including the SM as well as provincial and national environmental authorities – must take account of and apply relevant provisions of the SEMF, when making spatial planning and land use decisions. This requirement is given legal emphasis in both SPLUMA (section 7(b)(3)) and the National Environmental Management Act (section 24O (1)(b)(v)).

The SPCs are spatially illustrated in Figure 48. What they comprise as outlined in the SEMF are outlined in the table attached as Appendix 3. The table also contains key policies associated with each category as contained in the SEMF and guidelines contained in the “Western Cape Land Use Planning: Rural Guidelines”.

The table attached as Appendix 4 contains thematic guidelines drawn from “Western Cape Land Use Planning: Rural Guidelines” which may be applicable to different SPCs. Appendix 5 contains norms and guidelines for the size of agricultural holdings as contained in the “Western Cape Land Use Planning: Rural Guidelines”.

As is often the case with work undertaken between different spheres of government – and at different times – the SEMF categories and those contained in the WCG guidelines do not align seamlessly. The table nevertheless attempts to achieve alignment in applicable guidelines. Further, as the SEMF contains many guidelines addressing non-spatial aspects of urban and environmental management – and the current emphasis is the MSDF – the table extracts those guidelines with a specific spatial emphasis.

The categories indicated in bold red are indicated on the SEMF composite SPC map (Figure 48).

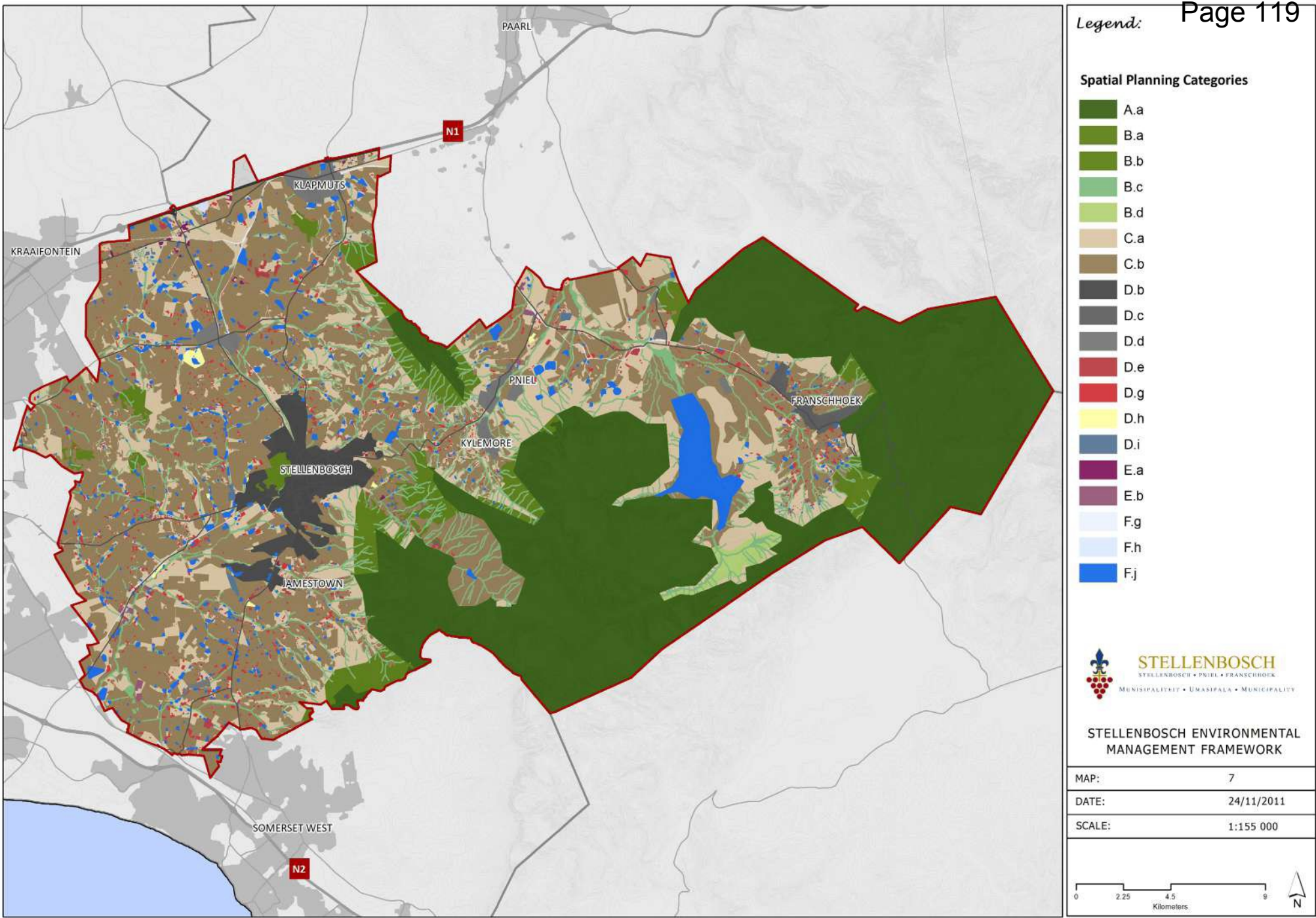


Figure 49. SEMF SPCs map

6.6.2. Movement

6.6.2.1 The relationship between spatial and transport planning

The SM has made progress in fulfilling the above objectives of its Comprehensive Integrated Transport Plan (CITP), and continues with its planning and implementation of projects.

The CITP and Road Master Plan (RMP) proposes the establishment of additional transport routes to address the backlog of an incomplete road network. These additional routes would provide for a more effective distribution of traffic which would benefit broader communities as well as to the traveling public through all modes of transport (including public transport and NMT).

While spatial planning is concerned with the efficient organisation of land use and activities in space the challenge for transport planning is to provide the effective connections between land-uses in order that activities can be reached, and needs fulfilled. Transport planning and spatial development planning therefore are mutually dependent and must be fully interwoven within strategy in order to effect integrated and progressive development outcomes. SM's MSDF and transport plans must not be regarded as separate, independent undertakings but rather be detailed through coordination and advance through implementation in parallel.

Achieving the range of objectives set out in the MSDF is dependent upon comprehensive adjustments to current transport and mobility patterns. Likewise for the shifts in transport and accessibility to come about relies upon close adherence to spatial development principles.

In this section, the conceptual basis and the framework for the essential mobility and transport shifts that will facilitate spatial development outcomes are presented.

6.6.2.2 Traditional practice

Arguably, traditional spatial and transport planning follows a cycle of continuous outward development, serviced primarily through private vehicular mobility. This leads to a vicious cycle of loss of nature and agricultural land, inability to make public transport work, loss of opportunity for those who cannot afford vehicles, congestion on roads, provision of further road capacity, and further sprawl. Progressive cities pursue higher densities, a mix of uses, and public and NMT transport; a virtuous cycle focused on inclusive and sustainable urban settlement and transport management emphasising the importance of people and place over motor vehicle led planning and development.

6.6.2.3 Required shifts

Transport in SM (comprising both passenger and freight trips) is on a path of continued increase for the foreseeable future. To align with both broader transport policy objectives this growth must be rigorously managed such that resulting transport

patterns do not undermine broader spatial and development goals. At this stage, unconstrained movement by private vehicle has now resulted in road corridors operating beyond capacity during peak periods as well as through the day and so roads are unable to fulfil their intended function as effective movement spines, and prevent the effective serving of the adjacent land uses. The spatial development response, if the system doesn't change, is a continuing pattern of new development shifting outwards to and beyond the urban edge, resulting in ever lower density and loss of green and agricultural assets, responses which are the exact opposite of the desired spatial policy.

Figure 48 illustrates a conceptual approach to align transport planning with the MSDF. The graph shows passenger trips steadily increasing into the future. With no intervention on current trends this implies that total vehicle trips will increase at a slightly higher rate due to steadily increasing levels of car ownership and no improvement to public transport or other transport alternatives. The green line indicates the intervention scenario with total

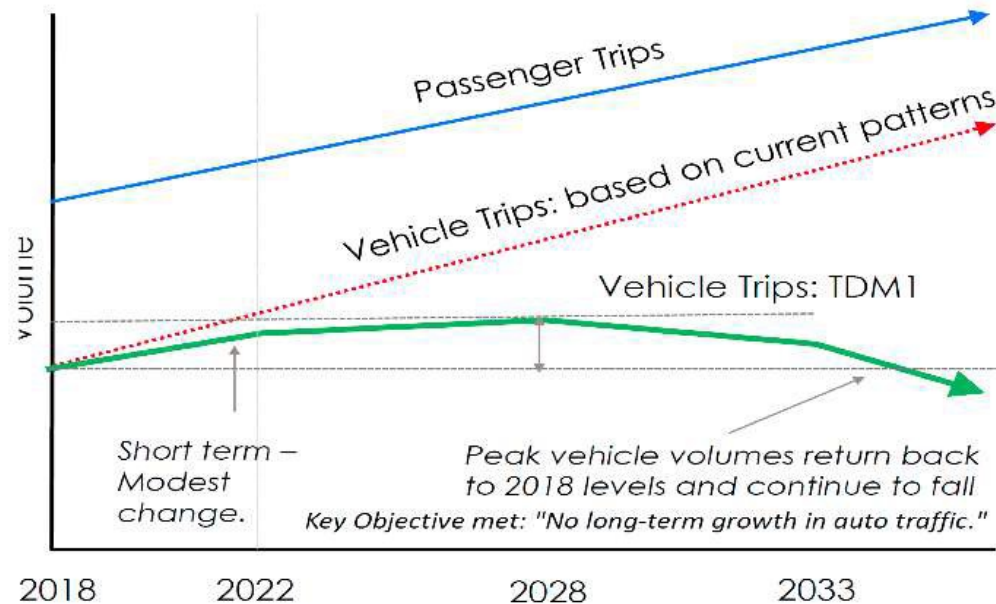


Figure 50. A conceptual approach to align transport planning with the MSDF

vehicle trips, showing a levelling off, a maximum point, followed by a steady decline. This represents the target, to be achieved through both managing the supply of transport and the demand for trip-making, such that total vehicle trips undertaken reduce levels back to current levels and continue to decline into the future. The interventions required to achieve this central objective are outlined in the following sections.

Achieving change in transport patterns requires a combination of interventions including:

- e. Changes in mode of travel (of a given trip) includes moving:
 - From low occupancy motor vehicles to shared, higher occupancy vehicles and onto public transport.
 - From motor vehicle to non-motorised (cycling and walking) transport.
- f. Changes in transport demand in terms of the trip itself:
 - Undertake the trip at a different time, (e.g. move outside of peak travel).
 - Reduce the trip frequency.
 - Change trip origin or destination (implies land use change).

For the transport specific strategies to manage travel demands we concentrate on providing a choice of alternative modes of travel to enable shifts to occur. We need to work to a situation where future growth is enabled by the introduction of shared transport options, formal public transport and for the shorter journeys provision for safe cycling and walking.

Improved and expanded public transport is essential for the future development of Stellenbosch. Current road based public transport offered by the minibus taxi industry provides an informal, unscheduled service used by lower income households who have no access to a car. Necessary improvements include:

- Minimum service levels and increased service availability through the day
- Improved reliability, safety and passenger comfort
- Financial support offering a level of fare relief.

To reverse the trend of ongoing growth in commuters by private transport, and to accommodate further commuting growth and support spatial development requirements of Stellenbosch improved quality of public transport and an expanded network of services are vital. This migration to formal public transport and a full network will require a combination of:

- Corporate/ business park services.
- University contracted services.
- The emergence of shuttle and scheduled public transport routes as new services partially achieved through the progressive upgrading of MTB routes and operations.
- Park-and-ride operations.

- New services plus progressive upgrading of MTB routes and operations.
- Improved commuter rail.
- Local light rail service option.

6.6.2.4 A conceptual public transport network supporting the MSDF

Figure 49 illustrates a concept of a future public transport network for SM, including:

- An intensified passenger service on the rail corridor.
- Formal scheduled bus routes and indicative main stops.
- Park and ride routes with indicative main transfer park and ride stations.

Ultimately the required transport outcomes include running scheduled formal public transport services along all main arterials routes between main commuting origins and destinations as illustrated in Table 34 below.

Table 34. Desired public transport routes

SECTOR	ROUTE	CONNECTING SETTLEMENTS	MODE
R310 / Adam Tas / R304 Development Corridor	R310	Eerste River, Lyndoch, Vlottenburg to Stellenbosch	Road and rail
	R304	Koelenhof to Stellenbosch	Road and rail
	R304	Durbanville and Brackenfell to Stellenbosch	Road and rail
North	R44	Paarl and Klipmuts to Stellenbosch	Road and rail
West	M11/ Adam Tas	Bellville and Kuils River to Stellenbosch	Road and rail
South	R44	Strand and Somerset West to Stellenbosch	Road
East	R310	Franschhoek and Pniel to Stellenbosch	Road

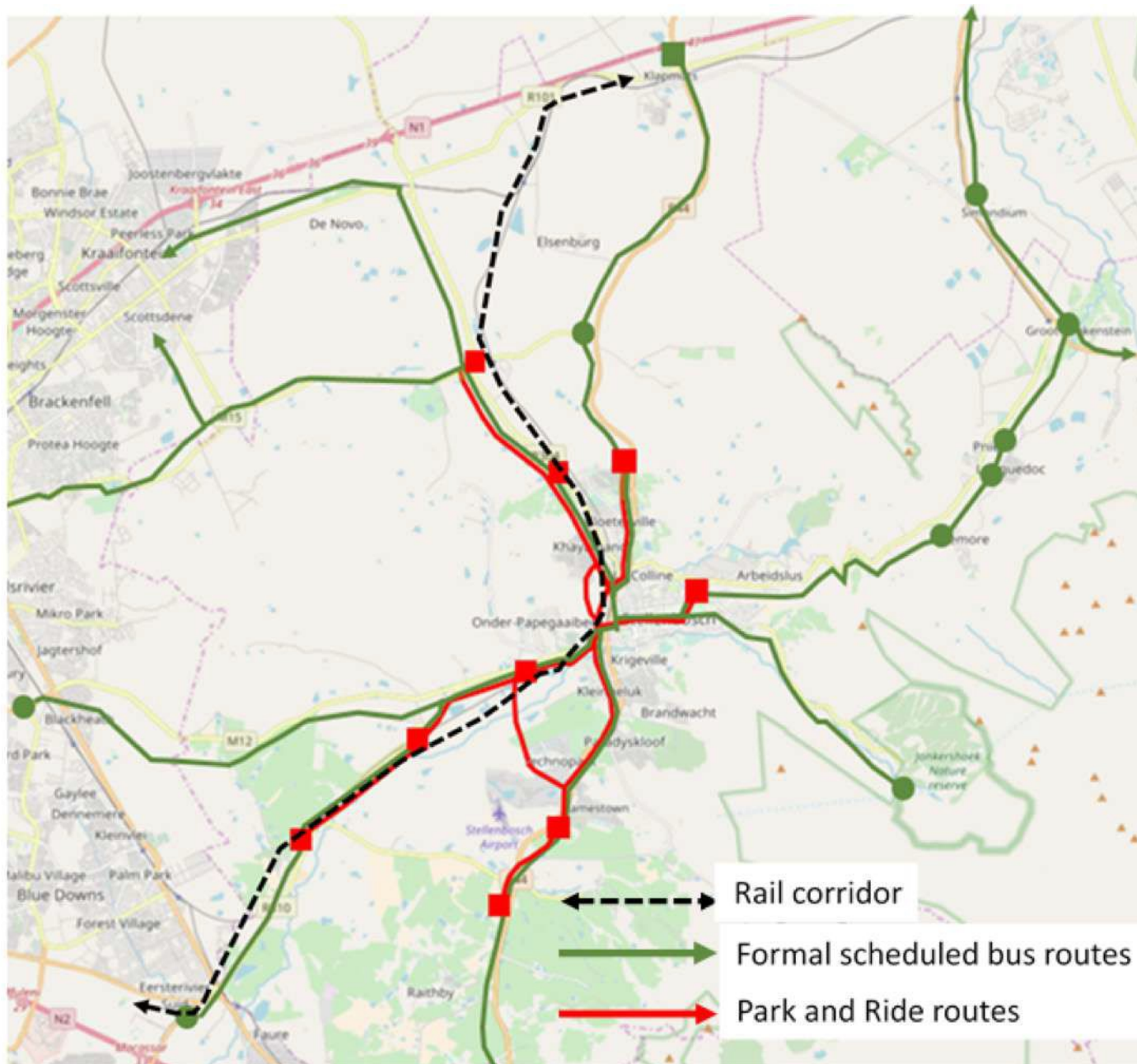


Figure 51. A conceptual public transport network for SM

Potential public transport nodes along main arterial routes into Stellenbosch are shown in Table 35 and potential park and ride locations in Table 36 (targeted settlement nodes are highlighted, and nodes on the rail corridor are shaded).

The future public transport network will develop steadily over time and can only advance successfully through a well-structured and integrated process involving many role players. Park and ride sites along arterial routes are a top priority for development, allowing current private car commuters the option of driving to these nodes from where demand thresholds will enable a combination of public shuttle services and corporate chartered services to operate between central Stellenbosch and other main employment nodes. Park and ride sites along the Adam Tas Corridor will generate activity and so provide the base thresholds for some retail, commerce and other service developments which in turn support planned settlement growth at the nodes. Other park and rides will be sited along routes where development along the corridor must be prevented. Here, careful placement and land-use control must be heeded such that mobility benefits are achieved without compromising the spatial development plans.

6.6.2.5 The design of routes

Given the dependence of citizens on NMT, and the need to shift more people to public and NMT, it is critical that the design of roads – whether new connections or improvements and enhancements to existing routes, consider NMT needs. Arguably, if included in the design of projects upfront, the provision of NMT facilities will not add significantly to project cost. Similarly, road design should provide for future regular public transport services (as opposed to private vehicular use only).

6.6.2.6 Transport within settlements

Within all settlements transport for NMT should be expanded, recognizing the reality that the majority of citizens do not have access to provide vehicles.

Table 35. Potential public transport nodes

R310 / ADAM TAS	R44 SOUTH	R310 to R45	R44	R304
Eerste River	Somerset West	Franschhoek	Klapmuts	Joostenberg
Lyndoch	Winery Road	Pniel	Elsenberg	Koelenhof
Vlottenburg	Annandale Road	Kylemore	Kromme Rhee	Nuutgevonden
Droë Dyke/ Oude Libertas	Jamestown	Idas Valley	Welgevonden	Kayamandi Bridge
Central Station	Techno Park		Cloetesville	
Plankenbrug	Mediclinic			

Table 36. Possible park and ride locations

R310 / ADAM TAS	R44 SOUTH	R310 to R45	R44	R304
Lyndoch	Annandale Road	Kylemore	Welgevonden	Koelenhof
Vlottenburg	Jamestown	Idas Valley		Nuutgevonden
Droë Dyke/ Oude Libertas	Techno Park			

No.	Road	Road Name	Current Provision			Extend Provision for..				Future Corridor Development		
			Car	Van	Train	Walking	Bicycle	P&R	Bus	Light Rail	Transport	Land Use Activity
1-2	R44	Strand Road	Car	Van		Walking	Bicycle	P&R	Bus		Road based formalised public transport priority route.	Limit / prevent new development. Scenic Route
3-7	R310	Baden Powell	Car	Van	Train	Walking	Bicycle	P&R	Bus	Light Rail	Rail and road high capacity primary public transport priority route	Encourage compact, mixed use, redevelopment and contained growth at the specific nodes
8-10	M12	Polkadraai Rd	Car	Van		Walking	Bicycle	P&R	Bus		Road based formalised public transport and P&R priority route.	Mobility Route. Limit / prevent new development.
11	M23	Bottelary Rd	Car	Van		Walking	Bicycle		Bus		Road based formalised public transport priority route.	Compact, mixed use, redevelopment and contained growth at Koelenhof & Devenvale.
12-14	R304	Malmesbury Rd	Car	Van		Walking	Bicycle	P&R	Bus	Light Rail	Road based formalised public transport and P&R priority route.	Encourage compact, mixed use, redevelopment and contained growth at Koelenhof node & R304-R101 node (Sandringham & Joosetenburg)
15-17	R44	Klapmuts Rd	Car	Van		Walking	Bicycle	P&R	Bus		Road based formalised public transport and P&R priority route.	Limit / prevent new development. Scenic route. Focus compact, mixed use development at Klapmuts
18-20	R310	Banhoek Rd	Car	Van		Walking	Bicycle		Bus		Road based formalised public transport route.	Scenic Route. Consolidate development at specific nodes
21		Kromme Rhee Rd	Car	Van	Train	Walking	Bicycle	P&R		Light Rail	Rail and road public transport & P&R linking route	Encourage compact, mixed use, redevelopment and contained growth at Koelenhof only.
22		Annandale Rd	Car	Van		Walking	Bicycle				Road based linking route	Mobility route. Limit / prevent new development. Scenic Route
23-24	R45	Paarl-Franschoek	Car	Van		Walking	Bicycle				Road based public transport priority route.	Mobility route. Limit / prevent new development. Scenic Route
25-27	R301	Wemmeshoek Rd	Car	Van		Walking	Bicycle				Road based public transport priority route.	Mobility route. Limit / prevent new development

Figure 52. Future Development of Arterial Road Transport Corridors in and around Stellenbosch (Transport Futures, 2018)

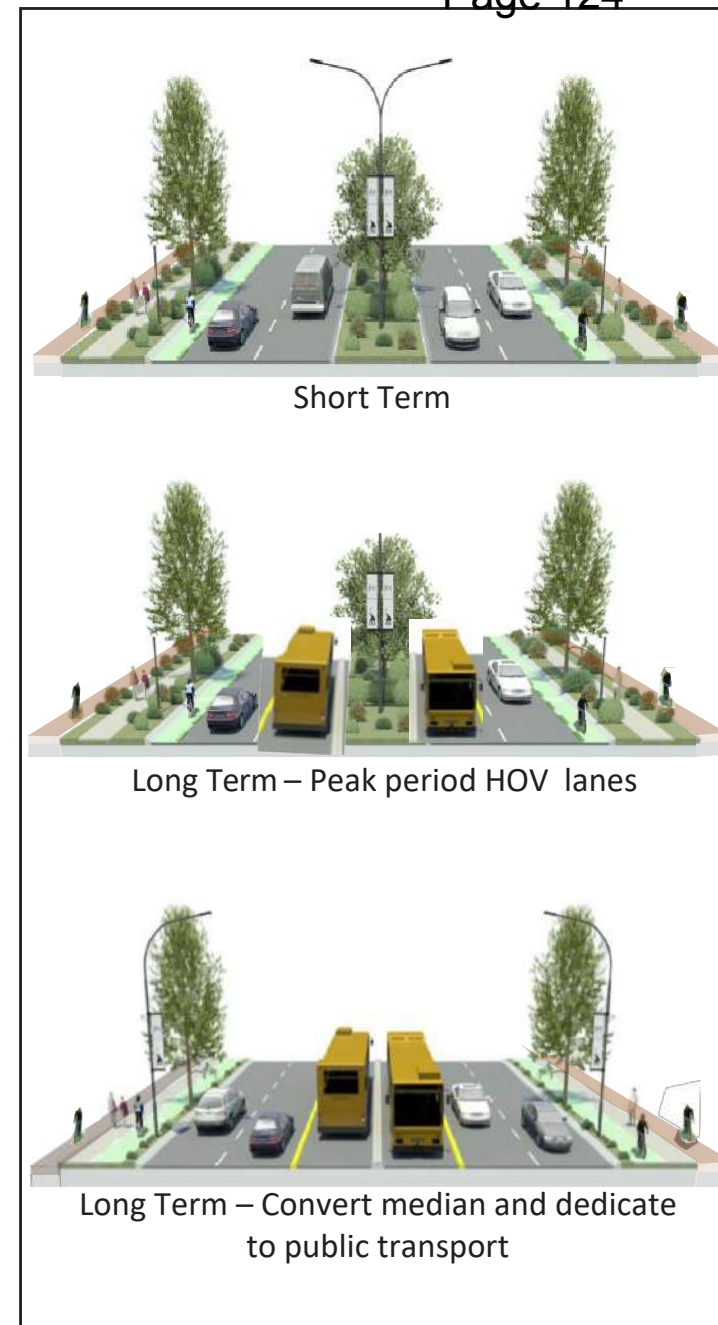


Figure 53. Future recommended road designs - cross sections for public transport and NMT (Transport Futures, 2018)

6.6.3. Housing

The current SM housing pipeline is largely aligned with the MSDF (See Appendix F). As detailed work is undertaken in support of projects, further alignment between housing and the MSDF will be sought.

In broad terms, the MSDF has the following implications for housing planning and delivery:

- Stellenbosch town and Klapmuts should be the focus for accommodating significant new growth over the short to medium term. It is in these towns where livelihood opportunities can be best assured and where people can best be accommodated without resulting in significant movement of residents in search of work and other opportunities.
- The housing focus in other settlements should primarily be to improve conditions for existing citizens, specifically those in informal settlements, backyard structures, and those lacking security of tenure.
- Over the longer term, it is believed that some settlements along the Baden-Powell-Adam Tas-R304 corridor can support larger populations, particularly the broader Muldersvlei/ Koelenhof and Vlottenburg/ Spier/ Lynedoch areas.
- A critical pre-condition for larger inclusive settlements in these areas is the establishment of a quality, frequent public transport service (in time possibly rail-based) serving the corridor and all settlements along it.
- In all settlements housing development should focus – while considering the unique character and nature of existing areas – on densification, infill opportunity (also rationalizing and improving edge conditions to roads, open spaces, and community facilities), and the re-use of disused precincts, in this way maximizing the use of available land resources, minimizing pressure for the lateral expansion of settlements, enabling efficient service provision, and the

viability of undertaking trips by local public transport, cycling and walking.

- All housing projects should – as far as possible – focus on a range of typologies, enabling access for a range of income groups.
- All housing projects should consider the availability of social facilities and the daily retail needs (e.g. for purchasing food stuffs) of residents, enabling less dependence on the need to move other than by walking and cycling to satisfy everyday needs.
- As far as possible, sufficient accommodation should be provided associated with education institutions in Stellenbosch town to enable all those who wish to reside in proximity to their institutions, at a reasonable cost, the opportunity to do so.
- Farmers should be actively supported to provide agri-worker housing (following the guidelines contained in “Western Cape Land Use Planning: Rural Guidelines”).
- Gated residential development is not favored. Public components of development should remain public, enabling integration of neighbourhoods and through movement. Security to private components of developments could be provided through other means than the fencing and access control of large development blocks or areas neighbourhoods.

6.6.4. Local economic development

In broad terms, the MSDF has the following implications for local economic development:

- A precautionary approach to the municipality's assets of nature, agricultural land, scenic landscapes and routes, and historically and culturally significant precincts and places, which underlies critical livelihood processes, including a strong tourism economy.

- Stellenbosch town and Klapmuts should be the focus for significant commercial and industrial use, with gradual relocation of larger industrial enterprises to Klapmuts (benefitting from its regional freight and logistics locational advantages).
- Franschhoek maintaining a focus on commercial uses serving local residents and the tourism economy.
- Small rural settlements should contain commercial activities meeting the daily needs of residents and work spaces enabling livelihood opportunity.
- The location, planning, and design of commercial and office developments to compliment and assist in improving the economic performance, usability, attractiveness and experiential quality of existing town centres. “In centre” and “edge of centre” developments are the recommended location for new large scale commercial/ retail developments, having the least negative and most positive impacts to the town centre and town as a whole (as indicated in evidence gathered in support of developing the PSDF).
- Active support for non-residential development integrating fragmented parts of settlements and specifically integrating and offering access and opportunity to poorer settlements.
- Rural place-bound businesses (including farm stalls and farm shops, restaurants and venue facilities) of appropriate location and scale to complement farming operations, and not compromise the environment, agricultural sustainability, and the scenic, heritage and cultural landscape (following the guidelines contained in “Western Cape Land Use Planning: Rural Guidelines”).
- Rural place-bound agricultural industry related to the processing of locally sourced (i.e. from own and/or surrounding farms) products, and not compromise the environment, agricultural

sustainability, and the scenic, heritage and cultural landscape (following the guidelines contained in “Western Cape Land Use Planning: Rural Guidelines”).

- Support for various forms of leisure and tourism activities across the rural landscape, of appropriate location, scale, and form not to compromise the environment, agricultural sustainability, and the scenic, heritage and cultural landscape (following the guidelines contained in “Western Cape Land Use Planning: Rural Guidelines”).

6.7. Land Use Management Guidelines and Regulations

SM has prepared a draft Integrated Zoning Scheme (IZS) to standardize, review and address the main shortcomings of the current zoning schemes of earlier administrations. These older schemes are the Stellenbosch, Franschhoek, Kayamandi, and Rural Area zoning schemes. Each regulated land in different ways.

The draft IZS was approved by Council during October 2017 to enable a second round of public participation. Additional comments and inputs received from interested and affected parties will be reviewed and the edited IZS will be submitted to Council for adoption during 2019.

The MSDF and IZS are aligned in that both planning instruments pursue the same objectives. For example, the IZS provides for:

- A Natural Environment Zone, aimed at protecting assets of nature while conditionally providing for other associated uses, including access routes, sports activities, and tourist facilities and accommodation, which ensures enjoyment of these areas for leisure and recreation.
- An Agricultural and Rural Zone, aimed at protecting productive agricultural land while also enabling the diversification of farm income and provision of services to agri-workers.

- Overlay zones recognizing the unique characteristics of the Stellenbosch, Franschhoek, Jonkershoek Valley, Dwars River Valley, and Ida’s Valley historical areas, scenic routes across the Municipal area, and specific local economic areas.
- The densification of traditional residential areas through second dwellings, guest establishments and provisions for home-based work.

Some of the major interventions proposed in the MSDF may require additions to the IZS. For example, development of the Adam Tas Corridor may be assisted through an overlay zone, outlining land use parameters and processes specific to the development area. This, however, will be clarified as the project specifications are finalised (anticipated during the 2019/ 20 business year).

Similarly, it would be justifiably to include a university overlay zone, incorporating special provisions related to university activities and space. Ideally, this overlay zone should also include private property largely used for student residential accommodation. This overlay zone can be finalised in parallel with university master planning.

6.8. Implications for Inter-Municipal Planning

The sections below summarises general and place-specific issues related to spatial planning and land use management impacting on SM within the context of neighbouring municipalities.

6.8.1. General inter-municipal planning issues

It would appear that municipalities adjoining the CCT are experiencing (as a result of a combination of factors related to land availability and price, traffic congestion, and lifestyle demand), increased demand for:

- The location of corporate headquarters and centralised, large, space extensive

warehousing/ logistic companies proximate to major inter regional routes.

- Lifestyle residential “estates”, proximate to nature.
- Low income settlement opportunity in less “competitive” locations with easier access to social facilities, work, and lower travel cost.

These demands manifest in increased stress on the adjoining municipalities’ ability to curtail the sprawl of settlements and protect agricultural land, and to meet “own” demands for lower income settlement opportunity and associated social facilities. Importantly also, it requires an inter-municipal view of the role of the N1 corridor in the metropolitan space-economy.

The issue of low income settlement opportunity is particularly significant. As indicated in the CCT MSDF, the City has to deliver some 35 000 housing opportunities each year – over 20 years – to meet the current backlog. Actual delivery is far lower, and, as a result, the MSDF notes a transition from formal, market-led housing supply, to informal solutions. There is no doubt that the demand for housing of residents and workers in the CCT’s, is beginning to “spill-over” to adjoining settlements and municipalities, where land invasions are occurring for the first time.

In some ways it would appear that municipalities adjoining the CCT are now confronted with significant challenges not experienced before, and directly related to the CCT. Arguably, municipalities adjoining the CCT are not resourced to manage these pressures on their own.

The existing institutional response to these challenges – contained in municipal policy documents – is primarily that it is a spatial issue, to be addressed by collaborative planning forums between municipalities.

As indicated in the CCT MSDF, “Cape Town functions within a regional spatial structure, where the settlements, transport network, agricultural

6.8.2. Place-specific inter-municipal planning issues

resources and natural systems all interact in a system supporting the economy, services and food security.” The same applies to adjoining municipalities. It is doubtful whether spatial planning, or collaborative forums comprising planners from the relevant municipalities, will succeed in managing the pressures associated

with the current settlement “system”. Increasingly, the argument could be made for a metropolitan-wide planning authority dealing with inter-municipal planning issues, and the associated resourcing required.

The table below summarises key place-specific inter-municipal planning issues. As a basis, the issues and comments as contained in the Cape Town MSDF are listed, expanded upon with comments from the perspective of the Stellenbosch MSDF.

Table 37. Place-specific inter-municipal planning issues

URBAN GROWTH ISSUE	MANAGEMENT REQUIREMENT (AS STATED IN THE CAPE TOWN SDF)	STELLENBOSCH MSDF VIEW
<p>DE NOVO</p> <p>Uncertainty regarding the future function and development of provincial land located off Old Paarl Road (R101) in the SM area, directly abutting the CCT-SM boundary east of Bloekombos. Historically the land was farmed but it is subject to escalating urban development pressures.</p>	<ul style="list-style-type: none"> There is increasing urban growth pressure in the north-eastern metro-corridor. As the Du Novo land is in close proximity to the Paarl-Cape Town commuter railway line, the R101 and N1, it is subject to escalating development pressure. In making a decision on its future, consideration needs to be given to its past use for intensive agriculture, especially as favourable soil types and access to the Stellenbosch (Theewaterskloof) Irrigation Scheme underscore its agricultural significance. Its location abutting the CCT-SM boundary, and in close proximity to the Bloekombos settlement, necessitates that the two municipalities collaborate in assessing the optimum and sustainable use of the De Novo land. 	<ul style="list-style-type: none"> From the perspective of the Stellenbosch MSDF, there is no doubt that there will be increasing pressure for development along the whole of the N1 corridor, including the old Main Road, from the CCT boundary through to DM (including Ben Bernard). Ideally, this corridor requires a inter-municipal planning intervention, together with the WCG. The initiative should identify areas to be prioritized for development, areas to be left for agriculture and the continuity of natural systems, phasing, and so on. SM is of the view that, over the short to medium term, Klapmuts should be prioritized.
<p>KLAPMUTS</p> <p>Both Stellenbosch and Drakenstein municipalities have identified Klapmuts as a prospective sub-regional urban node along the N1. Residential and industrial development opportunities have been identified north and south of the N1, and the area has also been identified as having potential to serve as a regional freight logistics hub.</p>	<p>To take develop proposals forward the following needs to be considered:</p> <ul style="list-style-type: none"> Existing infrastructure (i.e. N1, R101, R44 and the Paarl-Bellville railway line and station) which dictate the location of certain transport, modal change or break-of-bulk land uses. The existing development footprint of Klapmuts as well as potential development land parcels including land north of the N1 and the N1-R101- railway line corridor east of Klapmuts, the latter extending up to Paarl South Industria and including a proposed green logistics hub. Potential for an inland port and agri-processing, packaging and dispatch platform. Avoiding daily movement across the N1 between place of work and residence or social facilities. Achieving an appropriate metro gateway. A collaborative sub-regional growth management spatial framework between the Stellenbosch and Drakenstein municipalities in order to avoid unsustainable “twin developments”. 	<p>The SM MSDF supports development of Klapmuts (north and south) as a significant area of economic opportunity – located on the metropolitan area’s major freight route – and place of settlement proximate to work opportunity. The Distell led development of Farm 736/RE is supported, unlocking work opportunity for a significant community in an area of lesser agricultural opportunity and nature/cultural value. Key considerations into the future include:</p> <ul style="list-style-type: none"> Realistic assumptions about the extent of future land use categories and take-up rates. Careful consideration of land use change east of Farm 736/RE. NMT integration of the north and south across the N1. Careful consideration of high-end, gated residential development capitalising on the private vehicular accessibility of Klapmuts. <p>The area stretching from Klapmuts to Paarl, situated between the N1 and Old Paarl Road – including Ben Bernard – appears to have significant metropolitan-wide potential for enterprises depending on good freight access. Its future should also be the subject of inter-municipal planning.</p>

<p>IIDRANI CƆDOWTU ICSHE</p> <p>SIMONDIUM / GROOT DRAKENSTEIN</p>	<p>MANAGEMENT REQUIREMENT (AS STATED IN THE CAPE TOWN SDF)</p>	<p>STELLENBOSCH MSDF/ MERE VIEW/</p>
<p>The threat of ribbon-development along the DR45 between Simondium and Groot Drakenstein impacts on both the scenic tourism route and significant heritage and agricultural working landscapes.</p>	<p>The close proximity of Simondium and Groot Drakenstein either side of the Drakenstein and Stellenbosch municipal boundary requires co-ordination of their respective municipal urban development programmes in order to ensure:</p> <ul style="list-style-type: none"> • Limiting ribbon development along the R45 and a restricting settlement footprint along such route. • Containing growth of the settlements through infill, densification and strict management urban edges. • Appropriate development abutting the R45. • Appropriate usage of underdeveloped tracts of land between the two settlements (e.g. the Bien Donne provincial land) in order to retain/ reinforce the natural, heritage and agricultural working landscapes. 	<ul style="list-style-type: none"> • From the perspective of the Stellenbosch MSDF, the areas towards Franschhoek – and including smaller settlements – offer less livelihood opportunity than the Baden Powell-Adam Tas-R304 corridor and contain high value nature, culture and agricultural assets. It is not the appropriate focus for accommodating significant new growth. The Paarl/ Franschhoek corridor is progressively occupied by those who can – for now – bridge space in private vehicles, in the process displacing agricultural land. Further mono-functional, gated residential development in the area should be resisted, and livelihood and settlement conditions in existing settlements be improved without enabling significant new growth. • A specific concern to SM is that the extent and nature of development in the southern parts of DM will increase pressure for state assisted housing in and around Franschhoek as little affordable housing is provided as part of the new developments along the R45.
<p>ZEVENWACHT / BOTTELARY HILLS</p> <p>There is a threat to the visual amenity of the Bottelary Hills within the eastern visual envelope of the metro area.</p>	<ul style="list-style-type: none"> • Increased demand for residential development extending northwards from Polkadraai Road (M12) to Bottelary Road (M23) including Zevendal, Zevenwacht, Klein Zevenwacht and Haasendal, given the following: <ul style="list-style-type: none"> - Metropolitan access via the Stellenbosch Arterial/ Polkadraai Road (M12), as well as east-west linkages (e.g. Saxdowns Road). - Up-slope localities (e.g. Langverwacht Road) enjoying panoramic views of the Peninsula. - Close proximity to world-renowned vineyards and wineries (Zevenwacht, Hazendal). • Such urban growth is eroding the visual amenity of the Bottelary Hills, impacting on the agricultural working landscape and prompting demand for developments within adjacent areas in the Stellenbosch municipal area enjoying similar locational advantages. • Accordingly, cross-boundary urban growth management collaboration is required between the CCT and Stellenbosch Municipality to ensure that the visual, natural and agricultural integrity of the Bottelary Hills is maintained. 	<p>Given the location of the area, and access, pressure for development is expected. The CCT should hold its urban edge, while there appears to be significant infill (lower income) housing opportunity east of Van Riebeeck Road between Polkadraai Road and Baden Powell Road.</p>

Table 39. Place-specific inter-municipal planning issues (cont.)

URBAN GROWTH ISSUE	MANAGEMENT REQUIREMENT (AS STATED IN THE CAPE TOWN SDF)	STELLENBOSCH MSDF VIEW
<p>FAURE</p> <p>There is a development threat to “winelands” in the Faure Hills.</p>	<ul style="list-style-type: none"> Residential development within the CCT municipal boundary between Faure and Firgrove including Croydon Vineyard Estate, Croydon Olive Estate, Kelderhof Country Estate, and Sitari Fields, is prompting demand for similar residential developments to the north of the CCT municipal boundary and urban edge within the Faure Hills. The location of such demand within the Stellenbosch municipal area is motivated by developers given the following: <ul style="list-style-type: none"> Convenient linkages to bulk services within the downslope CCT developments. Access to potable water given the nearby Faure water-works and reservoir. Being highly accessible given the proximity of the N2 and R102. Panoramic views of False Bay and the Peninsula. Being within a viticulture area with access to renowned wineries (e.g. Vergenoegd) and within close proximity to Dreamworld. Such development outside the CCT urban edge will impact directly on the “winelands” within the SM area. Accordingly, a collaborative urban edge/ municipal boundary assessment undertaken by CCT and SM is required to soften the CCT urban edge, especially where such edge coincides with the municipal boundary and directly abuts vineyards. This would serve to lessen the threat to the adjacent viticulture areas and address the misperception of developers regarding extending the urban edge within the Faure Hills to benefit from its locational advantages. 	<p>Further encroachment of agricultural land should be resisted. Arguably, however, it is development supported by the CCT that has led to significant pressure on agriculture and nature areas within SM.</p>
<p>HELDERBERG HILLS</p> <p>Settlement model roll-out threatens to agricultural working and heritage landscapes between Stellenbosch and Helderberg.</p>	<ul style="list-style-type: none"> Settlement types, their roll-out and management within the Stellenbosch-Helderberg rural interface area demonstrates the following settlement policy disparities: <ul style="list-style-type: none"> A CCT settlement policy underpinned by strict settlement growth management (i.e. containment) and limited non-agricultural and new settlement development in its rural area. A SM settlement policy focussing on “inter-connected nodes” with existing rural and urban settlement transformation through densification and extension. The roll-out of the “inter-connected node” settlement model within the Stellenbosch-Helderberg interface rural area raises concern in the following respects: <ul style="list-style-type: none"> Various urban settlement forms, architectural styles and land use components not compatible with the existing heritage and agricultural working landscape (e.g. James Town/ De Zalze node). Promotion of ribbon development along the R44 (e.g. James Town/ De Zalze node). Development or extension of inter-connected nodes in close proximity to the CCT urban edge (e.g. Raithby, De Wynlanden Estate) with such developments prompting similar development demand outside the CCT urban edge. Ensuring the integrity of heritage and agricultural working landscapes that comprise the Stellenbosch-Helderberg rural interface requires a CCT-SM collaborative planning forum to achieve synergy between the disparate settlement policies. 	<p>The concept of “inter-connected” nodes contained in the previous Stellenbosch MSDF is mis-represented by the CCT. The concept acknowledges the existence of existing settlements – including Raithby – but does not necessarily imply its further development. This notion is re-affirmed in the new MSDF. In many ways, the CCT, through allowing land use change, created extreme pressure on agricultural land within the jurisdiction of SM.</p>

6.9. Catalytic Initiatives

6.9.1. Adam Tas Corridor

The most strategically located land in Stellenbosch town comprises large industrial spaces, including land previously occupied by Cape Sawmills and Distell facilities. A significant proportion of these have been vacated or will be vacated in the foreseeable future in response to changes in the operating context of manufacturing enterprises. Thoughtful redevelopment of these spaces – at scale – can contribute meaningfully to meeting existing challenges and MSDF objectives.

In simple terms, the concept is to launch the restructuring of Stellenbosch town through redevelopment of the Adam Tas Corridor, the area stretching along the R310 and R44 along the foot of Papegaaiberg from the disused Cape Sawmills site in the west to Kayamandi and Cloetesville in the north.

It forms the western edge to the town but is not well integrated with the rest of Stellenbosch, largely because of the barrier/ severance effect of the R44 and the railway line. Much of the area has a manufacturing use history. It includes the disused sawmill site, the government owned Droë Dyke area, Distell's Adam Tas facility, Oude Libertas, various Remgro property assets, Bosman's Crossing, the rail station, Bergkelder complex, Van der Stel sports complex, the George Blake Road area, and parts of Kayamandi and Cloetesville. Underutilised and disused land in the area measures more than 300ha.

Conceptually, a linear new district within Stellenbosch is envisaged adjacent to and straddling (in places) Adam Tas Road, the R44, and railway line. Overall, development should be mixed, high density and favour access by pedestrians and cyclists.

A central movement system (with an emphasis on public transport and NMT) forms the spine of the area, and is linked to adjacent districts south

and west of the corridor. The corridor retains west-east and north-south vehicular movement (both destined for Stellenbosch town and through movement) as well as the rail line. Remote parking facilities will form part of the corridor concept, with passengers transferring via public transport, cycling and walking to reach destinations within the town of Stellenbosch. The R44 and rail line specifically could be bridged in parts to enable integration across the corridor to access adjacent areas.

The corridor is not envisaged as homogenous along its length, with uses and built form responding to existing conditions and its relationship with surrounding areas. Conceptually, three areas could be defined, each linked through a sub-district.

- The southern district comprises the disused sawmill site, Droë Dyke, and the Adam Tas complex. It can accommodate a mix of high density residential and commercial uses, as well as public facilities (including sports fields).
- The central district is the largest, including Bosman's Crossing, the Bergkelder, and the Van der Stel Sports complex. Here, development should be the most intense, comprising a mix of commercial, institutional, and high density residential use. The "seam" between this district and west Stellenbosch is Die Braak and Rhenish complex. The southern and central districts are linked through Oude Libertas. Oude Libertas remains a public place, although some infill development (comprising additional public/ educational facilities) is possible.
- The northern district focuses on the southern parts of Kayamandi. The central and northern districts are linked through George Blake Road. This area effectively becomes the "main street" of Kayamandi, a focus for commercial, institutional, and high density residential use integrated with the rest of the corridor and western Stellenbosch town.

Along the corridor as a whole – depending on local conditions – significant re-use of existing

buildings is envisaged. This is seen as a fundamental prerequisite for diversity, in built character and activity (as reuse offers the opportunity for great variety of spaces). Aspects of the industrial use history of the area should remain visible. A range of housing types, in the form of apartments should be provided, accommodating different income groups and family types.

Redevelopment in terms of the concept offers the opportunity to:

- Grow Stellenbosch town – and accommodate existing demand – in a manner which prevents sprawl, and create conditions for efficient, creative living and working.
- Stimulate and act as a catalyst for the development of improved public transport and NMT
- Rethink and reconstruct infrastructure, and particularly the movement system, including the possible partial grade separation of east-west and north-south movement systems, in turn, integrating the east and west of town and releasing land for development.
- Integrate Kayamandi and Stellenbosch town seamlessly.
- Shift new development focus to the west of town, with Die Braak and Rhenish complex forming the center and seam between the new west and east of Stellenbosch town.
- Accommodate the parking of vehicles on the edge of town whilst the corridor provides for and promotes a greater focus on pedestrianism and cycling into the core town.
- Accommodate uses which meet urgent needs, specifically higher density housing and university expansion, also assisting in establishing a compact, less sprawling town, public transport, and pedestrianism.
- Increases land value east of the R44 and in the area between Kayamandi and the Bergkelder complex.

Existing manufacturing enterprises can gradually relocate to the north, closer to the N1 logistics corridor (as planned by Distell for their operations).

A spatial plan for the corridor is needed. This plan should spell out – in broad terms – what activities should ideally happen where (and in what form), where to start, and what infrastructure is anticipated by when. However, a spatial plan is not enough. The preparation of the plan has to be situated within a broader surround of development and transport objectives, institutional arrangements and agreements, and parallel professional work streams.

Institutional arrangements are critical. It would include broad agreement between land owners and the municipality to pursue the corridor development, the objectives to be sought, how to resource the work, and associated processes. It would appear that the private sector is best situated to lead the initiative. Land owners – unlike the municipality – have the resources to undertake planning.

Parallel work streams should explore:

- Economic modelling of development options.
- Corridor access and mobility planning and scenario modelling.
- How ordinary citizens with limited material wealth can benefit from the development.
- The nature of efficient, “smart” infrastructure to support living, services, and business.

Critically, development of the corridor needs to be supported by broader strategies impacting on Stellenbosch town as a whole. These include:

- Focusing University functions on the town (as opposed to decentralisation).
- Private vehicle demand management (specifically to curtail the use of private vehicles for short trips within the town).

Critical also, both for the Adam Tas Corridor and the broader Baden Powell-Adam Tas-R304

development corridor is to explore the feasibility of introducing a more reliable and frequent rail service along the Eerste River-Stellenbosch-Muldersvlei-Klapmuts rail line. The aim should be to have a more frequent passenger service along the corridor, and connected larger and smaller settlements. Safe crossing of rail infrastructure also requires specific attention.

At the time of submission of the MSDF, considerable progress has been made by and owners, the municipality, WCG, and the University, to prepare for joint planning of the Adam Tas Corridor.

The Adam Tas Corridor is a significant opportunity, similar in potential scope and impact over generations to the establishment of the university, the Rupert-initiated drive to save and sustain historic precincts and places, and the declaration of core nature areas for preservation. It is a very large project, some five times the extent of the successful Victoria & Alfred Waterfront (V & AW) in Cape Town. It involves more stakeholders and land owners than the V & AW did, and similarly challenging obstacles. It will require sustained, committed work over a prolonged period of time, trade-offs, and a departure of current norms.

Given the scope and complexity of the project, the immediate focus is to understand what it will take to achieve mindful redevelopment of the corridor. Its feasibility, dependencies, and risks need to be fully understood with a view to making recommendations to land owners and other parties involved as to how to proceed in the most responsible way.

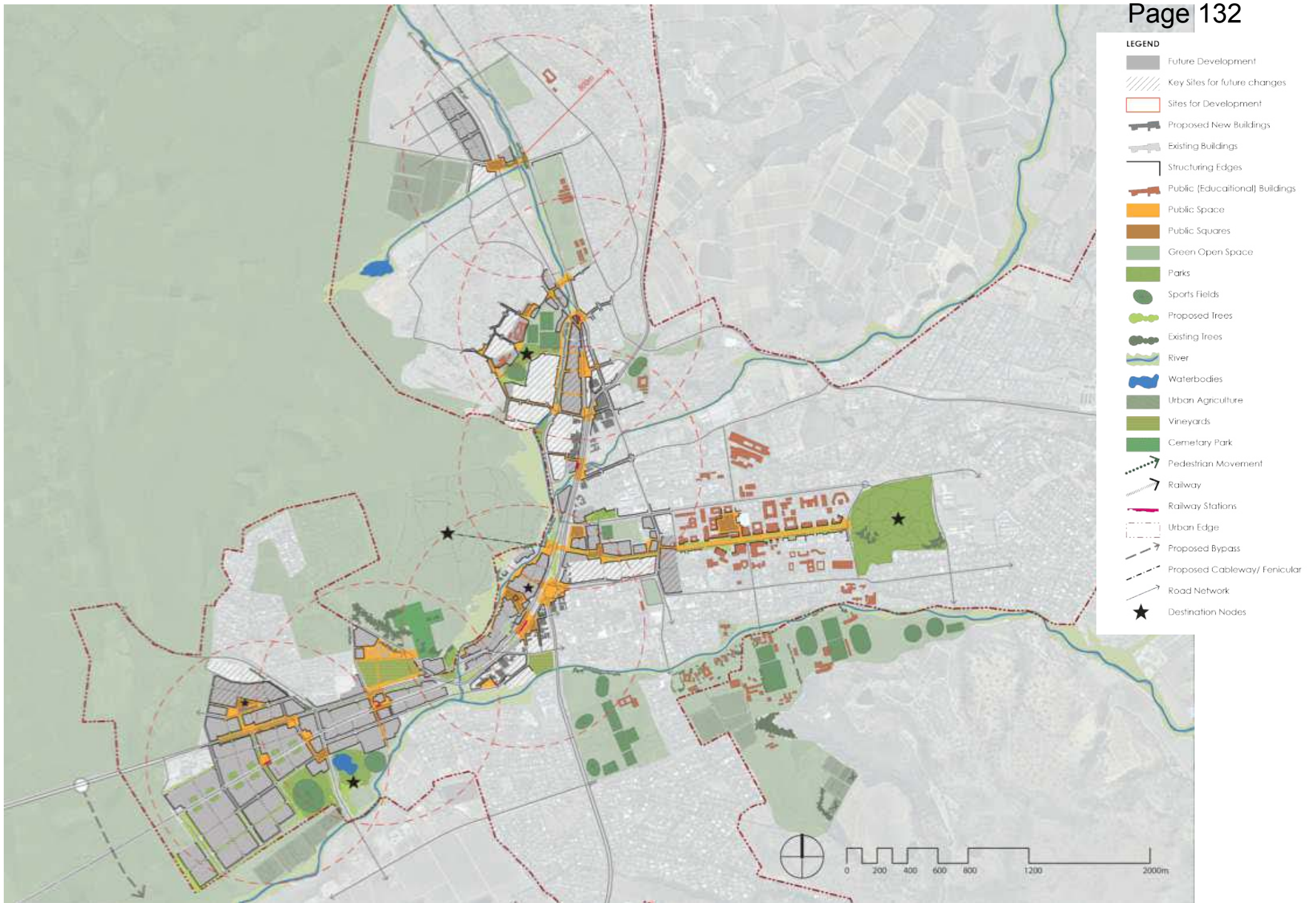


Figure 54. Adam Tas Corridor Concept

6.9.2. Development of Klappmuts

The Greater Cape Metro Regional Spatial Implementation Framework (RSIF) contains very specific policy directives related to Klappmuts, aimed at addressing pressing sub-regional and local space economy issues. Key policy objectives include:

- Using infrastructure assets (e.g. key movement routes) as “drivers” of economic development and job creation.
- Recognition that existing infrastructure in the area (i.e. N1, R101, R44 and the Paarl-Bellville railway line and station) dictate the location of certain transport, modal change or break-of-bulk land uses.
- Recognition of the Klappmuts area as a significant new regional economic node within metropolitan area and spatial target for developing a “consolidated platform for export of processed agri-food products (e.g. inland packaging and containerisation port)” and “an inter-municipal growth management priority”.
- The consolidation of and support for existing and emerging regional economic nodes as they offer the best prospects to generate jobs and stimulate innovation.
- The clustering of economic infrastructure and facilities along public transport routes.
- Maintaining valuable agricultural and nature assets.
- Providing work opportunity in proximity to living areas.

There is no doubt that Klappmuts is a potentially significant centre for economic activity and residence within the metropolitan region and SM, located as it is on the N1 transport corridor which carries 93% of metropolitan freight traffic. To date, the settlement is characterized by residential use and limited commercial and work-related activity. Public sector resource constraints have prevented the infrastructure investment required to enable

and unlock the full potential of the area for private sector economic development as envisaged in the GCM RSIF.

The decision by Distell Limited to relocate to and consolidate its operations in Klappmuts is critical to commence more balanced development of the settlement. Distell Limited proposes to develop a beverage production, bottling, warehousing and distribution facility on Paarl Farm 736/RE, located north of the N1, consolidating certain existing cellars, processing plants, and distribution centres in the Greater Cape Town area. The farm measures some 200 ha in extent. The beverage production, bottling, warehousing and distribution facility will take up approximately 53 ha.

The project proposal includes commercial and mixed-use development on the remainder of the site which is not environmentally sensitive to provide opportunities both for Distell’s suppliers to co-locate, and for other business development in the Klappmuts North area. The site does not have municipal services, and the proposed development will therefore require the installation of bulk service infrastructure, including water, wastewater treatment, stormwater, electricity, and internal roads. (See Figure 54 for the Development Framework).

Significant progress has been made in planning for a “Innovation Precinct” or “Smart City” district west of but contiguous to Klappmuts south. This include a land agreement with the University of Stellenbosch to possibly establish university related activities in this area. The urban edge has been adjusted in recognition of the opportunity associated with this initiative (See Figure 55 for the concept Development Framework).

A number of issues require specific care in managing the development of Klappmuts over the short to medium term.

- The first is speculative applications for land use change on the back of the proposed Distell development. Already, a draft local plan

prepared by DM has indicated a very extensive development east of Farm 736/RE. Distell will not fund the extensive infrastructure required to unlock development here, and arguably, land use change to the east of Farm 736/RE could detract from the opportunity inherent in Farm 736/RE.

- The second is the linkages between Klappmuts north and south, specifically along Groenfontein Road and a possible NMT crossing over the N1 linking residential areas south of the N1 directly with Farm 736/RE. Without these linkages, residents to the south of the N1 will not be able to benefit from the opportunity enabled north of the N1.
- The third is speculative higher income residential development in the Klappmuts area, based on the area’s regional vehicular accessibility. Higher income development is not a problem in and of itself, but ideally it should not be in the form of low density gated communities.

Given that management of Klappmuts is split between DM and SM (respectively responsible for the area north and south of the N1), special arrangements will be required to ensure that the settlement as a whole develops responsibly, in a manner which ensures thoughtful prioritization, infrastructure investment, and opportunity for a range of income groups.

Arguably, recent LSDF planning work commissioned by DM for the area east of Farm 736/RE begins to illustrate the problem of insufficient coordinated planning. The LSDF envisages a very significant extent of development for Klappmuts North. Specifically, in terms of a 20-year growth trajectory, Commercial Office development of 912 354m² is envisaged, Commercial Retail development of 187 839m², and General Light Industrial Development of 370 120m². A number of issues emerge:

Firstly, the realism of these land use projections within the context of the regional economy is questioned. To illustrate:



Figure 55. The proposed development by Distell on Farm 736/RE, Klapmuts (GAPP Architects)

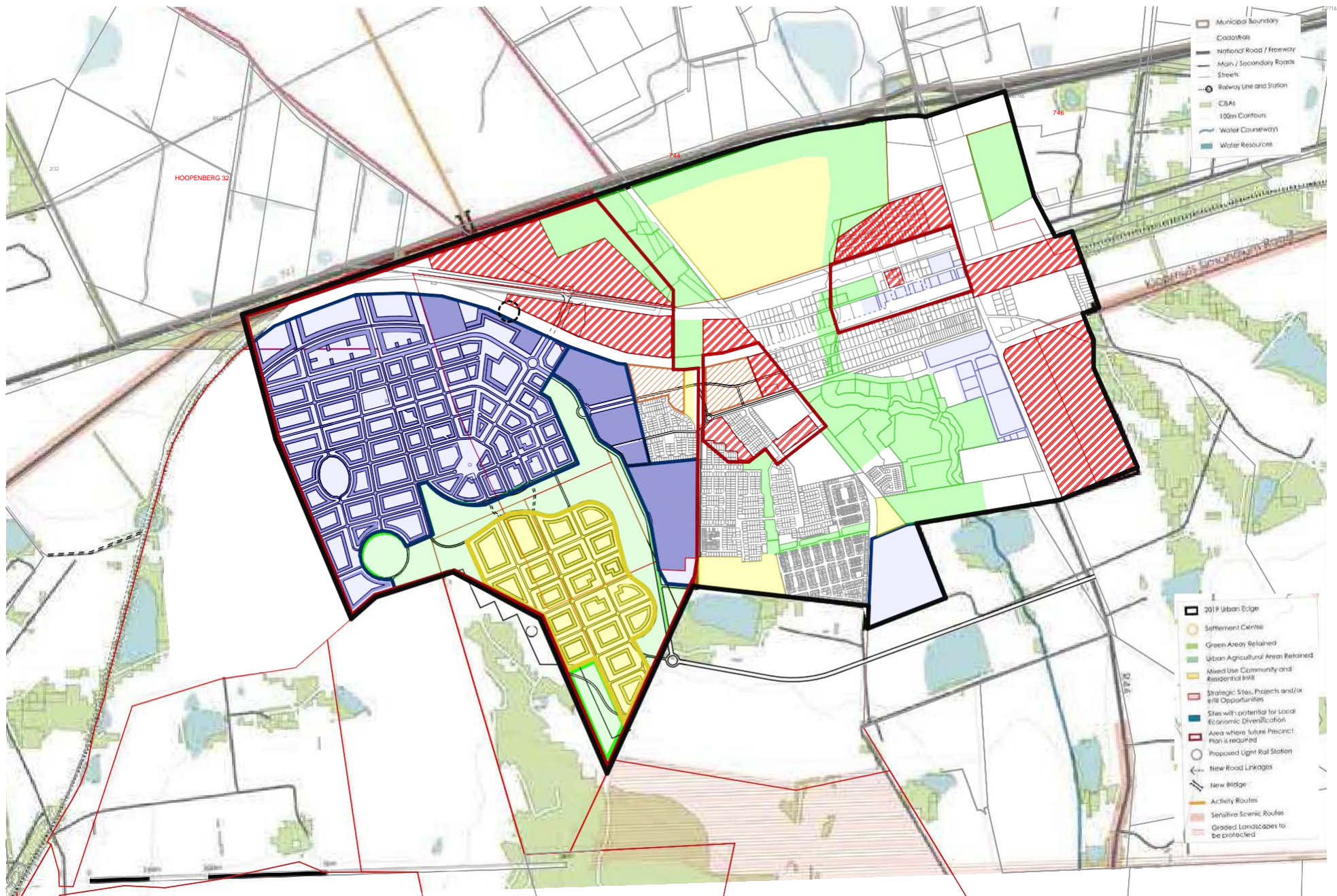


Figure 56. The proposed Klapmuts "Innovation Precinct" Concept (Osmond Lange Architects and Planners)

- Considering the envisaged Commercial Office allocation, it is noted that Cape Town CBD currently has some 940 000m² of office space, Sandton in Gauteng is larger at over 1,2m m² of Commercial Office space, Midrand at some 640 000m², and Century City (some 20 years in the making) at some 340 000m².
- In relation to Commercial Retail space, it is noted that more of this use is envisaged for Klapmuts North than Century City's current 140 000m².
- While 370 120m² is provided for General Light Industrial Development, the proposed Distell distribution centre alone will comprise 125 000m², and many new logistic centres recently completed in the Kraaifontein/ Brackenfell area range in size between 45 000m² and 120 000m². The master plan prepared as part of the acquisition process of Farm 736/RE foresee significantly more light industrial floor area than the 370 120m² indicated in the LSDF.

Secondly, these land use allocations need to be viewed against the policy context, which sees Klapmuts as a regional freight/ logistics hub – with a focus on job creation – and establishing a balanced community. It would appear that the LSDF over-emphasises commercial office and retail development, “exploiting” the areas’ access to regional vehicular routes, and private vehicular access, at the expense of job creation at scale – and establishing a regional light industrial hub – serving an existing poorer community in proximity to a freight movement corridor.

Thirdly, it is maintained that the infrastructure service requirements – and affordability – of the projected land use allocations are understated. For example, it is known that any development north of the N1 over and above the proposed Distell distribution centre of 125 000m² will involve very costly reconfiguration and augmentation of intersections with the N1. It would be irresponsible to create expectations around land use without these

associated requirements being resolved to a fair degree of detail.

Finally, Farm 736/RE is remarkably unique; comprising some of the least valuable agricultural land within the Paarl/ Stellenbosch area. It would appear that the LSDF, given the development process for Farm 736/RE, assumes that adjacent land to the east, of higher agricultural value, should also be developed.

6.9.3. Alternative rail service along the Baden Powell Drive-Adam Tas-R304 corridor

As indicated above, it is critical, both for the Adam Tas Corridor and the broader Baden Powell-Adam Tas-R304 development corridor to explore the feasibility of introducing a more frequent and reliable rail service along the Eerste River-Stellenbosch-Muldersvlei-Klapmuts rail line. The aim should be to have a more frequent passenger service along the corridor, connecting larger and smaller settlements. Lighter rail stock – possibly in the form of a “tram” system has been suggested – offering the advantage of safe at grade crossing of the rail line and other modes of transport, in turn, enabling “lighter” infrastructure support for settlement development and concomitant cost savings. Alternatively, the viability of a regular bus service along this route should be explored. The SM should commence engagements with PRASA in this regard.

As argued elsewhere in this document, Stellenbosch town and Klapmuts should be the focus for significant settlement growth. It is here, by virtue of settlement location in relation to broader regional networks and existing opportunity within settlements, that the needs of most people can be met, in a compact settlement form while protecting the Municipality's nature and agricultural assets.

Over the longer term, Muldersvlei/ Koelenhof and Vlottenburg along the Baden Powell-Adam Tas-R304 corridor could possibly accommodate more growth, and be established as inclusive

settlements offering a range of opportunities. However, much work needs to be done to ensure the appropriate make-up of these settlements (including each providing opportunity for a range of income groups) and integration with the corridor in terms of public transport.

The smaller settlements are therefore not prioritised for significant development over the MSDF period. Should significant development be enabled in these areas now, it is likely to be focused on private vehicular use and higher income groups, and will in all probability reduce the potential of initiatives to transform Stellenbosch town and Klapmuts.

6.10. Further Planning Work

6.10.1. Future settlement along the Baden Powell Drive-Adam Tas-R304 corridor

As indicated above, over the longer term, Muldersvlei/ Koelenhof and Vlottenburg along the Baden Powell-Adam Tas-R304 corridor could possibly accommodate more growth, and be established as inclusive settlements offering a range of opportunities. However, these settlements are not prioritised for development at this stage. Critical pre-conditions for significant development include:

- The measures required to ensure that settlements provide for a range of housing types and income groups (in a balanced manner).
- Establishing regular public transport services between settlements, including services between the expanded smaller settlements and Stellenbosch town.
- Understanding to what extent settlements can provide local employment, in this way minimizing the need for transport to other settlements.

6.10.2. Other local planning initiatives

Ideally, each of the settlements in SM should have a LSDF, applying the principles of the MSDF in more detail. The priority for LSDFs should be determined by the position and role of settlements in the SM settlement hierarchy.

The SM has appointed service providers to investigate and establish the rights for two regional cemetery sites in the municipal area. All the specialist studies have been completed and the Land Use Planning and Environmental applications was submitted and in progress. The first is the proposed Calcutta Memorial Park, located ±10km north-west of Stellenbosch to the east of the R304, on Remainder of Farm 29, Stellenbosch RD. The second is Louws Bos Memorial Park located south-west of Stellenbosch town and south of Annandale Road, on Remainder of Farm 502, Stellenbosch.

6.11. Institutional Arrangements

The SM has dedicated staff resources for spatial planning, land use management, and environmental management organized as the Planning and Economic Development Directorate). Work occurs within the framework set by annually approved Service Delivery and Budget Implementation Plans (aligned with the IDP), decision-making processes and procedures set by Council, and a suite of legislation and regulations guiding spatial planning, land use management, and environmental management (including SPLUMA, LUPA, and the National Environmental Management Act).

The Planning and Economic Development Directorate will facilitate implementation of the MSDF in terms of institutional alignment, including:

- The extent to which the main argument and strategies of the MSDF are incorporated into Annual Reports, annual IDP Reviews, future municipal IDPs, and so on.
- The annual review of the MSDF as part of the IDP review process.

- The extent to which the main argument and strategies of the MSDF inform sector planning and resource allocation.
- The extent to which the main argument and strategies of the MSDF inform land use management decision-making.
- Alignment with and progress in implementing the municipality's Human Settlement Plan and Comprehensive Integrated Transport Plan.
- The mutual responsiveness of the MSDF and national, provincial and regional plans, programmes and actions (including the extent to which MSDF implementation can benefit from national and provincial programmes and funding).

Over and above institutional arrangements in place, it appears that two aspects require specific focus in support of the MSDF.

6.11.1. Inter-municipal planning

The first relates to inter-municipal planning. As indicated elsewhere in the MSDF, SM (and other adjoining municipalities) appears to experience increasing challenges related to development pressure in Cape Town. This pressure is of different kinds. The first is pressure on the agricultural edges of Stellenbosch through residential expansion within Cape Town. The second is migration to SM (whether in the form of corporate decentralization, or both higher and lower income home seekers), leading to pressure on available resources, service capacity, and land within and around the settlements of SM.

While municipal planners do not see these matters of common concern, there appears to be a need for greater high-level agreement on spatial planning for “both sides” of municipal boundaries. The spatial implications of pressure related to migration to SM could be managed locally, should there be agreement to redevelop existing settlement footprints rather than enabling further green-fields development (as a general rule). However, the municipality's increased resource needs to accommodate new growth – a non-spatial issue – should be acknowledged and addressed.

6.11.2. Private sector joint planning

The second relates to joint planning and action resourced by the private sector, increasingly needed for a number of reasons:

- The municipal human and financial resource base is simply too small to achieve the vision of the MSDF or implement associated strategies and plans.
- Many matters critical to implementing the MSDF fall outside the direct control or core business of the municipality. For example, the Municipality does not necessarily own the land associated with projects critical to achieve MSDF objectives.
- It is increasingly evident that individual land owners are finding it difficult to develop – to make the most of what they have – individually. Specifically, the transport and movement implications of individual proposals require strong and dedicated integration.
- Individual land owners do not necessarily control the extent of land required to undertake inclusive development, focusing on opportunity for a range of income groups. Inclusive development often requires cross-subsidisation, in turn, enabled by larger land parcels and development yields.
- The municipality's focus is often – and understandably so – on the “immediate”, or

shorter-term challenges. Much what is needed to implement the MSDF or catalytic projects requires a longer-term view, a committed focus on one challenge, and cushioning from the daily and considerable demands of municipal management.

Partnerships are needed, with different agencies and individuals working in concert with the municipality to implement agreed objectives. Further, partnerships are required between individual corporations and owners of land. The Adam Tas corridor is a prime example: making the most of the disused sawmill site, Bergkelder complex, Van der Stel complex, Die Braak and Rhenish complex – in a manner which contributes to agreed objectives for developing Stellenbosch town – is only possible if various land owners, the municipality, University, and investors work together, including undertaking joint planning, the “pooling” of land resources, sharing of professional costs, infrastructure investment, and so on. The municipality simply do not have the resources – and is overburdened with varied demands in different locations – to lead the work and investment involved.

6.12. Checklists in Support of Decision-Making

To further assist in aligning day-to-day land use and building development management decision-making and detailed planning – public and private – with the MSDF, it is proposed that a “checklist” of questions be employed.

If the initiators of development proposals, applicants, officials, and decision-makers all, in general terms, address the same questions in the conceptualisation, assessment, and decision-making related to proposals, a common, shared “culture” could be established where key tenets of the SDF is considered and followed on a continuous basis.

Although focused on the location, nature, and form of activities in space, the checklist incorporates

questions addressing issues beyond space, including matters of resource management, finance, institutional sustainability, and so on.

It is not envisaged that the checklist be followed slavishly in considering every development proposal. Yet, its use is important in ensuring that relevant issues be addressed and discussed to enable decision-making in line with the MSDF and broader provincial and national planning policy. If, in assessing a proposal or project, posing a question results in a negative answer, the proposal probably requires very careful consideration, further work, or change.

The checklist should not be viewed as static. Rather, it should be reviewed periodically and in parallel with the MSDF review – perhaps under the leadership of the Municipal Planning Tribunal and with input from all stakeholders – to reflect the municipal spatial planning agenda and challenges.

It is proposed that the questions – together with the SPLUMA principles, and the key SDF strategies and policies – are packaged in an easy-to-use and accessible form to facilitate wide usage.

CHECKLIST QUESTION OR ISSUE	YES	NO
BIOPHYSICAL RESOURCES		
Is the proposal located in or does it impact on a formally protected area, Critical Biodiversity Area, or Ecological Support Area?		
Can associated impacts be managed without diminishing the integrity of the formally protected area, Critical Biodiversity Area, or Ecological Support Area?		
Does the proposal protect, maintain, or enhance the sustainability of existing ecological systems and services?		
Will the proposal result in a loss of agricultural land or impede the viable use of agricultural land?		
Does the proposal assist to diversify agriculture, enable broader access to agricultural opportunity, and increase food security?		
Is the proposal located within, on, or outside the proposed urban edge?		
If on the edge of a settlement or green space, does the proposal assist in defining and protecting that edge better and more appropriately than at present?		
Is the proposal situated within a river or wetland setback, or a flood line?		
Does the project enable enhanced and appropriate public access to natural resources, amenity, and recreational opportunity?		
Has the project considered recycling, rainwater collection, and alternative energy generation?		
SCENIC LANDSCAPES, SCENIC ROUTES AND SPECIAL PLACE OF ARRIVAL		
Does the proposal impact on a scenic landscape, scenic routes, or special place of arrival?		
Can associated impacts be managed and minimised without diminishing the integrity of the scenic landscape, scenic routes, or special place of arrival?		
HISTORICALLY OR CULTURALLY SIGNIFICANT PRECINCTS OR PLACES		
Does the proposal impact on a historic or culturally significant precinct, place, or structure?		
Has the proposal considered the re-use of an existing precinct, place, or structure to ensure preserving or exposing its historical or cultural significance?		
Does the proposal enable the inclusive expression and celebration of culture, old and new?		
SETTLEMENT ROLE AND HIERARCHY		
Does the proposal fit the proposed role of the settlement outlined in the MSDP, its position in the settlement hierarchy, and associated development/ management approach?		
MOVEMENT INFRASTRUCTURE		
Does the nature and alignment of the route accord with the provisions of the MSDP?		
Is the proposed new route structurally significant in that it improves connectivity between different areas?		
Does the route fill an important gap in the movement network?		
Does the route promote public and NMT transport?		
Has the costs and benefits of the route been fully assessed?		
Has the design of the route or road infrastructure considered other associated benefits, including the development of small market spaces and infrastructure for emerging entrepreneurs?		

CHECKLIST QUESTION OR ISSUE	YES	NO
NATURE AND FORM OF DEVELOPMENT		
Does the proposal promote compact, dense, mixed use development which makes the best use of land, reduces car dependence, and enables public and NMT?		
Has the proposal considered how it responds to and is integrated with public transport/ NMT and social facilities planning?		
Is the proposal enterprising and transformative in that it is likely to stimulate desirable change within its broader precinct and context?		
Does the proposal expand housing opportunity for a broader range of groups, including lower income groups and students?		
Will the proposal "lock-out" desirable development and opportunity elsewhere by virtue of its location and scale (and through that attracting development energy in a direction not supported by the MSDF)?		
Does the project support inclusion, including providing a range of housing types and/ or opportunity for small/ emerging entrepreneurs.		
Has the proposal made the best use of existing structures on its site?		
UPGRADING AND INTEGRATION OF SETTLEMENTS		
Does the project contribute to the upgrading of an informal settlement or affordable housing area?		
Does the project assist to integrate informal settlements and affordable housing areas with existing centres of commercial activity and employment?		
Does the project significantly increase the size of an existing informal settlement area?		
GOVERNMENT / PUBLICLY ASSISTED HOUSING		
Does the proposal enable residential infill, densification, and a compact settlement structure?		
Is the project located in an area where the value of assets is likely to increase (in that way assisting to curtail the proportion of indigent citizens)?		
Is the scale of the project appropriate in terms of not creating clusters of poverty?		
Are there adequate social and economic opportunities associated with the project?		
Is the project closely integrated with surrounding areas?		
Is the ratio between net and gross densities appropriate?		
Does the project promote appropriate choice in terms of unit, type, size, progressive completion, price, and tenure?		
Does the proposed erf sizes, units, and type enable changes to the unit which respond to new household needs?		
Is the housing provided used creatively to define public space?		
SOCIAL FACILITIES		
Is the proposed location appropriate for the order or scale of social facility proposed?		
Has the proposal considered the upgrading or enhancement of existing social facilities as opposed to building a new one?		
Does the project promote the clustering of social facilities in a manner which enhances user convenience, sharing, and efficient, cost effective facility management?		
Has the proposal considered the possibility of high-density housing as an integral part of the project?		
Does the facility help to define public space and is the frontage onto the street active?		
Has recycling, rainwater collection, and solar energy mechanisms been considered to minimise the long term operational costs of the facility?		

CHECKLIST QUESTION OR ISSUE	YES	NO
PUBLIC SPACE		
Is the space associated with high pedestrian flows?		
Do surrounding activities enhance the use of the space (at all hours)?		
Are the edges of the space well defined?		
Is the scale of the space adequate for its potential functions?		
Is the space comfortable in terms of a human scale?		
Are the materials to be used robust enough to accommodate heavy public use?		
COMMERCIAL DEVELOPMENT		
Is the project located in a recognised business centre or in a manner which would serve to integrate an informal settlement or affordable housing area with existing centres of activity?		
Is the project easily accessible by public/ NMT?		
Does the project significantly enhance convenience and non-motorised access in hitherto unserved areas?		
Does the project place unreasonable strain on existing parking and movement routes?		
Does the project promote balance in land use in local areas?		
Does the project promote open and fair market competition and provide opportunity for smaller enterprises?		
Does the project contribute to the public spatial environment and promote a pleasant and safe pedestrian environment (for example, no dead frontages)?		
INFRASTRUCTURE SERVICES		
Does the infrastructure project or investment contribute to secure Stellenbosch Municipality's regional and local space economy?		
Is the proposed infrastructure project encouraging human settlement in the desired direction?		
Does the project or investment improve or extend an existing service rather than being a stand-alone initiative?		
Is the capacity of the service appropriate in terms of future activities and potential activities as outlined in the MSDF?		
Are the potential barrier effects and negative impacts on surrounding uses of the service/ infrastructure minimised?		
Was the use of alternative technologies considered?		
Is creative use made of waste and by products?		

CHECKLIST QUESTION OR ISSUE	YES	NO
CATALYTIC PROJECTS		
Is the project part of a larger catalytic project identified in the MSDF?		
Does the project support the aims, objectives, and development programme of the catalytic project?		
Does the project carry the full support of the institution responsible for managing the catalytic project?		
INSTITUTIONAL ARRANGEMENTS		
Has the project considered partnerships – between different land owners, or land owners and a community or the public sector – to maximise its broader benefits, whether in the livelihood opportunity it offers, making the best use of resources of land, or shared infrastructure provision?		
Has the municipality discussed possible partnerships aimed at maximising the benefits of the project with the project initiator?		
Does the project justify specific institutional arrangements to ensure its implementation and sustainability?		
Has the required institutional arrangements been agreed to and formalised?		
Will the project result in institutional and/ or funding pressure on the municipality?		
Can the municipality accommodate the institutional and/ or funding pressure associated with the project, now and into the future?		

6.13. A Municipal Leadership and Advocacy Agenda related to Spatial Development

In terms of the Constitution and associated legislation, local government in South Africa has far-reaching obligations and responsibilities. Key is to direct – within the context of national and provincial policy – the provision of services, promotion of a safe and healthy environment, and promotion social and economic development, in a manner which is sustainable. Determining and managing the direction, nature, and form of spatial development within the municipality, is a key function.

Elected representatives carry significant authority in relation to decision-making. Their task is a difficult one. While acting upon the technical work and inputs of officials, elected representatives are often required to deal with and mediate between different needs and requests on a daily basis, whether emanating from a specific sector (e.g. one functional area struggling from a lack of resources to fulfill its services), a community, individual citizen, or the corporate sector.

Arguably, they are also not expected – or have the time – to fully comprehend the technical detail embodied in the work of officials. They should, however, lead at the level of principle, and direct, inspire, and monitor accordingly.

What can a municipal leadership and advocacy agenda look like? What should be foremost on the mind of leadership? What should they be particularly vigilant about, advocate for, and monitor in every initiative? Table 44 below begins to outline such an agenda from the perspective of spatial planning and land use management.

Table 44. A municipal leadership and advocacy agenda from the perspective of spatial planning and land use management

ISSUE	SPECIFIC CONCERNS RELATED TO THE ISSUE
1 The critical role of the environment in providing ecological services, key to the economy and sustainability of life in general.	<ul style="list-style-type: none"> Activities, development, or ways of providing services which detract from the functioning of the natural environment or places.
2 The critical role of agricultural land – whatever its current use – in providing food security.	<ul style="list-style-type: none"> Activities, development, or ways of providing services which detracts from the current or future use of land for food production or related use.
3 The critical role of historic and cultural assets in the municipal economy.	<ul style="list-style-type: none"> The loss of built or unbuilt cultural places and activities. Inadequate exposure of neglected cultural practices. Inadequate places and opportunity for practicing new forms of cultural expression.
4 The critical need to enable the gradual upgrading of informal settlements.	<ul style="list-style-type: none"> Inadequate forward planning for settlement and the resultant on-going accommodation of new residents in areas already limited in resources and opportunity.
5 The relationship between settlement form (e.g. its density, mix of uses, and extent to which it provides opportunity for different groups) and common-day challenges such as the prospect of all to find sustainable, dignified, livelihoods, traffic congestion, safety, and so on.	<ul style="list-style-type: none"> The relationship between development density and municipal servicing costs. The relationship between development density and the viability of public/ NMT. The relationship between a focus on higher income, “exclusive” development and the need for people to travel from afar to work/ study in Stellenbosch town. The relationship between development density, inclusive and mixed activity, and entrepreneurship opportunity, mutual learning, and innovation. The relationship between 24/ 7 activity and safety. The developmental role of social facilities and publicspace.
6 The critical role of social facilities and public space in the lives of ordinary citizens.	<ul style="list-style-type: none"> The relationship between the clustering, exposure, and sharing of social facilities (and associated public space), and the quality and sustainability of social service delivery.
7 The critical role of NMT modes to access opportunity, specifically for ordinary citizens.	<ul style="list-style-type: none"> The very high costs of transport infrastructure as compared to other forms of municipal infrastructure services. The relatively small proportion of the population serviced by private vehicles and concomitant cost on the environment.
8 The long-terms resource impacts of spatial decisions today on the sustainability of government, communities and enterprises.	<ul style="list-style-type: none"> The long-term costs of urban sprawl and the outward growth of settlements in relation to environmental sustainability, agricultural potential, and the municipal infrastructure maintenance budget.
9 The limitations of municipal resources, and therefore the need to work with the private and community sectors to meet collective objectives.	<ul style="list-style-type: none"> The extent of private and community sector development energy available, and its possible contribution to address challenges if closer aligned to the municipal development agenda.
10 The interrelationship between settlements, and need to work with adjoining municipalities and overarching government structures.	<ul style="list-style-type: none"> The resource constraints of Stellenbosch Municipality, and its preparedness to accommodate impacts related to development pressure in adjoining municipalities.



Part 7.

Capital Expenditure Framework

7. Capital Expenditure Framework

7.1. Introduction

SPLUMA requires that MSDFs “determine a capital expenditure framework for the municipality’s development programmes, depicted spatially”. SPLUMA does not provide further detail on what this Capital Expenditure Framework (CEF) should include and there is currently no specification for a SPLUMA-compliant CEF. The intention appears to more effectively link the Municipality’s spatial development strategies to one of the primary means with which to implement these strategies, namely the Municipality’s budget and the budgets of other government stakeholders. By providing more specific guidance on what investments should be made where, in what order of priority, alignment between the Municipality’s strategies, plans and policies and development on the ground is better maintained and the risk that budget allocations undermine or contradict the MSDF are mitigated.

The Capital Expenditure Framework (CEF) has become a key tool supporting government’s initiatives to achieve national settlement development and management objectives. The Integrated Urban Development Framework (IUDF), approved by Cabinet in 2016, sets out the national policy framework for transforming and restructuring South Africa’s urban spaces, guided by the vision of creating “livable, safe, resource efficient cities and towns that are socially integrated, economically inclusive and globally competitive”. In addition the IUDF proposes an urban growth model premised on compact and connected cities and towns. With the acceptance of the IUDF as policy, the emphasis has now shifted to implementation.

The IUDF is coordinated by the Department of Cooperative Governance (DOCG), which has set up the institutional arrangements for the coordination of activities across government departments and agencies, under the overall management of an IUDF Working Group on which

partner organizations such as National Treasury, organized local government and the World Bank are represented. Within the IUDF, the Intermediate City Municipality Programme (ICM), which includes 39 municipalities, is intended to provide support for the cities in the middle size and density range of the continuum. Stellenbosch Municipality is part of the ICM.

The purpose of the ICMs support strategy is to help translate IUDF policy into practical programmes of action in the ICMs. In so doing the initiative aims to give impetus to achieve the main IUDF goals, which are forging new integrated forms of spatial development; ensuring that people have access to social economic services, opportunities and choices; harnessing urban dynamism to achieve inclusive and sustainable growth; and enhancing the governance capacity of the state and citizens in ICMs.

One element of the implementation of the IUDF is the introduction of a consolidated infrastructure grant and all 39 ICMs are all eligible for the Integrated Urban Development Grant (IUDG) from 2019/ 20. The business plan for the IUDG is a three-year capital programme that is aligned with a long-term CEF. There are a number of key intentions in introducing the CEF as the basis for monitoring the IUDG:

- To ensure that priorities identified in the spatial development framework are translated into capital programmes.
- To promote long-term infrastructure planning.
- To promote infrastructure planning that is better integrated across sectors and spheres and within space.
- To promote a more integrated approach to planning within municipalities that brings together technical, financial and planning expertise.

The DCOG recently prepared a “Guide to preparing a Capital Expenditure Framework (Draft Document)” to provide ICMs with guidance with regard to what a CEF is, what it should include for the purposes of the IUDG, and how to go about a CEF. The Guide defines a CEF as “a consolidated, high-level view of infrastructure investment needs in a municipality over the long term (10 years) that considers not only infrastructure needs but also how these needs can be financed and what impact the required investment in infrastructure will have on the financial viability of the municipality going forward.”

Stellenbosch Municipality started preparing its first CEF late in 2018, in parallel with the MSDF review.

An extract of the CEF is incorporated into the SDF as Appendix G. The full 2019/ 20 CEF is available from the Municipality’s IDP office.

Work on the CEF is on-going, including its alignment with the MSDF.



Part 8.

Monitoring and Review

8. Monitoring and Review

8.1. Monitoring

Towards the introduction of a planning performance, monitoring and evaluation system for the MSDF, a set of SMART (Specific, Measurable, Achievable, Relevant, Timebound) performance indicators need to be developed and applied.

These should measure progress on delivering on the Municipal spatial agenda, including its substantive, spatial objectives⁵. In this regard, the Municipal Performance Management System (linked to the IDP) is important. It is proposed that the Planning and Economic Development Directorate develop MSDF specific monitoring indicators during the 2019/ 20 business year for inclusion in the Municipal Performance Management System at the beginning of the 2020/ 21 business year.

Ideally, initial performance indicators should be limited to what is manageable by the administration while meaningfully tracking the achievement of stated spatial development objectives. Such criteria could include:

- The overall share of new development applications in the settlements identified for growth as compared to smaller settlements.
- Tracking the number of applications providing for increased density in settlements.
- Tracking the number of applications which entails “inclusive” development, specifically providing a range of housing types accommodating different income groups.
- The extent of agricultural land lost through redevelopment for alternative uses.
- The number of joint planning proposals initiated by landowners (with a view to integrate service improvements and agreed settlement benefits, specifically inclusive development).

⁵ Current planning related monitoring and performance indicators contained in the corporate SDBIP are limited to the timeous review of the MSDF in line with the IDP and the percentage of land-use applications submitted to the Municipal Planning Tribunal within the prescribed legislated period and within a maximum of 120 days.

8.2. Review of the MSDF

Processes, including public participation processes, associated with the review of an MSDF are prescribed by SPLUMA, the MSA (and associated regulations), LUPA, the Municipal Planning By-law and associated policies or regulations.

The purpose of the MSDF is to provide a medium to long term vision and associated strategies, policies, guidelines, implementation measures, and associated instruments to attain this vision progressively over time. As development – whether it be headed by the public sector or the private sector – takes multiple years to be achieved, it is not appropriate that the MSDF is substantially reviewed annually. A major review of the MSDF should therefore occur every five years. Improvements, amendments, and refinements to the MSDF can occur annually.

Five-year and annual reviews are to be aligned with the IDP and budget planning and approval process.

List of Documents Reviewed

- Baumann, Nicolas, Winter, Sarah, Dewar, David and Louw, Piet (2014). Boschendal Heritage Impact Scoping Report: An In-Principle Review of the Case and the Identification of Composite Heritage Indicators
- DAFF, 2014: Agricultural Policy Action Plan, Department of Agriculture, Forestry and Fisheries, 2014
- Department of Cooperative Government and Traditional Affairs, 2016, Integrated Urban Development Framework: A New Deal for South African Cities and Towns
- DEA&DP, 2016: Feasibility Study for Alternative and Sustainable Infrastructure for Settlements: Phase 4: Concept, Integration and Optimisation Report
- DRDLR, 2015: AGRI-PARK, Your agri-park; Your future, 2015
- Green Cape. 2014. Water as a Constraint on Economic Development. 2014-2015 Research Project Progress Report. March 2015.
- Kururi-Sebina G, 2016, South Africa's cities must include everyone, Op-Ed article in 8 July 2016 Daily Maverick
- PWC, 2014, Western Cape Population Projections: 2011 – 2040
- South African Cities Network, 2016, State of South African Cities Report: 2016, SACN, Johannesburg
- Stellenbosch Municipality, Fourth Generation Integrated Development Plan, May 2017
- Stellenbosch Municipality, Municipal Spatial Development Framework, 2013
- Stellenbosch Municipality, Stellenbosch Town Spatial Development Framework, May 2016
- Stellenbosch Municipality, Phase 2a Report, Preliminary Draft Heritage Inventory of Large-Scale Landscape Areas in the Rural Domain of the Stellenbosch Municipality Informing Proposed Heritage Areas, 2016
- Stellenbosch Municipality, Klappmuts Special Development Area, Economic Feasibility, 2017
- Stellenbosch Municipality, Klappmuts Special Development Area, Status Quo Report, 2017
- Stellenbosch Municipality/ WCG, Towards A Sustainable Transport Strategy for Stellenbosch Municipality, 2017
- Stellenbosch Municipality, Rural Area Plan Status Quo, 2017
- Stellenbosch Municipality, Rural Area Plan Synthesis, 2017
- Stellenbosch Municipality, Housing Strategy 2017, 2008
- Stellenbosch Municipality, Medium Term Revenue and Expenditure Framework for the Financial Period 2017/2018 to 2019/2020
- Stellenbosch Municipality, Water Services Development Plan, 2017
- Stellenbosch Municipality, Integrated Waste Management Plan, 2016
- Stellenbosch Municipality, Electrical Master Plan, 2016
- Stellenbosch Municipality, Housing Pipeline for Stellenbosch, 2016
- Stellenbosch Municipality, Urban Development Strategy, 2018
- Sustainability Institute, Shaping the Stellenbosch Way of Living: A Draft Spatial Perspective
- Transport for Cape Town (TCT), 2015, Draft Freight Management Strategy
- WCG: DoA, 2016: Western Cape Climate Change Response Framework and Implementation Plan for the Agricultural Sector (SmartAgri Plan), 2016
- WCG, 2015: Project Khulisa. Western Cape Government: Economic Cluster, 2015
- WCG, 2010: Western Cape Sustainable Water Management Plan, 2010
- WCG, 2015, Provincial Strategic Framework 2015-2019
- WCG: Provincial Treasury, 2015, Provincial Economic Review and Outlook: 2015
- WCG Provincial Treasury, 2015, Municipal Economic Review and Outlook: 2015
- WCG Department of Transport and Public Works, 2016, Draft Provincial Land Transport Framework
- WCG Department of Human Settlements, 2016, Western Cape Human Settlements Framework: Discussion Document, March 2016
- WCG Western Cape Biodiversity Spatial Plan and associated handbook, 2017
- WCG Western Cape Land Use Planning: Rural Guidelines, 2018
- WCG Department of Environmental Affairs and Development Planning, 2016, Feasibility Study for Alternative and Sustainable Infrastructure for Settlements
- Winter, Sarah and Oberholzer, Bernard. Heritage and Scenic Heritage Study (2013).
- Prepared as input into the Provincial Spatial Development Framework

Appendices

A. Policy Framework

This section provides an overview of international conventions and national and provincial policies that inform the formulation of the Stellenbosch MSDF and was reviewed in its preparation process.

A review of high level, international “conventions”, resolutions, or declarations – statements of intent or commitment often agreed to at international level with a view to inclusion in national policy frameworks and inform member country “behavior” – related to the management and preservation of heritage resources, an important theme in developing a MSDF for SM, is included.

Table 45. Conventions, Resolutions or Declarations

CONVENTIONS, RESOLUTIONS, OR DECLARATIONS	FOCUS	IMPLICATIONS
Johannesburg World Summit on Sustainable Development (2002). ¹	<p>The Summit recognised cultural diversity as the fourth pillar of sustainable development, alongside the economic, social and environment pillars.</p> <p>Peace, security, stability and respect for human rights and fundamental freedoms, including the right to development, as well as respect for cultural diversity, are essential for achieving sustainable development and ensuring that sustainable development benefits all.</p>	The celebration of cultural diversity will require the creation of variety of development opportunities with in the Municipal area and particularly its settlements. Such opportunities should include provision for different forms of cultural expression.
Québec Declaration on the preservation of the Spirit of Place (adopted by the ICOMOS General Assembly, October 2008). ²	<p>The declaration recognizing that the spirit of place is made up of tangible (sites, buildings, landscapes, routes, objects) as well as intangible elements (memories, narratives, written documents, festivals, commemorations, rituals, traditional knowledge, values, textures, colors, odors, etc.), which all significantly contribute to making place and to giving it spirit.</p> <p>It is argued that spirit of place is a continuously reconstructed process, which responds to the needs for change and continuity of communities, and can vary in time and from one culture to another according to their practices of memory, and that a place can have several spirits and be shared by different groups.</p>	Heritage resource management has in the past focused on the legacy of the colonial history, but the creation of truly integrated and equitable communities in the Municipality will require a broader view of heritage resources, which should include the recognition of intangible resources and cultural diversity.
United Nations General Assembly Resolution 65/166 on Culture and Development (adopted in 2011).	The resolution recognised that culture – of which heritage forms a part – is an essential component of human development, providing for economic growth and ownership of development processes.	Ensure that the management of heritage resource also optimizes its contribution to economic growth.

1. <http://www.un-documents.net/aconf199-20.pdf>

2. https://www.icomos.org/images/DOCUMENTS/Charters/GA16_Quebec_Declaration_Final_EN.pdf

Table 46. Conventions, Resolutions or Declarations (cont.)

CONVENTIONS, RESOLUTIONS, OR DECLARATIONS	FOCUS	IMPLICATIONS
The Paris Declaration on heritage as a driver of development (adopted in Paris, UNESCO headquarters, December 2011). ³	The Declaration committed to integrate heritage in the context of sustainable development and to demonstrate that it plays a part in social cohesion, well-being, creativity and economic appeal, and is a factor in promoting understanding between communities.	The management and use of heritage resources in the municipal area should be aimed at creating opportunities for social interaction, rather than a just a narrow focus on preservation.
The "Valletta Principles" towards the Safeguarding and Management of Historic Cities, Towns and Urban Areas (adopted by the ICOMOS General Assembly, April 2010). ⁴	<p>Towns and urban areas are currently called to undertake the role of organizer for the economy and to evolve into centers of economic activity, innovation and culture. Connecting protection to economic and social development, within the context of sustainability, and adaptation of historical towns and urban areas to modern life is a key task. The challenge is to increase competitiveness without detracting from main qualities, including identity, integrity, and authenticity, which are the basic elements for their being designated cultural heritage and strict prerequisites for their preservation.</p> <p>Key principles are:</p> <ul style="list-style-type: none"> • All interventions in historic towns and urban areas must respect and refer to their tangible and intangible cultural values. • Every intervention in historic towns and urban areas must aim to improve the quality of life of the residents and the quality of the environment. • The safeguarding of historic towns must include, as a mandatory condition, the preservation of fundamental spatial, environmental, social, cultural and economic balances. This requires actions that allow the urban structure to retain the original residents and to welcome new arrivals (either as residents or as users of the historic town), as well as to aid development, without causing congestion. • Within the context of urban conservation planning, the cultural diversity of the different communities that have inhabited historic towns over the course of time must be respected and valued. • When it is necessary to construct new buildings or to adapt existing ones, contemporary architecture must be coherent with the existing spatial layout in historic towns as in the rest of the urban environment. • A historic town should encourage the creation of transport with a light footprint. 	Appropriate development in the municipal settlements, which respects historic development patterns and cultural diversity, should inter alia ensure that further congestion is avoided, and create opportunities for socio-economic diversity.

3. https://www.icomos.org/images/DOCUMENTS/Charters/GA2011_Declaration_de_Paris_EN_20120109.pdf

4. <http://civvih.icomos.org/sites/default/files/Valletta%20Principles%20Book%20in%20in%205%20languages.pdf>

Table 47. Conventions, Resolutions or Declarations (cont.)

CONVENTIONS, RESOLUTIONS, OR DECLARATIONS	FOCUS	IMPLICATIONS
<p>Delhi Declaration on Heritage and Democracy Adopted by the ICOMOS General Assembly, December 2017).⁵</p>	<p>The concept of heritage has widened considerably from monuments, groups of buildings and sites to include larger and more complex areas, landscapes, settings, and their intangible dimensions, reflecting a more diverse approach. Heritage belongs to all people: men, women, and children; indigenous peoples; ethnic groups; people of different belief systems; and minority groups. It is evident in places ancient to modern; rural and urban; the small, every-day and utilitarian; as well as the monumental and elite. It includes value systems, beliefs, traditions and lifestyles, together with uses, customs, practices and traditional knowledge. There are associations and meanings; records, related places and objects. This is a more people-centred approach.</p> <p>Key principles are:</p> <ul style="list-style-type: none"> • Conserving significance, integrity and authenticity must be fully considered in the management of heritage resources. • Mutual understanding and tolerance of diverse cultural expressions add to quality of life and social cohesion. Heritage resources provide an opportunity for learning, impartial interaction and active engagement, and have the potential to reinforce diverse community bonds and reduce conflicts. • The culture and dynamics of heritage and heritage places are primary resources for attracting creative industries, businesses, inhabitants and visitors, and foster economic growth and prosperity. 	<p>The large variety of heritage resources of the SM, ranging from individual buildings to landscapes, should be used to attract economic growth and spreading prosperity to its inhabitants.</p>
<p>2030 Agenda for Sustainable Development</p>	<p>The 17 Sustainable Development Goals (SDGs) of the 2030 Agenda for Sustainable Development was adopted by world leaders in September 2015. Over a period of fifteen years, with these new Goals that universally apply to all, countries will mobilize efforts to end all forms of poverty, fight inequalities and tackle climate change, while ensuring that no one is left behind. The goals recognize that ending poverty must go hand-in-hand with strategies that build economic growth and addresses a range of social needs including education, health, social protection, and job opportunities, while tackling climate change and environmental protection.</p>	<p>Spatial planning aimed at building economic growth while tackling social need and environmental protection. Arguably, these concerns are incorporated in the National Development Plan, SPLUMA, and so on.</p>
<p>UNESCO'S Man and the Biosphere (MaB) Programme</p>	<p>MaB is an intergovernmental scientific programme, launched in 1971 by UNESCO, that aims to establish a scientific basis for the improvement of relationships between people and their environments. The programme's work engages fully with the international development agenda—specially with the Sustainable Development Goals and the Post 2015 Development Agenda—and addresses challenges linked to scientific, environmental, societal and development issues in diverse ecosystems.</p>	<p>The Cape Winelands Biosphere Reserve has been included in the World Network of Biosphere Reserves established under the programme and incorporates a number of World Heritage Sites that are included in the Stellenbosch municipal area. It is a area of extraordinary value globally. It implies specific responsibilities on the SM for managing assets and resources in its area of jurisdiction.</p>

5. https://www.icomos.org/images/DOCUMENTS/Charters/GA2017_Delhi-Declaration_20180117_EN.pdf

POLICY	FOCUS	IMPLICATIONS
National		
National Development Plan 2030 ⁶	<p>The National Development Plan 2030 (NDP) sets out an integrated strategy for accelerating growth, eliminating poverty and reducing inequality by 2030.</p> <p>The following aspects of the NDP fall within the competencies of local government:</p> <ul style="list-style-type: none"> • The transformation of human settlements and the national space economy with targets that include more people living closer to their places of work; better quality public transport; and more jobs in proximity to townships. Actions to be taken include desisting from further housing development in marginal places, increasing urban densities and improving the location of housing, improving public transport, incentivising economic opportunities in highly populated townships and engaging the private sector in the gap housing market. • Building an inclusive rural economy by inter alia improving infrastructure and service delivery, and investing in social services and tourism. • Investment in economic infrastructure including the roll out of fibre- optic networks in municipalities. • Improving education and training, through inter alia a focus on expanding early childhood development (ECD) and further education and training (FET) facilities. • Building of safer communities and although not explicitly noted in the NDP, actions should include improving safety through sound urban design and investment in the public realm. • Building environmental sustainability and resilience with a strong focus on protecting the natural environment and enhancing resilience of people and the environment to climate change. Actions include an equitable transition to a low- carbon economy (which would inter alia imply making settlements more efficient) and regulating land use to ensure conservation and restoration of protected areas. (National Planning Commission, 2012). 	<p>The strong focus on action in the NDP is an indication that planning at the local government level should go beyond the preparation of a spatial plan, but actively pursue investment in strategic services and locations to grow the local economy and address inequality.</p>
National Infrastructure Plan (2012)	<ul style="list-style-type: none"> • The NIP intends to transform South Africa's economic landscape while simultaneously creating significant numbers of new jobs, and to strengthen the delivery of basic services. The Cabinet-established Presidential Infrastructure Coordinating Committee (PICC) identified 18 strategic integrated projects (SIPs) to give effect to the plan. • SIP 7 of the NIP entails the "Integrated urban space and public transport programme". The intent with SIP 7 is to coordinate the planning and implementation of public transport, human settlement, economic and social infrastructure and location decisions into sustainable urban settlements connected by densified transport corridors. A key concern related to integrating urban space is the upgrading and formalisation of existing informal settlements. 	<p>The Stellenbosch SDF is the ideal vehicle to coordinate the planning and implementation of investment that realize the vision of integrated settlements structured around densified transport corridors.</p>
Urban Network Strategy (2013)	<ul style="list-style-type: none"> • The Urban Network Strategy (UNS) is the spatial approach adopted by the National Treasury to maximise the impact of public investment – through coordinated public intervention in defined spatial locations – on the spatial structure and form of cities. • The Urban Network is based on the recognition that urban areas are structured by a primary network and secondary networks. At the primary network level (or city scale), the strategy proposes the identification of a limited number of significant urban nodes that include both traditional centres of economic activity (such as the existing CBD) and new "urban hubs" located within each township or cluster of townships. It also emphasizes the importance of connectivity between nodes, through the provision of rapid and cost effective public transport on the primary network and the delineation of activity corridors for future densification and infill development adjacent to the public transport routes. At the secondary network level, the strategy proposes strengthening connectivity between smaller township centres and identified urban hubs. 	<p>The systems thinking that underpins the strategy should inform the SDF at the level of the municipal are, i.e. considering the role of settlements, as well as the level of the individual settlements, so as to improve access to economic opportunities and support economic growth through clustering and densification.</p>

6. <https://www.google.com/search?client=safari&rls=en&q=national+development+plan+chapter+8&ie=UTF-8&oe=UTF-8>

POLICY	FOCUS	IMPLICATIONS
National		
National Public Transport Strategy (NPTS), 2007	<ul style="list-style-type: none"> The NPTS provides guidance to all three spheres of government on dealing with the public transport challenges in an integrated, aligned, coordinated manner. The NPTS has two key thrusts: accelerated modal upgrading, which seeks to provide for new, more efficient, universally accessible, and safe public transport vehicles and skilled operators; and integrated rapid public transport networks (IRPTN), which seeks to develop and optimise integrated public transport solutions. 	The SDF will have to include the identification and implementation of public transport networks and systems as a critical component of sustainable and integrated settlement development.
Regional		
The Western Cape Government's strategic and policy framework 2014-2019	<ul style="list-style-type: none"> The framework identifies five strategic goals: create opportunities for growth and jobs, improve education outcomes and opportunities for youth development, increase wellness, safety and tackle social ills, enable a resilient, sustainable, quality and inclusive environment living environment, and embed good governance and integrated service delivery through partnerships and spatial alignment. Key focus areas include providing more reliable and affordable public transport with better coordination across municipalities and between different modes of transport, increasing investment in public transport and resolving existing public transport policy issues includes attracting private sector investment, extending bus services, refurbishing commuter trains, and well-located land release. 	In addition to the directives for spatial planning set out in this policy, the focus on partnerships and the role of government in realizing sustainable development (e.g. release of well-located public land) should inform the implementation plan for the SDF.
Project Khulisa	<ul style="list-style-type: none"> Project Khulisa is the economic strategy of the Western Cape Government. The strategy focuses on productive and enabling sectors that contribute to the region's competitive advantage and/or having the potential to be catalytic in growing the economy. The three priority sectors identified are: agri-processing, tourism, and oil and gas services. 	The agri-processing and tourism sectors are important sectors in the local economy and the SDF should include strategies to promote these sectors to grow and to be mutually supportive.
Western Cape Infrastructure Framework (WCIF), 2013	<ul style="list-style-type: none"> The WCIF aims to align the planning, delivery and management of infrastructure provided by all stakeholders (national, provincial and local governments, parastatals and the private sector) for the period to 2040. The WCIF prioritises "infrastructure-led growth" as a driver of growth and employment in the region. A major concern is the financial gap for municipal providers of infrastructure: municipalities have a central role to play in providing socially important services and creating a platform for economic development, but their limited access to capital is a major constraint. The WCIF emphasizes that public and social services facility allocations must be aligned with infrastructure investment plans, growth areas and future development projects, and not planned in isolation. 	The focus on infrastructure investment of the WCIF is another pointer to the importance of an implementation driven SDF to achieve spatial transformation.
Western Cape Green Economy Strategic Framework ("Green is Smart"), 2013	<ul style="list-style-type: none"> The "Green is Smart" Strategic Framework positions the Western Cape as the leading green economic hub in Africa. The framework outlines the risks to the Province posed by climate change, as well as the economic opportunity presented by a paradigm shift in infrastructure provision. The framework focuses on six strategic objectives: become the lowest carbon Province, increase usage of low-carbon mobility, a diversified, climate-resilient agricultural sector and expanded value chain, a market leader in resilient, livable and smart built environment, high growth of green industries and services, and secure ecosystem infrastructure. 	This framework points to the importance of understanding the impacts of climate change on physical development and the local economy and also of ensuring the SDF is action-orientated, i.e. results in the implementation of strategies that will build resilience and facilitate economic growth in the face of environmental and resource challenges.
OneCape 2040	<ul style="list-style-type: none"> OneCape 2040 aims to direct a transition to a more inclusive society, through economic and social development, resulting in a more resilient economy. OneCape2040 seeks transition in several key areas to realise the vision of the Western Cape becoming a highly skilled, innovation-driven, resource-efficient, connected, high-opportunity and collaborative society. Key transitions focus on "cultural", where communities should be socially inclusive; and "settlement" where neighbourhoods and towns should be quality environments, highly accessible in terms of public services and opportunities. The spatial focus is "connection" and "concentration". 	This strategy provides some content to the Stellenbosch Municipality's goal to attract and foster innovation as a driver of economic growth, through its focus on creating conducive environments.

POLICY	FOCUS	IMPLICATIONS
Regional		
Provincial Spatial Development Framework, Public Draft for comment, October 2013 ⁷	<ul style="list-style-type: none"> The PSDF sets out to put in place a coherent framework for the province's urban and rural areas that gives spatial expression to the national (i.e. NDP) and provincial development agendas and communicates government's spatial development intentions to the private sector and civilsociety. The PSDF is driven by three major themes, namely growing the economy, using infrastructure investment to effect change, and ensuring the sustainable use of the provincial resource base. The policies and strategies that flow from these themes focus on strategic investment in the space economy, settlement restructuring and the protecting the natural and cultural resource base. 	Alignment of the Stellenbosch SDF with this plan is not only a legal requirement but a strategic imperative to ensure that the Municipality optimises provincial support for its development agenda. The key focus areas are all of particular relevance to the Stellenbosch Municipality and its network of settlements.
Growth Potential of Towns Study (GPS), 2013	<ul style="list-style-type: none"> The primary objective of the GPS was to determine the growth potential of settlements outside the City of Cape Town in terms of potential future economic, population and physical growth. The analysis of growth potential is based on two fundamental and related concepts: inherent preconditions for growth and innovation potential. Five thematic indexes formed the basis for modelling the growth preconditions and innovation potential within each settlement and municipality. 	This study should underpin the identification of a clear settlement network, where the roles and resultant development imperatives for each settlement is clearly articulated as an important structuring element of the MSDF.
Cape Winelands District Rural Development Plan	<ul style="list-style-type: none"> The Cape Winelands District Rural Development Plan and Cape Winelands DM Agri-Park will be a catalyst for rural economic development/ industrialisation ensuring development and growth in order to improve the lives of all communities in the district. 	The plan identifies various projects to be included in SM's service delivery agenda, including the feasibility of Stellenbosch 360 sub routes, "Dine with Locals" project, Pursuing further development in TechnoPark, the Halaal Industrial Park, and public Wi-fi.

7. https://www.westerncape.gov.za/eadp/sites/default/files/western-cape-provincial-spatial-developmemnt-framework-draft-for-comment_4.pdf

The Draft MSDF was advertised for public comment during March 2019, and again during May 2019. Comments received during both rounds are summarised in Tables 51 and 52. Several observations can be made related to the comments received, addressed under themes in the paragraphs below.

Urban edges

The overwhelming majority of comments received relate to urban edges. On the one hand, there are requests for the extension of urban edges, and mostly the extension of urban edges into land currently reserved for agricultural purposes. On the other, there are objections to smallish extensions of urban edges to include infill residential development – in a way rounding off current edges in places where services exist – and providing more opportunity for housing adjacent to existing urban development.

The requests for urban edge amendments – mostly submitted via town planning consultants representing private landowners of agricultural land – is extensive. A more detailed analysis of these requests, based on comments received in response to the Draft MSDF (and also including an analysis of comments received on the previous MSDF) is summarised in the map forming part of this appendix (Diagram 1). Some 1 375ha of land is involved, a land area almost comparable to the size of Stellenbosch town.

It is a serious issue. If accepted, all requests for urban edge expansions will result in the large scale loss of valuable agricultural land and associated opportunity. Furthermore, it will disperse development energy to the extent where national, provincial, and local settlement development and management policy objectives aimed at the compaction of urban settlements (and associated benefits) will probably never be achieved.

Should the policy position to contain the lateral sprawl of settlements be valued, it appears to be very important to take a tough stance now in decision-making related to settlement development. The continued dispersal of development energy – focused on ad hoc development of peripheral land – will in all likelihood render achieving more compact settlements unachievable. At the same time, the loss of agricultural land and nature assets is likely to have serious consequences on future livelihood sustainability.

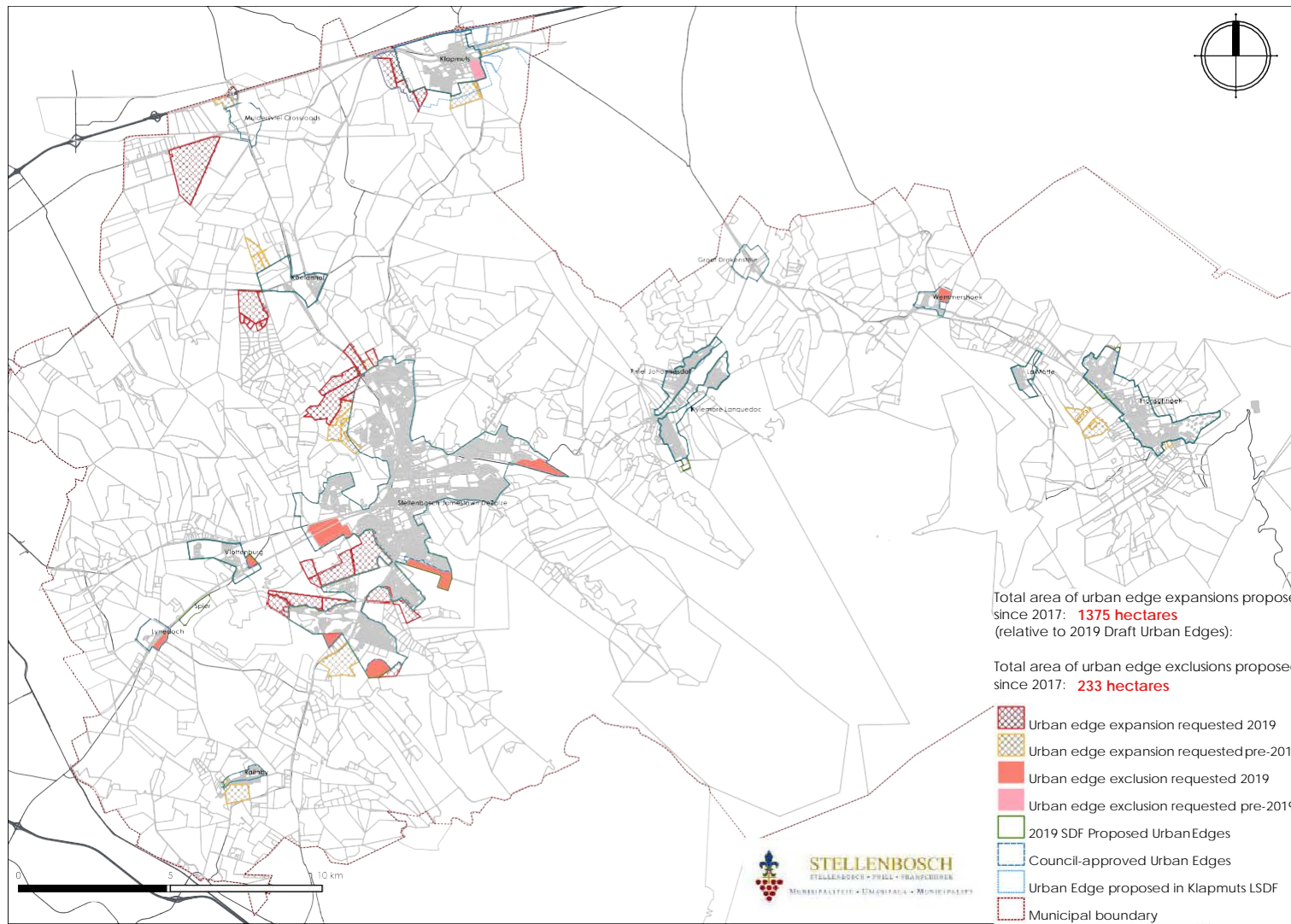
The MSDF simply asks decision-makers to enable an opportunity to achieve agreed policy objectives. Hold urban edges for now as far as possible to enable compaction and more efficient settlement development to take place. This position is not negligent of various concerns and issues related to agricultural activity, including that of safeguarding agricultural assets from theft where farms adjoin urban development, issues related to land redistribution, and so on. Also, it is understood that compacting settlements is a tough task. Associated land is often expensive, there are issues of adjoining activity and “rights” to be considered, the need for partnering between land owners, and reconfiguring existing infrastructure (as opposed to designing things “anew”). It is not the development approach that we have become accustomed to. Albeit it is easy to frame a policy of compaction and curtailing sprawl; implementation is tough and not the norm. Yet the MSDF has identified a significant alternative: the Adam Tas Corridor initiative. The project provides the opportunity to fundamentally restructure Stellenbosch town – benefitting large numbers of people. However, it will only succeed if tight urban edges are maintained in parallel to rolling out the project. In the case of Klappmuts, the development of Farm 736/RE will unlock land and infrastructure development for which municipal funding does not exist. In this settlement, as in

Stellenbosch, it is important to realise development potential in an orderly manner. Widespread urban edge expansion and allocation of rights in response to a policy position recognising the growth potential of Klappmuts may undermine initiatives for which bankable business plans and development programmes exist.

The second issue relates to public reaction to land identification initiatives to extend residential opportunity adjacent to existing residential areas on the urban edge, rounding off existing urban edges, and often involving public land. Clearly, if settlements are to be compacted, and residential opportunity to be extended within existing settlements, every opportunity needs to be explored to do so. However, residents in established communities adjacent to such land appear to fear the implications of further development. It is perceived that the quality of neighbourhoods will diminish, property values be impacted upon, and so on. Again, these fears are real, and should not be ignored or taken lightly.

Infill development is a necessity to achieve compact, more efficient settlements and maintain assets of nature and agriculture. The key appears to be the processes followed in enabling infill development. Open processes should be followed – as prescribed in legislation – where the concerns of existing residents are heard, respected, and incorporated in planning. At the same time, existing residents need to recognise that others have needs, and fulfilment of these needs lie at the heart of sustaining livelihood opportunity and well-being for settlements as a whole.

Finally, it appears that there is a view that the inclusion of land within urban edges is a “right to develop” and first step to acquire “higher” development rights. It is as if many have little regard for the overall principles of the MSDF (or that of its higher level statutory and normative context as



Proposed urban edge expansions and exclusions

outlined in SPLUMA and other national, provincial, and local policy). Inclusion in the urban edge has become a “guarantee” to development rights. The MSDF process has primarily become a discussion of urban edges – what is in and what not – as opposed to organising activities in space in a manner which serves the public good.

An urban edge is a planning instrument employed to direct and manage the growth of an urban area towards achieving stated objectives. It should not be seen as giving rise to development rights, or as a means to circumvent or underplay appropriate environmental, infrastructural, and planning investigations. Urban edges could be adjusted, if it is proved that this would result in benefit to the overall settlement and community in multi-dimensional ways. If a developer or project initiator believes – and can prove – that a development proposal will be aligned to or benefit stated and agreed national, provincial, and local settlement development and management objectives, it should matter little whether the proposal is located outside the urban edge.

Urban edges are also employed to ensure development in a planned manner for the settlement as a whole. Both the Municipality and private land owners and developers are provided with some certainty as to the preferred focus of development for a planning period. In the case of SM, this focus is to compact settlements as far as possible.

Klipmuts

The MSDF, aligned with higher level settlement development policy, identifies Klipmuts as a place with significant development opportunity. A previous

study – aimed at establishing Klapmuts as a “special economic development area” – has created high expectations among land owners, and numerous requests for urban edge adjustments.

It is not the purpose of the MSDF to prepare a LSDF for Klapmuts. Rather, the MSDF sets out to identify the overall role of and core principles for the future development and management of Klapmuts. The MSDF expresses concern about the extent of development projected through the previous study for both Klapmuts south and north (in the case of the north, DM commissioned a LSDF for the area east of Farm 736/RE). In many cases, there appears to be limited evidence of “bankable” business cases for the extent of development proposed. The MSDF therefore cautions against extensive adjustments beyond the current urban edge. The focus should rather be on supporting the implementation of projects achievable over the planning period, and careful further phasing of future development based on bankable development proposals.

Farm worker housing

The provision of farm worker housing is a key issue. A number of proposed farm worker housing initiatives are under preparation, including proposals at Meerlust, Koelenhof, and De Novo. The Municipality supports initiatives to provide farm worker housing/ agri-villages. A key issue is whether or not this form of housing should be delineated by an urban edge. The Municipality is of the view that farm worker housing does not necessarily require inclusion within urban edges. It can occur within the rural landscape. This discussion – whether or not to include farm worker housing within urban edges – should not impede the provision of farm worker housing in any way.

The Stellenbosch Northern Extension

A number of comments relate to the delineation of the northern edge of Stellenbosch town in the vicinity of Kayamandi. The proposed northern edge

has been adjusted in discussion with municipal housing officials. Given the slope of land north of Kayamandi, it is suggested that this edge be determined in detail based on detailed studies associated with specific development proposals. The current proposal suggests some extension north of Kayamandi, as opposed to unimpeded northern growth following the R304.

The Adam Tas Corridor initiative

The Adam Tas Corridor initiative received broad support in deliberations about the MSDF. It is a critical initiative, indicating how many national, provincial, and local policy objectives – including compacting settlements and containing sprawl – can be achieved in Stellenbosch town.

Achieving the potential of the project will not be easy, and will require partnering, institutional, and procedural arrangements beyond the norm for development in South Africa. Nevertheless, considerable progress has been made on the project, in parallel with developing the MSDF. It is an opportunity to restructure Stellenbosch town in a manner which serves many diverse needs, and will receive considerable focus during the 2019/ 20 business year as part of the MSDF implementation framework.

Droë Dyke

The MSDF identifies the Droë Dyke area as ideally situated to address housing needs in Stellenbosch in a manner which serves national, provincial, and local settlement management objectives. Objections have been received stating that this land is used for agricultural research purposes and could not be considered for development.

Notwithstanding these objections, the MSDF maintains that the area is ideal for housing development, supports associated policy directives, and form an integral part of the Adam Tas Corridor initiative. The Municipality has approached the HDA to assist in unlocking the land (owned by

the National Department of Public Works). In this process, issues of current use will be addressed.

Van der Stel Sports Grounds

Some concern has been expressed related to the possible future development of the Van der Stel Sports complex. Redevelopment of the site could contribute significantly to restructuring Stellenbosch town. However, should the Van Der Stel complex be considered for development (as part of the ATC initiative) sufficient green space should be safeguarded, as well as public access to sport opportunity and associated facilities.

TechnoPark

In terms of the MSDF, TechnoPark should be developed and promoted to become an even more specialised zone for technological inventions and a hub for specialised business. Ideally, all stakeholders to work together to create an environment where the special purpose of Technopark can be developed to its full potential.

“Relief”, link, and by-pass roads

Considerable public debate in Stellenbosch has focused on the possible construction of relief, link, or by-pass roads. This is a response to increasing traffic congestion experienced at particular times on specific routes in and around Stellenbosch town. The MSDF maintains that a precautionary approach is required towards major road construction in and around Stellenbosch. Ideally, significantly more opportunity should be made for ordinary workers and students to live within Stellenbosch, in that way relieving existing roads of commuters. At the same time, the University, large corporations, and the Municipality should proactively work together to introduce traffic demand management measures, supported by the provision of NMT infrastructure and associated systems.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
1	JAN HANEKOM PARTNERSHIP EMAIL SUBMISSION: 10 APRIL 2019	<ul style="list-style-type: none"> The submission motivates the need and desirability to amend the urban edge to include the proposed residential developments of farms Amalinda 82/5 and Sunset Vineyard 82/17 in Stellenbosch north. The land is currently zoned for agricultural use. The proposed development is to comprise mixed use, including medium, high, and limited single residential accommodation. An access controlled gated community and security environment is proposed, with the open space system linking with the surrounding open space. A section of agricultural use is proposed. It is argued that the 189 flats proposed within the development will contribute towards the 20 000 housing backlog across all sectors. The development will support the western by-pass and provide low skill work opportunities over the short and longer term. The MSDF has called for private sector support in meeting development objectives. The farms are currently used for minor agricultural purposes and proved unsuccessful for the past 15 years. The developer will assist in financial and infrastructural challenges faced by the Municipality. 	Urban edge in Stellenbosch north, private mixed use residential development	<ul style="list-style-type: none"> The development, located on the northern urban edge of Stellenbosch town, is not supported at this stage. The MSDF sets out to actively curtail sprawl of Stellenbosch town over the planning period. The MSDF maintains that sufficient land exists within the urban edge for the type of development envisaged. Welgevonden Road represents a natural northern urban edge to Stellenbosch.
2	ZEVDEVCO PROPERTY DEVELOPERS COLIN STEVENSON ON BEHALF OF R44 FARMS (PTY) LTD EMAIL SUBMISSION: 16 APRIL 2019	<ul style="list-style-type: none"> The submission is made on behalf of R44 Farms (Pty) Ltd, the owners of portion 40 of the Farm Bronkhorst 748, situated in Klapmuts on the corner of the R44 and R45 (Simondium Road). Despite having registered as an interested and affected party, they were not notified of the draft MSDF being available for comment. Portion 40 of 748 is demarcated as "Urban Agriculture Area Retained". This is in conflict with various development approvals and past policies and was discussed with municipal officials who acknowledged that such allocation/ demarcation was in error and confirmed that the error would be rectified in the final draft for council approval. The list of letters of approval from state departments are enlisted in their letter. There would appear to be greater interest in the Distell development on REM Farm 736 located in the Drakenstein Municipality area, despite Klapmuts having been identified as a significant economic node in terms of regional and local planning. 	Urban edge in Klapmuts	<ul style="list-style-type: none"> The description has been amended.
3	ANTON LOTZ TOWN AND REGIONAL PLANNING, ON BEHALF OF STELLENBOSCH WINE COUNTRY ESTATE (PTY) LTD, THE OWNERS OF FARMS 742/5 AND 1515 EMAIL SUBMISSION: 16 APRIL 2019	<ul style="list-style-type: none"> The submission argues for greater alignment between the MSDF and previous work exploring the feasibility of Klapmuts as a "special development area". The proposed urban edge alignment does not afford Klapmuts South the opportunity to exploit good intra and inter regional logistic networks as a special development area. The MSDF cannot expect Klapmuts to grow as a regional node while maintaining its urban edge as if it is a rural town. The MSDF needs to determine an urban edge and champion a range of potential uses that can facilitate the growth of a variety of sectors in line with the area's investment potential. 	Extent of the Klapmuts development area and urban edge delineation	<ul style="list-style-type: none"> The Klapmuts urban edge has been adjusted to indicate agreements with the University of Stellenbosch. Should further development proposals be submitted – supported by relevant studies and market support – and found appropriate by the Municipality through associated processes, a motivation for the further adjustment of the urban edge further could be considered as part of the proposal.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
4	<p>ANTON LOTZ TOWN AND REGIONAL PLANNING, STELLENBOSCH WINE COUNTRY ESTATE (ADDITIONAL INPUT)</p> <p>EMAIL SUBMISSION: 29 APRIL 2019</p>	<ul style="list-style-type: none"> An additional submission following the one dated 16 April 2019. The submission calls for a more liberal approach in identifying the cadastral boundaries of land units included in the urban edge of Klapmuts in order to maximise the benefits of the Stellenbosch Bridge Innovation Precinct for the community of Klapmuts. As per their previous comments and arguments, it is maintained that the Klapmuts Special Development Area Economic Feasibility Study completed in 2017/2018 should be incorporated into the MSDF’s proposals for Klapmuts. On the western edge of Klapmuts the proposed Klapmuts Zoning Framework incorporated the entire Farm 742/5 as well as portions of farms 1515 and Farm 742/RE. The project economist involved in the Stellenbosch Bridge Innovation Precinct (in which Stellenbosch University is a participant and stakeholder), has identified a variety of growth sectors that will benefit from and contribute to the growth of the innovation precinct through clustering in this location. This potential is endorsed by WESGRO. Given the time-frame of the MSDF and the importance that this document has in guiding decision-making and investment decisions, it is argued that the MSDF should play a stimulatory role, boosting investor confidence in Klapmuts, inter alia through providing for a significant growth and development area linked to the innovation precinct. This will prevent energy being lost in having to motivate for amendments of urban edges should the high-road scenario of Klapmuts be achieved and many sectors and industry role players cluster within the innovation precinct. A more generous western urban edge will not negatively affect the compactness and density of Klapmuts, as the area is adjacent to the built-up area, the location of existing services networks and service network linkages, and the process requirements to activate land use rights from the additional land portions. The proposal will ensure a logical progression of development from the existing town westwards. 	<p>Extent of the Klapmuts development area and urban edge delineation</p>	<ul style="list-style-type: none"> The Klapmuts urban edge has been adjusted to indicate agreements with the University of Stellenbosch. Should further development proposals be submitted – supported by relevant studies and market support – and found appropriate by the Municipality through associated processes, a motivation for the further adjustment of the urban edge further could be considered as part of the proposal.
5	<p>JC ANTHONY ON BEHALF OF THE KLAPMUTS COMMUNITY</p> <p>EMAIL SUBMISSION: 23 APRIL 2019</p>	<ul style="list-style-type: none"> The submission is made on behalf of the Klapmuts Community, Arra Wines, Anura, Stellenbosch Wine Country Estate, Braemar, Duvelop, Backsberg, and Klapmuts Small Business. As per previous comments and arguments, it is maintained that the Klapmuts Special Development Area Economic Feasibility Study completed in 2017/2018 (and its proposed zoning framework) should be incorporated into the MSDF’s proposals for Klapmuts. 		<ul style="list-style-type: none"> The Klapmuts urban edge has been adjusted to indicate agreements with the University of Stellenbosch. Should further development proposals be submitted – supported by relevant studies and market support – and found appropriate by the Municipality through associated processes, a motivation for the further adjustment of the urban edge further could be considered as part of the proposal.
6	<p>WESGRO</p> <p>HAND DELIVERED: 2 MAY 2019</p>	<ul style="list-style-type: none"> Wesgro supports the proposed Innovation and Educational Precinct central to the “Smart City” in Klapmuts (in partnership with Stellenbosch University). Wesgro also encourages synergies between the Distell development and Smart City and the sharing of information on a regular basis as work proceeds, so as to ensure that various networks are informed of progress with the developments and associated programmes. 	<p>Support for sector based and cluster approach to a “Smart City” at Klapmuts</p>	<ul style="list-style-type: none"> Synergy and information sharing between various projects planned for the Klapmuts area is supported.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
7	<p>STELLENBOSCH WINE & COUNTRY ESTATE</p> <p>EMAIL SUBMISSION: DATED, 23 APRIL 2019</p>	<ul style="list-style-type: none"> • Stellenbosch Wine and Country Estate donated 30Ha of land to Stellenbosch University, The Estate used the Special Development Area Plan for Klappmuts as the basis for the formal MOU with Stellenbosch University. • However, this plan was not taken into consideration in the drawing up of the MSDF. 	<p>Klappmuts urban edge in support of land donation to the University of Stellenbosch</p>	<ul style="list-style-type: none"> • The Klappmuts urban edge has been adjusted to indicate agreements with the University of Stellenbosch. • Should further development proposals be submitted – supported by relevant studies and market support – and found appropriate by the Municipality through associated processes, a motivation for the further adjustment of the urban edge further could be considered as part of the proposal.
8	<p>VREDENHEIM PARK (PTY) LTD MS ELZABE BEZUIDENHOUT</p> <p>HAND DELIVERED: 23 APRIL 2019</p>	<ul style="list-style-type: none"> • The submission argues for the inclusion of 40ha of the Vredenheim property at Vlottenburg north of Baden Powell incorporated into the 2019 MSDF as an urban area earmarked for a walkable node focussed on agri-industrial development together with tourism facilities and attractions. • It is maintained that such a development will better utilise the natural assets of the area in proximity to existing subsidy housing, functioning public transport facilities, and municipal services infrastructure. • A viable agri-industrial park requires at least 40ha of land, of which 20ha is already included in the Vlottenburg urban development node to the North of Baden Powell Drive. Thus, the proposal requires a minor amendment of the existing approved and proposed urban edge. • Vlottenburg is identified as a nodal development area in the MSDF, and the proposed development could benefit future development of the public transport system envisaged for the Adam Tas Corridor. • As opposed to concentration of development at Klappmuts only, the proposed development will assist in less traffic congestion along the Adam Tas Corridor. 	<p>Proposed agri-industrial and tourism development at Vlottenburg</p>	<ul style="list-style-type: none"> • The MSDF envisages Vlottenburg as a future settlement node, comprising a balanced community with inclusive residential opportunity and ready access to public transport. • The agri-industrial and tourism development proposal deviates substantially from the core principles of the MSDF and is likely to predominantly attract private vehicles. • Procedurally, rather than adjusting the MSDF based on an initial concept, it would be appropriate for the initiators of the proposal to package their proposal fully and enter into discussions with the Municipality.
9	<p>TV3 ARCHITECTS AND TOWN PLANNERS ON BEHALF OF DEVONVALE GOLF AND WINE ESTATE</p> <p>EMAIL SUBMISSION: 18 APRIL 2019</p>	<ul style="list-style-type: none"> • The DGWE has been present on land within the Koelenhof urban edge for more than 20 years and the land is zoned for urban purposes. • In terms of the MSDF the DGWE is excluded from the Koelenhof urban edge and no recognition of the existing urban land uses has been given. • The current and approved urban land uses are therefore compatible with the land uses included in the Koelenhof urban edge. • The Stellenbosch Golf Course (with no residential component) and the De Zalze Golf Estate (which is similar to the DGWE) have both been included in the urban edge. 	<p>Devonvale Golf and Wine Estate and the Koelenhof urban edge</p>	<ul style="list-style-type: none"> • The development comprises private open space and cluster housing. • The Municipality do not see Koelenhof developing in a manner which will incorporate this development. • The development can continue to exist without been part of the urban edge; comprising as it does a standalone group of facilities in a rural landscape.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
10	<p>VIRDUS WORKS (PTY) LTD</p> <p>EMAIL SUBMISSION: 23 APRIL 2019</p>	<ul style="list-style-type: none"> • Objection is made to the inclusion of state land for urban development purposes at Stellenbosch: Farm Vredenburg no 281, the remainder and portion 8 of farm Vredenburg No 283, Portions 17 and 35 of farm Grootvlei No. 188, and Farm 1357. • The above referred state-owned land falls into the category of unique agricultural land where expansion of the agricultural output must be promoted. • As part of the Stellenbosch Municipality Heritage Survey numerous parcels of land within the municipality have been indicated for proposed exclusion from Act 70 of 1970. • These are in Kromrivier, Klappmuts, Pniel, Lanquedoc, Kylemore, the Franschhoek area, La Motte, Wemmershoek, Stellenbosch, and Raithby (the land parcels are listed in the submission). 	<p>Proposed use of some "agricultural land areas" for urban development and proposed exclusion of other land areas from the provisions of Act 70 of 1970</p>	<ul style="list-style-type: none"> • The MSDF sets out to consider the appropriate use of land from a range of perspectives (not only its current use). • The Droë Dyke area is ideally situated to address housing needs in Stellenbosch in a manner which serves national, provincial, and local settlement management objectives. • The Municipality has approached the HDA to assist in unlocking the land (owned by the National Department of Public Works). In this process, issues of current use will be addressed. • The Municipality understands that a proclamation for various land parcels to be excluded from the provisions of Act 70 of 70 was retracted. Nevertheless, exclusion of land from the provisions of the Act does not of necessity imply that the Municipality should consider the land for urban development or include the land parcels within the urban edge.
11	<p>PHILIP LUND RESIDENT AND LANDOWNER, FRANSCHHOEK</p> <p>EMAIL SUBMISSION: 25 APRIL 2019</p>	<ul style="list-style-type: none"> • The change of streets from single residential properties into streets comprising commercial properties is ruining Franschhoek. • There is a need for regulations related to "Airbnb's" in the area (the lack thereof is ruining the market value of the current residential buildings). • The longer term planning objectives have been replaced by short term convenient but harmful planning decisions on property development use, "capped" by the lack of enforcement. 	<p>Land use change in Franschhoek</p>	<ul style="list-style-type: none"> • The MSDF emphasises the need to maintain the unique character of Franschhoek, while providing in the needs of residents. This includes maintaining a balance between the needs of residents and tourism establishments/ activities (critical to sustaining livelihoods). • The concerns raised predominantly relates to matters of zoning and land use management.
12	<p>TV3 ARCHITECTS AND TOWN PLANNERS, ON BEHALF OF BRANDWACHT LAND DEVELOPMENT (PTY) LTD</p> <p>EMAIL SUBMISSION: 25 APRIL 2019</p>	<ul style="list-style-type: none"> • The submission expresses support for the Draft MSDF, in that comments submitted on the 25 April 2018 have been included in the Stellenbosch urban edge and earmarked it for future urban development. 	<p>Stellenbosch urban edge</p>	<ul style="list-style-type: none"> • The proposed urban edge was adjusted to include a smaller, more rational development area.
13	<p>FEEDBACK WARD 19 AT BOTTELARY TENNIS COURT HALL</p> <p>24 APRIL (COMMENT AT THE PUBLIC MEETING)</p>	<ul style="list-style-type: none"> • Concern was expressed related to the De Novo township not being included within the urban edge. 	<p>De Novo township urban edge</p>	<ul style="list-style-type: none"> • The Municipality is of the view that the farm worker housing and institutional focus of De Novo do not necessarily require its inclusion within an urban edge.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
14	<p>NM AND ASSOCIATES, ON BEHALF OF BOSCHENDAL (PTY) LTD</p> <p>EMAIL SUBMISSION: 5 APRIL 2019</p>	<ul style="list-style-type: none"> The submission requests that the SDF should be less descriptive in its guidance on the Dwars River Valley concept and encompass more forward planning. It is believed that the SDF focuses too much on the Boschendal development too closely. A broader vision and concept should be developed (considering appropriate public investments and partnerships). 	Boschendal and surrounds	<ul style="list-style-type: none"> The Dwars River Valley is a heritage sensitive area. Further improvement of the area – and livelihood prospects for residents – could be explored in a local planning or precinct planning initiative for the area.
15	<p>CAPE NATURE RHETT SMART (MANAGER, SCIENTIFIC SERVICES)</p> <p>EMAIL SUBMISSION: 29 APRIL 2019</p>	<ul style="list-style-type: none"> CapeNature does not support the SEMF and does not support that this document can be used as the primary biodiversity informant for the SDF. The WCBSP has been developed using standard best practice systematic conservation planning methodology. The SEMF does not indicate the source of data for various informants nor an explanation. One of the MSDF concepts are to maintain and grow our natural assets, which is supported by CapeNature. However, no explanation has been provided regarding the map associated with this concept. The map featuring protected areas, world heritage landscape, green network and agriculture does not correlate with the WCBSP. Reference to WCBSP needs to be made in the report, where it has been used, and how this relates to other maps and concepts such as the green network. It was noted that areas within the urban edge have been excluded and do not reflect the WCBSP mapping. The MSDF entails fewer urban edge amendments than before and is favourable in that regard. CapeNature strongly objects to any development to the east of the R310/Wemmershoek Road, the site can be considered to be the highest priority site within the entire municipality in terms of biodiversity importance for securing for formal conservation. Therefore the urban edge should not extend east of the R310. Cape Nature supports the utilization of existing urban areas through redevelopment of brownfields sites and infill development, as opposed to expansion of the urban edge and urban sprawl into rural areas. They support the Adam Tas Corridor initiative. The Kayamandi urban development area should not extend into the Papegaaiberg Nature Reserve. The Brandwacht/ Paradyskloof watercourse and buffer should be excluded from the urban edge extension or indicated as green areas retained. The urban edge proposal for De Zalze no longer includes the extension to the west, but instead an extension to the South. This area was under investigation for a proposed cemetery and we recommend that the findings of the study should be used to determine the opportunities and constraints for development of the area between the airstrip and the smallholdings. The urban edge extension east of Idas Valley is within a CBA and is not supported by CapeNature. The infill development between Uniepark and Idas Valley which is located on ESA 2 could be acceptable subject to detailed planning. In Klampmuts, an area of concern is the property on which the wastewater treatment works is situated, directly to the south between the R101 and the railway. The sites are subject to current degradation through informal activities, for which action needs to be taken to be halted. Any development proposals would need to be subject to detailed studies. 	Environmental matters and proposed urban edges	<ul style="list-style-type: none"> Stellenbosch Municipality regards the Stellenbosch Environmental Management Framework (SEMF) as a sound biodiversity informant for the MSDF. The latest version of the SEMF (September 2018), advertised during May 2019 for public input, includes the spatial and accompanying information contained in the Western Cape Biodiversity Spatial Plan (WCBSP). This WCBSP information is explicitly referenced. The SEMF includes detailed maps, including the information contained in the WCBSP. The maps contained in the SEMF indicate the Wemmershoek area to be vulnerable and critical in terms of habitat irreplaceability. This makes it highly unlikely that the particular land portions, with specific reference to the land owned by Stellenbosch Municipality, will be used for purposes other than conservation. The draft urban edge for Wemmershoek has been adjusted to exclude the area east of the R310. Papegaaiberg Nature Reserve has been included in the maps contained in the SEMF as a formally declared nature area and Core Conservation area/ (Spatial Planning Category A.a.)

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
15 (cont.)	<p>CAPE NATURE RHETT SMART (MANAGER, SCIENTIFIC SERVICES)</p> <p>EMAIL SUBMISSION: 29 APRIL 2019</p>	<ul style="list-style-type: none"> • CapeNature supports the Jonkershoek Valley proposal. • The detailed designs for the Koelenhof node should be amended to allow for the natural functioning of freshwater ecosystems with appropriate buffers, and which would ultimately also function as open space corridors within these urban areas (as the Eerste River does in Stellenbosch). • Important are the biodiversity constraints that should be taken into consideration from the WCBS. • CapeNature has commented on the detailed design for some of these nodes for which applications have been submitted (including Boschendal, Vlottenburg, and La Motte). • CapeNature is in support of the overall concepts of the MSDF. However, there are a few cases which require further consideration and further amendment. 	Environmental matters and proposed urban edges	<ul style="list-style-type: none"> • Watercourses outside of the built fringe should and is generally excluded from the urban edge. In other cases, were water courses flow into and through urban areas, it is not possible. • The SEMF is specifically referenced in the MSDF. It is not necessary for the MSDF to duplicate the content of the SEMF.
16	<p>AHG TOWN PLANNING</p> <p>LAST EMAIL SENT: 3 APRIL 2019</p>	<ul style="list-style-type: none"> • The area of the Anura Development is still located outside the recently approved urban edge of Klapmuts (2018 MSDF) and the current Draft MSDF. 	Klapmuts urban edge	<ul style="list-style-type: none"> • The Municipality understands that previous approvals apply to the Anura development (albeit all necessary approvals for the development are not in place). Extensions to land use approvals have been granted by the Municipality to enable the initiators of the proposal to obtain outstanding approvals. • Despite previous approvals, the proposed development does not conform to the principles of the MSDF. Should the development obtain outstanding approvals it can proceed as a "lifestyle estate" not necessarily to be included within the urban edge.
17	<p>URBAN DYNAMICS</p> <p>LAST EMAIL SENT: 19 FEBRUARY 2019</p>	<ul style="list-style-type: none"> • Urban Dynamics future development scenarios study for the TechnoPark is now completed and a presentation was made to the SRA in December 2018. 	TechnoPark	<ul style="list-style-type: none"> • The MSDF envisages TechnoPark as a specialised business hub as described earlier. • Appropriately, the vision and future land use parameters for TechnoPark – meeting the MSDF objectives – should be expressed in a local spatial plan or precinct plan.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
18	<p>CATWALK INVESTMENTS SUBMITTED BY ZEVDEVO</p> <p>EMAIL SUBMISSION: 30 APRIL 2019</p>	<ul style="list-style-type: none"> • Catwalk Investments 385 (Pty) Ltd are the owners of erven Rem 6201 and 1460, measuring 2.95ha in extent, and situated in Bosmans Crossing Stellenbosch. • They support the Adam Tas Corridor initiative. • However, at present they question if there is sufficient trust between the built environment profession and the local authority for co-operation and partnership to succeed. • As yet, they have not been invited to participate in such joint planning despite being significant landowners in Bosmans Crossing which is situated in what is termed the “Central District” of the ATC. • An alternative rail system is critical to the success of the ATC the viability of such proposal, in terms of finance and existing policies needs to be determined and confirmed at the outset. • There is a concern that the ATC will delay development. • Inclusionary housing is mentioned throughout the MSDF, however there is not Inclusionary housing policy. To introduce an inclusionary housing policy prior to a policy having been adapted, is unworkable and unacceptable. • They request a copy of the “edited drat” of the Integrated Zoning Scheme (IZS) and request an outline of time-frames for the finalization of the IZS. • They support the NMT plan for Stellenbosch and would like to know when the implementation will take place and to “walk the talk”. • The Klapmuts Special Development Area Economic Feasibility Study has not been incorporated into the MSDF. • Stellenbosch town urban edge is extended into Papegaaiberg, a proclaimed nature reserve. 	ATC	<ul style="list-style-type: none"> • All land owners will be involved in processes related to the ATC. At this stage, the focus has been on the major land owners without whom the project will not be possible. • It is not the intent of the ATC initiative to delay development. • The transport system along the ATC will be explored with PRASA and other role players. • The IZS was adopted by Council end May 2019 (after the draft MSDF appeared). • Comment related to Klapmuts is included in sections above. • The Municipality plans and invest in NMT as resources allow. A key principle of the ATC initiative is to extend opportunity for NMT. • The Stellenbosch town urban edge does not impinge on the Papegaaiberg Nature Reserve, the proclaimed boundaries of which were incorrect in the draft MSDF.
19	<p>VIRDUS WORKS (PTY) LTD ON BEHALF OF LA MONTTE LAND REFORM INITIATIVE</p> <p>EMAIL SUBMISSION: 23 APRIL 2019</p>	<ul style="list-style-type: none"> • The submission objects to the SDF designation of the La Motte state land (Berg River Dam) for Urban Development purposes (portions of Paarl Farm no’s 1653 and 1339 and portion 1 of farm Keyersdrift no. 1158). It rejects the above inclusion of land into the Stellenbosch SDF as a solution for the housing and urban settlement demand in Franschhoek in the short to medium term. • The draft SDF 2019 contains contradictory policy statements regarding La Motte. It is defined as a rural settlement not intended for significant growth. • The SDF indicates that only 52 ha of land is required to satisfy current demand, which is available within the existing urban edges of Franschhoek. • The cost of agricultural land in the Franschhoek area prevents feasible land reform for agricultural development. State land should rather be used for economic transformation than for human settlement that can afford large capital outlays for development, amongst others by increasing residential densities to provide for subsidy housing in multi-storey units as is done all over in the other provinces. • The identification as set out in the SDF provides an understanding that the municipality is set on using the land furthest from Franschhoek for the proposed settlement development to reduce its development costs, without acknowledging the cost to the future residents and the surrounding agricultural uses. • La Motte, as per the Urban Development Strategy analysis indicated the La Motte area as one of the most vulnerable areas from a climate change perspective. • The land as indicated around La Motte for housing beneficiaries is a “dumping ground” because of the actions of the municipalities. 	Housing development at La Motte	<ul style="list-style-type: none"> • The urban edge for La Motte is not significantly extended in the MSDF. • La Motte is not envisaged as a significant growth area. However, housing provided there forms an integral part to the Municipality’s effort to provide in Franschhoek’s housing needs timeously.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
20	<p>STELLENBOSCH UNIVERSITY</p> <p>EMAIL SUBMISSION: 2 MAY 2019</p>	<ul style="list-style-type: none"> In principle, the SDF is supported by Stellenbosch University. Section 6.7 of the SDF refers to land use management guidelines and regulations as well as overlay zones, outlining land use parameters. However, provisions for the university overlay zone has not been considered, despite several meetings held with the municipality in the past on a proposed overlay zone for the university property. As such they request the SDF be amended to provide for the following paragraph in section in 6.7 of the SDF: The IZS provides for an overlay zone for the Stellenbosch University campus to outline land use parameters and processes specific to the campus (the details of the universities overlay zone can then be finalised during the integrated Zoning Scheme process) Section 5.3 paragraph 9 states that most of the traffic problems in Stellenbosch are caused by the University and the students. However, there are other institutions, businesses and follow through traffic on the R44 that also contribute to traffic problems in Stellenbosch. The university has taken up a number of initiatives to manage the problem of parking and traffic on campus. <p>Linking to point 19 of this public participation report, Stellenbosch University received a donation of 30ha of land in Klapmuts. Klapmuts is identified as a potential node for the establishment of an innovation precinct. The SDF needs to facilitate the opportunity for future growth of the university in this region to participate in the establishment of the innovation precinct.</p>	<p>University overlay zone, traffic, and Klapmuts</p>	<ul style="list-style-type: none"> The principle of a University overlay zone is supported. It is recommended that the details of this overlay zone be finalised in parallel with University master planning. It is accepted that the university is not the sole contributor to traffic congestion in Stellenbosch. Efforts by the university to introduce traffic demand management measures are acknowledged. The Klapmuts issue is addressed in comments above.
21	<p>DENNIS MOSS PARTNERSHIP ON BEHALF OF MESSERS. DEVONMUST (PTY) LTD</p> <p>EMAIL SUBMISSION: 3 MAY 2019</p>	<ul style="list-style-type: none"> On the 31 January 2017 this offices submitted comment on behalf of Devonmust (Pty) Ltd on the related rectification of the Urban Edge in the Vicinity of the Devonvale Golf and Wine Estate. Despite the comprehensive motivation provided by the office, the urban edge was not rectified by the Municipality. The current SDF shows Devonvale Golf and Wine Estate located outside the Koelenhof urban edge. In summary, the following motivating factors should be considered during the consideration of this comment: <ul style="list-style-type: none"> a) Devonvale had been operational as a golf course since the 1970s when the former Divisional Council of Stellenbosch approved the establishment of the golf course on a portion of the Farm Hartenberg, Division Stellenbosch. b) During 1989, the Provincial Planning Department granted approval for the development of Phase 1 which made provision for approximately 100 residential units. c) The Phase 2 extension of the Devonvale Golf and Wine Estate was approved by the DEA&DP during 2009. Further approvals to enable this development were issued during 2012, 2016 and 2018. d) The legal opinion has found that Devonvale presents a legally-constituted township established in terms of the Deeds Registry Act. e) The property borders on the current urban edge of Koelenhof. The amendment of the urban edge would therefore not result in leapfrog development. f) The activities undertaken at Devonvale will add to the mix of land uses in the Koelenhof node, thereby contributing to the land use intensification of the node. g) The amendment of the urban edge is regarded as the logical western extension and rounding off of the urban edge. Amendment of the urban edge to include Devonvale would not set a negative precedent as the motivating factors, mentioned above, would effectively result in a logical correction of the urban edge. 	<p>Koelenhof urban edge</p>	<ul style="list-style-type: none"> See submission 8 above.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
22	<p>TV3 ARCHITECTS AND PLANNERS ON BEHALF OF FARM CLOETESDAL NO. 81/33</p> <p>EMAIL SUBMISSION: 30 APRIL 2019</p>	<ul style="list-style-type: none"> According to the MSDF only a portion of Farm 81/33 has been included in the urban edge. At the Stellenbosch Municipality Council meeting of 22 February 2017 regarding the Northern Extension of Stellenbosch Urban Development Project, the whole of Farm 81/33 was identified for future urban development (consisting primarily of gap housing and schools). The request is for the MSDF to be rectified and for it to reflect the Stellenbosch Municipality Council's approved Northern Extension of Stellenbosch Urban Development Project. 	Northern extension urban edge	<ul style="list-style-type: none"> The urban edge has been adjusted to reflect the full extent of the proposed northern extension to Stellenbosch as understood by the Municipality. It is understood that as detail work on the northern extension project proceed, appropriate adjustments to the edge can be considered as part of an overall development agreement.
23	<p>TV3 ARCHITECTS AND TOWN PLANNERS ON BEHALF OF FARMS 72/2, 72/3 AND 82/2</p> <p>EMAIL SUBMISSION: 29 APRIL 2019</p>	<ul style="list-style-type: none"> The MSDF only includes a small portion of Farm 72/3 in the urban edge. At the Stellenbosch Municipality council meeting of 22 February 2017 regarding the Northern Extension of Stellenbosch Urban Development Project, significantly larger portion of farm 72/2, and portions of farm 72/3 and farm 82/2 were identified for future urban development (consisting primarily of gap-housing, commercial facilities, public transport facilities and sports facilities). 	Northern extension urban edge	<ul style="list-style-type: none"> See submission 23 above
24	<p>CAPENATURE COMMENTS (DIRECTED TO DEADP)</p> <p>EMAIL SUBMISSION: 6 MAY 2019</p>	<ul style="list-style-type: none"> CapeNature strongly objects to any development to the east of the R310/Wemmershoek Road. This site can be considered to be the highest priority site within the entire municipality in terms of biodiversity importance for securing for formal conservation (i.e. not already conserved). This lowland site contains several unique habitats, including wetland, as well as site endemic and local endemic species and has been long been identified for formal conservation (see McDowell 1993). There were major concerns regarding the groundwater abstraction programme on the site, however this land use does at least allow for retention of most of the habitat as opposed to urban development. As indicated in CapeNature's previous comments, this site has been reviewed by the Western Cape Protected Area Expansion and Stewardship Committee and recommended to be secured as a Protected Areas Act Nature Reserve. 	Wemmershoek urban edge/ Nature Reserve	<ul style="list-style-type: none"> The Municipality agrees with CapeNature's comments. The urban edge has been adjusted accordingly.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
25	<p>TV3 ARCHITECTS AND TOWN PLANNERS, ON BEHALF OF MOUNTAIN BREEZE PTY LTD (OWNER OF FARM 1166)</p> <p>HAND DELIVERED SUBMISSION: 1 MAY 2019</p>	<ul style="list-style-type: none"> The Mountain Breeze property has been excluded from the urban edge. It has been requested that the MSDF urban edge be amended to include the +/- 14ha portion of Mountain Breeze and to earmark it for urban development. The remaining +/- 68ha of the property will stay agriculture and continued to be farmed. Several specialist consultants were appointed to undertake and prepare baseline assessment reports that will form a component of this planning motivation report for the subject property. The property is zoned Agriculture Zone I, with a consent use for a farm stall. The properties are located in an area with mixed land uses. 201 single residential opportunities are indicated on a 14ha portion of the subject property. The proposal is motivated on the grounds of the development is that it is aligned with the principles of the IDP. Although the northern expansion project and the new Jamestown housing project will unlock additional land for predominantly affordable housing these projects will not address the current and future housing backlog for the middle-and-upper income households. There is a scarcity in formal guiding policies and plans specifically aimed at addressing the current and future housing demand for the middle to higher income households, who are predominantly attracted by the booming servicesector. 	Stellenbosch urban edge	<ul style="list-style-type: none"> The development, located on the southern urban edge of Stellenbosch town, is not supported at this stage. The MSDF sets out to actively curtail sprawl of Stellenbosch town and protect agricultural land over the planning period. The MSDF maintains that sufficient land exists within the urban edge for the type of development envisaged.
26	<p>FIRST PLAN RELATING TO KOELENHOF (DEVONBOSCH), PTNS 9, 20 & 43 OF FARM 65 AND PTNS 3 & 10 PF FARM NO 66 AND FARM NO 1059</p> <p>HAND DELIVERED: 6 MAY 2019</p>	<ul style="list-style-type: none"> The application for the subdivision and the rezoning of portions of the above properties have already been approved and developed has already occurred on portions of the subject property. In relation to Portion 43 of the farm Nooitgedacht No 65 various approvals for mixed-use urban development comprising of residential, commercial and industrial uses are in place (including Environmental Authorisation, Heritage approval, WC Department of Agriculture support, Stellenbosch Directorate Infrastructure services approval, Civil and electrical services installation and physical development of infrastructure, Building plan approvals and Construction for first buildings). In relation to Portions 9&20 of Farm 65, Portions 3 & 10 of the Farm No 66 & Farm 1059, Environmental Authorisation was issued by the Department of Environmental Affairs and Development Planning. In the Draft MSDF reference is made to the area north west of the railway line and the Koelenhof station to include GAP housing. It was pointed out the area north west of the railway line and the Koelenhof station is already developed as an upmarket residential development and that inclusionary housing cannot be included into the already developed and approved plans. "GAP" or "Inclusionary Housing Policy" is not specifically addressed in the Draft Stellenbosch MSDF 2019 other than that in table 31. Such policies have not been formulated as yet by the SM and this should be done prior to inclusion of such requirements into the Stellenbosch MSDF. 	Corrections based on plans already approved and developed	<ul style="list-style-type: none"> The letter concerns a land use application within urban edge. A Site Development Plan is under discussion. The MSDF reflects current approvals.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
27	<p>WRITTEN FEEDBACK AFTER MEETING AT TOWN HALL FROM SEVERAL PROPERTY OWNERS, DEVELOPERS AND INVESTERS</p> <p>HAND DELIVERED: 6 MAY 2019</p>	<ul style="list-style-type: none"> Private land owners providing residential accommodation to students in the central area of Stellenbosch town. Seeking more appropriate regulation of land use associated with their property and "collective" effort on common issues (e.g. security) Land owners intend to form a representative body representing their interests and geared to engage constructively with the Municipality/ University. The body will explore precedent, including the special district arrangements in Hatfield implemented in partnership with the University of Pretoria. These effort can pioneer the way forward for regulation of these properties. 	Private land owners of student accommodation in Stellenbosch town	<ul style="list-style-type: none"> The submission is welcomed. It would be appropriate for the owners of predominantly student accommodation in Stellenbosch town to form a representative body. Arguably, common interests, including appropriate land use management regulations, safety measures, and so on could be discussed and managed through this body. Possibly, the contemplated University overlay zone should include the property of private land owners of student accommodation.
28	<p>DEADP (WESTERN CAPE GOVERNMENT)</p> <p>EMAIL SUBMISSION: 7 MAY 2019</p>	<ul style="list-style-type: none"> The DEADP commends the progress made by SM to finalise the MSDF. Various suggestions were made to clarify maps, and wording and terminology used. The DEADP is in full support of the proposed catalytic interventions. The MSDF should expand on funding for catalytic initiatives. The MSDF should be re-advertised following completion and inclusion of the Capital Expenditure Framework (CEF). It is not clear whether or not existing infrastructure can support the infill development proposed. The MSDF should expand on issues related to waste management (including challenges, the capacity of infrastructure, and waste management initiatives). 	Comments aimed at strengthening the Draft MSDF	<ul style="list-style-type: none"> Various amendments have been made to the Draft MSDF to clarify maps, and wording and terminology used. A summary of the SM CEF has been included as an Appendix. Work on the CEF is ongoing, but the principle has been established to align planning and budgeting for infrastructure and services with the spatial objectives of the MSDF. In relation to the catalytic initiatives, each is associated with its own extensive infrastructure and service investigations. A key principle of these initiatives is attracting "off-budget" investment (investment not from the SM but external organisations). A good example of this is Distell's planned investment in infrastructure to unlock the development of Farm 736/RE in Klapmuts.
29	<p>DENNIS MOSS PARTNERSHIP ON BEHALF PORTION 23 OF THE FARM NO 74, KOELENHOF</p> <p>EMAIL SUBMISSION: DATED, 7 MAY 2019</p>	<ul style="list-style-type: none"> The comments requests and motivates the rectification of the SDF as it relates to the erroneous land-use designation indicated for Portion 23 of the Farm No. 74, Koelenhof According to the draft MSDF, the land use designation of the subject site has been informed by an LSDF that was prepared for the Koelenhof area in 2007. In terms of the analysis that informed the spatial proposals contained in this LSDF, the subject site has been classified as follows: "Investigate Flood Lines Development Potential". The LSDF also calls for investigations into the development potential of residential development (Subsidy/ GAP) on the site. The land use proposed by the draft MSDF is "protected green" for which no definition is found in the draft MSDF. The classification could also be construed as a contradiction of the use proposed in the Koelenhof LSDF that indicated the application portion of land for possible residential development purposes. The amendment of the land use designation of the subject site to allow for infill development is supported. With regard to future land use on the site, the study undertaken indicates that the site is of low environmental significance and that it has no irreplaceable ecosystem function. It is accordingly proposed that the current draft MSDF land use designation for the subject land, namely "protected green" be amended to "new future development" or "strategic infill development". 	Inconsistent land use designation	<ul style="list-style-type: none"> It is agreed that the area could be used for infill development if supported by appropriate studies.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
30	<p>ANTON LOTZ TOWN PLANNING ON BEHALF OF STYLESTAR PROP 83 (PTY) LTD (OWNERS OF FARM 770/21 PAARL ROAD)</p> <p>EMAIL SUBMISSION: 6 MAY 2019.</p>	<ul style="list-style-type: none"> • Klappmuts is identified as a primary node/ growth centre; yet the land budget does not afford the Klappmuts south area the opportunity to respond to its potential to accommodate enterprises requiring large landholdings and dependent on good intra- and inter-regional logistic networks as described in the draft SDF. • The MSDF recognises the economic potential of the N1 corridor – including adjacent land also serviced by the old Main Road and Railway – stretching from the CCT through Klappmuts towards. • It is believed that more of the land in the zone between the N1 and R101 to the east of the existing Klappmuts town should be included into the urban edge to allow a response to the logistics and industrial opportunities in the short to medium term. 	Urban edge extension to enable growth of Klappmuts	<ul style="list-style-type: none"> • The area of land east of Klappmuts and situated between the N1 and Old Paarl Road should be jointly investigated and planned by Stellenbosch and Drakenstein Municipalities. • Over the longer term, a change of land use appears logical.
31	<p>AGRICULTURAL RESEARCH COUNCIL</p> <p>HAND DELIVERED SUBMISSION: 06 MAY 2019</p> <p>(AND DATED LETTER FROM DR SHADRACK MOEPHULI PRESIDENT AND CEO ON 26 MARCH 2019)</p>	<ul style="list-style-type: none"> • The letter objects to the Draft MSDF designation of State land (Agricultural Research Council) for urban development purposes at Stellenbosch: Farm Vredenburg No 281, the Remainder and portion 8 of Farm Vredenburg No 283, Portions 17 and 35 of Farm Grootvlei No. 183 and Farm 1357. • The process of planning development and future potential on this land is illegal and the process is in ultra vires of the powers of the municipality in the prevailing circumstances. • In addition, the land is used for the agricultural research and biosecurity (including quarantine) purposes. • The pertinent land is exposed to pathogens, fungi, insects and mycoherbicides (Formulation of fungal spores) which are used for the control of invasive plant species that need to be protected. • The ARC accordingly calls upon the municipality not to proceed further with the planning process, as it would be against the interest of agricultural development, industry and research in the Western Cape. 	Objections to the proposed use of State Land	<ul style="list-style-type: none"> • The MSDF sets out to consider the appropriate use of land from a range of perspectives (not only its current use). • The Droë Dyke area is ideally situated to address housing needs in Stellenbosch in a manner which serves national, provincial, and local settlement management objectives. • The Municipality has approached the HDA to assist in unlocking the land (owned by the National Department of Public Works). In this process, issues of current use will be addressed.
32	<p>TECHNOPARK SPECIAL RATINGS AGENCY (SRA) COMMENTS ON THE MSDF</p> <p>EMAIL SUBMISSION: 7 MAY 2019</p>	<ul style="list-style-type: none"> • TechnoPark currently functions as a mono-use office park, while it was originally designed as a science and technology park. The modern notion of innovation precinct fits well with the current uses and business mix in the park. The mixed use of the space will only materialise if land-use rights shift towards this new vision. • Clarity is needed on the sought of future extension area (+/- 10,7ha) of the TechnoPark, currently located outside the urban edge. It is proposed that this area be included in the urban edge. • This can only be unlocked if the vision of TechnoPark is supported through acknowledgement of the new vision in the MSDF, the need for amendment of the Zoning Scheme and associated regulations and mechanisms, and the subsequent compilation of a new development framework. 	TechnoPark	<ul style="list-style-type: none"> • The MSDF envisages TechnoPark as a specialised business hub. • Appropriately, the vision and future land use parameters for TechnoPark – meeting the MSDF objectives – should be expressed in a local spatial plan or precinct plan. • The notion of a joint planning effort between land owners, management bodies, and the Municipality is supported.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
33	<p>115 OWNERS AND RESIDENTS OF PROPERTY NEAR UNIEPARK AND ROZENDAL</p> <p>HAND DELIVERED SUBMISSION: 4 MAY 2019</p>	<ul style="list-style-type: none"> • There were 115 objections for the inclusion of the “yellow” block to the north of Uniepark (depicted in Figure 28 of the draft MSDF). • The residents are not against new development in principle and are particularly supportive of the Adam Tas Corridor as a major project to rejuvenate the derelict buildings and underutilised land on the Western side of the town. • However, they are concerned that the Draft MSDF and processes related to the IDP create uncertainty that has led to the devaluation of property in their area, and could result in further erosion of property value, threatened adjacent green areas, and also seems to disregard existing plans, policies and frameworks. • The Draft MSDF does not provide details regarding the nature of any proposed residential infill or justification for the inclusion of the Uniepark block. • Uniepark extends further to the eastern side of the Uniepark than the current zoning for utility services, and appears to include land currently zoned for agriculture. • At the IDP focussed engagement session on 25 April 2019, a much larger yellow block to the north and east of Uniepark was presented under the future megaproject “Botmaskop”. • The proposal also ignores green and forested areas and contradicts the view in previous policy documentation that the eastern reaches of Helshoogte should not be included in restructuring zones because it is too far away from access to public transport, economic activity zones and social facilities. • To avoid further damage, and in light of the long-term, forward-looking nature of the MSDF, and the arbitrary placing of the Uniepark Block, it is respectfully request that the Uniepark block be removed from the Draft MSDF. 	Uniepark and Rozendal	<ul style="list-style-type: none"> • To achieve agreed national, provincial, and local settlement development and management objectives, it is necessary for the Municipality to actively seek infill residential development opportunity. • Prior to implementation of any such opportunity, numerous studies and investigations are required through land use planning, environmental, and infrastructure related statute and regulations, including the need for public participation at different stages of development processes. • These studies will inter alia consider what parts of the land area could be developed, what nature and form of development would be appropriate in its context, and who best will be responsible for implementing the development. • The Municipality adheres to all applicable legislation and policy in enabling development and will follow these processes should any development in the area identified be pursued.
34	<p>STELLENBOSCH AGRICULTURAL SOCIETY</p> <p>HAND DELIEVERED SUBMISSION: 7 MAY 2019</p>	<ul style="list-style-type: none"> • The Stellenbosch Agricultural Society (during 2017) formed part of the ISC. In light of the this, the MSDF are presented to council without the inputs of the ISC that is considered contrary to the legislative requirements set out in LUPA. • The presentation and consideration of the current draft SDF to Council without an updated draft RAP document in place is considered premature and it does not promote transparent and informed decision-making. • One of their major concerns is that the draft SDF does not in any form make provision for farm worker housing as contemplated in the IDP and housing pipeline. • As part of the priorities of Ward 19 the society request that the De Novo node be recognised and identified as a rural node especially in relation to the provision of farm workers housing and for training and development opportunities. • The Meerlust development that is aimed at the provision of farm worker housing in not reflected in the current draft MSDF proposals. It is recommended that the MSDF be amended to incorporate the proposed development as a farm worker housing node. • The Koelenhof development node should be revised and include portion 31 of farm 61, as per the request of Simonsig Wine Estate who are working with the society to promote farm worker housing/ agri-villages. • The approved residential development on portions 2 and 3 of Farm 1307 is not included, and the Society request that this be rectified, to incorporate portions 2 and 3 of farm 1307 within the urban edge. 	Farm worker housing	<ul style="list-style-type: none"> • The Municipality supports initiatives to provide farm worker housing/ agri-villages. • A key issue is whether or not this form of housing should be delineated by an urban edge. • Associated deliberations should, however, not impede processes to provide farm worker housing in any way.

No. SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
<p>35</p> <p>FRANSCHHOEK HERITAGE AND RATEPAYERS ASSOCIATION</p> <p>HAND DELIVERED SUBMISSION: 7 MAY 2019</p>	<ul style="list-style-type: none"> The association has in excess of 400 members who are residents and or business owners in the valley and their committees are elected at each Annual General Meeting. The following issues are raised: The need for forward planning to cater for the sense of place and the café society that makes the village such a special place. More consultation is needed to preserve this special place and offer our services to assist in this regard. The need for provision of adequate parking and to coordinate this between local shop staff and wine tram customers. The parking now available on the old tennis courts is a good step forward but is a short term solution. Too many residential properties are being commercialised with absentee landlords. All future commercial developments in the village should be limited to the existing three nodes – along the Main street, constrained by Dirkie Uys Street to the North and van Wiik Street to the South, the Village Artisan, and the Agrimark node. The rest of the village should be strictly residential or guesthouses which meet the Todeschini & Japha guidelines. Motels as proposed for erf 187 are not acceptable. Additional commercial developments will be needed to support the satellite villages as in the SDF. Again these should be fixed to the main access roads and not spread through the residential areas. No three storey buildings should be permitted. The Municipality must protect the sense of place of the whole valley (Heritage Western Cape only covers the very small historic part of the village). The proposal to resuscitate the Planning Advisory Committee and to invite members of the Association to join is strongly supported. It's remit needs to be expanded to cover the whole valley. Building Control must be carried out thoroughly and not be inhibited by the split between the municipal and judicial areas of control. 	Franschhoek	<ul style="list-style-type: none"> The issues raised are important but mostly related to land use management and not the MSDF for the municipal area.
<p>36</p> <p>TV3 ARCHITECTS AND TOWN PLANNERS ON BEHALF OF LIBERTAS AND FLEURBAAI</p> <p>EMAIL SUBMISSION: 7 MAY 2019</p>	<ul style="list-style-type: none"> The farms Libertas and Fleurbaai farms have been excluded from the Stellenbosch urban edge. The firm has received a brief from the directors of Fleurbaai (Pty) Ltd to prepare the necessary documentation for the amendment of the MSDF in order to include the Farm Libertas No. 1480, Stellenbosch and the Farm Fleurbaai No. 1040, Stellenbosch in the Stellenbosch urban edge and to earmark the subject property for future urban development purposes. A power of attorney to this affect is attached to the original submission documentation. The subject property is considered to be a desirable location for future urban expansion, with specific reference to a mixed-use development, being in close proximity to central Stellenbosch. The aim of the submission is to provide the Stellenbosch Municipality with sufficient information, informed by specialist studies and assessments, of the subject property and proposed urban development to substantiate the motivation for inclusion in the Stellenbosch Municipality's urban edge. A large portion of the land will be used for education facilities, the TechnoPark extension, residential opportunities, and as such will complement the Adam Tas Corridor initiative by providing alternative housing opportunities in close proximity to central Stellenbosch. It is maintained that the MSDF identifies little private land for the development for the middle to higher income groups available. It is their professional opinion – substantiated by the relevant specialist consultants and their reports – that if the subject property is included in the urban edge and sensitively developed it will support the principles of the Stellenbosch Municipality's IDP, contribute to creating a compact urban form for Stellenbosch town (it can be deemed to be infill development of the area between Die Boord and TechnoPark), contribute to the upgrading of municipal engineering infrastructure, assist in funding and constructing the proposed TechnoPark Link Road, pay significant development charges to the Stellenbosch Municipality, address housing needs and backlog, provide balanced housing stock by supplying more family orientated housing opportunities, assist in limiting the loss of families working in Stellenbosch, moving to other towns, not lead to a loss of a critical biodiversity area, have a limited impact on agricultural resources, have a limited impact on heritage resources, have a limited visual impact; and will have significant socio-economic benefits for Stellenbosch in the form of new employment opportunities, rates, taxes, infrastructure upgrades, traffic improvements, new educational facilities, and so on. 	Stellenbosch urban edge (Libertas and Fleurbaai Farms)	<ul style="list-style-type: none"> The development is not supported at this stage. The MSDF sets out to actively curtail sprawl of Stellenbosch town and protect agricultural land over the planning period. The MSDF maintains that sufficient land exists within the urban edge for the type of development envisaged.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
37	<p>TV3 ARCHITECTS AND TOWN PLANNERS ON BEHALF OF PORTION 1 OF FARM FLEURBAAI</p> <p>EMAIL SUBMISSION: 1 MAY 2019</p>	<ul style="list-style-type: none"> Portion 1 of Farm Fleurbaai No. 1040, Stellenbosch, owners have contacted TV3 to initiate a process to obtain the necessary land use rights, in order to establish an urban development, consisting of residential and commercial facilities. The first step of the process is to obtain the required land use rights for the proposed development which would include the portion of the previously mentioned farm into the urban edge. According to the MSDF the said property has been excluded from the urban edge. The subject property is +/- 9.5ha in extent and is not a viable agricultural land unit. The property is proposed to extend the Techno Park with Capitec's new head office building and it would therefore make sense to harness this opportunity and to provide land (on the subject property) for the future expansion of TechnoPark as the need arises. Although it is recognized that urban form of a town is also dictated by biophysical factors such as topography, flood lines and infrastructure such as major roads which may lead to an organic irregular form with tentacles and nodes, there will always be the natural inclination to follow a compact regular form, striving towards optimum proximity and connectivity. In this regard the subject property (as a part of the Fleurbaai/ Libertas urban development project) is ideally located close to the CBD and can be regarded as infill development, as its most western border would more or less follow the natural western edge of the town as already dictated by De Zalze and TechnoPark. A main contributing factor in the request is the recent progress towards the realization of the proposed Techno Avenue Link Road, arriving at a preferred conceptual alignment. The Techno Avenue Link Road will form the western boundary of Stellenbosch and help define a new compact urban form for Stellenbosch, containing future development. 	Stellenbosch Urban Edge	<ul style="list-style-type: none"> The development is not supported at this stage. The MSDF sets out to actively curtail sprawl of Stellenbosch town and protect agricultural land over the planning period. The MSDF maintains that sufficient land exists within the urban edge for the type of development envisaged.
38	<p>TV3 ARCHITECTS AND TOWN PLANNERS ON BEHALF OF PORTION 4 OF FARM FLEURBAAI NO. 1040</p> <p>EMAIL SUBMISSION: 6 MAY 2019</p>	<ul style="list-style-type: none"> The comment relates to a further property (Portion 4 of Farm Fleurbaai No. 10140, owned by High-Mast Properties 37 (Pty) Ltd) as part of the proposed Fleurbaai/Libertas development. The proposal for the property includes a residential development for university students and a cluster of private schools for +/- 1500 pupils. The property is located along the conceptual Techno Avenue Link Road. 	Stellenbosch Urban Edge	<ul style="list-style-type: none"> The development is not supported at this stage. The MSDF sets out to actively curtail sprawl of Stellenbosch town and protect agricultural land over the planning period. The MSDF maintains that sufficient land exists within the urban edge for the type of development envisaged.
39	<p>MHL ARCHITECTS AND PLANNERS ON BEHALF OF MILNERTON ESTATES LAND HOLDING IN THE RAITHBY-FIRGROVE VALLEY</p> <p>EMAIL SUBMISSION: 8 MAY 2019</p>	<ul style="list-style-type: none"> The SDF indirectly refers to Milnerton Estates' presence in the valley. It is maintained that the SDF should guide how tourism, upliftment of farm workers, farmworkers housing, agri-villages, the development of agriculture, strengthening of the agricultural value chain, agri-processing, food security, and employment in the Raithby-Firgrove valley should be undertaken. Given the location of the valley adjacent to the City's urban edge and associated development pressures, along with increased use of R44 and Winery Road transport linkages, it is proposed that the SDF recognize the Raithby-Firgrove valley as a distinct spatial entity with appropriate socioeconomic development opportunities, and that relevant SDF elements be brought forward more strongly and spatially. 	Scope of land uses to be supported in the Raithby-Firgrove valley	<ul style="list-style-type: none"> In terms of the MSDF Raithby should be maintained as a rural village. The MSDF maintains that the guidelines for rural development provides scope for diversification of activities on farms to be protected from urban expansion.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
40	<p>ARRA VINEYARDS</p> <p>EMAIL SUBMISSION: 8 MAY 2019</p>	<ul style="list-style-type: none"> In 2008 Arra was included in the urban edge only to be omitted in the final draft. They have scrutinized the latest SDF proposals but fail to find any sensible deliberation on Arra Vineyards position. Placing their property outside the urban edge in terms of the latest SDF proposals militates against a number of important principles and considerations that have informed the formulation of the SDF guidelines and urban edge determination. Arra would like to use an urban/ agricultural buffer zone to develop for middle income housing and provide economies of scale for security and harmony to farming operations. There has been questionable inclusion of property in the urban edge that is not adding value to the SDF. but just providing real estate commerce. The Klapmuts Plan contains "green area" that have development rights and have been developed. These include the Mandela Estate, the housing estate outside Klapmuts and does not reflect the approvals of the two schools and university south of Klapmuts. These green spaces have been confirmed to have low agricultural potential land. Klapmuts is labelled as a significant new regional economic node yet the land budget consideration only speaks to land required primarily for indigent housing and give no indication of allocation of land to actually realise the "vision". The SDF does not reflect the urgency to improve safety at the current high hazardous Arra Vineyards water dame that has 300+ low income houses located close by and with school children having easy access to the dam. This issue should be addressed and planned for accordingly. 	Klapmuts urban edge	<ul style="list-style-type: none"> The Klapmuts urban edge has been adjusted to indicate agreements with the University of Stellenbosch. Should further development proposals be submitted – supported by relevant studies and market support – and found appropriate by the Municipality through associated processes, a motivation for the further adjustment of the urban edge further could be considered as part of the proposal.
41	<p>DE ZALZE HOA</p> <p>EMAIL SUBMISSION: 7 MAY 2019</p>	<ul style="list-style-type: none"> The De Zalze HOA (represents over 400 homeowners) request explanation for the inclusion of a triangle of agricultural land south of De Zalze in the urban edge. They are aware that this area contains red data species which are protected. The HOA also notes a new extension of the urban edge on the southern side of Jamestown, an area currently zoned agricultural. The area between the Webersvallei Road and the Blaauwklippen River is now included in the urban edge and is marked as "existing and proposed urban character areas". The HOA enquires as to what is meant by this description. 	Urban edge in vicinity of De Zalze	<ul style="list-style-type: none"> The triangle of land south of De Zalze has been excluded from the urban edge.
42	<p>SPIER FARM PRECINCT</p> <p>EMAIL SUBMISSION: 9 MAY 2019</p>	<ul style="list-style-type: none"> Spier is in the process of re-visiting its long-term vision, across sectors of activity, and including the spatial use and configuration of the complex. They plan on preparing a vision, strategy, and implementation plan holistically, across multiple aspects including agriculture, commercial considerations, agri-processing, tourism, residential and mixed-use development of select portions of the Spier. Spier requests that the MSDF description of the complex enables this long-term planning process to unfold. 	Future of the Spier Farm precinct	<ul style="list-style-type: none"> The Municipality believes that the MSDF adequately enables the long-term visioning and planning process for Spier – as outlined in their submission – to proceed.
43	<p>WERKSMANS ATTORNEYS ON BEHALF OF BLAAUWKLIPPEN AGRICULTURAL ESTATES STELLENBOSCH</p> <p>EMAIL SUBMISSION: NO DATE</p>	<ul style="list-style-type: none"> The submission motivates for the inclusion of various farm portions in the vicinity of Paradyskloof and Jamestown (Farms 1457, 369/17 and 527/3) to be included in the urban edge. 	Urban edge in vicinity of Jamestown, Stellenbosch	<ul style="list-style-type: none"> The MSDF maintains that the urban edge of Stellenbosch town should be maintained as far as possible for the MSDF period in order to achieve national, provincial, and local settlement development and management objectives

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
44	<p>THE STELLENBOSCH HERITAGE FOUNDATION</p> <p>EMAIL SUBMISSION: 8 MAY 2019</p>	<ul style="list-style-type: none"> The Stellenbosch Heritage Association supports the Draft MSDF in principle. They request that the SM should make a special effort to integrate diverse policies across all departments. In recent public meetings it was clear that this was not the case. They would like to thank the municipality and their consultants for their diligent commitment to produce a qualitative and strategically valuable document to guide future decision making. 	Policy integration	<ul style="list-style-type: none"> The Municipality has commenced work to align the MSDF and various sector policies/ framework plans.
45	<p>DE ZALZE PROPERTY INVESTMENTS (PTY) LTD</p> <p>EMAIL SUBMISSION: 7 MAY 2019</p>	<ul style="list-style-type: none"> The submission states that the entire De Zalze estate should be included within the urban edge. It is argued that the entire estate has been "incorrectly" excluded from the urban edge since 2013. 	De Zalze urban edge	<ul style="list-style-type: none"> The MSDF does not view De Zalze as a growth area and do not see the need to include the entire estate within the urban edge.
46	<p>DENNIS MOSS PARTNERSHIP ON BEHALF OF REMAINDER FARM NO. 85 AND ERF 14425</p> <p>EMAIL SUBMISSION: 8 MAY 2019</p>	<ul style="list-style-type: none"> As per the discussion held with municipal officials it is noted that there is an error in the Stellenbosch Concept plan (pg. 66) and Stellenbosch Framework Plan (pg. 68). These plans indicated that above-mentioned properties as urban agriculture included in the urban edge. They have illustrated and explained in the Basic impact Assessment (for which an approval was granted on 8 July 2015), the Rezoning application and subsequent submission of the Portfolio of Evidence on 16 April 2019 (which is currently under consideration) the properties are included in the Stellenbosch Urban Edge and designated for urban development 	Stellenbosch urban edge	<ul style="list-style-type: none"> The MSDF has been rectified.
47	<p>TV3 ARCHITECTS AND TOWN PLANNERS, ON BEHALF OF PORTIONS 18 AND 20 OF FARM NR 82, AND ERF 13789</p> <p>DELIVERY SUBMISSION: 8 MAY 2019</p>	<ul style="list-style-type: none"> The application for the rezoning, subdivision and departures was approved for Urban Development purposes. The application was duly approved by the Stellenbosch Municipality in 2011. As part of this application the related farms have been developed accordingly (Urban Related Purposes), currently known as the Gevonden Residential Development. The remainder of the original approval relating to portion 20 of Farm Nr 82 is currently being processed by SM. In terms of the MSDF 2019 it would appear that the designation of the subject property (Portion 20 of Farm Nr 82) is incorrectly indicated, and should be indicated as existing urban development area. 	Incorrect indication on MSDF 2019	<ul style="list-style-type: none"> The MSDF has been rectified.
48	<p>URBAN DYNAMICS TOWN AND REGIONAL PLANNERS ON BEHALF OF FAURE AGRI (PTY) LTD AND MYBURGH FAMILY TRUST</p> <p>EMAIL SUBMISSION: 6 MAY 2019</p>	<ul style="list-style-type: none"> The submission states that preliminary work has been undertaken to establish a rural node – comprising 450 residential opportunities for 450 farm worker families on 26,5ha – adjoining Old Main Road and Baden Powell Drive. 	Proposed Meerlust rural node	<ul style="list-style-type: none"> The proposal does not necessarily contradict with the key principles of the MSDF. Specifically providing opportunity for farm workers is welcomed, as well as the location of the village on lower value land. It would be appropriate to address associate urban edge changes once the proposal – and all associated documentation – is submitted to the Municipality. The Municipality does not see it a necessity to include farm worker housing within the urban edge.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
49	<p>PIETER SCHAAFSMA</p> <p>EMAIL SUBMISSION: 8 MAY 2019</p>	<ul style="list-style-type: none"> Mobility issues at the Technopark will be exacerbated through the current construction of the head office of a national bank in the TechnoPark. One solution would be to encourage the bank to acquire and develop the remaining vacant land in the TechnoPark for higher density residential development for its employees and to convert certain of the existing office buildings that become vacant, for the same purposes. A private/ public initiative in this regard is urgently required. 	<p>Mobility issues around the TechnoPark</p>	<ul style="list-style-type: none"> The MSDF argues that the TechnoPark should be developed/ managed to become a more Specialised business hub. It is proposed that the land owners/ management body and municipality prepare a local/ precinct level plan aimed at achieving the abovementioned goal.
50	<p>STELLENBOSCH RATEPAYERS ASSOCIATION</p> <p>EMAIL SUBMISSION: 8 MAY 2019</p>	<ul style="list-style-type: none"> The mobility issues brought about by the decision to permit the establishment of the head office of a national bank in the TechnoPark. The issue is that there is no funding available for access to be provided. If the bank is not willing to fund the cost of a second access route, or to be advised to convert its new head office for residential purposes sooner rather than later, as was the case with the Cape Town CBD Old Mutual office. That out grew it's space and was converted into residential. As part of page 102 of the MSDF "Avoid retail malls and office parks in peripheral locations reliant on private vehicular access". In terms of this guideline a banking head office should clearly not have been permitted in the TechnoPark. As indicated in Table 13 on page 40 of the draft MSDF Stellenbosch Municipality has limited capacity to address issues such as the evolution of TechnoPark into an office park. The Municipality's institutional arrangements for addressing joint planning challenges also appear to be weak and intermittent. On page 45 of the Draft MSDF this situation is highlighted as a mismatch between the multiplicity of policy documents drawn up by or for the Municipality and the day to day ability to make sense of or apply such policies. The SRA would like to see representatives from Interested & Affected parties attending portfolio committee meetings as observers where, with the permission of the chairperson, they can participate in discussions (but have no vote). The Van der Stel Sports Complex, while an integral part of the Central district of the Adam Tas Corridor, should not form part of or be utilised for any strategic infill development. If the space is lost it will be difficult to replace. They were in agreement that the upper portion of Brandwacht Farm (Farm 1049) and a 20ha portion of Farm 369 (south of Brandwacht Farm) had inadvertently been included in the urban edge in Fig 27 on page 66 and Fig. 28 of the Draft MSDF. On a similar note the "Beltana" proposal adjoining the Helshoogte Road, shown as "new future development" in Fig. 27 on page 66 and as "mixed use, community and residential infill" in Fig 28 on page 68 needs to be carefully reconsidered. This area is Zoned as "Local Authority – General", however as "utility" and "Agriculture" in the Draft Integrated Zoning Scheme (IZS). Precinct Plans accordingly need to include clear guidelines as to include appropriate densities for sustainable development in specific locations. This will assist in providing transparency in understanding the developers plans within the area. Move away from housing for students alone and include housing for families as long term use. The urban edge as proposed for the area east of the R310 at Lynedoch should be excluded from the urban edge at Vlotenburg should be limited to the previously approved. This is from a scenic and a safety point of view. 	<p>Stellenbosch urban edge and other matters</p>	<ul style="list-style-type: none"> The MSDF supports a position where access issues to TechnoPark is resolved through cooperation between relevant stakeholders and local authority in participation with provincial government. Further access improvements be required (particularly from the Baden Powell/ Adam Tas area, this should be funded without concomitant release of agricultural land for development. It is recommended that the land owners/ managers of TechnoPark and the Municipality undertake a joint planning exercise to plan the development of TechnoPark into a specialised business hub. Should the Van Der Stel complex be considered for development (as part of the ATC initiative) sufficient green space should be safeguarded, as well as public access as sport opportunity and associated facilities. Not supported.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
51	<p data-bbox="197 703 472 751">FRIENDS OF STELLENBOSCH MOUNTAIN</p> <p data-bbox="197 810 472 858">EMAIL SUBMISSION: 8 MAY 2019</p>	<ul data-bbox="521 148 1487 1412" style="list-style-type: none"> • While their comments were of overall impressive of the MSDF, their main criticism had been in lines of the inexplicable contradiction encapsulated in the proposed extensions of the Urban Edge in Paradyskloof, Brandwacht and Southern Jamestown. • These extensions are not discussed and just appear in figure 27 and 28 of the MSDF. Reasons for this inclusion has not been provided. • The Brandwacht Farm 1049 would continue to be used for agriculture, with high agricultural soil potential and is a highly protected agricultural land. • They also questioned some existing decisions regarding a triangular part of Farm 502 (south of De Zalze) and the agricultural smallholdings (Tuinerwe) between Webersvallei Road and Blaauwklippen River in northern Jamestown. The urban edge guidelines provide cogent reasons for any particular delineation, and they are in agreement and request the these two areas be excluded from the Urban edge. • Farm 502 triangle is a Critical Biodiversity Area (CBA) and will thereby never become a candidate for development. The Jamestown smallholdings are part of its cultural heritage and of course also represent agricultural land, that the MSDF also agrees should not be developed. • Brandwacht Farm is not mentioned in the Draft MSDF and Paradyskloof is mentioned once. • The Adam Tas Corridor project is supported by the FSM on two conditions. Firstly, it must be a replacement rather than additional peripheral land development. Secondly, it should accommodate modern high-density housing and TOD-friendly development (from the beginning of development). • The MSDF makes no mention of the 240m contour line as an upper bound for development. Given the many hills and mountains in the WC024 area, the 240m line has proven an important tool and should be reintroduced. It should also be applied to future development proposals. • The rejoinder that inclusion into the Urban Edge does not confer rights as such is meaningless. Planning officials tasked with assessing a development application routinely cite inclusion into the urban edge as a strong indicator that development is somehow thereby permitted even if the zoning would indicate otherwise. • In summary: the proposed extensions of the urban edge to include Brandwacht Farm 1049 remainder and the 20ha portion of Farm 369 are inconsistent with the MSDF, the Urban Edge Guidelines and legislation and regulations governing the interplay between Critical Biodiversity Areas and spatial planning. They should be rescinded. • The Eastern Link Road does not appear in any map in the MSDF itself or any version of such maps presented at the IDP/MSDF meetings. Notwithstanding the above, it is a budget item for the imminent 2019/ 20 financial year. It has thereby moved the Eastern Link project beyond mere planning into the implementation phase, even if the allocated money were to be used only for route and engineering design studies. Implementation is now imminent even before it appears in any planning document. • Discontent was drawn in relation to the MSDF public participation process, that had very little to do with the MSDF but rather on other municipal planning documentation that had not been made publicly available for comment. 	<p data-bbox="1496 148 1729 220">Stellenbosch urban edge, the Eastern Link Road, ATC</p>	<ul data-bbox="1760 148 2161 1305" style="list-style-type: none"> • The “Tuinerwe” is not intended for development. • The Eastern Link Road is not supported by the MSDF. • The triangular piece of land south of De Zalze has been excluded from the urban edge. • To achieve agreed national, provincial, and local settlement development and management objectives, it is necessary for the Municipality to actively seek infill residential development opportunity. • Prior to implementation of any such opportunity, numerous studies and investigations are required through land use planning, environmental, and infrastructure related statute and regulations, including the need for public participation at different stages of development processes. • These studies will inter alia consider what parts of the land area could be developed, what nature and form of development would be appropriate in its context, and who best will be responsible for implementing the development. • The Municipality adheres to all applicable legislation and policy in enabling development and will follow these processes should any development in the area identified be pursued. • The ATC initiative is planned as a TOD environment with significant residential opportunity providing for a range of income groups (as well as students).

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
52	<p>JOHAN JANSEN VAN VUUREN, RESIDENT AND LAND OWNER FRANSCHHOEK</p> <p>EMAIL SUBMISSION: 8 MAY 2019</p>	<ul style="list-style-type: none"> The growth of tourism has beneficial economic impact and enhances employment opportunities. However, the growth of tourism establishments within areas demarcated for permanent residences has reached a point it will destroy the long term residents' quality of life and sense of place. There is concern about the lack of clarity in the MSDF regarding the 63 ha land at the north east end of the urban edge designated in Figure 31 as "Future Development Area". No further development should be allowed in this area. There is a need to use current roads as a means to improve NMT. The objector resists using the "old wagon trail" as a vehicular connection between Franschoek Village and Groendal. The MSDF should address noise, danger, and pollution caused by large trucks traveling through Franschoek. 	Tourism and the character of Franschoek	<ul style="list-style-type: none"> The MSDF emphasises the need to maintain the unique character of Franschoek, while providing in the needs of residents. This includes maintaining a balance between the needs of residents and tourism establishments/ activities (critical to sustaining livelihoods). While significant growth is not envisaged for Franschoek, the area between Groendal and Franschoek is regarded as the most appropriate location for development, including appropriate movement connections. The MSDF cannot directly resolve issues related to heavy vehicles using Franschoek Pass (it is an issue of regional transport planning and management).
53	<p>JACKIE LOUBSER, RESIDENT, FRANSCHHOEK</p> <p>EMAIL SUBMISSION: 8 MAY 2019</p>	<ul style="list-style-type: none"> Franschoek's character is eroded by insensitive developments. New development should be carefully integrated with the historic area. There should be a balance in interest in terms of tourism and residents in the area. Huguenot Street and the Franschoek Pass is used by heavy goods vehicles. If Franschoek is a major tourist destination, the use of the main road by heavy goods vehicles cannot be allowed. Planning of alternative routes, associated infrastructure and traffic policing should be considered in the development framework. Traffic congestion in Franschoek requires attention. 	New development, tourism, and congestion in Franschoek	<ul style="list-style-type: none"> The MSDF emphasises the need to maintain the unique character of Franschoek, while providing in the needs of residents. This includes maintaining a balance between the needs of residents and tourism establishments/ activities (critical to sustaining livelihoods). The MSDF cannot directly resolve issues related to heavy vehicles using Franschoek Pass (it is an issue of regional transport planning and management).
54	<p>PLANNING PARTNERS, ON BEHALF OF GRAPEVINE URBAN DEVELOPMENT</p> <p>EMAIL SUBMISSION: 8 MAY 2019</p>	<ul style="list-style-type: none"> The MSDF does not reference the proposed Firgrove TOD node as a specific opportunity It is argued that the opportunities provided by Firgrove Station, the potential presented by the Firgrove TOD initiative, and the development contemplated by Grapevine Urban Development, are more than just another housing development. The Firgrove TOD is firmly premised on optimizing land use in support of existing public transport infrastructure. Planning Partners are of the view that a well-conceived development in this location can be supported by the principles that underpin the Stellenbosch MSDF. A collaborative urban edge assessment needs to be undertaken by the City of Cape Town and Stellenbosch Municipality. This will serve to lessen the threat to adjacent viticulture areas and address the misperception of developers regarding extending the urban edge within the Faure Hills to benefit from its locational advantages. The Stellenbosch MSDF should acknowledge this potential and its benefits and provide definitive principles and guidelines directed at ensuring appropriate development in this location. This could not only assist in evaluating any planning applications that may be submitted, but could form the basis of initiating a collaborative urban edge assessment by the City of Cape Town and Stellenbosch Municipality. 	Firgrove TOD node	<ul style="list-style-type: none"> As indicated in the submission, a rationalised Firgrove node does not necessarily conflict with the key principles of the Stellenbosch MSDF. It would be appropriate to discuss the proposal – when sufficiently developed – with the adjoining municipalities (recognising the principles contained in the SDFs of both).

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
55	<p>STELLENBOSCH BELANGEGROEP/ INTEREST GROUP</p> <p>EMAIL SUBMISSION: 8 MAY 2019</p>	<ul style="list-style-type: none"> The SIG supports the key principles of the MSDF. The SIG maintains that key surveyed natural and culture areas are not appropriately reflected in maps. A precinct plan should be prepared for disused industrial areas and the Rhenish complex and surrounds. An inventory of student accommodation should be undertaken. Consideration should be given to affordable student and work-force housing. Areas indicated for future development adjacent to existing neighbourhoods should be excluded from the MSDF. Van der Stell Sports grounds should not be developed. The Adam Tas Corridor should provide for green areas. 	Natural and cultural heritage	<ul style="list-style-type: none"> The maps included in the MSDF are of a scale and level of detail reflecting the purpose of the MSDF. For decision-making purposes, detailed survey maps should be consulted. Planning for disused industrial areas is addressed as part of the Adam Tas Corridor Project (to proceed during 2019/ 2020). Planning for the Rhenish complex and surrounds relates to this project. The MSDF supports the provision of inclusive housing, also as a means to alleviate traffic congestion. There are numerous smaller opportunities for infill housing in Stellenbosch town. Development of these areas does not necessarily imply deterioration of existing areas and the quality of life enjoyed by residents. Each project must be planned with full regard for its context and in terms of prescribed processes (including community participation). Planning for the Adam Tas Corridor will allow for appropriate green areas and specifically address NMT linkages throughout Stellenbosch town. It is recommended that the future of Van der Stell be considered together with the Adam Tas Corridor. Development of the area could include safeguarding public access to facilities/ clubs and green areas.
56	<p>DENNIS MOSS PARTNERSHIP IN RELATION TO e'BOSCH</p> <p>HAND DELIEVERED: 7 MAY 2019</p>	<ul style="list-style-type: none"> e' Bosch are of the view that the seven principles highlighted in the preamble of the 19 February 2019 Draft SDF should be revised/ supplemented in a manner that would recognize that the constitutional imperative, to promote sustainable development in the Greater Stellenbosch, is embedded in international agreements that Stellenbosch Municipality is committed to (including the UN Agenda 2030 on Sustainable Development, UNESCO's MaB Programme, and the Paris Agreement on Climate Change). By doing so, both the SDF and the IDP would be optimally aligned with SPLUMA/ LUPA in context of the international, national, provincial and district commitments made by Stellenbosch Municipality in the past. A link to the e' Bosch report is found below, as well as a link to the Bottelary Bewarea Conservancy. 	e' Bosch, the Bottelary Bewarea Conservancy, and sustainable development and management	<ul style="list-style-type: none"> The Municipality has considered the treaties/ agreements referred to in preparing the MSDF. More explicit reference to these agreements have been included in the final MSDF.
57	<p>PLANNING PARTNERS</p> <p>EMAIL SUBMISSION: 8 MAY 2019</p>	<ul style="list-style-type: none"> The MSDF identifies Raithby as a "Rural Node". While the objector agrees with the seven key principles underlying the MSDF, it is maintained that its application to specific nodes may prove problematic. There is a risk that opportunities relating to identified rural nodes may be missed. Rural Nodes may and should accommodate new development, taking its role and natural and cultural significance into account. Raithby and other identified Rural Nodes have a relatively modest, but valuable role to play in addressing this housing need. It is specifically argued that development opportunity to the north of Raithby should be identified. 	Growth opportunity in Raithby	<ul style="list-style-type: none"> The MSDF recognises the opportunity for change in smaller villages/ rural nodes. Key issues identified relates to maintaining the identity of rural nodes, inclusive development, and the availability of transport options other than the private car. Should a development proposal be prepared meeting the core principles underlying the MSDF, the urban edge could be adjusted as part of the process. Adjusting the urban edge in advance is likely to enable development contradicting the core principles.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
58	<p>STELLENBOSCH WINE ROUTES</p> <p>EMAIL SUBMISSION: 8 MAY 2019</p>	<ul style="list-style-type: none"> The Stellenbosch Wine Route is concerned about the lack of integration between the IDP and SDF with specific reference to budget allocations and the specific position of the tourism sector as part of the grants functionality of the LED section. The wine and tourism sector in Stellenbosch is very important. Thus, it is imperative that the Stellenbosch Municipality recognizes the valuable role of the Stellenbosch Wine Route as partner to sustain the industry. It is important to note that new vineyard establishment has decreased by 10% over the last few years (with declining profit margins in relation to other production areas). Further decline could have severe socio-economic impacts on the rural landscape of Stellenbosch. It is therefore imperative that the Municipality “ring-fence” funding for tourism and associated development opportunities. 	<p>The importance of the Stellenbosch Wine Route to the economy of SM</p>	<ul style="list-style-type: none"> The Stellenbosch Municipality recognises the importance of the wine industry and associated tourism services to the economy of the area. This recognition is reflected in various institutional and resource arrangements of the Municipality, as well as policy. The MSDP emphasises the importance of protecting and maintaining agricultural (and related) resources as a prerequisite for sustainable development and management of the municipality.
59	<p>LAND USE MANAGEMENT, DEPARTMENT OF AGRICULTURE, WESTERN CAPE GOVERNMENT</p> <p>EMAIL SUBMISSION: 21 APRIL 2019</p>	<ul style="list-style-type: none"> The RE Farm 527 below Jamestown is included within the urban edge but indicated “retained for agriculture”. The Department considers the land to have high agricultural potential. The ATC initiative is supported. However, it should not spread to the south (across the Eerste River) and east into valuable agricultural land. RE Portion 7 Farm 716 is suitable for infill development by virtue of its location but as it is cultivated/ irrigated should preferably be retained for agriculture. The proposed strengthening of the Muldersvlei and Lynedoch nodes are questioned. Extension of urban development beyond the current urban edge in Vlotenburg is not supported. 	<p>Various aspects of proposed urban edges</p>	<ul style="list-style-type: none"> Where appropriate, adjustments have been made to urban edges.
60	<p>PLANNING PARTNERS ON BEHALF OF ANNANDALE PROPERTIES (PTY) LTD</p> <p>18 DECEMBER 2018</p>	<ul style="list-style-type: none"> The submission argues for the inclusion of Erf 298 within the urban edge. The property abuts residential development, is vacant, and albeit zoned for agriculture, has not been farmed for 25 years. The current urban edge (conceptually indicated as part of the 2013 urban edge) bisects the property. It is proposed to develop the site with a mix of single dwellings, town houses, and apartments (together some 107 units). 	<p>Erf 298, Raithby</p>	<ul style="list-style-type: none"> It is agreed that the manner in which the original edge was applied presents problems and that including the whole site will provide for a more sensible development. Should the development proposal (and associated submissions) be viewed favourably, the village should ideally not be designed and managed as a gated community.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
1	VIRDUS WORKS DUPRE LOMBAARD EMAIL SUBMISSION 14 June 2019	<ul style="list-style-type: none"> The objector questions the status quo reporting on vehicles entering and leaving Stellenbosch during peak hours. This, in turn, skews all further arguments and policies related to traffic, transport and development. 	Movement and access	<ul style="list-style-type: none"> All figures used in the MSDF comes from Municipal and Provincial sources. The MSDF concept and policies are based on a comprehensive review and synthesis of information, not only one statistic related to vehicular transport. Since advertising of the draft MSDF, the SM has updated some information.
2	VIRDUS WORKS DUPRE LOMBAARD EMAIL SUBMISSION 14 June 2019	<ul style="list-style-type: none"> The objector notes that "the legislative context of the SDF does not reflect the key legislation, namely the Stellenbosch Municipality Land Use Planning Bylaw, 2015. Failure to incorporate this into the SDF indicates that there is no proper reference to the prescribed process and components of the SDF as determined in the Municipality's own Bylaw, which could cause the process to become contentious." 	Urban edge in Klapmuts	<ul style="list-style-type: none"> The description has been amended.
3	DENNIS MOSS PARTNERSHIP ON BEHALF OF SIMONSIG WINE ESTATE EMAIL SUBMISSION 19 June 2019	<ul style="list-style-type: none"> Application is made for the Koelenhof urban edge to be amended to include land bordered by the R304 in the west, railway line in the east, Kromme Rhee Road in the south and agricultural land in the north. The current plan for the farm includes mixed use facilities that include Residential, Open Space, Agricultural related, Institutional and Residential for farm labourers. The plan also includes a potential access route into the proposed residential area. 	Koelenhof urban edge	<ul style="list-style-type: none"> The MSDF maintains that extensive development along the R304 should not be entertained at this stage as it is likely to be almost exclusively supported by private vehicular transport.
4	MERWE BOTHA EMAIL SUBMISSION 19 June 2019	<ul style="list-style-type: none"> Objection against the possible development of a portion of Brandwacht farm. It will exacerbate traffic congestion and increase pressure to build the eastern by-pass. 	Brandwacht farm	<ul style="list-style-type: none"> To achieve agreed national, provincial, and local settlement development and management objectives, it is necessary for SM to actively seek infill residential development opportunity. Prior to implementation of any such opportunity, numerous studies and investigations are required through land use planning, environmental, and infrastructure related statute and regulations, including the need for traffic studies and public participation at different stages of development processes. These studies will inter alia consider what parts of the land area could be developed (if at all), what nature and form of development would be appropriate in its context, and who best will be responsible for implementing the development. The Municipality adheres to all applicable legislation and policy in enabling development and will follow these processes should any development in the area identified be pursued.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
5	DIRECTORATE: LAND USE AND SOIL MANAGEMENT DEPARTMENT OF AGRICULTURE, FORESTRY AND FISHERIES EMAIL SUBMISSION 24 June 2019	<ul style="list-style-type: none"> The Department makes various suggestions for urban edge amendments based on following cadastral boundaries. 	Urban Edge	<ul style="list-style-type: none"> Following cadastral boundaries for urban edge delineations will result in extensive increases to the urban edge. This, in turn, will undermine the objectives of the MSDF. In consultation with the WCG, the SM has decided not to follow cadastral boundaries in the delineation of urban edges.
6	ANTON LOTZ TOWN AND REGIONAL PLANNERS EMAIL SUBMISSION 14 June 2019	<ul style="list-style-type: none"> The school site recently acquired on the southern boundary of the town should not be designated as green area, but rather for institutional. Farm 736/5 should not be designed for residential as a number of municipal services are located on this site and therefore the site is not ideal for residential use. The submission also included suggested amendments to the Klapmuts plan. They seek to boost investor confidence in Klapmuts by providing an integrated area for growth and development linked to the innovation precinct. 	Klapmuts	<ul style="list-style-type: none"> Previous comments related to the proposed "innovation precinct" in Klapmuts have been included in the revised MSDF.
7	TV3 ARCHITECTS AND PLANNERS ON BEHALF OF BRANDWACHT FARM EMAIL SUBMISSION 20 June 2019	<ul style="list-style-type: none"> Their client supports the Draft MSDF's proposal to include the Farm Brandwacht No. 1049, Stellenbosch as a cadastral entity into the Stellenbosch Urban Edge. 	Urban Edge	<ul style="list-style-type: none"> A portion of the farm is included (not necessarily a cadastral entity). It is understood that although the site is appropriate for infill development from a spatial perspective, various investigations will have to be completed – including those related to traffic and transport – before its infill potential can be realised.
8	V3 ARCHITECTS AND PLANNERS ON BEHALF OF BRANDWACHT FARM 72/2 EMAIL SUBMISSION 24 June 2019	<ul style="list-style-type: none"> According to the MSDF only a portion of Farm 72/2 has been included in the urban edge, the remainder of the Farm 72/2 (a portion of +/- 10 ha) is located outside the urban edge. It does not make an economically viable agricultural sense for the farm to be split. Their request is therefore for the MSDF to be amended so as to include the whole farm 72/2 in the urban edge. 	Urban Edge	<ul style="list-style-type: none"> The MSDF urban edges do not adhere to cadastral boundaries (the consequences of this practice has been highlighted by WCG at the MSDF Intergovernmental Steering Committee meetings).
9	DEPARTMENT OF HUMAN SETTLEMENTS, WCG EMAIL SUBMISSION 25 June 2019	<ul style="list-style-type: none"> Previous comments on the exclusion of the Northern Extension project from the proposed urban edge of Stellenbosch have been addressed in the new draft. De Novo has not been addressed in the new draft. The term farm worker (in relation to housing) should rather be farm residents. The MSDF should include a discussion on Restructuring Zones for social housing. The Franschoek plan should indicate the urgent need to address the Langrug Informal Settlement through in-situ upgrading, as well as the need to decant to La Motte. Housing projects identified for Meerlust, Pniel, Lanquedoc and Kylemore should be mapped. 	Issues related to government assisted housing projects	<ul style="list-style-type: none"> Previous comments received from the Department related to the Northern Extension has been included. The Municipality has elected not to include proposed farm resident villages within the urban edge (they are part and parcel of agricultural areas). De Nova is, however, acknowledged as a location for emerging farmer incubator projects, including a residential component. The revised MSDF has included the Municipal housing project pipeline.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
10	<p>FIRST PLAN ON BEHALF OF PORTION 42 (PORTION 19) OF THE FARM NOOITGEDACHT NO 65 STELLENBOSCH AT KOELENHOF</p> <p>EMAIL SUBMISSION 27 June 2019</p>	<ul style="list-style-type: none"> The objector opposes the statement contained in Table 25 on page 87 of the MSDF that "over the longer term, Muldersvlei and Koelenhof along the R304 corridor could possibly accommodate more growth, and be established as inclusive of offering a range of opportunities. However, these settlements are not prioritized for development at this stage". This statement is in contrast to several applications already launched on land belonging to their client or approvals obtained (these projects require significant municipal infrastructure and is therefore considered a priority for municipal capital spending, bulk services provision and further development). 	Koelenhof	<ul style="list-style-type: none"> The MSDF maintains that extensive development along the R304 should not be entertained at this stage as it is likely to be almost exclusively supported by private vehicular transport.
11	<p>NUPLAN AFRICA ON BEHALF OF ARRA VINEYARDS, FARM 742/7</p> <p>EMAIL SUBMISSION 2 July 2019</p>	<ul style="list-style-type: none"> Farm 742/7 was included in the urban edge in 2007/8, only to be excluded in the years to follow. As per the Special Development Area Report for Klapmuts, there has been an agreement to include a portion of the farm under discussion for urban development. There had recently been discussions with Council for a housing development to be located on a portion of the farm. Arra Vineyards with low agricultural potential not included within the urban edge while other farms with high agricultural potential are included. Arra Vineyards are putting forward a proposal not only to safeguard the very important agricultural industry but at the same time contributing towards a more balanced urban growth model to ensure long timesustainability. 	Klapmuts Urban Edge	<ul style="list-style-type: none"> As indicated in previous comments, Should further development proposals be submitted – supported by relevant studies and market support – and found appropriate by the Municipality through associated processes, a motivation for the further adjustment of the urban edge could be considered as part of the proposal.
12	<p>CNDV AFRICA SIMON NICKS ON THE INTENDED OUTCOME OF THE DE NOVO PROJECT</p> <p>EMAIL SUBMISSION 2 July 2019</p>	<ul style="list-style-type: none"> The De Novo site is to be developed as an emerging farmer incubator with a residential component, and is to be designed and managed in a way that complements and supports surrounding farming activities for as many beneficiaries as can be practically accommodated. This should be indicated in the MSDF in the words: "With respect to De Novo, SM is of the view that over the short to medium term, farmer development projects should be supported, including subdivision to appropriately sized portions as required." 	De Novo	<ul style="list-style-type: none"> The comment is accepted.
13	<p>TV3 ARCHITECTS AND TOWN PLANNERS ON BEHALF OF ERF 1 LONGLANDS</p> <p>EMAIL SUBMISSION 3 July 2019</p>	<ul style="list-style-type: none"> In terms of the MSDF the subject property is located within the Vlottenburg urban edge but is earmarked for "urban agricultural" purposes. The MSDF's designation for Erf 1, Longlands as "urban agricultural" should be changed to "mixed use community and residential infill". The proposed urban development of Erf 1, Longlands is also supported by the WCG's Department of Agriculture (letter dated 12 June 2019). 	Vlottenburg	<ul style="list-style-type: none"> The comment is accepted. Nevertheless, it is maintained that smaller settlements along the Baden Powell-Adam Tas-R304 should not be prioritised for development at this stage as it is likely to be predominantly supported by private vehicular transport.
14	<p>TV3 ARCHITECTS AND TOWN PLANNERS ON BEHALF OF DE WALDORF RETIREMENT VILLAGE FARM 1310</p> <p>E</p> <p>MAIL SUBMISSION 4 July 2019</p>	<ul style="list-style-type: none"> According to the MSDF the farm is designated for Urban Agriculture Areas Retained. The area has been approved for the De Waldorf Residential Development. The request is for the MSDF to change the designated piece of land to reflect existing development. 	De Waldorf retirement village	<ul style="list-style-type: none"> The comment is accepted.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
15	<p>TV3 ARCHITECTS AND TOWN PLANNERS ON BEHALF OF PORTION 7 OF FARM 527 AND REMAINDER FARM 527 JAMESTOWN</p> <p>EMAIL SUBMISSION 4 July 2019</p>	<ul style="list-style-type: none"> According to the MSDF a portion of the remainder of Farm 527 is designated for Urban Agriculture Areas Retained and another portion are being excluded from the urban edge. However, there is a call for proposals (September 2018) from Stellenbosch Municipality for the development of the Remainder Farm 527. These changes in the (draft) MSDF removes 23ha of the 50ha developable land basically reducing the number of units by half, at 20u/h this means there will be a reduction of 500 low-middle income housing opportunities. It is requested that the draft MSDF designation be changed to Mixed use Community and Residential Infill and Urban edge be changed to include the entire tender area. 	Urban edge and Amendment to existing and approved development land use	<ul style="list-style-type: none"> The comment is accepted.
16	<p>T V3 ARCHITECTS AND TOWN PLANNERS ON BEHALF OF WELGEVONDEN BOULEVARD</p> <p>EMAIL SUBMISSION 4 July 2019</p>	<ul style="list-style-type: none"> According to the MSDF Weltevreden Hills Estate is designated for Mixed Use Community and Residential Infill. However, there is an existing residential estate on the allocated area, the development is well underway and a few houses (6-7) have already been constructed. It is suggested that the (draft) MSDF's designation of this site be changed to reflect existing development rights. According to the MSDF Gevonden Estate is designated for Mixed Use Community and Residential Infill. However, there is an existing residential estate on the allocated property, the development is well underway and a few of the houses has already been constructed and the remainder is under construction It is suggested that the (draft) MSDF's designation of this site be changed to reflect existing development. According to the MSDF Oakhills Estate is designated for Mixed Use Community and Residential Infill. However, there is an existing approval for a residential estate on the allocated property and commencement of construction is imminent. It is suggested that the (draft) MSDF's designation of this site be changed to reflect existing development approval. According to the MSDF a small north-western portion of Welgevonden Estate is designated for Mixed Use Community and Residential Infill. A large portion of the allocated area is part of a stream and associated wetland, it is also part of the existing Welgevonden Estate's open space network. It is suggested that the (draft) MSDF's designation of this site be changed to reflect the above as part of an existing development. 	Development descriptions in vicinity of Welgevonden Boulevard	<ul style="list-style-type: none"> The comment is accepted.
17	<p>AHG TOWN PLANNING OF PORTION 41 OF THE FARM BRONKHORST NO 748</p> <p>EMAIL SUBMISSION 4 July 2019</p>	<ul style="list-style-type: none"> The proposed Anura development is not included in the urban edge of Klapmuts. Since the previous comments were made, the validity period of associated land use rights has been extended for a further 5 years to 2024. Preference is given to the Distell development that is currently in its planning phase. As such the Anura development that is also in its planning phase with approved land use rights, should similarly be included in the SDF. 	Klapmuts urban edge	<ul style="list-style-type: none"> The Municipality is of the view that the Anura development can occur outside the urban edge (as is the case with some golf course/ resort developments).

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
18	<p>TV3 ARCHITECTS AND TOWN PLANNERS ON BEHALF OF MOUNTAIN BREEZE</p> <p>EMAIL SUBMISSION</p> <p>4 July 2019</p>	<ul style="list-style-type: none"> It is argued that while the MSDF sets out to actively curtail urban sprawl it appears as if this rule is geographically selectively applied as there are some other areas proposed in the MSDF where urban edge expansion is included, for example Jamestown and Kayamandi North. The MSDF maintains that sufficient land exists within the urban edge for the type of development envisaged. The availability of developable land for middle-income housing opportunities within the current approved urban edge is extremely limited or extremely expensive. Taking this into consideration there is a request for the Mountain Breeze land to be included into the Urban Edge. 	Stellenbosch urban edge	<ul style="list-style-type: none"> As indicated before, the development is not supported at this stage. The MSDF sets out to actively curtail sprawl of Stellenbosch town and protect agricultural land over the planning period. The MSDF maintains that sufficient land exists within the urban edge for the type of development envisaged.
19	<p>NM&ASSOCIATES ON BEHALF OF BOSCHENDAL ESTATE</p> <p>EMAIL SUBMISSION</p> <p>4 July 2019</p>	<ul style="list-style-type: none"> The owners of Boschendal Estate, Boschendal (Pty) Ltd, have embarked on a process to establish a vision and compile a Draft Conceptual Framework (CF) for their landholding. As agreed with the SM the intention is to develop this Draft CF into a Farm SDP in terms of the requirements set out in Chapter 20 of the SM Zoning Scheme. The purpose of the work is to guide and help the new BE owners plan for the future, inform the municipality as to how the new owners intend to give shape to their new vision, and direct land use management decisions. While the BE Draft CF is not ready for inclusion in the MSDF, it is requested that main elements of the approach followed be included in the MSDF. 	Boschendal Estate and Dwars River Valley	<ul style="list-style-type: none"> Comments have been incorporated in the MSDF.
20	<p>WCG, LAND USE MANAGEMENT, DEPARTMENT OF AGRICULTURE</p> <p>EMAIL SUBMISSION</p> <p>4 July 2019</p>	<ul style="list-style-type: none"> The Department made detailed suggestions on aspects of the MSDF. Notably, the Department does not support the Northern extension. 	Urban edges	<ul style="list-style-type: none"> Comments have been incorporated where possible.
21	<p>TV3 ARCHITECTS AND TOWN PLANNERS ON BEHALF OF BRAEMAR FARM DEVELOPMENT</p> <p>HAND DELIVERED SUBMISSION</p> <p>4 July 2019</p>	<ul style="list-style-type: none"> It was requested that amendment of the urban edge as reflected in the Draft 2019 MSDF in order to reflect the proposed development application and alignment that is currently being assessed by the SM, and which various consents/ no objections have been received. This is required in order for the SM to finalize the subdivision and rezoning application. The objector requests the inclusion of the whole Portion 2 of Farm 742 and Portion 2 of Farm within the Urban Edge, based on the draft Master Traffic Plan as prepared by ICE Group regarding the future road network for the area. The amendment of the allocation of the included portion of land in order to reflect Mixed Use/ Urban Infill. These comments are a matter of urgency as any further delay in commencement of the formal rezoning and subdivision process arising from the current SDF position could impact on the provisions of the sale agreement with the Department of Public Works. 	Klapmuts Urban edge	<ul style="list-style-type: none"> The MSDF supports the development of Klapmuts as an integrated, balanced community, making the most of an advantageous metropolitan location. However, this development needs to be integrated, and not only focus on housing for particular groups, whether the affordable sector or those exploiting a perceived favourable location for car travel to and from work. Most of the current development proposals are almost solely focused on residential development, serving different market segments. The Distell opportunity – albeit located north of the N1 in the DM – is entirely focused on activities aimed at job creation, critically need in Klapmuts. It is also different in that the developer will fund all associated infrastructure.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
22	<p>STELLENBOSCH RATEPAYERS' ASSOCIATION</p> <p>EMAIL SUBMISSION DATED: 4 July 2019</p>	<ul style="list-style-type: none"> The proposed northern extension of Stellenbosch, now included in the June urban edge, does not comply with the principles of the MSDF. Not only does this extension cover some of the highest potential agricultural land in Stellenbosch, but it also extends beyond the Devon Valley watershed on the ridge. The Beltana/ Botmaskop extension also does not comply with procedures and principles and was not thoroughly discussed in the MSDF town hall meetings. The Vredenheim development proposal should also not be included in the urban edge. It is not part of the old Vlotenburg proposed development and it cannot be seen as a Hamlet development. The SRA strongly supports the policy/ principle of the MSDF that we cannot continue building roads for private cars until such time as we find strategic solutions for transport (NMT and public transport). The SRA agrees that student accommodation must be supplied close to educational and lecture facilities, however this too does negatively impact local economy and job creation as students are absent for four months each year. The SRA commends the Directorate of Spatial Planning and Heritage for taking the bold step of halting haphazard development in the Dennesig area until such time as an urban design framework is available. In the opinion of the SRA a specific principle of the MSDF should require all future (and present) development to provide a spectrum of housing where the middle-income group and first-time buyers can be accommodated (this will address part of the traffic problem). The SRA would be grateful if the greater part of the Van der Stel complex could be reflected as being retained for open space / recreation purposes. Although the upper portion of Brandwacht Farm and a 20ha portion of Farm 369 has been removed from Fig. 28 of the document (par. 9.2 of the 8 May 2019 representations), the same cannot be said of Fig 27. Fig. 27 accordingly needs to be brought in line with Fig. 28. While the SRA notes that in the June 2019 MSDF, the Beltana infill area has not been reduced in size as requested, it may nevertheless be expedient to do so and amend Fig. 27 and Fig. 28 accordingly. As mentioned above, a new issue of concern to the SRA is the major westward expansion of the urban edge at Kayamandi as shown in Fig. 28 of the June 2019 MSDF. Although the SRA assumes that this has to do with the land invasion of the Farm Watergang, this is unfortunate. There is a mismatch between the new Fig. 27 and Fig. 28 which needs to be rectified. If it is at all possible to relocate that portion of the informal Watergang settlement, that has spilt over the hill into the Devon Valley watershed, this needs to receive priority attention. Although the SRA did not comment on any proposals concerning Jamestown, and that there is public resistance to the development of properties adjoining the Blaauwklippen Stream. The question accordingly arises as to whether this part of Jamestown should not receive similar protection to that provided for Raithby. Concerning Lynedoch, the SRA recommended that the urban edge should not extend eastward across Baden Powell Drive. This recommendation was based on the Heritage Survey conducted by Prof Fabio Todeschini and on pedestrian/ vehicle safety issues. Unfortunately, the June draft of the MSDF has not been amended accordingly and the SRA would be grateful if this issue could be reconsidered . 	General Comments	<ul style="list-style-type: none"> The proposed Northern Extension is in line with proposals contained in the Municipal housing pipeline. The Vredenheim proposal was included for illustrative purposes. The timing of smaller settlement development has been commented on fully. The need for small infill development – and associated process requirements – has been commented on fully before. Limiting the Lynedoch urban edge is agreed to. As indicated before, should Van der Stel be developed, access to sporting/ outdoor opportunity should be guaranteed.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
23	<p>PLANNING PARTNERS ON BEHALF OF GRAPEVINE URBAN DEVELOPMENT</p> <p>EMAIL SUBMISSION</p> <p>4 July 2019</p>	<ul style="list-style-type: none"> It was noted that no substantial amendments have been made in the MSDF with specific reference to the Faure area, around the existing Firgrove Railway Station, and the development proposal for a transit-oriented development (TOD). The municipal response on their comments indicated that a rationalised Firgrove node is not necessarily in conflict with the key principles of the Stellenbosch MSDF and that, when sufficiently developed, it would be appropriate to discuss the development proposal with the adjoining municipalities. The purpose of their letter is to place on record that a future development proposal that appropriately addresses the issues should not be regarded as inconsistent with the MSDF, and should therefore not require a deviation from the MSDF. 	Firgrove node	<ul style="list-style-type: none"> As indicated before, a rationalised Firgrove node does not necessarily conflict with the key principles of the Stellenbosch MSDF. It would be appropriate to discuss the proposal – when sufficiently developed – with the adjoining municipalities (recognising the principles contained in the MSDFs of both municipalities).
24	<p>CK RUMBOLL AND PARTNERS</p> <p>EMAIL SUBMISSION</p> <p>5 July 2019</p>	<ul style="list-style-type: none"> Le Motte is a rural town and the rural character should be taken into account with any future development. An agri-village should be supported in La-Motte. A Mixed housing typology is needed in La Motte which will include farmworker housing, GAP housing, site and serviced erven, low-cost housing. The urban edge of La Motte needs to be amended enable a range of housing types to be developed. 	La Motte	<ul style="list-style-type: none"> Comments have been incorporated in the MSDF.
25	<p>TV3 ARCHITECTS AND PLANNERS ON BEHALF OF FARM FLEURBAAI NO. 1040 AND LIBERTAS NO. 1480</p> <p>EMAIL SUBMISSION</p> <p>5 July 2019</p>	<ul style="list-style-type: none"> The objector maintains that the availability of developable land for middle-and-middle upper income housing opportunities within the current approved urban edge is very limited. It is proposed to use land indicated for education facilities, the TechnoPark extension, and residential opportunities. Taking the above into consideration, they motivate that the MSDF's urban edge be amended to include Farm 1040 and 1480, and to earmark it for urban development. 	Urban edges	<ul style="list-style-type: none"> As indicated before, the development is not supported at this stage. The MSDF sets out to actively curtail sprawl of Stellenbosch town and protect agricultural land over the planning period. The MSDF maintains that sufficient land exists within the urban edge for the type of development envisaged.
26	<p>DE ZALZE WINELANDS GOLF ESTATE</p> <p>EMAIL SUBMISSION</p> <p>5 July 2019</p>	<ul style="list-style-type: none"> The spatial proposals to maintain and improve nature areas surrounding Stellenbosch town and working to increasingly connect and integrate nature areas to form an integrated framework across the town is supported by the De Zalze HOA and the De Zalze Special Management Area Trust. The Estate is desirous of further working with the Municipality in order to integrate the management actions contained in the Stellenbosch Environmental Management Framework. 	Protected and integrated nature areas	<ul style="list-style-type: none"> The comments are welcomed and noted.
27	<p>PIETER SCHAAFSMA</p> <p>EMAIL SUBMISSION</p> <p>4 July 2019</p>	<ul style="list-style-type: none"> It is maintained that the two most pressing spatial issues requiring urgent attention by the Municipality are the invasion of land at Watergang and the mobility problems arising from the deterioration of the Technopark into an Office Park. Concerning the latter issue, it may be expedient to seriously consider developing the Stellenbosch Golf Course for housing purposes because of its strategic location adjoining the Technopark. Although there will be objections to this proposal, the golf course could be relocated and there are likely to be substantial cost benefit savings arising from the development of this strategic site for housing and/ or mixed uses. 	Watergang and TechnoPark	<ul style="list-style-type: none"> The comments are noted.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
28	<p>TV3 ARCHITECTS AND PLANNERS ON BEHALF OF PORTION 4 FARM FLEURBAAI NO. 1040</p> <p>EMAIL SUBMISSION</p> <p>5 July 2019</p>	<ul style="list-style-type: none"> In addition to the comments made in relation to Farm 1040 and 1480, the points below were highlighted in terms of Portion 4 of Farm Fleurbaai 1040. The current concept development proposal consists of residential and educational land uses, and forms part of the greater Fleurbaai / Libertas urban development project. The schools in Stellenbosch are at maximum capacity and have expanded (as far as possible) to accommodate this need, but without adequately addressing this need. The only solution to address this need for educational facilities is to provide additional schools. The subject property offers an opportunity for the establishing of such educational facilities in Stellenbosch that will benefit the broader community of Stellenbosch. It can only be realized if the subject property is located within the urban edge. The development of this property will complement the Adam Tas Corridor initiative by providing alternative housing and educational opportunities in close proximity to central Stellenbosch. The Adam Tas corridor initiative is supported but loaded with complexities which will not be easily solved in the short to medium term. Taking the above into consideration, they motivate that the MSDF's urban edge be amended to include Farm 1040, and to earmark it for urban development. 	Urban Edge	<ul style="list-style-type: none"> As indicated before, the development is not supported at this stage. The MSDF sets out to actively curtail sprawl of Stellenbosch town and protect agricultural land over the planning period. The MSDF maintains that sufficient land exists within the urban edge for the type of development envisaged.
29	<p>TV3 ARCHITECTS AND PLANNERS ON BEHALF OF PORTION 1 FARM FLEURBAAI NO. 1040</p> <p>EMAIL SUBMISSION</p> <p>5 July 2019</p>	<ul style="list-style-type: none"> In addition to the comments related to adjoining properties, the objector maintains that the subject property is ±9.5ha in extent and is not a viable agricultural land unit. The MSDF's aim is to promote strategic development and this property is just that, being located directly north-west of Techno Park, in Stellenbosch. The subject property is located strategically adjacent to the proposed Techno Park Link Road (to the west), making it a desirable strategic location for future urban development. The property is located at the planned second entrance to Techno Park (from Adam Tas Road). It bookends this entrance to Techno Park with Capitec's new head office building and it would therefore make sense to harness this opportunity and to provide land (on the subject property) for the future expansion of Techno Park as the need arises. The development proposal – consisting of residential and commercial / office land uses – forms part of the Fleurbaai / Libertas urban development project, and as such will complement the Adam Tas Corridor initiative by providing alternative housing and commercial opportunities in close proximity to central Stellenbosch. Taking the above into consideration they would like to request that the MSDF's urban edge be amended to include Portion 1 of Farm 1040 and to earmark it for urban development. 	Urban Edge	<ul style="list-style-type: none"> As indicated before, the development is not supported at this stage. The MSDF sets out to actively curtail sprawl of Stellenbosch town and protect agricultural land over the planning period. The MSDF maintains that sufficient land exists within the urban edge for the type of development envisaged.
30	<p>WERKMANS ATTORNEYS ON BEHALF OF BLAAUWKLIPPEN AGRICULTURAL ESTATES STELLENBOSCH RE FARM NO. 527/3, FARM NO. 368/17 & FARM 1457</p> <p>EMAIL SUBMISSION</p> <p>5 July 2019</p>	<ul style="list-style-type: none"> The comment had been in relation to the comments received on their previous comments sent through on the Draft SDF. The Municipality's generic and superficial response cannot be regarded to be an adequate response to their previous submissions and their client is not placed in a position to understand the reasons for the Municipality's continued exclusion of the properties from the urban edge. It is believed that the continued exclusion of the properties from the urban edge is arbitrary and irrational and the Municipality's failure to engage with their client's submissions and provide proper reasons for the exclusion of the properties amounts to a violation of their client's rights to administrative action which is lawful, reasonable and procedurally fair as contemplated in the Constitution and entrenched in the Promotion of Administrative Justice Act, 2000 ("PAJA"). The irrationality and arbitrariness of the Municipality's decision to exclude the properties is all the more glaring when one considers that these properties are all exempt from the Subdivision of Agricultural Land Act, Act 70 of 1970 ("SALA"), and (in respect of Farms 1457 and 369/17) border the proposed Eastern Link Road which forms part of the master road network planning for Stellenbosch, in conjunction with the proposed Techno Avenue Link Road. In the light of the fact that the Municipality has failed to engage with their previous submissions, we maintain that the motivations contained in those submissions remain pertinent and remain unanswered by the Municipality. They believe that the municipality had failed to address the issues outlined in the below attached document. 	Urban Edge	<ul style="list-style-type: none"> The MSDF is based on a comprehensive argument for managing the spatial development of the Municipality over the planning period. This is aligned with national, provincial, and local statutory and policy prescriptions. Working to contain urban sprawl and ensure a compact settlement form – to ensure efficiency and sustainability – are key objectives of the MSDF. With the above in mind, the MSDF maintains that the urban edge of Stellenbosch town should be maintained as far as possible for the MSDF period.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
31	E'BOSCH EMAIL SUBMISSION 5 July 2019	<ul style="list-style-type: none"> E'bosch reiterates a previous observation that it is imperative that the promotion of sustainable development should be the core objective of all planning processes, especially in the preparation of a MSDF, and that the implementation of the 17 Sustainable Development Goals is critical to achieve this. They are of the opinion that these aspects are not sufficiently addressed in the revised SDF. Other inputs on the role of conservancies as building blocks for sustainable development and the potential impact of changes in agricultural activities on the character of the Winelands are not addressed in the SDF. 	International development goals	<ul style="list-style-type: none"> It is accepted that various international agreements and treaties – in which South Africa is a participant – exist. However, it is not deemed necessary to list all of these. Arguably, the core national, provincial, and local planning and environmental management statute and policy – which underlies the MSDF and SEMF – incorporates and is aligned with these agreements and treaties. In its approach, the MSDF shares the concerns of E'bosch. The methodology followed in preparing the MSDF follows guidelines prepared in support of SPLUMA and the principles of sustainable development and long-term sustainability considered in a global context.
32	STELLENBOSCH INTEREST GROUP EMAIL SUBMISSION 5 July 2019	<ul style="list-style-type: none"> The SIG again requests that all culturally significant landscapes be indicated on maps in detail (based on approved surveys). 	Mapping of culturally significant landscapes	<ul style="list-style-type: none"> As indicated before, decision-making in relation to the MSDF – and specifically land use management decision-making – is informed by detailed maps and categories based on surveys of the cultural and natural environment. These are too detailed to include in the MSDF but forms part of the MSDF “package”. The same would apply to information underlying the SEMF.
33	LINDA KOETZIER EMAIL SUBMISSION 5 July 2019	<ul style="list-style-type: none"> Objection to proposed redevelopment of Alexander Street and Du Toit Street area for higher density residential and/ or commercial use. It is maintained that there is sufficient housing for students/ younger people and that redevelopment will detract from the historic character of the area and exacerbate traffic congestion. 	Densification, student housing	<ul style="list-style-type: none"> The area has been earmarked for sensitive densification. This does not imply a loss of historical character or exacerbated traffic conditions. In considering proposals, the Municipality will address all relevant issues, concerns, and development requirements.
34	DEPARTMENT OF RURAL DEVELOPMENT & LAND REFORM EMAIL SUBMISSION 8 July 2019	<ul style="list-style-type: none"> The Department made various comments related to improving the eligibility of plans and drawings in the MSDF and recognition of the Cape Winelands District Rural Development Plan. 	General comments	<ul style="list-style-type: none"> Comments have been incorporated where possible.
35	ELLIOT MBIKWANA EMAIL SUBMISSION 1 July 2019	<p>The objector maintains that Klapmuts should not have an urban edge. The following initiatives should be supported:</p> <ul style="list-style-type: none"> The Klapmuts Hills development. The Arra development. The Anura development as already approved by the SM. The extension of the Rosenmeer development towards the N1 and Groenfontein Road in order to support growing the Klapmuts Town Centre. The Breamar farm school extensions. Integrating the Klapmuts community. 	Klapmuts	<ul style="list-style-type: none"> The MSDF supports the development of Klapmuts as an integrated, balanced community, making the most of an advantageous metropolitan location. However, this development needs to be integrated, and not only focus on housing for particular groups, whether the affordable sector or those exploiting a perceived favourable location for car travel to and from work. Most of the current development proposals are almost solely focused on residential development, serving different market segments. The Distell opportunity – albeit located north of the N1 in the DM – is entirely focused on activities aimed at job creation, critically need in Klapmuts. It is also different in that the developer will fund all associated infrastructure.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
36	<p>WCG, DEADP</p> <p>EMAIL SUBMISSION</p> <p>9 July 2019</p>	<ul style="list-style-type: none"> The department questions use of the terms “valuable land areas” and a statement that such land “cannot be built upon extensively” in reference to the seven concepts/ key tenets of the MSDF. Clarity is needed on criteria used to classify settlements. The different views of municipalities in relation to Klappmuts should be resolved. The area also requires a local structure (sic) plan. Where infill is proposed, it should be indicated whether infrastructure capacity exists to support such infill. The MSDF should provide an indication of where future informal settlements are to be located. The DEADP does not support establishing agri-villages outside existing nodes. The Priority Development Areas in the CEF is too generic. 	General Comments	<ul style="list-style-type: none"> In the context used it is believed clear that “valuable land areas” refer to assets of nature, culture, and agriculture as identified in various surveys, Cannot be built upon extensively makes a link to, for example, the rural guidelines of WCG which sets out conditions for building in these areas. The most important criteria for settlement categorisation relates to growth potential – as explained in the MSDF (and also based on Provincial growth potential studies) – and the role of each to accommodate different types of change. Apart from the three larger settlements, all others are categorised as “rural”. Some – e.g. Jonkershoek and Spier – are not true settlements, and therefore referred to as clusters or groupings of specific activities. It is clear from agreed proposals/ applications that development will occur both north and south of the N1 in Klappmuts. It has been indicated that Klappmuts is a priority for further, more detailed local planning. In many cases in planning, spatial policy making and infrastructure planning do not necessarily occur in parallel in all respects. For example, in the case of Adam Tas Corridor, the spatial concept has been completed, setting the context for infrastructure investigations currently in progress to support the development. SM – in terms of its human settlement planning and housing pipeline – intends to accommodate residents in formal housing areas as opposed to future informal settlements. The MSDF and CEF clearly identifies Priority Development Areas (the Baden Powell-Adam Tas- R304 corridor – and specifically the Adam Tas Corridor in Stellenbosch, Klappmuts, and upgrading of existing informal settlements). It would appear that the issue of farm worker housing – and the form it takes – require clearer policy direction and implementation guidelines across municipalities.
37	<p>DONAVIN DAVIDS</p> <p>EMAIL SUBMISSION</p> <p>1 JULY 2019</p>	<ul style="list-style-type: none"> The objector maintains that the proposed development at Arra and Anura should be included within the urban edge of Klappmuts. Arra specifically need to accommodate a buffer between farming and informal settlement areas. 	Klappmuts	<ul style="list-style-type: none"> The MSDF supports the development of Klappmuts as an integrated, balanced community, making the most of an advantageous metropolitan location. However, this development needs to be integrated, and not only focus on housing for particular groups, whether the affordable sector or those exploiting a perceived favourable location for car travel to and from work. Most of the current development proposals are almost solely focused on residential development, serving different market segments. The Distell opportunity – albeit located north of the N1 in the DM – is entirely focused on activities aimed at job creation, critically need in Klappmuts. It is also different in that the developer will fund all associated infrastructure.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
38	<p>VREDENHEIM PARK (PTY) LTD</p> <p>EMAIL SUBMISSION</p> <p>4 July 2019</p>	<ul style="list-style-type: none"> The submission re-motivates for inclusion of 20ha north of Baden Powell Drive into the Vlottenburg node. The current proposal is focused on providing employment opportunities aligned to the existing residential developments occurring in the node on the land to the west of the Vlottenburg Road, where inter alia more than 400 low income subsidy units are planned and being developed according to the approved housing pipeline. The node is already fully serviced by public transport, consisting of trains and buses, and spare capacity exists. It is certainly better provided than numerous other priority projects listed in the SDF (specifically Klapmuts North). The economic need for an agri-industrial park is reiterated. There is a need for economic development and transformation of land uses and the creation of new employment opportunities in Stellenbosch. This need should also be considered along with the new housing initiatives of the Municipality in the Vlottenburg node where the creation of new employment opportunities will become a priority. The Vredenheim land should not be seen as separate from the Vlottenburg node, which already houses more than 600 households and is envisaged to grow to more than 1 000 households in the foreseeable future. The Vredenheim proposal for an agri-industrial park development complements the existing residential uses, the tourism attractions and facilities like the hotel school and the existing agri-industrial uses such as the two existing wine cellars and the brandy distillery. It is already a mixed-use node, albeit lacking in employment opportunities in proximity of the existing public transport facilities. Klapmuts alone cannot function as the only or priority industrial node for the Stellenbosch Municipality. The Vlottenburg node is better provided with public transport than is Klapmuts, and it is significantly better located from an agricultural vantage point for the Stellenbosch area residents and farmers. A transport interchange at this point would also limit the influx of cars into the Stellenbosch town area, i.e. it could contribute significantly to the reduction of congestion along the Adam Tas Corridor routes from the south. The proposals for the establishment of an agri-industrial park mixed with tourism, residential uses, education and training (some of which already exists) in the Vlottenburg Node should be considered favourably, given the socio-economic and public transport benefits thereof and the fact that the majority of the employees would not require private transport to access the employment opportunities created in such development. All that is required to facilitate such development is a minor shift in the boundaries of the designated urban area and an acknowledgement of the existing public transport facilities and capacities available to the node. 	Vlottenburg	<ul style="list-style-type: none"> The submission is noted. What is not agreed with is that the urban edge for the area should be adjusted on the basis of a conceptual proposal (formulated recently after withdrawal of the previous proposal). Should Vredenheim Park have a new proposal, it would be appropriate to motivate the new proposal in full to the SM – as part of a normal land use management and environmental authorisation process – as opposed to arguing for the adjustment of the urban edge in advance of such a motivated proposal. Although the idea is one of an agri-industrial park, what exactly it will constitute, how it is differentiated from the previous proposal, how it will contribute to SM broadly, and so on, is not clear. Arguably, adjusting the urban edge is not the first step in the development process but rather an outcome of agreed objectives and proposals between a private sector initiator and the municipality.

No.	SUBMISSION	KEY COMMENTS / ISSUES RAISED	THEME	MUNICIPAL RESPONSE
39	<p>SJ ENGELBRECHT</p> <p>EMAIL SUBMISSION</p> <p>1 July 2019</p>	<ul style="list-style-type: none"> It is maintained that proposals for Klappmuts do not recognize the PSDF agenda and partnership with the private sector. Specifically, the objector maintains that proposals for Arra, Anura, and Rosenmeer be included within the urban edge of Klappmuts. The dam adjacent to Mandela City should be addressed. The 200m contour line should be used as a planning tool for development along the Stellenbosch hills. 	Klappmuts	<ul style="list-style-type: none"> The MSDF supports the development of Klappmuts as an integrated, balanced community, making the most of an advantageous metropolitan location. However, this development needs to be integrated, and not only focus on housing for particular groups, whether the affordable sector or those exploiting a perceived favourable location for car travel to and from work. Most of the current development proposals are almost solely focused on residential development, serving different market segments. The Distell opportunity – albeit located north of the N1 in the DM – is entirely focused on activities aimed at job creation, critically need in Klappmuts. It is also different in that the developer will fund all associated infrastructure.
40	<p>VAN DER STEL SPORTS CLUB</p> <p>EMAIL SUBMISSION</p> <p>5 July 2019</p>	<ul style="list-style-type: none"> The management of Van der Stel Sports Club emphasizes the history, work done, and commitment to secure and improve quality sports facilities at Van der Stel to the broader community. 	Van der Stel Sports Club	<ul style="list-style-type: none"> The history and importance of services provided by Van der Stel Sports Club is recognised. As indicated elsewhere, should the SM decide to redevelop the Van der Stel site, in that way maximising its potential to also link with the Adam Tas Corridor west of the rail line, access to sporting opportunity to the broader community should be recognised and respected.

C. Spatial Planning Categories, Associated SEMF Policy and WCG Guidelines

Table 53. SPCs for Stellenbosch Municipality and associated land use policy and guidelines

SPC	SUB-CATEGORY	CATEGORY DESCRIPTION IN SEMF	KEY GUIDELINES FOR SPCs:	
			Western Cape Land Use Planning: Rural Guidelines	KEY POLICY FOR SPCs : SEMF
CORE ⁸	A.a. Statutory Protected Areas	<p>Areas designated in terms of legislation for biodiversity conservation purposes and defined categories of outdoor recreation and non-consumptive resource use. Conservation purposes are purposes normally or reasonably associated with the use of land for the protection of the natural and/ or built environment, including the protection of the physical, ecological, cultural and historical characteristics of land against undesirable change.</p> <p>In terms of the SEMF A.a areas include Wilderness Areas, Special Nature Reserves, National Parks, Nature Reserves, Protected Environments (all declared in terms of NEMPA 57 of 2003), Forest Wilderness Areas / Forest Nature Reserves (in terms of Section 8[1] of National Forests Act 84 of 1998), World Heritage Sites (declared in terms of the World Heritage Convention Act 49 of 1999), and Mountain Catchment Areas (declared in terms of the Mountain Catchment Areas Act 63 of 1970).</p>	<ul style="list-style-type: none"> Essentially Core areas are “no-go” areas from a development perspective, and should, as far as possible, remain undisturbed by human impact. Subject to stringent controls, biodiversity compatible land uses that could be accommodated include non-consumptive low impact eco-tourism activities and harvesting of natural resources (e.g. wild flowers for medicinal, culinary or commercial use), subject to a EMP demonstrating the sustainability of harvesting. No large-scale eco-tourism developments should be permitted. Land consolidation should be encouraged and subdivision prohibited. Wherever possible, structures associated with activities in Core areas should preferably be located in neighbouring Buffer areas. Structures in Core areas should be placed through fine-scale environmental sensitivity mapping, preferably be located on currently disturbed footprints, be temporary in nature, and adhere to environmentally sensitive and sustainable construction principles. Any form of mining or prospecting, extensive or intensive grazing that results in species diversity loss, the conversion of natural habitat for intensive agriculture or plantation forestry, expansion of existing settlements or residential, commercial or industrial infrastructure, and linear infrastructure of any kind that will cause significant loss of habitat and/ or disruption to the connectivity of ecological corridors, should not be permitted. 	<ul style="list-style-type: none"> SPC A.a areas are irreplaceable and should be protected from change/ restored to their former level of ecological functioning. Only non-consumptive activities are permitted (for example, passive outdoor recreation and tourism, traditional ceremonies, research and environmental education). Land use and activities which interferes with the natural conditions in mountain catchment areas should be resisted. Municipal management should focus on the extension, integration and protection of a system of protected areas that transect the Municipality and includes low-to-high elevation, terrestrial, freshwater, wetlands, rivers, and other ecosystem types, as well as the full range of climate, soil, and geological conditions.

8. While the SEMF only identifies Core areas, the “Western Cape Land Use Planning: Rural Guidelines” distinguishes between Core 1 and Core 2 SPCs. Essentially, Core 2 areas are in a degraded condition and should be rehabilitated. Acceptable land uses in Core 2 areas are those that are least harmful to biodiversity and include compatible and low impact conservation land uses as per Core 1 areas, whilst allowing for a limited increase in scale of development in less sensitive areas (provided ecological processes are not disrupted), to be informed by environmental sensitivity mapping, transformation thresholds and an assessment of cumulative impacts.

Table 54. SPCs for Stellenbosch Municipality and associated land use policy and guidelines (cont.)

SPC	SUB-CATEGORY	CATEGORY DESCRIPTION IN SEMF	KEY GUIDELINES FOR SPCs:	
			Western Cape Land Use Planning: Rural Guidelines	KEY POLICY FOR SPCs : SEMF
BUFFER	B.a. Non-statutory conservation areas	SPC B comprises conservation-worthy habitats or habitat units which should, ideally, be rehabilitated to improve its quality. Land is predominantly privately owned and managed for conservation purposes in terms of the legislation applicable to the current zoning of such land and not in terms of dedicated conservation legislation. of the natural landscape and/or to promote biodiversity conservation. It includes Contractual Conservation Areas and Private Conservation Areas.	<ul style="list-style-type: none"> Compatible uses include conservation activities as per Core 1 and 2 areas including sustainable consumptive or non-consumptive uses, forestry and timber plantations, extensive agriculture comprising game and livestock farming (subject to lower impact and precautionary practices), and limited/ small scale “value-adding” through intensified tourism (e.g. resort or recreational facilities) or consumptive uses (e.g. hunting).⁹ Development should target existing farm precincts and disturbed areas, with the employment of existing structures and footprints to accommodate development. Extensive developments (e.g. caravan and camping sites) should be restricted to sites of limited visual exposure and sites not prominent in the landscape. Development should reinforce farm precincts and reflect similar vernacular in terms of scale, form and design. In the absence of existing farmsteads, development should reflect compact and unobtrusive nodes, conforming to local vernacular in terms of scale, form and design. Development should maintain the dominance of the natural and agricultural landscapes and features, maintain and enhance natural continuities of green spaces, riverine corridors and movement, avoiding fragmentation, and protect conservation-worthy places and heritage areas. 	<ul style="list-style-type: none"> Only activities that have an acceptable ecological footprint are permitted in SPC B. Where applications are made for development in SPC B, the onus is on the applicant to prove the desirability and sustainability of the proposed development and to suggest an appropriate quid pro quo. A quid pro quo could be in the form of setting aside and rezoning an appropriate portion of conservation-worthy land for permanent conservation purposes (such portion could be considered for re-designation to SPC A). Tourism-related development outside the urban edge must be nodal, and restricted to less sensitive areas. No development is permitted on river banks that are susceptible to flooding and below the 1:100 year flood-line.
	B.b. Ecological corridors	Linkages between natural habitats or ecosystems that contribute to the connectivity of the latter and the maintenance of associated natural processes. It includes Freshwater Ecosystem Priority Areas (FEPA) designated in terms of National Freshwater Ecosystem Priority Areas Project, rivers or riverbeds (in terms of NEMA), Critical Biodiversity Areas and High Biodiversity Areas, and Other Natural Areas (including Ecological Support Areas).		<ul style="list-style-type: none"> Active municipal support for Stewardship Programmes, Land-care Programmes, and the establishment of Conservancies and Special Management Areas.
	B.c. Urban Green Areas	Municipal open spaces that form in integral part of the urban structure. It includes Public Parks and Landscaped Areas.		

9. While the SEMF only identifies Buffer areas, the “Western Cape Land Use Planning: Rural Guidelines” distinguishes between Buffer 1 and Buffer 2 SPCs. Buffer 2 areas refers to other natural areas, located in a context where extensive and/ or intensive agriculture is the dominant land use. Activities and uses directly relating to the primary agricultural enterprise are permitted, including farm buildings and activities associated with the primary agricultural activity, including a homestead, agricultural buildings, and agri-worker housing. One additional non-alienable dwelling unit per 10 ha to a maximum of 5 per agricultural unit is permitted, and “value adding” uses, including a restaurant and venue facility, farmstall and farm store, home occupation, local product processing (e.g. cheese-making), and tourist and recreational facilities (e.g. hiking trail, 4x4 routes). No fragmentation of farm cadastral units is permitted, with spot zoning and consent uses employed to accommodate non-agricultural uses. Buffer 2 areas within the “fringe” of settlements can accommodate uses not suitable within the urban edge, including those with space extensive requirements (e.g. regional sports and recreation facilities, tourist facilities) and nuisance and buffer requirements (e.g. waste water treatment plants, cemeteries, solid waste disposal sites, airports, feedlots, quarries and mines, truck stops) while taking into consideration environmental sensitivities. As with Buffer 1 areas, development should, as far as possible, be located within or peripheral to the farmstead precinct, not result in excessive expansion and encroachment of building development and land use into the farm area, respect landscape features, existing access arrangements, and not be located in visually exposed areas.

Table 55. SPCs for Stellenbosch Municipality and associated land use policy and guidelines (cont.)

SPC	SUB-CATEGORY	CATEGORY DESCRIPTION IN SEMF	KEY GUIDELINES FOR SPCs: Western Cape Land Use Planning: Rural Guidelines	KEY POLICY FOR SPCs : SEMF
AGRICULTURAL	C.a. Extensive Agricultural Areas	Agricultural areas covered with natural vegetation, used for extensive agricultural enterprises (e.g. indigenous plant harvesting, extensive stock farming, game-farming, eco-tourism). It includes bona-fide game farms and extensive stock farms.	<ul style="list-style-type: none"> Activities and uses directly related to the primary agricultural enterprise are permitted, including farm buildings and associated structures (e.g. one homestead, barns, agri-worker housing, etc.), as well as additional dwelling units to support rural tourism opportunities and to diversify farm income, comprising 1 additional non-alienable dwelling unit per 10ha, up to a maximum of 5 per farm. Ancillary rural activities of appropriate scale that do not detract from farming production, that diversify farm income, and add value to locally produced products (e.g. restaurant and function venue facility, farmstall and farm store, home occupation, local product processing, and rural recreational facilities. Large scale resorts, and tourist and recreation facilities, should not be accommodated within Agriculture SPCs as they detract from the functionality and integrity of productive landscapes. The location of agricultural activities will be dictated by local on-farm agro-climatic conditions (e.g. soils, slope, etc.), but wetlands, floodplains and important vegetation remnants should be kept in a natural state. Ancillary activities should be located within or peripheral to the farmstead precinct (preferably in re-used or replaced farm buildings and disturbed areas), not on good or moderate soils, and linked to existing farm road access and the services network. Facilities for ancillary on-farm activities should be in scale with and reinforce the farmstead precinct, enhance the historic built fabric and respect conservation-worthy places. Fragmentation of farm cadastral unit should be prevented, and consent uses and spot zoning employed for managing ancillary on-farm activities. 	<ul style="list-style-type: none"> High potential agricultural land must be excluded from non-agricultural development and must be appropriately used in accordance with sustainable agriculture principles. Subdivision of agricultural land or changes in land-use must not lead to the creation of uneconomical or sub-economical agricultural units. Support the expansion and diversification of sustainable agriculture production and food security. Any non-agricultural development on a SPC C area is subject to an appropriate environmental off-set or quid pro quo. Such off-set could be in the form of designated SPC B land being formally designated as SPC A. The rezoning of low-potential agricultural land as a mechanism to promote sustainable economic development could be considered. The aim is to unlock the latent capital vested in non-agricultural uses. The outcomes of such development could include providing landowners with opportunities to establish on farm tourism-related facilities and amenities and other enterprises supportive of IDP objectives, cross-subsidising lower-income housing and amenities in SPC D.d and D.f areas, and facilitating the establishment and management of SPC A and B areas (i.e. core conservation areas, buffer areas, ecological corridors and rehabilitation areas). Expand and optimise the use of commonages. Support opportunities for urban agriculture (in an around towns/ settlements).
	C.b. Intensive Agricultural Areas	Agricultural areas used for intensive agricultural practices (e.g. crop cultivation, vineyards, intensive stock farming on pastures). It includes cultivated areas and plantations and woodlots.		

Table 56. SPCs for Stellenbosch Municipality and associated land use policy and guidelines (cont.)

SPC	SUB-CATEGORY	CATEGORY DESCRIPTION IN SEMF	KEY GUIDELINES FOR SPCs:	
			Western Cape Land Use Planning: Rural Guidelines	KEY POLICY FOR SPCs : SEMF
URBAN RELATED	D.a. Main towns	Towns accommodating Category A Municipalities (i.e. metropolitan areas) and the seat (capital town) of Category C Municipalities (District Municipalities).	<ul style="list-style-type: none"> Wherever possible existing settlements should be used to accommodate non-agricultural activities and facilities. The edges to settlements should be defined in a manner that allows for suitable for the expansion of existing settlements. Visual impact considerations should be taken into account, especially within settlement gateways. Settlement encroachment into agricultural areas, scenic landscapes and biodiversity priority areas (especially between settlements, and along coastal edges and river corridors), should be prevented. Where new settlements need to be established, consideration needs to be given to environmental impact (e.g. waste management), agricultural impact, visual impact (especially on the rural landscape, historical settlement patterns and form, and natural landscape and topographical form. New buildings and structures should conform to the massing, form, height and material use in existing settlements. When accommodating development in existing settlements the following principles should be followed: <ul style="list-style-type: none"> Retain the compact form of smaller settlements. Maintain and enhance public spaces. Reinforce the close relationship of settlements to the regional route structure. Integrate new development into the settlement structure. Respect socio-historical and cultural places. Respond to and enhance an economically, socially and spatially meaningful settlement hierarchy that takes into account the role, character and location of settlements in relation to one another while preserving the structural hierarchy of towns, villages, hamlets and farmsteads in relation to historical settlement patterns. 	<ul style="list-style-type: none"> As a general rule, non-agricultural development may not be permitted outside the urban edge except for bona-fide holiday/tourism accommodation, bona fide agri-industry development, agri-settlements, and social facilities and infrastructure necessary for rural development (this guideline is subject to the principle that each proposed land development area should be judged on its own merits and no particular use of land, such as residential, commercial, conservational, industrial, community facility, mining, agricultural or public use, should in advance or in general be regarded as being less important or desirable than any other land-use). Prohibit further outward expansion of urban settlements that results in urban sprawl. Use publicly-owned land and premises to spatially integrate urban areas and to give access for second economy operators into first economy spaces. Use walking distance as the primary measure of accessibility. Promote sustainable urban activities and public and NMT. Densify urban settlements, especially along main transport routes, and nodal interchanges. Restructure road networks to promote economic activity in appropriate locations. Cluster community facilities together with commercial, transport, informal sector and other activities so as to maximise their convenience, safety and social economic potential. Institutional buildings that (accommodating community activities, educational and health services, and entrepreneurial development and skills training) should be located at points of highest access in urban settlements. Development within natural areas must blend in or harmonise with the biophysical characteristics of the environment. Buildings for tourism-related developments should be in harmony with the surrounding landscape and local vernacular. Landscaping must be undertaken simultaneously with construction.
	D.b. Local towns	Towns accommodating the seat (capital town) of Category B Municipalities (Local Municipalities).		
	D.c. Rural settlements	Smaller towns and rural settlements that fall under the jurisdiction of Category B Municipalities (i.e. towns and rural settlements forming part of a Local Municipality).		
	D.d. Tribal authority settlements	Formal and informal residential areas under the ownership of tribal authorities.		
	D.e. Communal settlements	Settlements that have been planned, classified and subdivided in terms of the former Rural Areas Act 9 of 1987 and which, in terms of the Transformation of Certain Rural Areas Act 94 of 1998, can be transferred to a legal entity of the community's choice.		
	D.g. Institutional areas	Areas designated for schools, colleges, churches and mosques and other institutional purposes.		
	D.h. Authority areas	Areas designated for governmental purposes and other official uses (e.g. municipal offices, offices of parastatals).		
	D.i. Residential areas	Areas designated for residential purposes (e.g. single title erven, group housing, estates, GAP housing, and residential smallholdings).		
	D.j. Business areas	Areas designated for activities associated with retail and service industries (e.g. shops, restaurants, professional offices).		
D.k. Service related business	Areas designated for other business activities associated with service trade industries (e.g. laundrettes and light manufacturing industries; and industries associated with motor vehicle sales and repairs).			

Table 57. SPCs for Stellenbosch Municipality and associated land use policy and guidelines (cont.)

SPC	SUB-CATEGORY	CATEGORY DESCRIPTION IN SEMF	KEY GUIDELINES FOR SPCs:	
			Western Cape Land Use Planning: Rural Guidelines	KEY POLICY FOR SPCs : SEMF
URBAN RELATED	Special business	Areas designated for special business activities associated with casinos and gambling houses and areas identified for adult entertainment.	<ul style="list-style-type: none"> Wherever possible existing settlements should be used to accommodate non-agricultural activities and facilities. The edges to settlements should be defined in a manner that allows for suitable for the expansion of existing settlements. Visual impact considerations should be taken into account, especially within settlement gateways. Settlement encroachment into agricultural areas, scenic landscapes and biodiversity priority areas (especially between settlements, and along coastal edges and river corridors), should be prevented. Where new settlements need to be established, consideration needs to be given to environmental impact (e.g. waste management), agricultural impact, visual impact (especially on the rural landscape, historical settlement patterns and form, and natural landscape and topographical form. New buildings and structures should conform to the massing, form, height and material use in existing settlements. When accommodating development in existing settlements the following principles should be followed: <ul style="list-style-type: none"> Retain the compact form of smaller settlements. Maintain and enhance public spaces. Reinforce the close relationship of settlements to the regional route structure. Integrate new development into the settlement structure. Respect socio-historical and cultural places. Respond to and enhance an economically, socially and spatially meaningful settlement hierarchy that takes into account the role, character and location of settlements in relation to one another while preserving the structural hierarchy of towns, villages, hamlets and farmsteads in relation to historical settlement patterns. 	<ul style="list-style-type: none"> As a general rule, non-agricultural development may not be permitted outside the urban edge except for bona-fide holiday/tourism accommodation, bona fide agri-industry development, agri-settlements, and social facilities and infrastructure necessary for rural development (this guideline is subject to the principle that each proposed land development area should be judged on its own merits and no particular use of land, such as residential, commercial, conservational, industrial, community facility, mining, agricultural or public use, should in advance or in general be regarded as being less important or desirable than any other land-use). Prohibit further outward expansion of urban settlements that results in urban sprawl. Use publicly-owned land and premises to spatially integrate urban areas and to give access for second economy operators into first economy spaces. Use walking distance as the primary measure of accessibility. Promote sustainable urban activities and public and NMT. Densify urban settlements, especially along main transport routes, and nodal interchanges. Restructure road networks to promote economic activity in appropriate locations. Cluster community facilities together with commercial, transport, informal sector and other activities so as to maximise their convenience, safety and social economic potential. Institutional buildings that (accommodating community activities, educational and health services, and entrepreneurial development and skills training) should be located at points of highest access in urban settlements. Development within natural areas must blend in or harmonise with the biophysical characteristics of the environment. Buildings for tourism-related developments should be in harmony with the surrounding landscape and local vernacular. Landscaping must be undertaken simultaneously with construction.
	SMME Incubators	Areas designated for SMMEs and associated infrastructure and services focused on community-based service trade and retail.		
	Mixed use development areas	Areas designated for innovative combinations of land-use (e.g. residential/ light business; light industry/ light business).		
	Cemeteries	Cemeteries and formal burial parks, excluding crematoriums.		
	Sports fields and infrastructure	Dedicated sports fields together with the associated infrastructure, parking areas, and services.		
	Airport and infrastructure	Area designated as airport together with the infrastructure and services associated with the airport and its activities.		
	Resorts and tourism related areas	Tourism-related nodes and amenities that form part of a designated hospitality corridor.		
	Farmsteads and outbuildings	Main farmsteads, including on-farm infrastructure required for farm logistics (e.g. houses, sheds, packing facilities).		

Table 58. SPCs for Stellenbosch Municipality and associated land use policy and guidelines (cont.)

SPC			KEY GUIDELINES FOR SPCs:	KEY POLICY FOR SPCs :
SPC	SUB-CATEGORY	CATEGORY DESCRIPTION IN SEMF	Western Cape Land Use Planning: Rural Guidelines	SEMF
INDUSTRIAL AREAS	E.a. Agricultural industry	Agriculture-related industrial development (e.g. silos, wine cellars, packing facilities, excluding abattoirs).		<ul style="list-style-type: none"> Industrial development must be clustered in close proximity to the product source, in close proximity to major transport linkages and bulk infrastructure. Actively promote the clustering of industrial activity.
	E.b. Industrial development zone	Dedicated industrial estate ideally linked to an international, or national, port that leverages fixed direct investments in value-added and export-orientated manufacturing industries.		
	E.c. Light industry	Areas designated for light industrial activities associated with the service industry (e.g. repair of motor vehicles) including warehouses and service stations.		
	E.e. Heavy industry	Areas designated for robust industrial activities (e.g. chemical works, brewery, processing of hides, abattoirs, stone crushing, crematoriums).		
	E.f. Extractive industry	Settlements and infrastructure associated with multiple consumptive resource extraction (e.g. mining).		
SURFACE INFRASTRUCTURE AND BUILDINGS	F.a. National roads	National roads proclaimed in terms of the National Roads Act 7 of 1998.		<ul style="list-style-type: none"> Bridge geographic distances affordably, foster reliability and safety, so that all citizens can access previously inaccessible economic opportunities, social spaces and services. Support economic development by allowing the transport of goods from points of production to where they are consumed (this will also facilitate regional and international trade). Promote a low-carbon economy by offering transport alternatives that minimise environmental harm. Urban development must comply with the principles of Transport Orientated Development (TOD).
	F.b. Main roads	Provincial and regional roads proclaimed in terms of the Roads Ordinance 19 of 1976.		
	F.c. Minor roads	Regional and local roads proclaimed in terms of the Roads Ordinance 19 of 1976.		
	F.e. Public streets	Public streets and parking areas within main town and rural settlements.		
	F.f. Heavy vehicle overnight facilities	Areas designated for heavy vehicle parking and overnight facilities.		
	F.g. Railway lines	Railway lines and associated infrastructure.		
	F.h. Power lines	Power lines and associated sub-stations and infrastructure.		
	F.i. Renewable energy structures	Any part of the infrastructure of a telecommunication network for radio/ wireless communication including, voice, data and video telecommunications.		
	F.j. Dams and reservoirs	Major dams and reservoirs.		
	F.k. Canals	Constructed permanent waterways (e.g. irrigation canals, stormwater trenches).		
	F.l. Sewerage plants and refuse areas	Areas designated as municipal and private sewerage treatment plants and refuse areas.		
	F.m. Science and technology structures	Any areas associated with the science and technology sector, with specific reference to the SKA and the designated astronomy reserve.		

D. Thematic Guidelines Drawn From “Western Cape Land Use Planning: Rural Guidelines” which may be applicable to different SPCs

Table 59. Thematic land use guidelines for rural areas

THEME	APPLICABLE SPCs	GUIDELINES
Rural land use change		<ul style="list-style-type: none"> • Decisions on rural development applications should be based on the PSDF principles of spatial justice, sustainability and resilience, spatial efficiency, accessibility, and quality and livability. • Good quality and carefully sited development should be encouraged in existing settlements. • Accessibility should be a key consideration in all development decisions. • New building development should be strictly controlled regarding scale and dimension, height, colour, roof profile, etc. • No development should be permitted below the 1:100 flood line. • Priority should be given to the re-use of previously developed sites in preference to greenfield sites. • All development in rural areas should be in keeping and in scale with its location, and be sensitive to the character of the rural landscape and local distinctiveness. • Only activities that are appropriate in a rural context, generate positive socio-economic returns, and do not compromise the environment or ability of the municipality to deliver on its mandate is supported. • The cumulative effect of all ancillary and non-agricultural land uses should not detract from the rural character of the landscape and the primary agricultural activities. • Development in the rural area should not: <ul style="list-style-type: none"> - Have a significant negative impact on biodiversity. - Lead to the loss or alienation of agricultural land or has a cumulative impact there upon. - Compromise existing or potential farming activities. - Compromise the current and future possible use of mineral resources. - Be inconsistent with the cultural and scenic landscape within which it is situated. - Involve extensions to the municipality’s reticulation networks. - Impose real costs or risks to the municipality delivering on their mandate. - Infringe on the authenticity of the rurallandscape.
Conservation		<ul style="list-style-type: none"> • The key principle is to formally protect priority conservation areas, establish ecological linkages across the rural landscape, and mainstream a conservation ethic into all rural activities (through established mechanisms applicable to public and private land). • Buildings and infrastructure associated with conservation should be limited to structures such as environmental or tourist facilities, tourist accommodation, utility services and in the case of privately owned conservation areas one homestead. • Not more than one homestead should be permitted irrespective whether the conservation area is owned by entities of multiple ownership. • Avoid establishing facilities with a large workers’ residential component in conservation areas. • Accommodation on proclaimed nature reserves should be limited to tourist accommodation providing opportunities for tourists and visitors to experience the Western Cape’s unique biodiversity.

Table 60. Thematic land use guidelines for rural areas (cont.)

THEME	APPLICABLE SPCs	GUIDELINES
Agriculture	Agriculture, Buffer 1, and Buffer 2 SPCs	<ul style="list-style-type: none"> • The key principle is to promote consolidation of farming landscapes and prevent their fragmentation; provide for land and agrarian reform; improve the viability of farming by facilitating diversification of the farm economy; promote enterprise opportunities within the food system and promote sustainable farming practises. • Within the Agriculture SPC areas could be reserved for small-scale farming and emerging farmer establishment that are in close proximity to towns and villages, and along rural movement routes. • A minimum agricultural holding size of 8000m² is recommended for small-scale agricultural properties and such properties should include an independent water source and be linked to a land reform project. • Farm buildings and associated structures (e.g. one homestead, barns, agri-worker housing, etc.) should be clustered within the farmstead precinct. • Buildings accommodating ancillary on-farm activities (e.g. guest house) should be located within the farmstead precinct, preferably using existing structures. Where new buildings are erected these should be on previously disturbed footprints within or adjacent to the farm werf and not on cultivated land. • Ancillary on-farm activities should not detract from the functionality and integrity of farming practices and landscapes and be of an appropriate scale and form. • Camp sites of multiple free standing or linked structures of a temporary nature may include caravans and tents, but excludes mobile homes (plettenberg homes or ship containers) and are conventionally seen as being part of resort developments, but can also be permitted on agricultural land, dependant on scale. • Camping establishments should be restricted to a low impact scale and intensity in keeping with the context of the area and its surrounding character. • Additional dwelling units should be restricted to 1 unit per 10ha, to a maximum of 5 units; 175m² maximum floor area including garaging and building height of 1 storey (6.5m). Additional dwelling units should be non-alienable, whether individual erf, sectional title, share block or other. • Only activities that are appropriate in a rural context, generate positive socio-economic returns, and do not compromise the environment or ability of the municipality to deliver on its mandate should be accommodated. The long term impact on the municipality (resources and financial), agricultural activities, production and sustainability, risk and finances, and the scenic, heritage and cultural landscape should be considered when decisions are taken. • Large scale resorts and tourist and recreation facilities that detract from the functionality and integrity of productive farming landscapes should not be allowed.

Table 61. Thematic land use guidelines for rural areas (cont.)

THMF	APPLICABLE SPCs	GUIDELINES
Rural Accommodation		<p>Tourist accommodation:</p> <ul style="list-style-type: none"> • Recognising the prospects of tourism to diversify and strengthen the rural economy, the provision of a variety of short term tourism accommodation across the rural landscape that is in keeping with the local character is supported. • Large scale tourist accommodation should preferably be provided in or adjacent to existing towns and rural settlements. Tourist accommodation in the rural landscape could be allowed if, of an appropriate scale and form, appropriate to the SPC. • Tourist accommodation situated outside of the urban edge should be clustered in visually discreet nodes, preferably make use of existing buildings or new buildings on disturbed footprints, located within or peripheral to the farmstead, reinforce rural landscape qualities, and cater exclusively for the temporary accommodation for in transit visitors. • Whilst it is preferable that they be located within the farmstead, dispersed rental units should be on existing farm roads, in visually unobtrusive locations, and be self-sufficient in terms of servicing. • Additional dwelling units should be restricted to 1 unit per 10ha, to a maximum of 5 units; 175m² maximum floor area including garaging and building height of 1 storey (6,5m). • Additional dwelling units should be non-alienable, whether individual erf, sectional title, share block or other. • Camp sites of multiple free standing or linked structures of a temporary nature may include caravans and tents, but excludes mobile homes (plettenberg homes or ship containers) and are conventionally seen as being part of resort developments, but can also be permitted on agricultural land, dependent on scale. • Camping establishments should be restricted to a low impact scale and intensity in keeping with the context of the area and its surrounding character. • A resort development should be closely associated with a resource which clearly advantaged and distinguished the site, in terms of its amenity value, from surrounding properties. • Resorts may not be located within productive agricultural landscapes, but must be situated adjacent to a rural feature or resource (e.g. dam, river) that offers a variety of leisure and recreation opportunities (e.g. hiking, mountain biking, water based activities), and is well connected to regional routes. • Rezoning to resort zone should not be entertained for properties of which the size is less than 50 ha. Only in exceptional circumstances should more than 50 units be allowed. • Subdividing and alienating individual units in rural resort developments is not be allowed. The resort development itself may not be subdivided and alienated from the original farm (whether individual erf, sectional title, share block or other). • Rural resorts should be compact and clustered in nodes and a range of accommodation types is encouraged. • The building height of any new resort unit should be restricted to that of a single storey (6,5m). • The maximum floor area of a resort unit should be limited to 120m², including garaging. <p>Smallholdings:</p> <ul style="list-style-type: none"> • New smallholding developments should not be permitted in the rural landscape. New smallholdings can be established on suitable land inside the urban edge. <p>Agri-worker housing:</p> <ul style="list-style-type: none"> • Agri-worker dwellings are regarded as part of the normal farm operations based on the extent of the bona fide agricultural activities on the land unit and applicable in all rural SPCs. • Units should be non-alienable, whether individual erf, sectional title, share block or other. • The building height of agri-worker dwelling units should be restricted to that of a single storey (6,5m) with a maximum floor area of 175 m². • The placement of the dwelling units should not undermine the sustainable utilisation of agricultural resources. • Where possible agri-workers' dwelling units should be clustered and located in close proximity to rural movement routes, existing services and housing stock where-ever possible. • The number of units must reasonably be connected to the bona-fide primary farming and agricultural activities on the land unit. • Ideally accommodation should be provided on the land unit where production is taking place with the most units on the larger property if more than one property is involved. • Where the employer farms on more than one cadastral unit, consideration should be given to the location of the facilities in relation to the main farmstead.

Table 62. Thematic land use guidelines for rural areas (cont.)

THFMF	APPLICABLE SPCs	GUIDELINES
Tourist and Recreational Facilities	All SPCs	<ul style="list-style-type: none"> • Whilst tourist and recreation facilities should be accommodated across the rural landscape, the nature and scale of the facility provided needs to be closely aligned with the environmental characteristics of the local context. • The development should have no adverse effects on society, natural systems and agricultural resources. • Rural tourism and recreation facilities and activities should not compromise farm production, and be placed to reinforce the farmstead precinct. • Existing structures or disturbed footprints should preferably be used, and adequate provision made for access and parking. • A large-scale recreational facility which includes a residential component (e.g. golf courses, polo fields, horse racing) should be located on the urban edge, with such residential component located inside the edge.
Rural Business	All SPCs	<ul style="list-style-type: none"> • Appropriate rural businesses could be accommodated in all SPCs (e.g. curio-shop appropriate in a National Park) but with restrictions and subject to site attributes. • Place-bound businesses (appropriate land uses ancillary to agriculture) include farm stalls and farm shops, restaurants and venue facilities (e.g. conferences and weddings) businesses should preferably be located on the farm to consolidate the farmstead precinct, and complement the farm's operations. • Restaurants and venue facilities should be located within the farmstead precinct and be of appropriate scale and vernacular design, generate positive socio-economic returns and do not compromise the environment, agricultural sustainability, and the scenic, heritage and cultural landscape. • A farm shop should be limited to selling of daily requisites to agri-workers and employees of the farm and farm stalls to selling products produced and processed on the farm to tourists and travellers. Each should be limited to a maximum floor space of 100m² including storage facilities. • Restaurant and venue facilities to be limited to a maximum floor space of 500m² and to be of a scale compatible with the farmstead precinct and/or surrounding rural context.
Industry in Rural Areas	Buffer 2, Agriculture and Settlement SPCs.	<ul style="list-style-type: none"> • All non-place-bound industry (land uses not ancillary to agriculture e.g. transport contractors, dairy depots, fabricating pallets, bottling and canning plants, abattoirs and builder's yards) should be located within urban areas. • Extractive industry (i.e. quarrying and mining) and secondary beneficiation (e.g. cement block production, concrete batch plants, pre-mix asphalt plants) have to take place at the mineral or material source. If the mine will result in an impact on biodiversity a biodiversity offset must be implemented. • All place-bound agricultural industry related to the processing of locally sourced (i.e. from own and/or surrounding farms) products, should be located within the farmstead precinct in the agricultural area. • Industry in rural areas should not adversely affect the agricultural potential of the property. • Agricultural industry should be subservient or related to the dominant agricultural use of the property and/ or surrounding farms. • All industries should exclude any permanent on-site accommodation for workers or labourers. • The subdivision of agricultural land to accommodate industrial activities should be discouraged and only used as a last resort so as not to fragment the agricultural landscape.

Table 63. Thematic land use guidelines for rural areas (cont.)

THFMF	APPLICABLE SPCs	GUIDELINES
Community facilities and institutions	Buffer 2, Agriculture and Settlement SPCs.	<ul style="list-style-type: none"> Community facilities and institutions should preferably be located in the Settlement, Buffer 2, and Agriculture SPCs. Where-ever practical, community facilities should be located in settlements. Location within the rural landscape may be required in exceptional circumstances when travel distances are too far or rural population concentrations justifies the location of community facilities in rural areas. In extensive agricultural areas, it is preferable to locate rural community facilities and institutions in Buffer 2 SPCs, and along regional accessible roads. In instances where community facilities are justified “on-farm”, existing farm structures or existing footprints should be utilised, with local vernacular informing the scale, form and use of materials. Facilities to be located on disturbed areas and areas of low agricultural potential. The nodal clustering of community facilities in service points should be promoted, with these points accommodating both mobile services and fixed community facilities (e.g. health, pension payments). The subdivision of agricultural land to accommodate community facilities or institutions should be discouraged and lease agreements are preferred. Wherever possible new community facilities should be located in settlements and not in isolated locations. Only activities that are appropriate in a rural context, generate positive socio-economic returns, and do not compromise the environment or ability of the municipality to deliver on its mandate should be accommodated. The long term impact on the municipality (resources and financial), agricultural activities, production and sustainability, risk and finances; and the scenic, heritage and cultural landscape should be considered when decisions are taken. Any new buildings in the rural area to be informed by local vernacular regarding scale, form and building materials and should include appropriate buffers, and landscaping and screening to reduce their visual impact on the rural landscape.
Infrastructure Installations	Buffer 2, Settlement	<ul style="list-style-type: none"> Infrastructure installations and facilities should preferably be located in the Settlement and Buffer 2 SPCs. Where locations inside urban areas are impractical, then extensive agricultural areas peripheral to settlements are preferable. Where possible installations should be located on previously disturbed terrain, or land of low biodiversity or agricultural value. Within the Agricultural SPC only essential installations should be accommodated. No bulk infrastructure installation or facility, its foot print, service area, supporting infrastructure or access routes in any form or for any purpose will be allowed on high potential or unique agricultural lands, will be allowed on areas currently being cultivated or areas that have been cultivated in the last ten years, should intervene with or impact negatively on exiting or planned production areas as well as agricultural infrastructure, should result in the degradation of the natural resource base of the rural areas, be located within a CBA or ESA. Installations, facilities or supporting infrastructure should, where possible, not be established on slopes of more than 12%. No subdivision of agricultural land will be allowed to accommodate the establishment of any installation, facility or supporting infrastructure or access routes in any form or for any purpose unless the application adheres to the norms and standards for approval of the sub-division of agricultural land. Any installation, facilities and associated infrastructure, including buildings, power lines, cables and roads which has reached the end of its productive life or has been abandoned, must be removed. Avoid establishing installations with a large workers’ residential component in remote rural locations. Installations should include appropriate buffers, and landscaping and screening to reduce their visual impact on the rural landscape. Construction access, setbacks, height, lighting, signage, and advertising associated with the installation should be as prescribed in the Western Cape Land Use Planning: Rural Guidelines.

Table 64. Thematic land use guidelines for rural areas (cont.)

THFMF	APPLICABLE SPCs	GUIDELINES
Urban Development		<ul style="list-style-type: none"> • Low density sprawl into the rural landscape should be limited to the minimum. • Smart growth principles such as integration and urban restructuring should be promoted. • Layout options of new settlements should be clustered in layout. • In all cases the provision of housing and associated services to rural communities should preferably take place in existing settlements, thereby improving their sustainability. • No new settlement should be permitted in the rural landscape except agri-villages as defined in the Province of the Western Cape: Policy for the Settlement of Farm Workers, September 2000 (PN414/2000, No. 5572), or the formalisation of the “urban” component of existing missionary, forestry and conservation settlements. • The establishment of new agri-village settlements can only be justified in exceptional circumstances (i.e. when there are compelling reasons not to use existing towns, villages, and hamlets). • The option of “off-the-farm” settlement of agri-workers in agri-villages should only be considered when this is the preferred option of target beneficiaries, and existing settlements are too far away to commute to.
Sustainable Agriculture		<ul style="list-style-type: none"> • Land with potential must be conserved for agriculture and the practice thereof.¹⁰ • Norms/ guidelines for the size of agricultural holdings will be as determined through a consultative process with organised agriculture, the various trade organisations and the Department of Agriculture Western Cape (reflected in Box ...).

10. Criteria for high potential agricultural land are described in Report Number GW/A/2002/21 for the National Department of Agriculture by the ARC-Institute for Soil, Climate and Water, dated June 2004.

E. Norms / Guidelines for the Size of Agricultural Holdings

Table 65. Norms/ guidelines for the size of agricultural holdings

FARMING ENTERPRISE	SIZE/ QUANTITY	IRRIGATION WATER	COMMENT
1 Grain (rotational practices are not included in the calculation and should therefore be taken into consideration).	<ul style="list-style-type: none"> 1 200 tonnes 		<ul style="list-style-type: none"> Based on long-term yield e.g. 1 200 units divided by 3 tonnes/ha = 400ha
2 Livestock: extensive beef cattle, milk (grazing)	<ul style="list-style-type: none"> 1 200 Small Stock Units (SSU) 200 Large Stock Units (LSU) 60 cows (lactating) 		<ul style="list-style-type: none"> Based on carrying capacity e.g. 1 200 SSU x 10ha = 12 000ha
3 Deciduous fruits	<ul style="list-style-type: none"> 40ha 	<ul style="list-style-type: none"> 40ha @ 7 500m³/ha 	<ul style="list-style-type: none"> Arable land
4 Citrus	<ul style="list-style-type: none"> 40ha 	<ul style="list-style-type: none"> 40ha @ 7 500m³/ha 	<ul style="list-style-type: none"> Arable land
5 Vineyards	<ul style="list-style-type: none"> 40ha 	<ul style="list-style-type: none"> 40ha @ 7 500m³/ha 	<ul style="list-style-type: none"> Arable land
6 Dryland vineyards	<ul style="list-style-type: none"> 80ha 		<ul style="list-style-type: none"> Suitable climate and soil potential
7 Export table grapes	<ul style="list-style-type: none"> 30ha 	<ul style="list-style-type: none"> 30ha @ 7 500m³/ha 	<ul style="list-style-type: none"> Arable land
8 Combination of the above	<ul style="list-style-type: none"> On merit, comparable to the above sizes 		

F. Housing Pipeline

The most recent housing development pipeline for SM is summarised in Table 66 and illustrated in Figure 57. These projects have been tested for alignment with the MSDF. The type and number of units may change as relevant studies are concluded. Significant housing potential associated with the Adam Tas Corridor is not reflected in the table.

Table 66. SM Housing Pipeline Summary

	Project Name	Erf/Farm No	Type	Extent (ha)	No of Units	Status
1	Botmaskop	Portions of Erf 3363 and 3393	Social Housing / IRDP/Other	36	1 500	Pre-feasibility to be conducted
2	Cloetesville	Erf 7001	Mixed Typology	5.9	-	Call for Proposals
3	Cloetesville	Erf 8915	Mixed Typology	4.7	-	Feasibility study
4	De Novo	Portion 10 of Farm 727	Other	193	184	In Process (acquiring approvals)
5	Kayamandi Enkanini Enhanced Services	Various	Other	18	1 300	In Process (acquiring approvals)
6	Stellenbosch Idas Valley (Lindida)	Erf 9945	GAP	3.3	166	In Process (acquiring approvals)
7	Stellenbosch Idas Valley	Erf 11330	GAP	6.2	184	Site serviced
			Mixed Typology		89	
8	Jamestown	Portion 4 of Farm 527	Subdized	18.5	570	Completed (Additional phases planned)
9	Jamestown	Remainder of Farm 527	Mixed Typology	51.9	850-2 000	Planned (Call for proposals)
10	Jonkershoek (Bosdorp)	Various	-	2	-	-
11	Klapmuts	Erf 342	Subsidised	9.4	831	Complete
12	Klapmuts (Mandela City)	Erf 2181	Subsidised	4.8	488	In Process (acquiring approvals) and Sites serviced
			Other		295	
13	Klapmuts (La Rochelle)	Erf 2183	-	1.2	-	Planned (Call for proposals)
14	Klapmuts	Portion 2 of Farm 744	-	11.9	-	Land in acquisition process

Table 66. SM Housing Pipeline Summary (continued)

15	Kylemore	Erf 64	Other	5.9	171	Awaiting transfer of land
16	La Motte	Farm 1158	Other	11.1	592	Planned
17	La Motte	Farm 1139	Other	41.2	-	Planned
18	La Motte (Bosdorp)	Various	-	23.8	-	Completed (Additional phases planned)
19	Langrug	Various	Other	12.7	1200	Feasibility study undertaken
20	Maasdorp (Bosdorp)	1401	-	4.9	-	-
21	Meerlust (Bosdorp)	Portion 1 of Farm 1006	-	-	200	Call for Proposals
22	Northern Extension	Various	Mixed Typology	300	6 000-9 000	Portion of land invaded 2018
	Kayamandi (Zone 0)	Various	Other	18	711	In process (acquiring approvals)
	Kayamadi (City Centre)	Various	Other	18	1 000	In Process (acquiring approvals)
23	Smartie Town	Various	-	7	-	-
24	Transit Orientated Development	Various	Other	180	-	-
25	Vlottenberg (Longlands)	Various - Farm 393	Subsidised	4.4	144	In Process (acquiring approvals)
26	Watergang	Various	-	30	-	In process (acquiring approvals), site serviced, completed

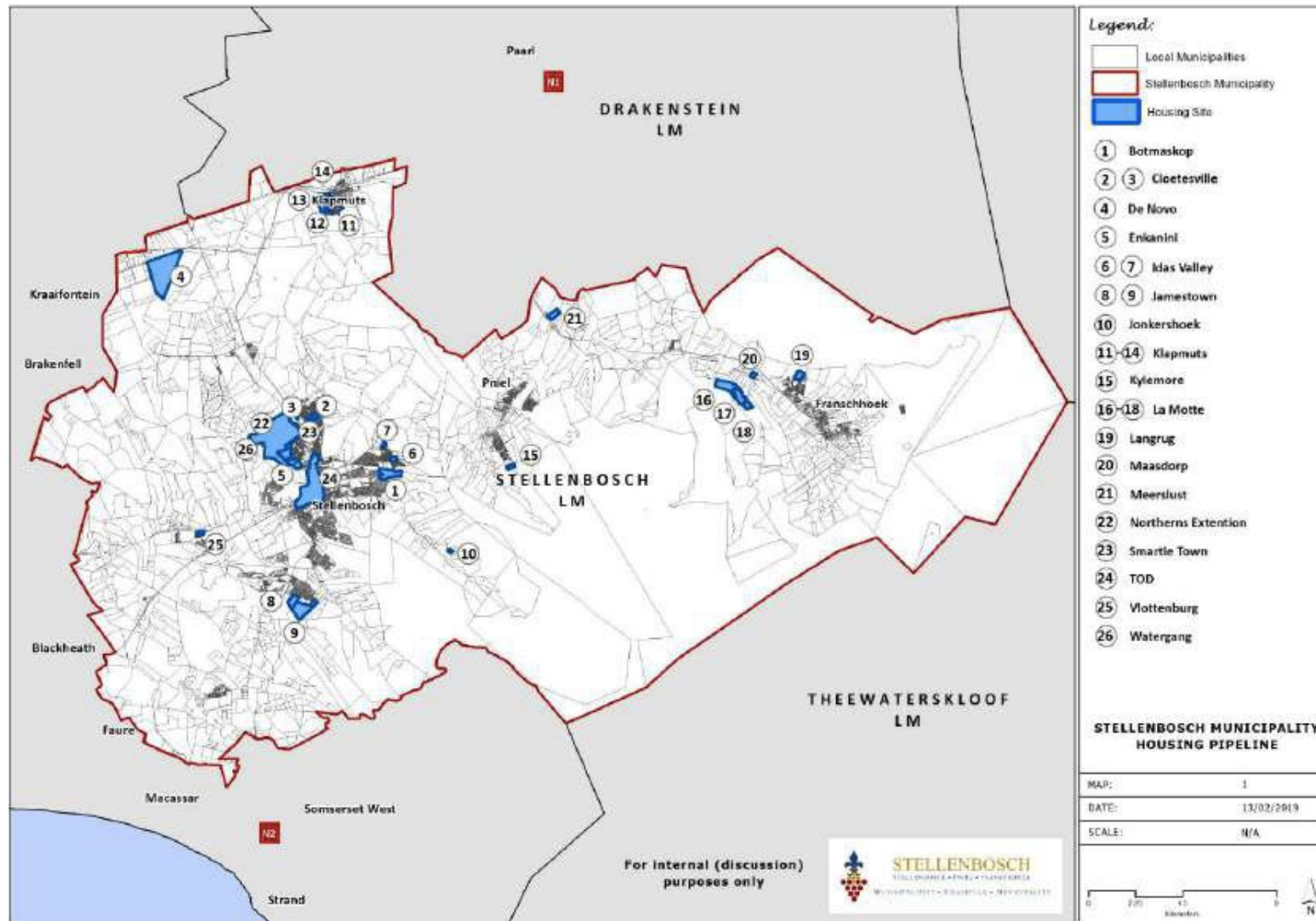


Figure 57. Housing pipeline mapped

G. Extract from the Stellenbosch Municipality Capital Expenditure Framework (May 2019)



Stellenbosch Municipality: Capital Expenditure Framework

Development of a Long-term Financial Plan and Capital Expenditure Framework in line with the provision of system driven support for integrated development planning, project prioritisation, budgeting, implementation and

Version: Draft_6.00

31 May 2019

Contents

1. INTRODUCTION	4
1.1 Integrated Urban Development Framework.....	4
1.2 Capital Expenditure Framework.....	5
2. FUNCTIONAL AND PRIORITY DEVELOPMENT AREA IDENTIFICATION.....	9
2.1 Status of the Spatial Development Framework.....	10
2.2 Functional Areas.....	12
3. STELLENBOSCH MUNICIPALITY CAPITAL DEMAND	17
4. LONG TERM FINANCIAL STRATEGY	21
4.1 Financial Model Process	21
4.2 Financial Model High Level Outline	23
4.3 Financial Position	24
4.4 Current Liabilities	25
4.5 Current Asset.....	26
4.6 Liquidity Ratio.....	27
4.7 Debtors	27
4.7 Financial Performance	28
4.8 Cash Flow.....	30
4.9 Future Capital Investment.....	34
5. AFFORDABILITY ENVELOPE	36



5.1	Sustainable Funding Mix	36
5.2	Borrowing	37
6.	BUDGET SCENARIO & PROJECT PRIORITISATION	38
6.2	Budget Scenario Outcome.....	39
7.	CAPITAL EXPENDITURE IMPLEMENTATION FRAMEWORK – 2019/2021 MTREF	48
6.3	Functional Area Budget Split.....	48
8.	SUMMARY	49
8.1	Socio-Economic Base and Future Revenue	49
8.2	Capital Investment	49
8.3	Institutional Arrangements	50

This extract is compiled with the sole purpose of being used within the context of the draft Spatial Development Framework – which should in turn be read with the 2019/20 Integrated Development Plan and the 2019/20 Capital Expenditure Framework of the municipality of Stellenbosch.

1. INTRODUCTION

1.1 Integrated Urban Development Framework

The IUDF is a policy initiative of the Government of South Africa, coordinated by COGTA, which seeks to foster an understanding between local government and civil society on how best to manage urbanisation and achieve the goals of economic development, job creation and improved living conditions within municipalities.

The IUDF marks a new deal for South African cities and towns and sets a policy framework to guide the development of inclusive, resilient and liveable urban settlements, while

addressing the unique conditions and challenges facing South Africa's cities and towns. It advocates the effective management of urbanisation so that the increasing concentration of an economically active population translates into higher levels of economic activity, greater productivity and higher rates of growth, thereby transforming our South African cities into engines of growth and prosperity.

The key outcome of the IUDF is spatial transformation. The identified policy levers and priorities (refer to Figure 1) are crucial for maximising the potential of urban areas, by integrating and aligning investments in a way that improves the urban form. The CEF is therefore the mechanism of the municipality which aims to achieve spatial transformation by aligning capital investment in such a way that the key outcomes of the IUDF are achieved.

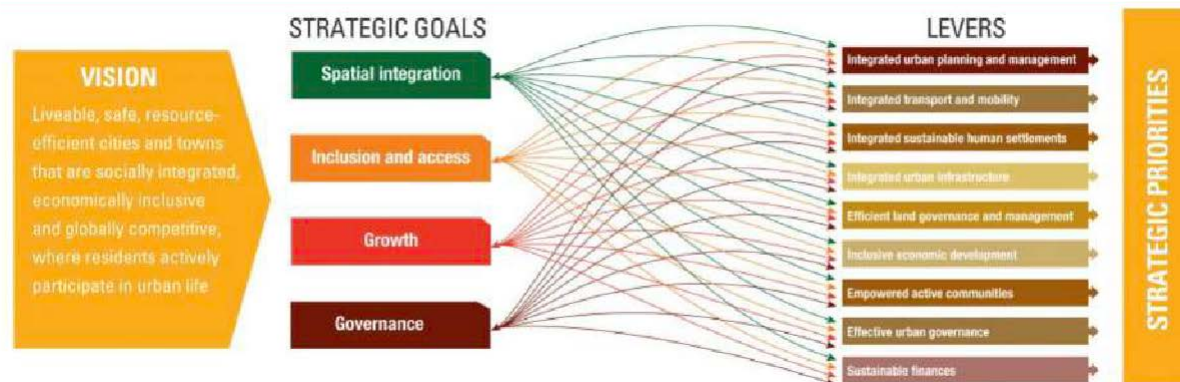


Figure 1: Core elements of the IUDF

1.2 Capital Expenditure Framework

The term “Capital Expenditure Framework” (CEF) became a municipal mandate with the promulgation of the Spatial Planning and Land Use Management Act, Act 16 of 2013 (SPLUMA) section (21)(n). However, the concept of a Capital Investment- or Capital Expenditure Framework has been eluded to in several other preceding legislative and policy instruments.

The role of a CEF is to provide a framework which coordinates the outcomes of a multitude of planning initiatives and documents within the municipality, in order to ensure that capital investment and project / programme implementation on the ground is guided by an over-arching long-term strategic, spatial, financial and socio-economic logic. Key

informants to the CEF national and provincial strategies and policies (i.e. the NDP and Medium Term Strategic Framework (MTSF), as well as the Provincial SDF or Growth and Development Strategy (GDS)), as well as municipal-level policies and strategies, typically embodied by the Integrated Development Plan (IDP), Spatial Development Framework (SDF) and other departmental sector plans. Collectively these plans have a spatial imperative that the city uses to guide investment and development in order to realise short, medium and long-term developmental and socio-economic goals.

The CEF serves as a legislated mechanism to strengthen the process currently institutionalised within the municipality, and to show how capital investment matures from planning to implementation through various stages of governance. In order to facilitate logical and rationally based reporting, the

2019/2020 CEF submission will be structured at the hand of the IUDF guidelines expressed in terms of the municipal capital planning and budgeting process flow.

According to the guidelines for the preparation of a CEF prepared by COGTA, a CEF should comprise of the following components:

- **Step 1:** Identify Functional Areas (FA) and Priority Development Areas (PDAs);
- **Step 2:** Undertake developmental and socio-economic profiling for the municipality as a whole, as well as each functional area;
- **Step 3:** Compile a land budget for residential and commercial growth for the next ten years;
- **Step 4:** Confirm the appropriateness of the SDF vision and long-term spatial structure for the municipality as an input to the prioritisation and budget alignment of the municipality;
- **Step 5:** Prepare programmatic and project-based responses per sector based on the land budget and residential and commercial growth estimates, in order to identify capital investment requirements and backlogs;
- **Step 6:** Develop a long-term financial plan, with a planning horizon of 10-years;
- **Step 7:** Compile an affordability envelope and optimal capital funding mix;
- **Step 8:** Structure capital investment programmes per functional area;
- **Step 9:** Compile a CEF for a 10-year horizon based on spatially-prioritisation;
- **Step 10:** Conceptualise a 3-year (MTREF) CEIP with project and programmes which will serve as the municipal capital budget, and;
- **Step 11:** Implementation tracking.

The primary outputs of the Stellenbosch CEF, as informed by the guidelines, can be best understood in terms of the process flow depicted in

Figure 2 below:

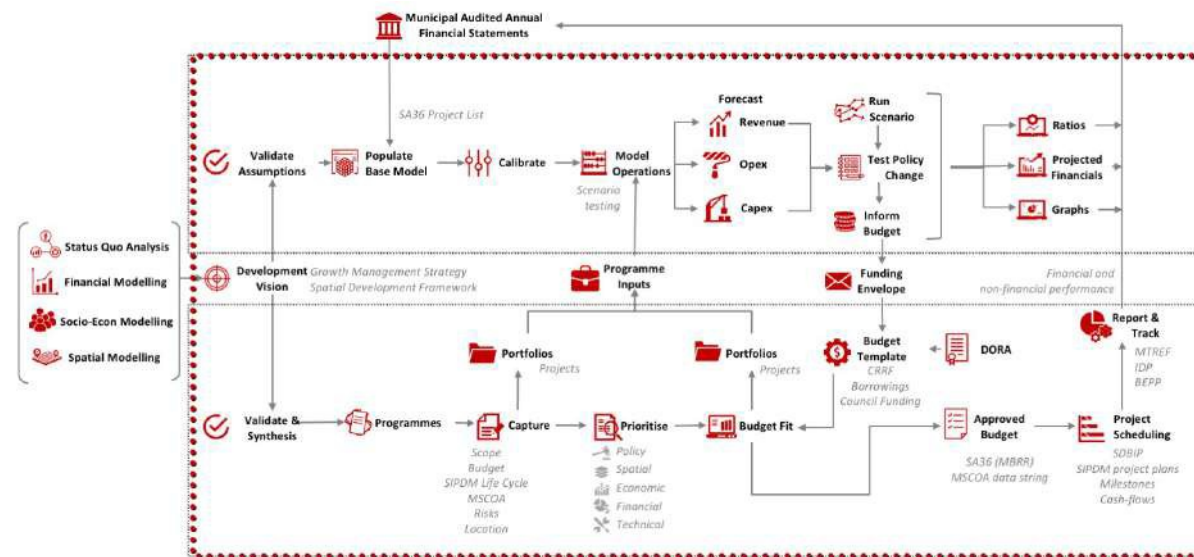


Figure 2: Compilation of the CEF based on CP3 and LTFS

- Firstly, prior to subjecting projects applying for budget to a prioritisation and budgeting process, the municipality must first identify all capital demand or needs that are required over the long-term within their jurisdiction, irrespective whether the capital demand stems from local, provincial or national spheres of government. The Integrated Infrastructure Investment Framework (IIIF) or Capital Investment Framework (CIF) therefore aims to gather the long-term capital demand required for the municipality to function optimally.
- The next step is to consolidate the capital demand into one synthesised plan depicted spatially, along with all the

budget reform requirements emanating from the MFMA and National Treasury (i.e. SIPDM project life-cycle planning, mSCOA segments etc.).

- The SDF is then unpacked to identify the spatial vision as well as the functional areas and priority development areas for the municipality in order to prepare a socio-economic and developmental profile for the municipality.
- The socio-economic and developmental profiling serves as a primary input to the demand quantification and setting of programmatic long-term infrastructure investment targets required realise the spatial vision of the municipality.

- The spatial development vision of the municipality, along with other strategic, financial, policy, socio-economic and technical objectives are used to prepare a prioritisation model in order to rank or score capital demand (projects) based on their alignment to the spatial, strategic, financial, policy, socio-economic and technical objectives of the municipality.
- The process of setting up a budget for the CEF draws from the outcomes of the long-term financial plan whereby the affordability envelope and the optimal funding mix for capital investment for the municipal is modelled based on key socio-economic and population growth projections. Once the affordability envelope is known, the 10-year capital budget can be prepared with inputs from the project prioritisation results.
- The final step in preparing the CEF is to define an implementation programme for the medium term – in line with the Medium Term Expenditure Framework (MTEF). The medium-term implementation plan of the CEF is known as the Capital Expenditure Implementation Programme (CEIP) which is essentially the first three budget years of the 10-year Capital Expenditure Framework.

The CEF on its own is not the only mechanism that will enable integrated urban development – but it is the catalyst to streamline programme- and project-level preparation, prioritisation and implementation, whilst dismantling the inherited hierarchical and silo-based approaches still evident in municipalities today.

The role of a CEF frames the outcomes of a multitude of planning documents within the municipality in order to ensure that implementation on the ground is guided by a strategic, spatial, financial and socio-economic logic. A CEF serves not only as performance evaluation mechanism, but also as a rationale towards capital investment planning that provides business intelligence, data validation, project synchronisation and prioritisation. This fundamental element of a municipality – its planning and investment (budgeting) rationale – is guided, managed and finally implemented through means of numerous processes guided by many legislative frameworks, guidelines, toolkits, and circulars, each related to a specific component of the municipal planning, budgeting and implementation process encapsulated in the IDP.

The management of an integrated municipal planning and budgeting process, underpinned by processes relating to strategic analysis and planning, optimal scenario identification, phasing and implementation, as well as monitoring and readjusting; is an extremely complex process. To rationally and reasonably manage and facilitate such a process, the municipality made use of the Collaboration Planning Prioritisation and Performance (CP3) system to facilitate the preparation of its CEF. The CP3 system is an online planning and decision support tool used in the process of strategic analysis and planning, as well as prioritisation and budgeting.

In summary, as the first CEF of the Stellenbosch Local Municipality and one of the first in South Africa, this document sets the municipality on a new planning approach and development path towards improved cross-sectoral integrated planning, comprehensive investment needs assessment, long-term financial planning and multi-criteria project prioritisation and budgeting.

For the purpose of the SDF this section does not aim to replicate the entire CEF, but rather to show how. The SDF was used to inform the CEF in guiding capital investment in line with the SDF. Hence, this CEF extract will focus on the following section of the CEF¹:

- **Section 2:** Identify Functional Areas (FA) and Priority Development Areas (PDAs);
- **Section 5:** The Integrated Infrastructure Investment Framework (IIIF);
- **Section 6:** Long Term Financial Plan;
- **Section 7:** Affordability Envelope;
- **Section 8:** Budget Scenario Output – the 10 year capital investment programme;
- **Section 10:** Programme based reporting - the 10 year capital investment programme based on spatially-prioritisation, and;

planning and urban management environment as it is a very effective and efficient principle to apply when dealing with limited resources and when a municipality aims to address spatial injustices in a focussed and integrated manner.

- **Section 11:** Capital Expenditure Investment Program – the 2019/20 MTEF as incorporated into the CEF.

2. FUNCTIONAL AND PRIORITY DEVELOPMENT AREA IDENTIFICATION

In terms of section 152 (1) (b), (c) and (d) of the constitution, a municipality must ensure the provision of services to communities in a sustainable manner, promote social and economic development and promote safe and healthy environments. It continues and state in 152 (2) that a municipality must strive, within its financial and administrative capacity, to achieve the objectives set out in 152 (1). The current developmental pressures experienced within the South African context, specifically the lack of available resources to address the infrastructure demand faced by municipalities, together with the legislative framework as set out in the constitution of South Africa and other planning documents led to the implementation of the principle of spatial targeting. Spatial targeting simply refers to the deliberate focus of particular actions on a particular spatial area. This concept is currently very popular in the

¹ For a more detailed and technical document, please refer to the 2019/20 Capital Expenditure Framework

The purpose of this step is thus to contextualise the Functional Areas as well as the Priority Development Areas in the light of the municipalities jurisdictional area, future spatial structuring elements – as per the draft SDF, and current spatial structuring elements – such as the Urban Edge.

2.1 Status of the Spatial Development Framework

A vital component of the Capital Expenditure Framework, as envisioned by the Capital Expenditure Framework Guidelines (2018) developed by the National Department of Cooperative Governance and Traditional Affairs, is the relationship between the Spatial Development Framework and the Capital Expenditure Framework. It must be noted that even though the Spatial Development Framework is in draft format, its conceptual structure and investment paradigm guided the development of Capital Expenditure Framework.

The following figure depicts the relationship between specific spatial structuring elements and Stellenbosch’s planning paradigm. It is important to note that each Spatial Development Framework across all municipalities

has a different view on what the concepts of different spatial structuring elements entail. It is for that purpose that the CEF will relate the “wall-to-wall” Stellenbosch SDF in terms of the CEF Guidelines².

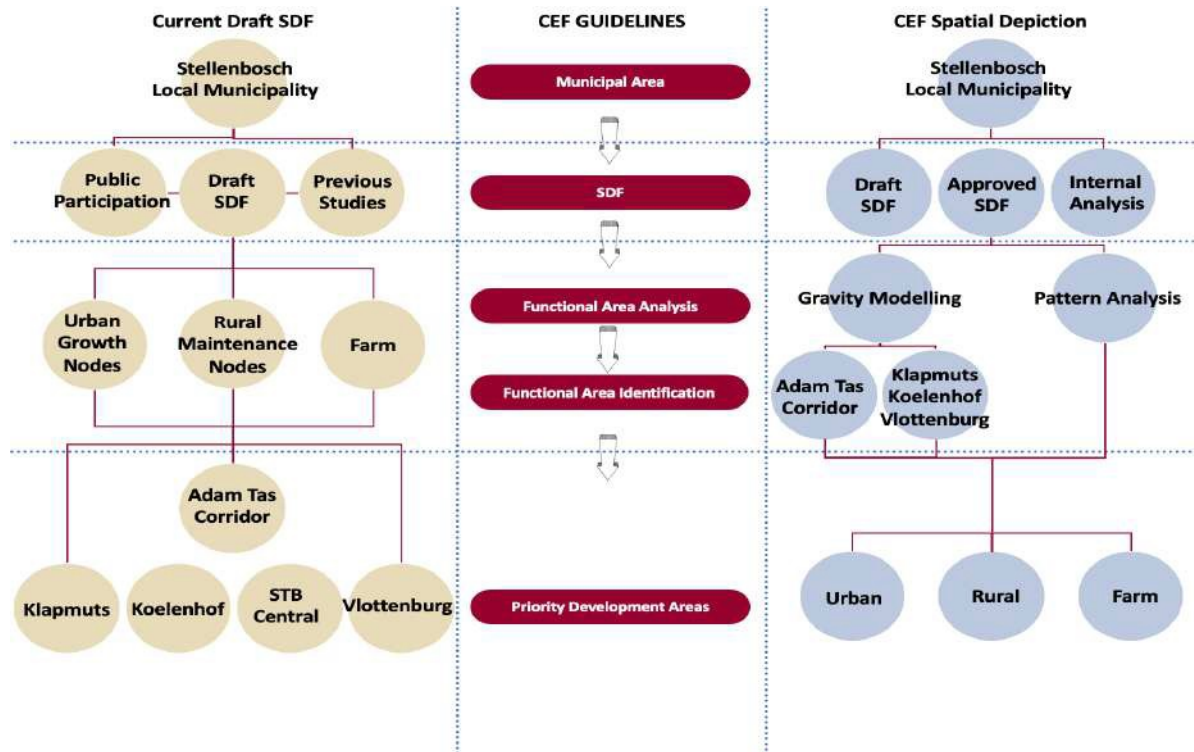


Figure 2: Spatial Structuring as per the CEF Guidelines

² A similar approach of standardization can be found in the Built Environment Performance Plans (BEPP) Guidelines in terms of the Urban Network Concept via the National Treasury City Support Program

2.2 Functional Areas

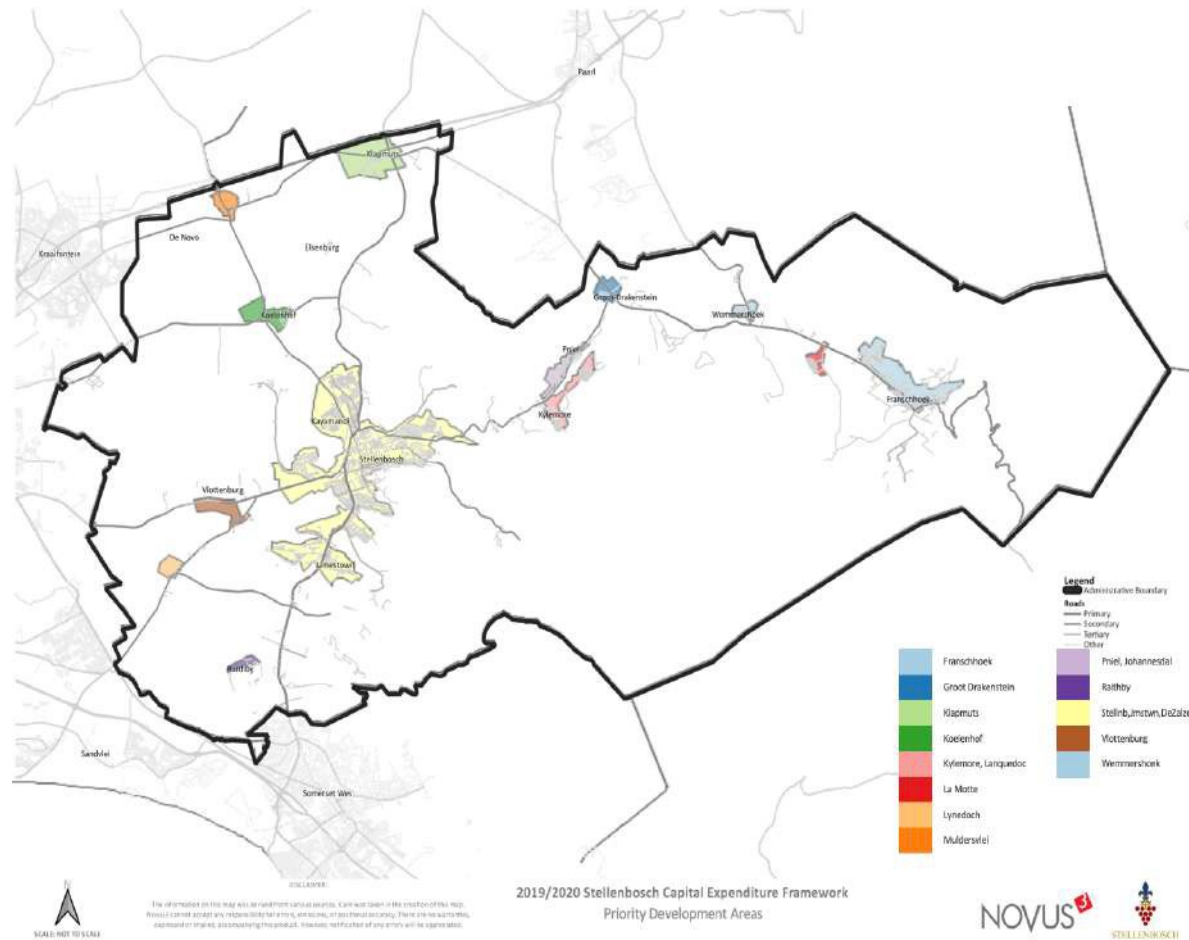
According to the CEF Guidelines a functional area is an area with similar characteristics (homogenic) from a developmental and service demand perspective. A typical example is to demarcate the rural part of the municipality or the tribal land as a functional area because it has more or less similar challenges (low density, lack of high order services, etc.) and it requires a specific development strategy that is unique to the development challenges of the area.

The main functional areas have been identified as, in alignment with the Msdf of Stellenbosch Municipality:

- Stellenbosch;
- Klapmuts;
- Koelenhof;
- Vlottenburg; and

- Franschhoek.

Figure 3: Priority Development Areas as identified by the department of City Planning



According to the development vision of the municipality, Franschhoek should enjoy a development approach based on maintenance expenditure. In tandem with the said approach,

the remaining functional areas should be viewed in the light of urban restructuring, integration and densification with the aim

to restructure Stellenbosch along the Adam Tas corridor (from Klapmuts to Vlottenburg).

In its current planning, the municipality makes a distinction between urban and rural nodes, on the one hand, and the balance of the area. The balance of the land is predominantly farming land, but it also includes large tracts of undevelopable

mountainous terrain. Based on historical trends and prevailing policies of growth restrictions in the urban nodes, rural nodes can be expected to experience slight growth. It is however important to notice that the municipality will still focus on growth stimulation within the urban nodes. The expected growth rates are, however, lower than the forecasts for the rural nodes.

Table 1: Summary profile of the Priority Development Areas (PDA's) Status Quo

Type	Urban node	Rural Node	Farming	Total	
Population	Area (ha)	3 803	1 099	79 977	84 879
	Population 1996	61 734	5 259	37 361	104 354
	Population 2001	68 810	7 013	43 153	118 976
	Population 2011	100 973	12 999	41 739	155 711
	Population/ha 1996	16.23	4.79	0.47	1.23
	Population/ha 2001	18.09	6.38	0.54	1.40
	Population/ha 2011	26.55	11.83	0.52	1.83
Households	Households 1996	15 973	1 091	9 091	26 155
	Households 2001	17 498	1 476	10 147	29 121
	Households 2011	30 495	3 040	9 793	43 328
	Households /ha 1996	4.20	0.99	0.11	0.31
	Households /ha 2001	4.60	1.34	0.13	0.34
	Households /ha 2011	8.02	2.77	0.12	0.51
	Households size 1996	3.86	4.82	4.11	3.99
	Households size 2001	3.93	4.75	4.25	4.09
	Households size 2011	3.31	4.28	4.26	3.59
Dwelling frame	DF18 Dwelling	32 186	3 692	7 014	42 892
	DF18 Businesses	591	46	268	905
	DF18 Special dwelling institutions	3 182	4	240	3 426
	DF18 Service units	126	17	66	209
	DF18 Recreational units	46	14	8	68
	DF18 Other Units	994	282	3 549	4 825
	DF18 Vacant	989	306	257	1 552
	DF18 Total units	38 114	4 361	11 402	53 877
Schools	Primary school	18	7	4	29
	Secondary school	10	0	1	11
	Intermediate school	0	0	1	1
	Combined schools	1	0	4	5
Facilities	Public health facilities	12	2	0	14
	Private health facilities	1	0	0	1
	SAPS stations	4	1	0	5

Stellenbosch Local Municipality

Type		Urban node	Rural Node	Farming	Total
		1	0	1	2
Land cover 2014 (non-urban) (ha)	Lower courts				
	Cultivated commercial fields	99.37	22.78	3 870.32	3 992.47
	Cultivated commercial pivot	0.00	0.00	84.11	84.11
	Cultivated orchard and vines	297.58	132.72	19 005.52	19 435.82
	Sugarcane	0.00	0.00	0.00	0.00
	Subsistence farming	0.00	0.00	0.00	0.00
	Forests & Plantations	43.97	15.04	2 951.10	3 010.11
	Mining	0.00	17.06	44.57	61.63
	Urban built-up	19.47	0.26	17.90	37.63
	Urban commercial	306.12	1.27	42.34	349.73
Land cover 2014 (urban) (ha)	Urban industrial	145.06	20.80	265.89	431.75
	Urban residential	867.70	28.90	58.46	955.06
	Urban townships	218.11	160.80	102.22	481.13
	Urban informal	47.61	0.00	3.92	51.53
	Rural villages	0.00	0.00	0.00	0.00
	Urban sports and golf	276.67	3.47	112.28	392.42
	School and sports grounds	66.67	13.05	22.86	102.58
	Small holdings	69.40	12.84	337.36	419.60
	TOTAL	2 016.81	241.39	963.23	3 221.43
	Roads (km)	National	0	0	22.96
Arterial		15.2	9.93	93.59	118.72
Secondary		0.43	1.44	35.48	37.35
Tertiary		22.64	19.42	513.75	555.81
Main (Urban)		28.46	1.15	24.72	54.33
Streets (Urban)		196.74	0.36	32.53	229.63
Total roads		263.47	32.3	723.03	1018.8

Table 2: Historic and forecasted population distribution based on land use growth patterns

Timeline	Urban	Rural	Farm	%
1996	52.19%	5.04%	42.8%	100.00%
2001	47.68%	5.89%	46.4%	100.00%
2006	49.09%	7.12%	43.8%	100.00%
2011	50.50%	8.35%	41.1%	100.00%
2016	49.77%	9.44%	40.8%	100.00%
2021	49.49%	10.56%	40.0%	100.00%
2026	49.20%	11.68%	39.1%	100.00%
2030	48.97%	12.58%	38.5%	100.00%

For the purposes of the Capital Expenditure Framework, a distinction was made between the urban and rural nodes on the one hand and the balance of the areas on the other hand. This distinction is based on the assumption that urban related development and supporting social services will be focused within the nodal areas and the balance of the areas will be the mainstay of agricultural development. However, there are substantial numbers of people settled in the agricultural areas that will contribute to the demand for social and community services but not necessarily for housing and related

infrastructure services. This assumption becomes the basis for modelling long-term growth and investment demand. This allows one to determine the demand for land and development in nodal areas based on the broader demand generated by the functional areas that these nodes serve. For a more detailed breakdown as to how the Priority Development Areas and Functional Areas was delineated and ranked, please consult the 2019/20 Capital Expenditure Framework.

3. STELLENBOSCH MUNICIPALITY CAPITAL DEMAND

The current capital expenditure project pipeline of the Stellenbosch Local Municipality includes the capital expenditure demand as captured up to 2029/2030.

CP³ is used to, amongst others, consolidate all the capital investment demand within the municipality. A clear perspective on the demand enables the quantification of demand within the context of the available envelope and prioritisation for a sustainable path with regard to the pace of the infrastructure implementation.

Another critical consideration at the core of the Capital Expenditure Framework is the aim to provide the desired urban form in an integrated manner. This means that capital demand should not only be viewed in monetary terms, but also in spatial terms and quantifiable unit items.

The capital expenditure demand has 2 key timeframes to bear in mind. The first being the medium revenue and expenditure framework (MTREF) which requires budgeting over 3 years in terms of the MFMA. The second is the 10 year horizon as

introduced by the guidelines of the Capital Expenditure Framework. Whilst the MTREF period is very useful for clearer budget planning over a medium term, the 10 year horizon of the CEF is better served for capital planning, because the life cycle and investment requirements of capital assets tend to be between 5 and 30 years. Hence, a longer planning cycle is required for a capital programme within the context of pre-determined demand needs.

From the sunburst diagram it is clear that Roads infrastructure, Water Supply Infrastructure and Sanitation Infrastructure collectively represent 50% of the total planned capital expenditure of the municipality. It could be deduced that the majority of planning in terms of capital expenditure lends towards establishing new services followed by other services such as electrical infrastructure and community assets in future. Collectively, all of these services is anticipated to contribute to integrated urban spaces result in integrated urban spaces as envisioned by the IUDF. For a detailed view of the asset types planned for, as part of the planned capital expenditure, please refer to the summary sheet below.

Type	Sub Type	Sum of 2019/20	Sum of 2020/21	Sum of 2021/22	Sum of 2022/23	Sum of 2023/24	Sum of 2024/25	Sum of 2025/26	Sum of 2026/27	Sum of 2027/28	Sum of 2028/29
Biological or Cultivated Assets	(blank)	R 2 350 000	R 1 100 000	R 750 000	R 1 350 000	R 1 400 000	R 550 000	R 450 000	R 600 000	R 100 000	R -
Community Assets	Community Facilities	R 49 255 000	R 59 365 000	R 68 420 000	R 51 660 000	R 37 900 000	R 2 750 000	R 2 900 000	R 4 900 000	R 12 700 000	R 6 770 000
Community Assets	Sport and Recreation Facilities	R 34 400 000	R 13 300 000	R 8 050 000	R 18 200 000	R 18 200 000	R 21 200 000	R 18 200 000	R 18 200 000	R 200 000	R 200 000
Community Assets	(blank)	R -	R 500 000	R 1 000 000	R -	R -	R -	R -	R -	R -	R -
Computer Equipment	(blank)	R 5 050 000	R 4 550 000	R 4 650 000	R 5 950 000	R 6 150 000	R 6 150 000	R 6 250 000	R 6 250 000	R 6 350 000	R 53 050 000
Electrical Infrastructure	Capital Spares	R 2 300 000	R 1 900 000	R 1 900 000	R 1 300 000	R -	R -	R -	R -	R -	R -
Electrical Infrastructure	HV Substations	R 1 600 000	R 3 300 000	R 14 000 000	R 60 000 000	R -	R -	R -	R -	R -	R -
Electrical Infrastructure	HV Switching Station	R -	R 1 000 000	R 1 000 000	R 1 000 000	R -	R -	R -	R -	R -	R -
Electrical Infrastructure	LV Networks	R 30 875 644	R 23 600 000	R 7 600 000	R 1 500 000	R -	R -	R -	R -	R -	R -
Electrical Infrastructure	MV Networks	R 73 580 000	R 55 600 000	R 15 800 000	R 41 400 000	R -	R -	R -	R -	R -	R -
Electrical Infrastructure	MV Substations	R -	R 5 500 000	R -	R -	R -	R -	R -	R -	R -	R -
Electrical Infrastructure	MV Switching Stations	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -
Electrical Infrastructure	Power Plants	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -
Expanded Public Works Programme	Project	R 500 000	R 500 000	R 500 000	R 500 000	R 550 000	R 550 000	R 600 000	R 800 000	R 800 000	R 800 000
Furniture and Office Equipment	(blank)	R 3 689 000	R 2 515 000	R 1 738 000	R 855 000	R 850 000	R 860 000	R 908 000	R 908 000	R 920 000	R 655 000
Heritage Assets	Conservation Areas	R 450 000	R -	R -	R -	R -	R -	R -	R -	R -	R -
Heritage Assets	Historic Buildings	R 800 000	R 5 200 000	R 200 000	R 300 000	R 200 000	R 200 000	R 200 000	R 200 000	R 200 000	R 200 000
Indigent and Cultural Management and Services	(blank)	R 250 000	R 250 000	R 250 000	R 250 000	R 250 000	R 250 000	R 250 000	R 250 000	R 250 000	R 250 000
Information and Communication Infrastructure	Capital Spares	R 610 000	R 20 000	R 20 000	R 1 500 000	R -	R -	R 200 000	R -	R -	R -
Information and Communication Infrastructure	Core Layers	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -
Information and Communication Infrastructure	Data Centres	R 2 500 000	R 2 000 000	R 500 000	R 500 000	R 1 000 000	R -	R -	R -	R -	R -
Information and Communication Infrastructure	Distribution Layers	R 600 000	R 600 000	R 600 000	R 700 000	R 700 000	R 700 000	R 700 000	R 700 000	R 700 000	R -
Intangible Assets	Computer Software and Applications	R 3 820 000	R 3 100 000	R 1 700 000	R 2 000 000	R 2 000 000	R 2 300 000	R 2 500 000	R 2 500 000	R 2 500 000	R -
Intangible Assets	Licences and Rights	R 110 000	R 60 000	R -	R -	R -	R -	R -	R -	R -	R -
Intangible Assets	Unspecified	R 200 000	R 200 000	R 150 000	R 500 000	R -	R 500 000	R -	R -	R -	R -
Investment Properties	Non-revenue Generating	R 4 850 000	R 7 250 000	R 3 500 000	R 1 750 000	R 1 800 000	R 3 000 000	R 3 100 000	R 1 500 000	R 1 500 000	R 1 500 000
Investment Properties	Revenue Generating	R 12 400 000	R 7 800 000	R 66 500 000	R 67 500 000	R -	R -	R -	R -	R -	R -
Machinery and Equipment	(blank)	R 40 060 000	R 12 847 000	R 15 890 000	R 6 090 000	R 11 700 000	R 6 900 000	R 6 450 000	R 12 850 000	R 7 250 000	R 4 500 000
Meter Conversion and Replacement	(blank)	R 100 000	R -	R -	R -	R -	R -	R -	R -	R -	R -
Other Assets	Housing	R 29 960 000	R 21 060 000	R 25 190 000	R 35 520 000	R 19 670 000	R 68 750 000	R 57 080 000	R 85 250 000	R 53 550 000	R 39 750 000
Other Assets	Operational Buildings	R 24 119 000	R 24 700 000	R 13 550 000	R 600 000	R 500 000	R 700 000	R 2 300 000	R 500 000	R 600 000	R 600 000
Other Assets	(blank)	R 80 000	R 420 000	R -	R -	R -	R -	R -	R -	R -	R -
Roads Infrastructure	Road Furniture	R 6 150 000	R 3 050 000	R 700 000	R -	R -	R -	R -	R -	R -	R -
Roads Infrastructure	Road Structures	R 90 625 000	R 52 200 000	R 25 850 000	R 92 340 000	R 92 340 000	R 92 340 000	R 92 340 000	R 40 500 000	R -	R -
Roads Infrastructure	Roads	R 261 995 000	R 231 335 000	R 101 050 000	R 92 520 000	R 95 070 000	R 101 275 200	R 79 060 000	R 106 320 000	R 41 500 000	R 46 500 000
Sanitation Infrastructure	Capital Spares	R 200 000	R 200 000	R 250 000	R 250 000	R 250 000	R 300 000	R 300 000	R 300 000	R 350 000	R -
Sanitation Infrastructure	Outfall Sewers	R 55 000 000	R 36 000 000	R 22 000 000	R 19 000 000	R 44 000 000	R 34 000 000	R 14 000 000	R 16 000 000	R 17 000 000	R -
Sanitation Infrastructure	Pump Station	R 1 000 000	R 1 000 000	R 1 000 000	R 1 500 000	R 1 500 000	R 3 250 000	R 1 750 000	R 2 000 000	R 2 000 000	R -
Sanitation Infrastructure	Reticulation	R 17 500 000	R 17 500 000	R 18 500 000	R 6 000 000	R 20 000 000	R 10 000 000	R -	R -	R -	R -
Sanitation Infrastructure	Toilet Facilities	R 250 000	R 250 000	R 250 000	R 250 000	R 250 000	R 250 000	R 250 000	R 250 000	R 250 000	R 250 000
Sanitation Infrastructure	Waste Water Treatment Works	R 46 300 000	R 61 384 431	R 53 200 000	R 45 500 000	R 5 000 000	R -	R -	R -	R -	R -
Solid Waste Infrastructure	Capital Spares	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -
Solid Waste Infrastructure	Electricity Generation Facilities	R 500 000	R 3 500 000	R 1 500 000	R 10 300 000	R 1 500 000	R 1 000 000	R 300 000	R 1 200 000	R 1 700 000	R -
Solid Waste Infrastructure	Landfill Sites	R 25 500 000	R 10 000 000	R 17 000 000	R 2 000 000	R 5 000 000	R 2 000 000	R 1 500 000	R 6 000 000	R 6 200 000	R -
Solid Waste Infrastructure	Waste Drop-off Points	R 10 400 000	R 5 100 000	R 2 500 000	R 500 000	R 3 000 000	R 7 000 000	R 2 000 000	R 300 000	R 400 000	R -
Solid Waste Infrastructure	Waste Processing Facilities	R 6 000 000	R -	R -	R -	R -	R -	R -	R -	R -	R -
Solid Waste Infrastructure	Waste Separation Facilities	R 1 000 000	R -	R -	R 500 000	R 1 000 000	R 500 000	R 500 000	R 500 000	R 1 000 000	R -
Solid Waste Infrastructure	Waste Transfer Stations	R 1 500 000	R 10 000 000	R 10 000 000	R 2 000 000	R -	R 200 000	R -	R 500 000	R -	R -
Spatial Planning	(blank)	R 3 047 600	R 1 258 900	R 1 545 200	R -	R -	R -	R -	R -	R -	R -
Storm water Infrastructure	Attenuation	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -
Storm water Infrastructure	Drainage Collection	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -
Storm water Infrastructure	Storm water Conveyance	R 3 200 000	R 4 200 000	R 200 000	R 100 000	R 100 000	R 100 000	R 100 000	R 100 000	R 100 000	R 100 000
Strategic Management and Governance	Administrative Strategy and Planning	R 100 000	R 100 000	R -	R -	R -	R -	R -	R -	R -	R -
Strategic Management and Governance	Feasibility Studies	R 2 500 000	R 3 000 000	R 200 000	R -	R -	R -	R -	R -	R -	R -
Strategic Management and Governance	Master plan	R 23 410 000	R 13 750 000	R 10 300 000	R 6 700 000	R 2 200 000	R 2 700 000	R 5 700 000	R 2 200 000	R 3 200 000	R 2 200 000
Strategic Management and Governance	Plan Development	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -
Transport Assets	(blank)	R 27 035 000	R 13 415 000	R 15 740 000	R 7 540 000	R 2 910 000	R 10 740 000	R 3 840 000	R 16 740 000	R 7 740 000	R 1 740 000
Water Supply Infrastructure	Boreholes	R 900 000	R 550 000	R 550 000	R -	R -	R -	R -	R -	R -	R -
Water Supply Infrastructure	Bulk Mains	R 17 451 528	R 36 451 528	R 30 000 000	R 15 000 000	R -	R -	R -	R -	R -	R -
Water Supply Infrastructure	Capital Spares	R -	R -	R 300 000	R -	R -	R -	R -	R -	R -	R -
Water Supply Infrastructure	Dams and Weirs	R 1 000 000	R 1 000 000	R 2 000 000	R 2 000 000	R 2 000 000	R 2 000 000	R 3 000 000	R 5 000 000	R -	R -
Water Supply Infrastructure	Distribution	R 17 500 000	R 23 265 000	R 69 780 900	R 97 297 754	R 24 315 619	R 17 834 556	R 31 854 630	R 38 354 630	R 23 375 908	R 398 462
Water Supply Infrastructure	Pump Station	R 6 000 000	R 12 000 000	R -	R -	R -	R -	R -	R -	R -	R -
Water Supply Infrastructure	Reservoirs	R 82 000 000	R 113 000 000	R 42 000 000	R 8 500 000	R 9 000 000	R 14 500 000	R 14 500 000	R 22 000 000	R 30 500 000	R 21 000 000
Water Supply Infrastructure	Water Treatment Works	R 3 000 000	R 12 500 000	R 30 250 000	R 18 000 000	R 6 250 000	R 29 250 000	R 29 250 000	R 4 500 000	R 4 500 000	R -
(blank)	(blank)	R 119 572 500	R 35 631 800	R 30 068 800	R 11 395 000	R 14 464 000	R 13 714 500	R 10 985 500	R 21 565 000	R 17 610 000	R 18 470 000

Figure 5: 2019/20 – 2029/30 Planned capital expenditure: MOSCOA 6.3 asset type and sub type classification (Table)

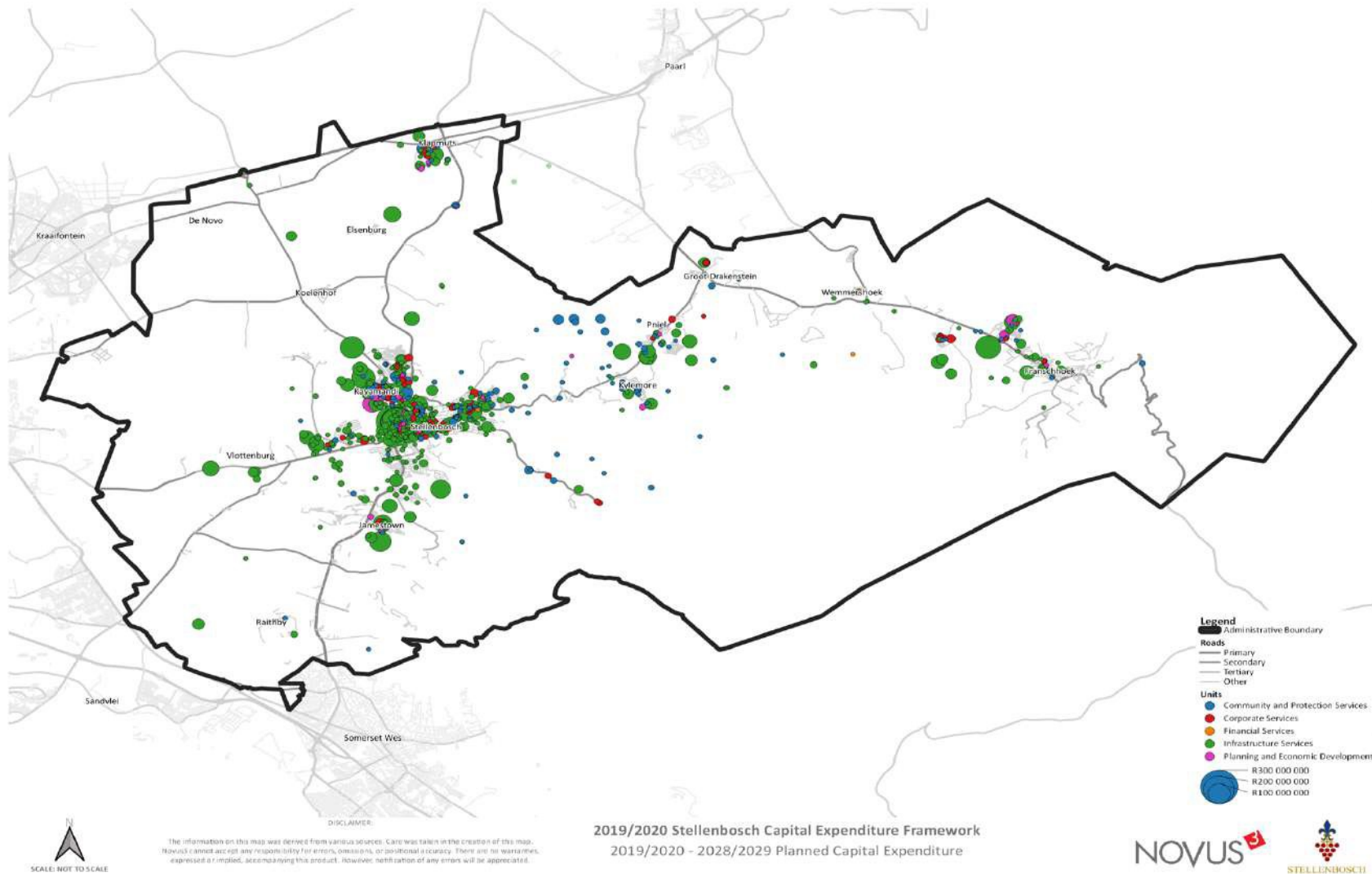


Figure 6: 2019/20 – 2029/30 Planned capital expenditure: MOSCOA 6.3 asset type and sub type classification (Map)

4. LONG TERM FINANCIAL STRATEGY

The objective of a Long-Term Financial Strategy is to recommend strategies and policies that will maximise the probability of the municipality's financial sustainability into the future. This is achieved by forecasting future cash flows and affordable capital expenditure based on the municipality's historic performance and the environment in which it operates.

The main outcome of the Long-Term Financial Strategy, for the purposes of this report, is to determine the affordable future capital expenditure and proposed capital funding mix (affordability envelope) of the municipality over the next 10 years.

The latest iHS Global Insight update of the Stellenbosch economy reveals that the average economic growth rate during the past 5 years of 1.3% p.a is the 3rd highest of all municipalities in the district and with a relatively high Tress index. In combination these 2 factors result in an Economic Risk component of the MRRI of "Medium". However, the size of the local economy and GVA growth rate which is higher than similar Municipalities help moderate this riskmetric.

4.1 Financial Model Process

In forecasting the affordability envelope it is important to consider the four sources of capital funding available to the municipality, being:

- Capital grants from the national and provincial fiscus, informed and affected by the National budget and macro-economic environment;
- Capital contributions by developers;
- Optimal and affordable external borrowings, informed by an analysis against financial sustainability parameters and ratios, including gearing levels, liquidity levels and the debt servicing capacity of the municipality, and;
- Own cash resources of the municipality, from either cash-backed capital replacement reserves or annual residual cash generated by the municipality.

To recommend the most optimal funding mix between external borrowings and own cash resources, it is important to forecast the cash generated by the municipality (net cash for the year) in each of the next 10 years by considering the difference between:

- inflows from revenue (a function of quantity and price) and applying a reasonable collection rate and inflation expectations; and
- outflows of cash to staff and suppliers in the form of operating expenses of the municipality.

The net cash should first and foremost be utilised for servicing of existing loans and funding of cash backed reserves. Any free

cash flow remaining after this would be available to service new debt, with the residual cash being utilised as part of own cash resources funding capital expenditure. These principles are depicted in the figure below.

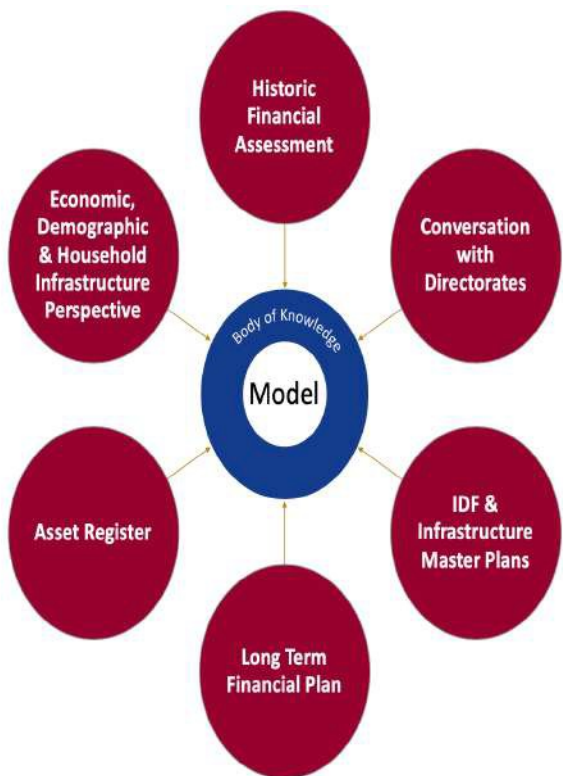


Figure 3: Financial Model Process

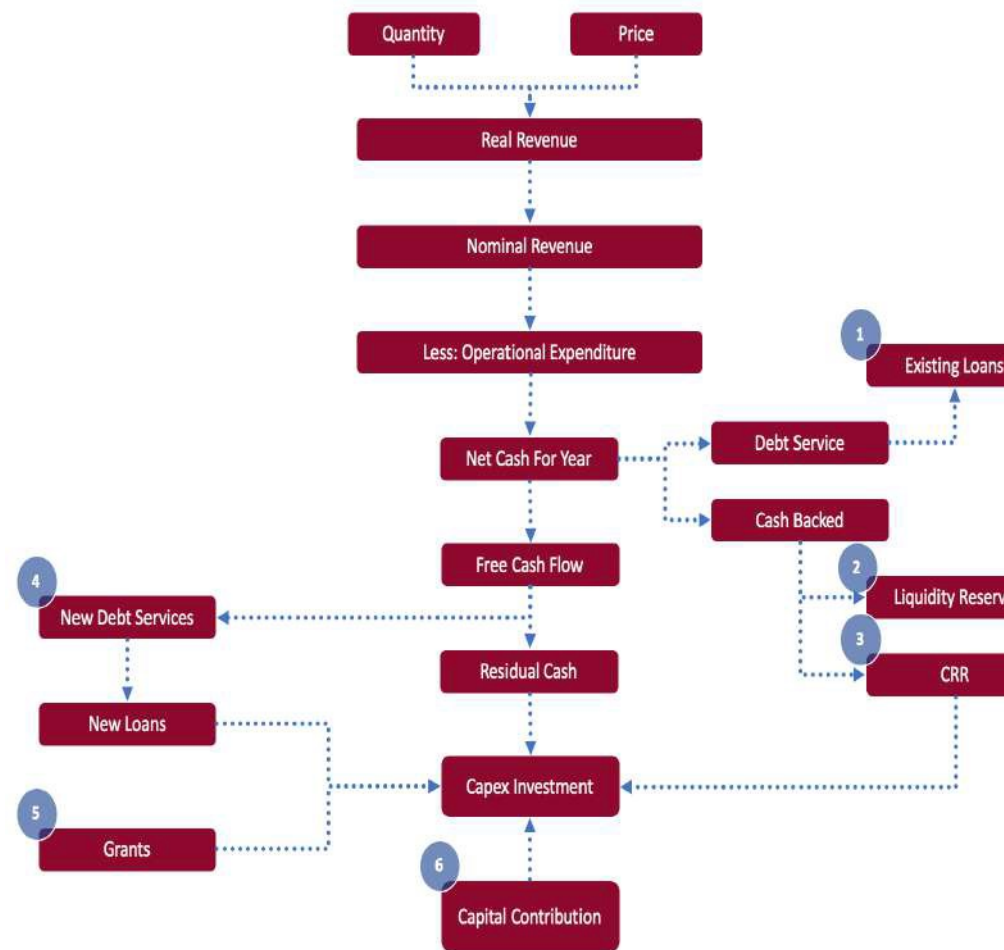


Figure 4: Financial model Input

4.2 Financial Model High Level Outline

The long term financial model used for this section of the Capital Expenditure Framework originated from National Treasury's Cities Support Program. It is populated with the latest information of Stellenbosch Local Municipality and is used to make a base case financial forecast. The figure below illustrates the outline of the model.

The capital budget as presented in the MTREF was included and used to forecast an affordable future capex programme.

As a basis, the Long Term Financial Model relies on the input of reliable data and reasonable assumptions. The data utilised and key assumptions in the model are mainly informed by an independent financial assessment, which entails:

- a historic demographic-, economic- and household infrastructure perspective, which was based on the latest available information as published by iHS Global Insight;
- a historic financial analysis updated with the information captured in the municipality's audited annual financial statements of 30 June 2018;
- the 2018/19 to 2020/21 MTREF budget and associated worksheets data; and
- information gathered from market research, other strategic documents of the municipality (including the IDP, master plans etc), from experience gained in the sector and other relevant sources.

The outcomes of the independent financial assessment and the key assumptions made are discussed in more detail below.

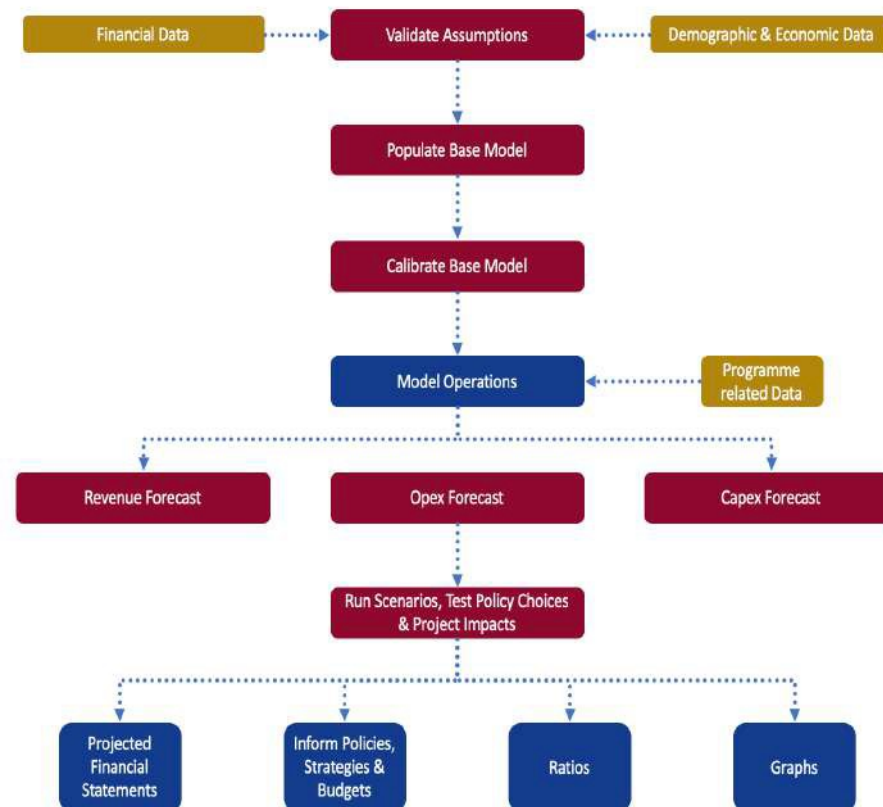


Figure 5: Financial model high level outline

4.3 Financial Position

The financial position of Stellenbosch remained positive throughout the 8 years of assessment. As at 30 June 2018, Stellenbosch’s balance sheet reflected Total Asset position of R 6.07 billion, increasing from R 3.81 billion at the end of the 2011 financial year.

Stellenbosch’s low gearing ratio of 11% and a positive debt coverage ratio (cash generated from operations/debt service) of 8.49 indicate that long term interest bearing liabilities levels are contained. Total interest-bearing liabilities was R 173.30 million at the end of 2018, increasing from R 41.54 million in 2010/11.

Capital Expenditure Framework
Interest Bearing vs Non Interest Bearing Liabilities

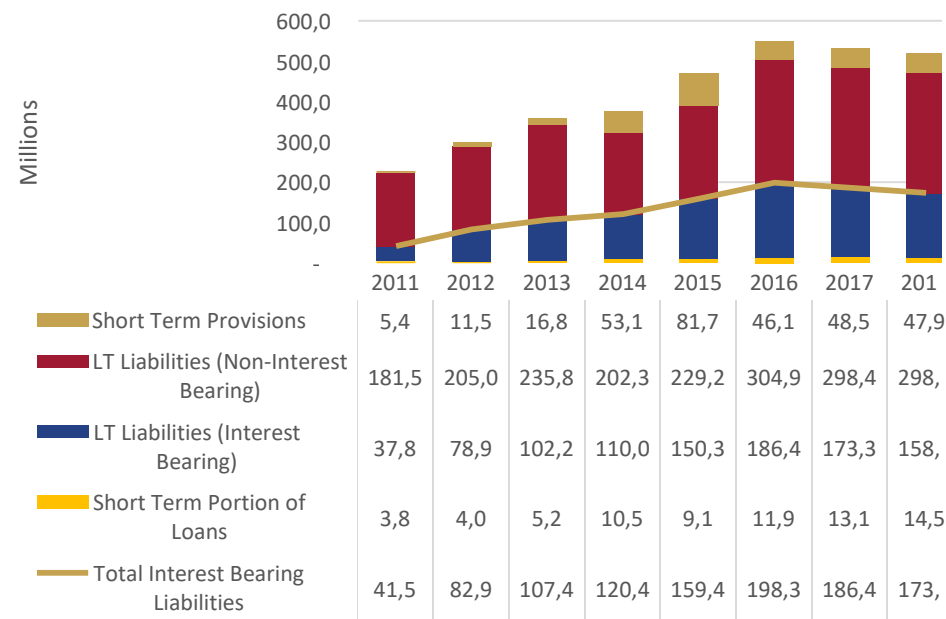


Figure 6: Interest Bearing vs Non Interest Bearing Liabilities

4.4 Current Liabilities

Current Liabilities peaked at R 445.84 million in 2017 decreasing slightly to R 420.65 million in 2018. This was due to a decrease in creditors of R41.11 million (14.6%) to R240.98 million at the end of the 2018 financial year, which represents 57.3% of current liabilities.

Of concern is the increase in unspent conditional grants, especially in the last two financial periods. Unspent Conditional grants increased to R 101.60 million at 2018, which is an area the municipality is actively managing.

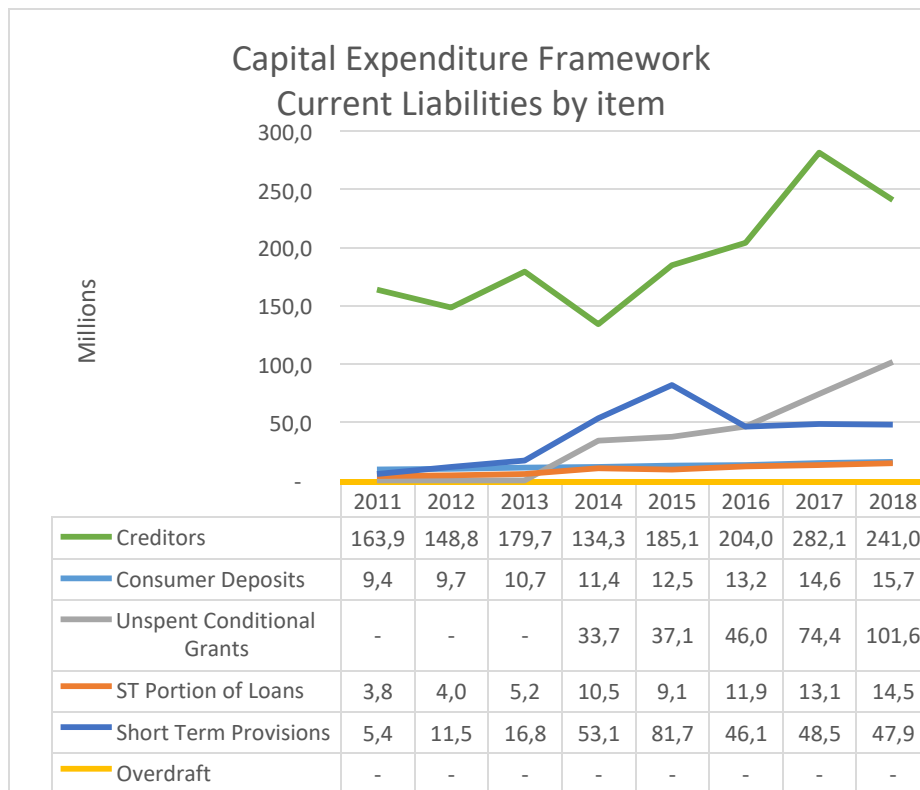
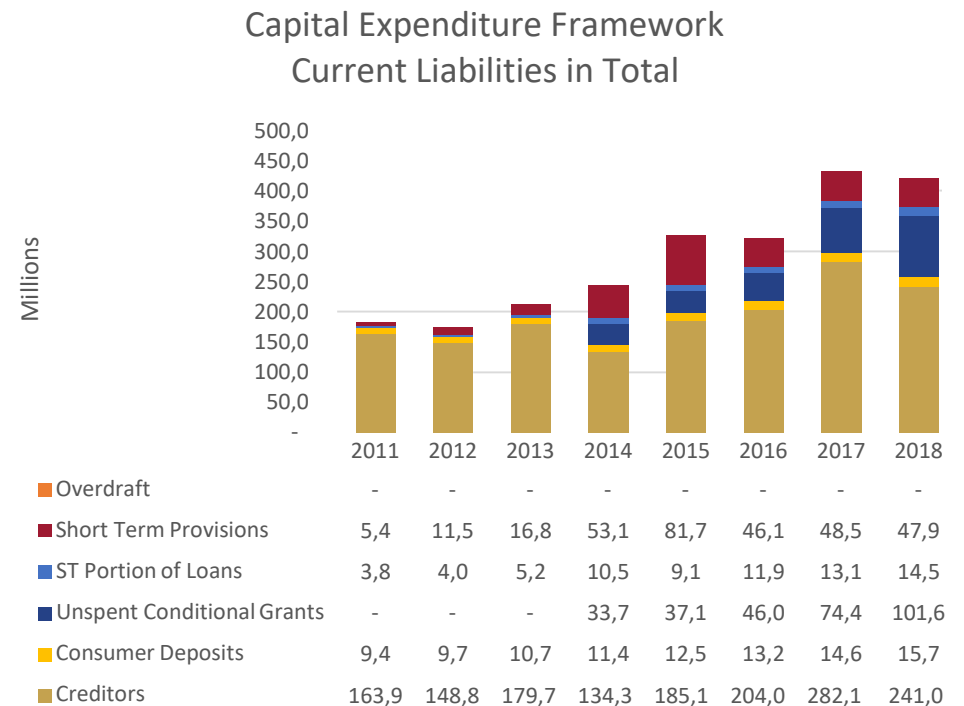


Figure 8: Current Liabilities in Total

Figure 7: Current Liabilities by item



4.5 Current Asset

Current Assets increased annually throughout the period, except for a 3% decline to a balance of R 920.73 million in 2018. Total Current Assets are mainly represented (57.4%) by Cash and cash equivalents, Consumer debtors (26.8%), Other Debtors (4.8%), and inventories (5.1%).

The sharp increase in consumer debtors between 2016 and 2017 relates to reclassification of accrued income on water debtors from other debtors to consumer debtors. The subsequent increase in 2018 is cause for concern, specifically in light of the decrease in cash and cash equivalents between 2016 and 2018.

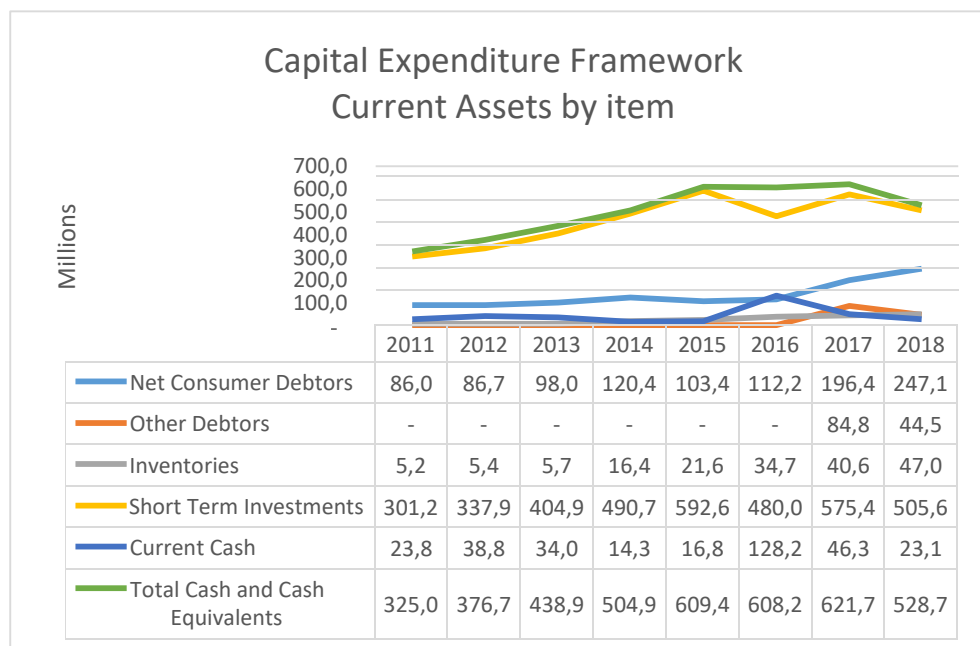


Figure 9: Current Assets by item

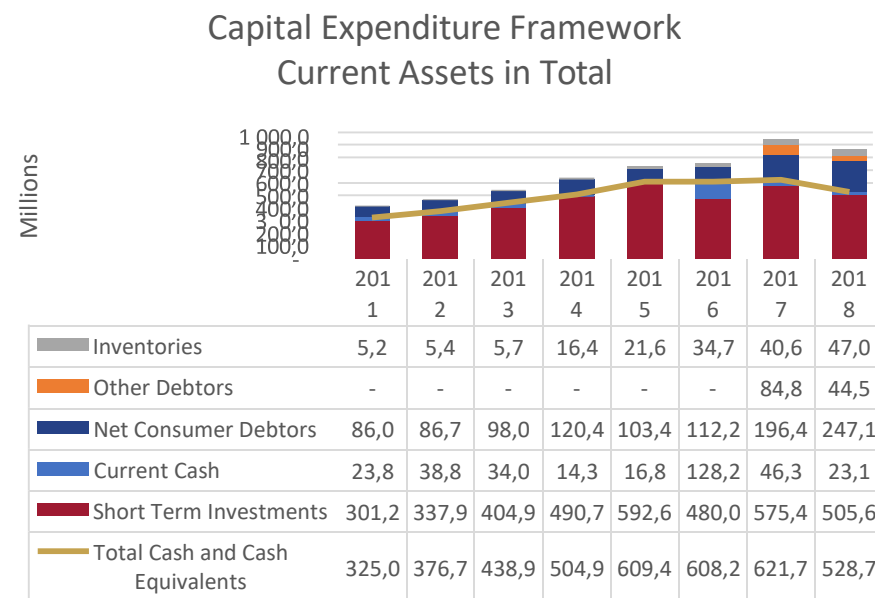


Figure 10: Current Assets in total

4.6 Liquidity Ratio

The healthy liquidity position of 2.19:1 as at the end of 2018 is consistent with the 2017 trend. The ratio remains strong at 2.01:1 when debtors older than 30 days are excluded.

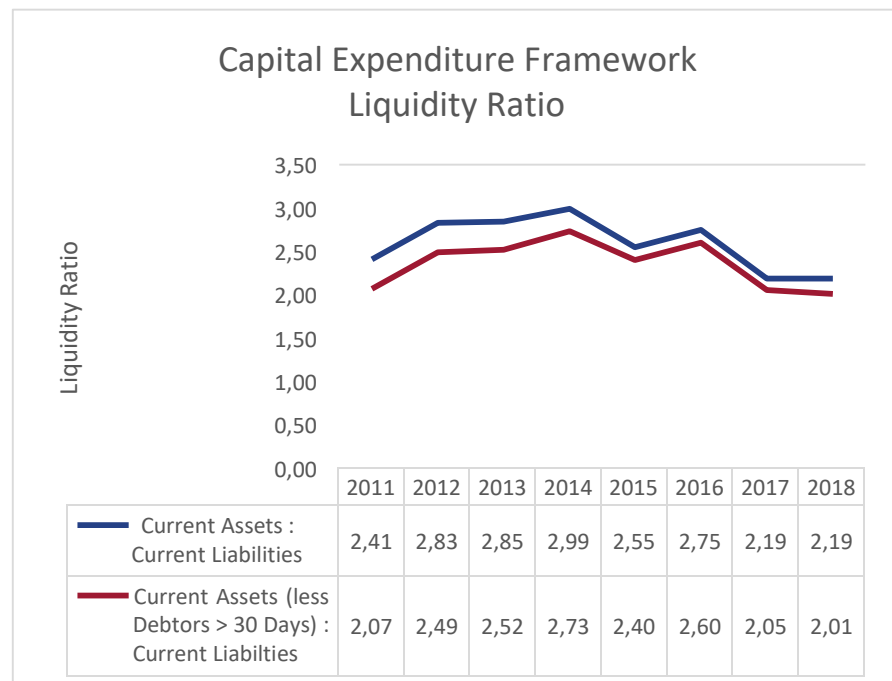


Figure 11: Liquidity Ratio

4.7 Debtors

Net Consumer Debtors increased to R 247.11 million in 2018, due to growth in gross consumer debtors, while the provision for doubtful debts decreased to R 65.2 million.

The Debtors Age Profile indicates 42% of Gross Consumer Debtors being older than 90 days. The provision does not sufficiently cover debtors older than 90 days as prescribed by National Treasury. Current debtors represent 55% of the debtors' book.

Electricity and Water Debtors increased sharply in 2017 and 2018 and currently represents the majority (70%) of total outstanding net consumer debtors. This could be a sign that the community of Stellenbosch is finding it increasingly difficult to pay tariffs and its current growth trend. Rates Debtors remained fairly stable, representing 13.2% of consumer debtors. The collection ratio averaged 96% during the assessment period and was in most years above the minimum acceptable benchmark of 95%. As disclosed in the AFS, the municipality implemented higher water tariffs because of persistent drought conditions experienced in the province. This is be the main factor behind the significant annual increase in water debtors. The higher tariffs are in line with approved tariffs, designed to limit water usage whilst the low water supply conditions persists.

The collection ratio averaged 96% during the assessment period and was in most years above the minimum acceptable benchmark of 95%.

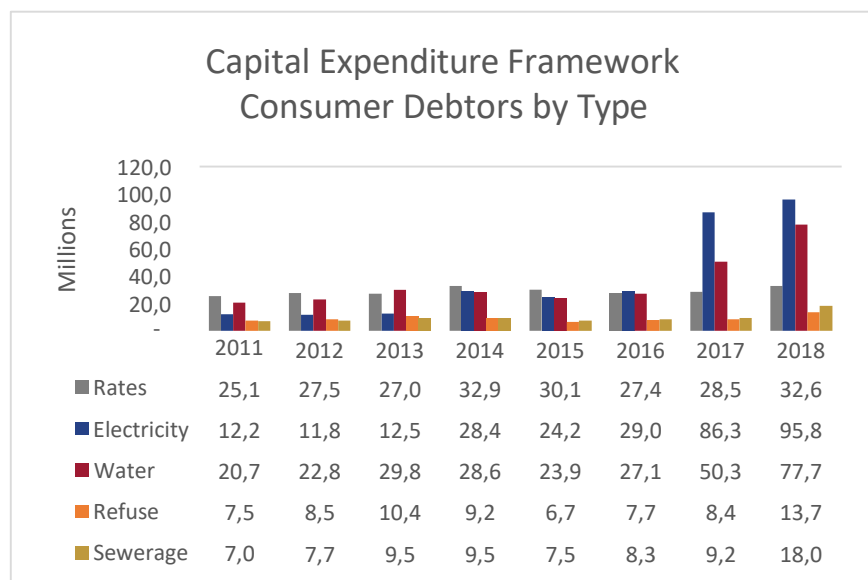


Figure 12: Consumer Debtors by Type

4.7 Financial Performance

Stellenbosch realised an Accounting Surplus of R 263.58 million in 2018, increasing from R 70.28 million at the end of the 2011 financial year. This accounting surplus was mainly driven by a significant increase in total income of R 800.17 million (98.8%), against an increase in total operating expenditure of R 606.08 million (83.33%).

When capital grants are excluded from total income, the municipality remained in a position to generate Total

Operating Surpluses increasing from R 47.78 million in FY2016 to R 186.10 million in 2018.

Cash Generated from Operations (excl. capital grants) reached its highest value of R 270.47 million at in 2018 from the lowest of R 148.08 million in 2011.

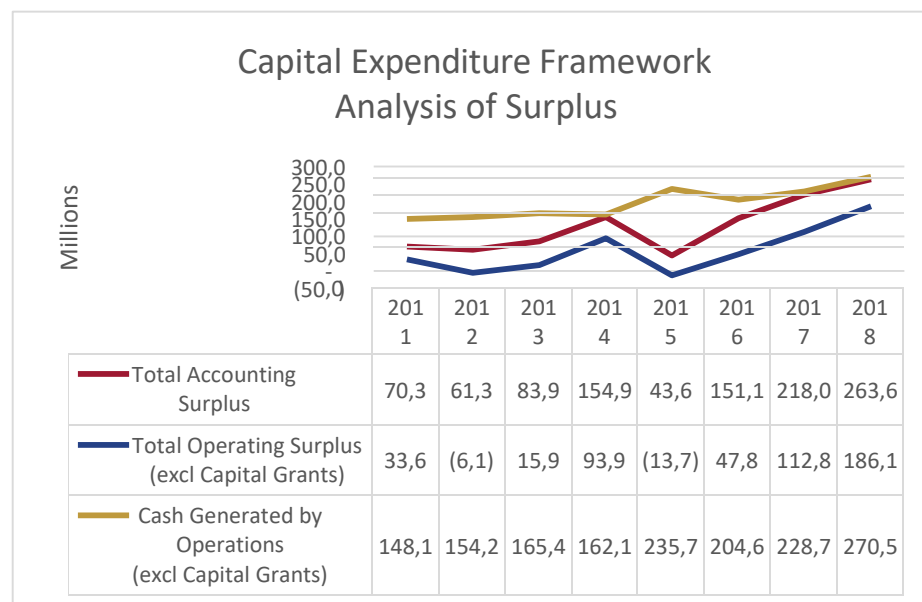


Figure 137: Analysis of Surplus

Income from Electricity Services and Property Rates remain the biggest drivers of Total Operating Income, with a combined contribution of 53%. Income from Water Services and Equitable Share are also important contributors.

Property Rates is considered a more stable income source for the municipality and has annually grown by an average of 8% between 2011 and 2018 to R 309.99 million.

Equitable Share income increased from R 36.78 million to R 110.63 million in 2018. However, the total grants/revenue ratio decreased from 16% in 2016 to 13% in 2018, mainly driven by significant decreases in capital grants received.

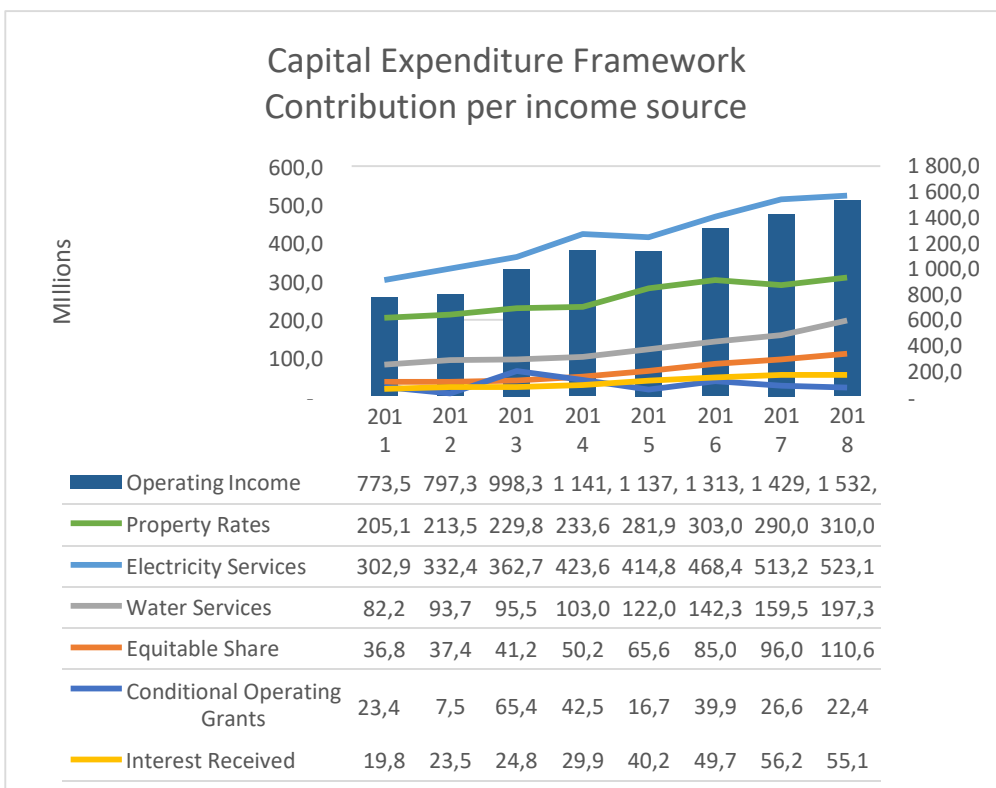


Figure 14: Contribution per income source

Capital Expenditure Framework Cash Generated from Operations / Own Source Revenue

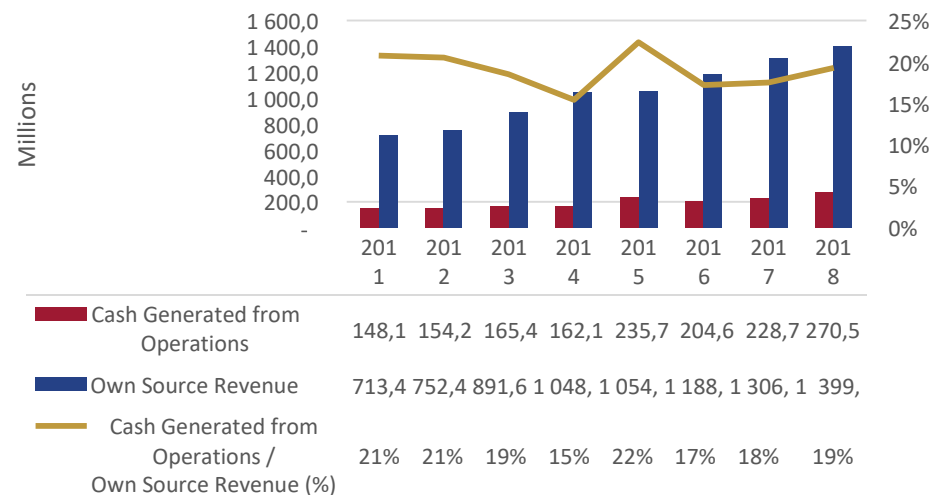


Figure 15: Cash Generated from Operations/ Own Source Revenue

Staff Cost, Electricity Bulk Purchases and Depreciation represent 53% of Total Operating Expenses. The annual increases in staff costs were generally high, with an average increase of 11% in the past 7 years.

Electricity Services, being the largest contributor to Total Operating Income, represents the second largest expense after staff costs. The surplus margins from this service remained high although decreasing from 41% in 2011 to 38% in 2018.

Over the short term, expected steep increases in bulk electricity prices may narrow historic margins, lead to increased electricity theft and cause both businesses and higher income households to consider alternative energy sources. This will further reduce electricity sales

decrease in interest received in 2018 is due to a decrease in cash and cash equivalents. The 1% interest paid to total expenditure ratio is very low, highlighting Stellenbosch’s limited utilisation of external borrowing and its minimal debt levels. As a consequence a healthy scope exists for taking up borrowing for service delivery and development in the future.

**Capital Expenditure Framework
Contribution per Expense Item**

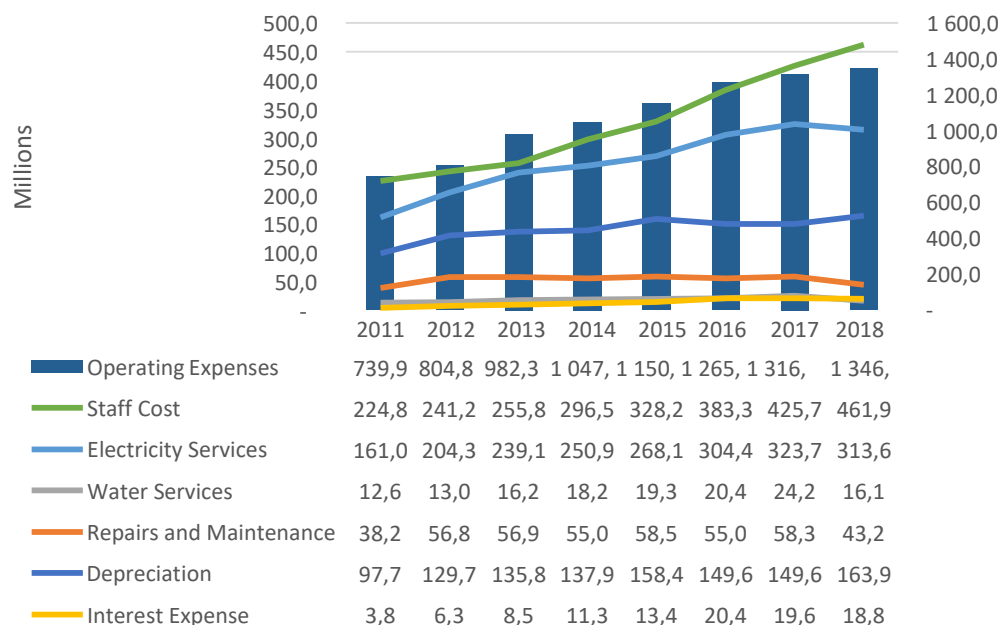


Figure 16: Contribution per Expense item

Interest received from external investments exceeded interest paid on external borrowings throughout the assessment period; resulting in R 36.33 million accumulated net interest inflow. The

Table 4: Contribution per Key Income Source (Rm)

	2011	2012	2013	2014	2015	2016	2017	2018
Property Rates	205.1	213.5	229.8	233.6	281.9	303.0	324.0	310.0
Electricity Services	302.9	332.4	362.7	423.6	414.8	468.4	513.2	523.1
Water Services	82.2	93.7	95.5	103.0	122.0	142.3	159.5	197.3
Equitable Share	36.8	37.4	41.2	50.2	65.6	85.0	96.0	110.6
Conditional Operating Grants	23.4	7.5	65.4	42.5	16.7	39.9	26.6	22.4
Interest Received	19.8	23.5	24.8	29.9	40.2	49.7	56.2	55.1
Operating Income	773.5	797.3	998.3	1 141.5	1 137.1	1 313.3	1 426.5	1 532.9

Table 5: Contribution per Key Expenditure Item (Rm)

	2011	2012	2013	2014	2015	2016	2017	2018
Staff Cost	224.8	241.2	255.8	296.5	328.2	383.3	423.9	461.9
Electricity Services	161.0	204.3	239.1	250.9	268.1	304.4	323.7	313.6
Water Services	12.6	13.0	16.2	18.2	19.3	20.4	24.2	16.1
Repairs and Maintenance	38.2	56.8	56.9	55.0	58.5	55.0	58.3	43.2
Depreciation	97.7	129.7	135.8	137.9	158.4	149.6	149.6	163.9
Interest Expense	3.8	6.3	8.5	11.3	13.4	20.4	19.6	18.8
Operating Expenses	739.9	804.8	982.3	1 047.6	1 150.8	1 265.6	1 307.5	1 346.0

4.8 Cash Flow

The increased financial performance and the positive R 270.47 million cash generated by Stellenbosch (excluding capital grants) in 2018, puts the municipality in a strong position to maintain and increase capital expenditure and timeous investment in capital asset replacement.

Total capital expenditure for the past 8 years was R 2.08 billion. It's been characterised by a sharp and sustained increase of almost 150% from 2014-2018 with minimal external financing. The Capital Funding Mix of Stellenbosch, over the review period, has been reliant on the municipality's own Cash Reserves (66.4%). The other funding sources were Capital Grants (23.6%), Borrowings (9.6%) and Sale of Fixed Assets (0.4%). Noteworthy is that external borrowings were not utilised since 2016.

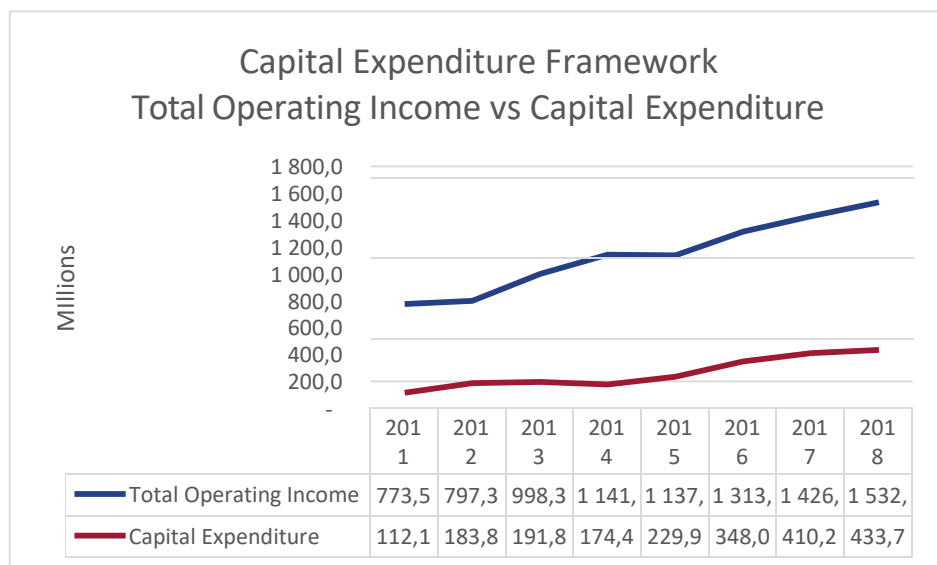


Figure 17: Total Operating Income vs Capital Expenditure

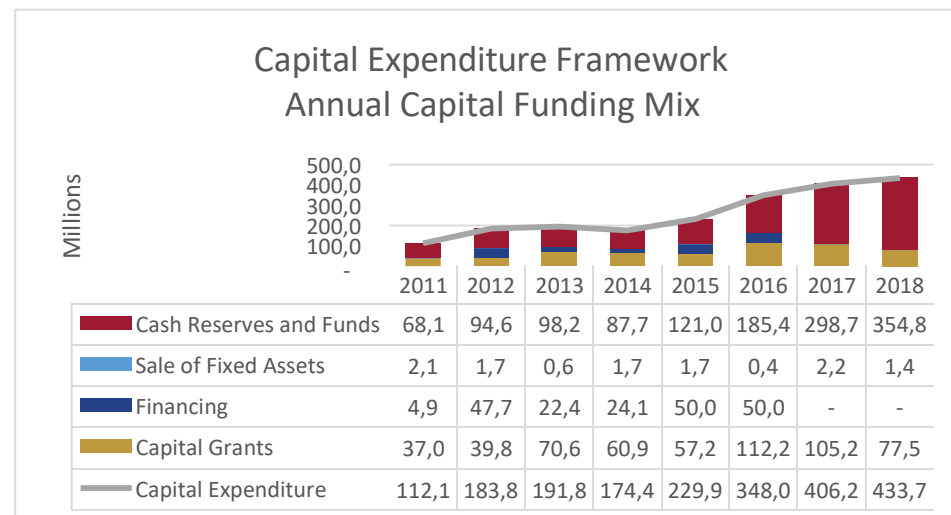


Figure 189: Annual Capital Funding Mix

Total cash and cash equivalents increased from R 325.0million in 2011 to R 528.7 million in 2018. This level of cash sufficiently covers the minimum liquidity requirements which includes Short Term Provisions of R 47.9 million, Unspent Conditional Grants and Receipts of R 101.6 million, Cash-backed reserves of R 48.6 million and Working capital provision (including one month's opex) of R 89.0 million. The cash surplus was R 241.6 million at the end of the 2018 financial year, decreased from the highest level of R 326.6 million in 2015.

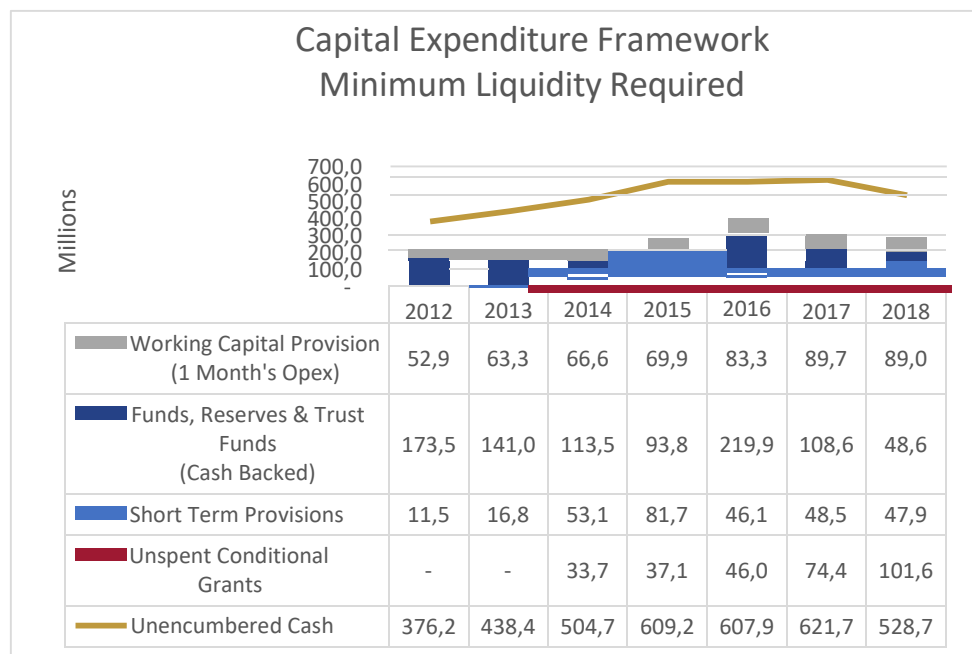


Figure 1910: Minimum Liquidity Required

The cash coverage ratio (including working capital) remained positive at 1.8 as at the end of the 2018 financial year.

	2011	2012	2013	2014	2015	2016	2017	2018
Unspent Conditional Grants	-	-	-	33,7	37,1	46,0	74,4	101,6
Short Term Provisions	5,4	11,5	16,8	53,1	81,7	46,1	48,5	47,9
Funds, Reserves & Trust Funds (Cash Backed)	125,1	173,5	141,0	113,5	93,8	219,9	108,6	48,6
Total	130,5	185,0	157,8	200,4	212,6	312,0	231,5	198,1
Uncommitted Cash	325,0	376,2	438,4	504,7	609,2	607,9	621,7	528,7
Cash Coverage Ratio (excl. Working Capital)	2,5	2,0	2,8	2,5	2,09	1,9	2,7	2,7
Working Capital Provision (1 Month's Opex)	49,4	52,9	63,3	66,6	69,9	83,3	89,7	89,0
Cash Coverage Ratio (incl. Working Capital)	1,8	1,6	2,0	1,9	2,2	1,5	1,9	1,8
Minimum Liquidity Required	179,9	237,9	221,1	266,9	282,5	395,4	321,2	287,1
Cash Surplus/(Shortfall)	145,2	138,3	217,3	237,7	326,6	212,6	300,5	241,6

Stellenbosch Local Municipality remained in a profitable position during the past 8 years of assessment. This was demonstrated by an Accounting Surplus of R 263.58 million posted at the end of the 2018 financial year, which increased from R 70.28 million in 2011.

Positive to note is that the municipality still managed to generate an operating surplus of R 186.10 million compared to R 33.63 million in 2011 when capital grants are excluded.

The municipality's strong financial performance, together with a healthy collection rate of 96%, enabled the municipality to generate R 270.47 million in cash from its operations (excl. capital grants). This was R 122.40 million higher than the cash generated from operations in 2011.

In 2018, the municipality spent R 433.68 million on capital infrastructure programs utilising most of its cash generated from operations (R 354.79 million) as well as Capital Grants to the value of R77.48 million. The funding structure was similar during the previous financial year.

In absence of new external loan liabilities taken during the past two years, the municipality maintained a healthy lower level of gearing of 11%, which is also the average level for the 8 years of assessment. The debt service coverage ratio was high in 2018(8.49), mainly as a result of higher repayment capability brought about by the positive cash generated by operations. These ratios are an indication that Stellenbosch still has the potential to increase gearing and obtain a more balanced funding mix.

Current Assets exceeded Current Liabilities by R 509.09 million in 2018. The gap between Current Assets and Current Liabilities remained positive during the assessment period. The healthy liquidity position was represented by a Liquidity Ratio of 2.19:1 in 2018 (2.19:1 at the end of the 2017 financial year). The ratio remains strong at 2.01:1 should debtors older than 30 days be excluded. This is underlined by the cash coverage ratio (including 1 month's working capital) of 1.8 at the end of the 2018 financial year.

The cash and investments balance of R 528.7 million (2017/18: R 621.7 million) was sufficient to cover minimum liquidity required. This comprised of Short Term Provisions of R 47.9 million, Unspent Conditional Grants and Receipts of R 101.6 million, Cash-backed reserves of R 48.6 million and working capital provision (including 1 month's opex) of R 89.0 million, resulting in a cash surplus of R 241.6 million at year end (2017: R300.5 million).

Cognisance is taken of the increase in unspent conditional grants, especially in the last two financial periods.

Table 3: Investment Strengths and Weaknesses

Strengths	Weaknesses
-----------	------------



<ul style="list-style-type: none"> Strong balance sheet & liquidity position; 	<ul style="list-style-type: none"> Own cash reserves decreasing due to heavy reliance on own cash resources to fund its capital programme and the low reliance on utilisation of external borrowing
<ul style="list-style-type: none"> Low gearing 	<ul style="list-style-type: none"> Urban limits & difficulties to densify
<ul style="list-style-type: none"> Investment-grade credit rating 	<ul style="list-style-type: none"> Repairs and Maintenance – below National Treasury Norm
<ul style="list-style-type: none"> Strong cashflows from own operations and limited reliance on transfers from national and provincial treasuries 	<ul style="list-style-type: none"> High levels of unspent conditional grants since 2017
<ul style="list-style-type: none"> High collection rate of 96% 	<ul style="list-style-type: none"> Declining GVA growth rate
<ul style="list-style-type: none"> Accelerated capex since 2014 	
<ul style="list-style-type: none"> Diversified economy with educational infrastructure 	
<ul style="list-style-type: none"> Aggressive addressing of backlogs 	
<ul style="list-style-type: none"> High-quality financial and institutional governance evidenced by among others, clean audits 	

- by relying on and maintaining the capital programme and funding mix over the MTREF period up to 2020/21 (3 years), as contained in the latest approved MTREF budget of Stellenbosch; and
- forecasting the optimal capital programme and funding mix, taking several indicators and parameters into account, for the next 7 years of the forecast period.

The annual affordable envelope, which entails the forecast capital expenditure and proposed funding mix per annum is dealt with in detail in the next section of this report, alternatively in the 2019/20 Capital Expenditure Framework.

4.9.1 MTREF Funding Mix

Stellenbosch Municipality’s MTREF budget 2018/19 – 2020/21 expects a capital budget amounting to ±R1.4 billion. With the 2019/20, 2020/21, and 2021/22 financial years totalling to the amount of R558 276 528, R414 612, 759 and R426 337 700 respectively.

The Long Term Financial Model accommodated the increased Borrowing of R340m, Internally Generated Funding of R789 m and Capital Grants of R219m for the MTREF period of 3 years to 2020/21 and allowed the model to calculate the future funding mix. Here we note the potential impact of the strong liquidity position on capital expenditure. Following sustained increases in the capital expenditure since 2014, this now declines over the MTREF-period to about R414m in 2020/21. To keep pace with anticipated population growth and ongoing investment in new infrastructure as well as upgrading and renewal projects,

4.9 Future Capital Investment

The total affordable capital expenditure for the 10-year planning period amounts to R 4 129 million.

This 10-year amount was calculated by the Long Term Financial Model:

we increased the capital expenditure from 2020/21 over the planning period. The municipality has both sufficient own resources and capacity to borrow, allowing it to accelerate capital investment, despite the decreased grant transfers. (Fluctuations in grant amounts due to the allocation of housing grants for top structures and for infrastructure in different years.)

The capital expenditure budget of the municipality is financially feasible. Due to the healthy liquidity position, the budgeted capital expenditure can be implemented. Cash available is sufficient to cover the minimum recommended liquidity level to cater for unspent conditional grants, short term provisions, and working capital. These findings are illustrated in the graphs below.

The municipality's mainly relies on own reserves to fund the capital expenditure. The strong financial and liquidity position of the municipality allows it to accelerate the capital investment programmes which can further be supported by borrowing.

4.9.2 10-Year Capital Funding Mix

Table 9: 10-Year Capital Funding Mix

Table 9: 10-Year Capital Funding Mix		
Source	Rm	%
Public & Developers' Contributions	0	0%
Capital Grants	897	22%
Financing	1 529	37%
Cash Reserves and Funds	1 703	41%
Cash Shortfall	0	0%
Capital Expenditure	4 129	100%

Due to the prevailing national fiscal constraint, reliance on grant funding in future is probably is not recommendable and the amount of capital transfers in this latest estimate, when compared to previous estimates, has declined.

A balanced funding mix, incorporating a conservative level of external borrowing, will preserve Stellenbosch's own cash resources and will improve long term financial sustainability. Equally important is the average duration at which external borrowing are obtained in the market and the impact that this may have on liquidity and gearing levels. The most optimal average duration for loans is forecast at 13 years, to avoid breaching liquidity and/or gearing levels. Stellenbosch will breach minimum liquidity levels should an average duration of 10 years be achieved, while an average duration of 15 years may result in a breach of the upper gearing limit of 35%. Even at this upper gearing limits, these levels remain affordable and sustainable.

5. AFFORDABILITY ENVELOPE

The affordability envelope, or otherwise stated, the funding envelope is the result of the Long Term Financial Strategy. The aim of the Long Term Financial Model is to define a set of parameters to which the municipality can roll out capital expenditure projects. The key parameter of interest for the budget fit process to continue is the total capital expenditure that is deemed as affordable per year.

The purpose of this section is therefore to take the results of the Long Term Financial Strategy and to indicate what should be actively used to guide capital investment through the budget fit template – better defined as the total available capital expenditure budget per year.

5.1 Sustainable Funding Mix

The annual funding mix proposed by the model, given the approved budget and optimal forecast thereafter, is illustrated by the graph below.

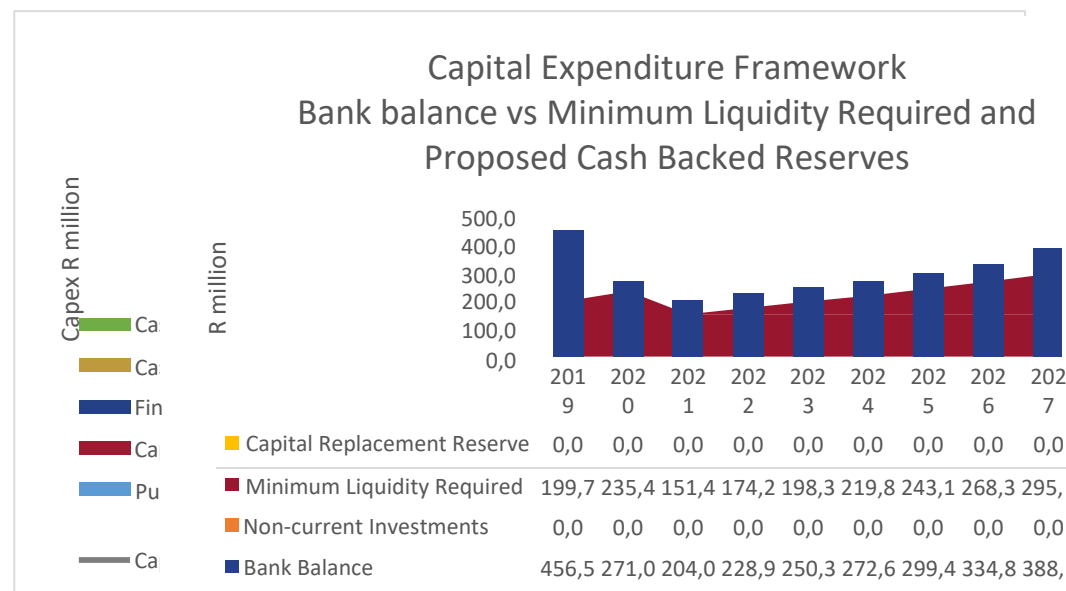


Figure 20: Distribution of Future Funding

Noteworthy though, is the decrease in liquidity over the MTREF period. Sufficient cash remains available to fund capital projects required with further potential for borrowing. The municipal bank balance recovers above the minimum required in later years of the Capital Expenditure Framework period.

Figure 21: Bank balance vs Minimum Liquidity Required and Proposed Cash Backed Reserves

5.2 Borrowing

Stellenbosch Local Municipality has a debt policy which sets the gearing-level to 35%. The model forecast that gearing increases from 2019 and peaks at 35% during 2028, but never breaches this level. This level of gearing is within both its policy and National Treasury guidelines.

A summary of the capital need and affordability envelope by year is presented in the table below:

The amount of annual external financing is estimated to be distributed as follows:

Table 104: Capex Investment Need

Year	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	Total
Capex Need	R1 555 145 272	R959 878 659	R740 192 900	R740 017 754	R453 019 519	R459 314 256	R399 318 130	R419 737 530	R245 045 909	R158 933 462	R5 743 603 951

The table above includes all capital projects captured by departments projected for the 10 year period of the Capital Expenditure Framework.

It is apparent that whilst good progress has been made to plan ahead over a longer period, more careful upfront planning,

extension of master plan periods and upfront capturing of pending and approved projects must bear relevance. It is important to note that capital expenditure demand fluctuates annually in line with the needs identified.

Table 115: Affordability Envelope (R'000 000)

Year	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Public & Developers' Contributions	0	14	0	0	0	0	0	0	0	0	0
Capital Grants	92	59	68	81	86	91	96	101	108	115	123
Financing	160	100	80	160	163	166	170	173	177	180	184
Cash Reserves and Funds	277	309	204	122	124	128	131	134	136	138	139
Capital Expenditure	528	468	352	363	374	385	397	408	421	433	446

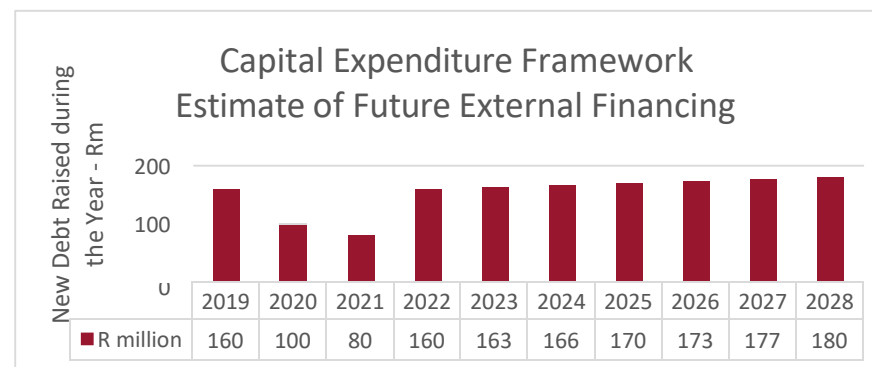


Figure 12: Estimate of Future External Financing

Whereas the current approved MTREF reflect a decrease in capital expenditure until 2021, the total capital spend over the

next 10 years come to R4.1 billion, which is affordable to Stellenbosch LM.

The LTFM indicates that should there be a need for Stellenbosch to accelerate the capital spend over the MTREF, but still within an affordable envelope over the next ten years, such an acceleration would be possible with increased external borrowing.

6. BUDGET SCENARIO & PROJECT PRIORITISATION

The **budget scenario** methodology can be summarised in a schematic diagram shown in the figure below. Essentially the budget fit methodology is a systematic application of a set of rules and parameters which will result in a project either being added to the draft budget or rejected from the draft budget portfolio. The **affordability envelope** is the sustainable and financially tested total budget that should be maintained by the municipality. If the capital budget exceeds this total, the municipality could encounter some unforeseen circumstances in future that will compromise its financial sustainability.

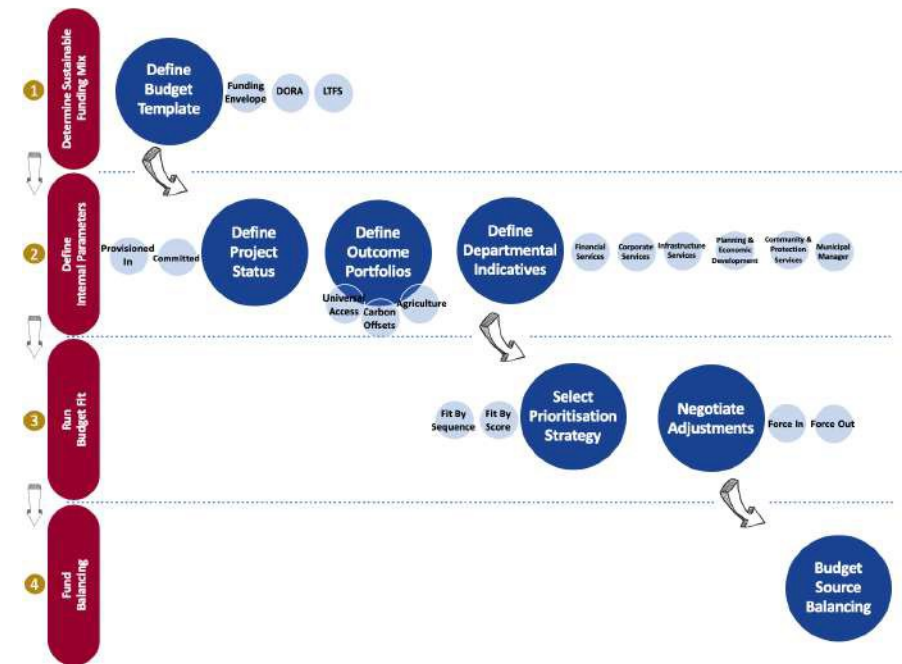


Figure 8: Budget Scenario Methodology

All internally generated capital budget funding is determined through financial modelling undertaken by the Stellenbosch Local Municipality as part of their submissions to National Treasury on the Municipal Budget Reporting Regulations templates. Internal capital budget funding typically comprises the following funding sources:

- **Own Municipal Funding:** Funding generated from municipality revenue (i.e. rates and taxes).
- **Public Contributions and Donations:** Donations and bulk services contributions for capital expenditure to provide additional bulk capacity to service new developmental demand.
- **Capital Replacement Reserves (CRR):** Savings by the municipality for deferred capital expenditure to maintain the existing municipal asset base.
- **Borrowings:** External loans from the financial markets or bonds issued by the municipality to the financial markets.

It is important to note that not all projects are eligible to utilise all funding sources. For example, the PTIS grant is only applicable to infrastructure directly supportive of public transport and the INEP grant is only applicable to electrification programmes and projects. Therefore, although the budget template cap for the municipality is equal to the sum of the DORA publication and all internal capital funding sources, a funding source balancing exercise should be undertaken prior to publishing the final budget in order to ensure that only projects eligible for certain grants are funded by those grants.

The Stellenbosch Long Term Financial Modelling also results in a Long Term Financial Strategy which evaluates amongst others the Stellenbosch Local Municipality financial position and calculate what the optimal funding mix should be per annum, in order to maintain a desirable financial situation.

The project budget requests are used to compile a MTREF budget, and is captured across the total lifecycle of the

project. Before new project requests are considered, it is important for the model to consider committed funds and projects that must be provisioned in. **Committed projects** are those projects which formed part of either the approved capital budget or the adjusted capital budget of the municipality for the previous financial year, and which are contractually committed as assets under construction. Commitments made on these projects by the municipality, the budget fit methodology regards these projects as non-negotiable. **Provisioned projects** are those projects which formed part of either the approved capital budget of the municipality for the previous financial year, but which are not contractually committed as assets under construction. Termination of any provisioned projects will not result in either legal or financial liability for the municipality. The budget fit methodology regards these projects as having a higher priority than normal projects in the list (given their status received during previous MTREF budget publications) however their implementation timeframes are negotiable to an extent.

6.2 Budget Scenario Outcome

The table below depicts the capital budget's demand after the budget scenario process has been applied.

Table 147: 2019/2020 – 2028/2029 CEF – Total Capital Expenditure per Fit Status

Budget Scenario Status	Total during analysis period	Total %
Fitted	R152 020 500	3%
Fitted with delay	R1 355 360 044	29%
No Fit	R425 945 000	9%
No Fit - Zero Budget	R-	0%
Project Committed	R2 756 813 047	59%
Total	R4 720 138 591	100%

The budget fit results indication that 3% of the capital demand has been assigned in the same year as it requests. 59% Of the capital demand however is Committed, due to the fact that the MTREF budget was a fixed variable in the budget scenario, which means it “committed” projects were firstly eligible to the funding envelope, followed by projects with the highest score. Once the funding envelope is saturated, projects are being “fit with delay”, until the 10 year funding envelope is saturated. Thereafter projects are allocated a “no fit” status. Only 9% of capital demand has not been fit over the 10 years – which implies they will fit in a year after the framework horizon.

The budget-fit results can be interpreted as follows:

Table 15: Budget-Fit Definitions

Category	Description
Committed	In the first year, project that are currently under construction, still has contractual commitments and cannot be fit at any other stage without having a negative impact on the municipality. These projects therefore are allocated budget in the first year, and not over the 10 year period.
Provisioned in	These projects receive the most budget in the first years as they are already declared on the MTREF. As time

	continues, these commitments decrease, and so does the capital requirement of these projects over time.
Fitted	Between the first and Second financial year there is a sharp increase in capital demand fitted. This is because of the finalisation of projects with a committed status. Once the commitments has been served, the funding envelope opens up capacity to fit new projects.
Fitted with delay	Projects that do not fit are projects with the lowest score. This means that projects with higher score was fitted with delay. Once the funding envelopes has been depleted, these projects – the no fit projects – are not included in the budget scenario. It has a high proportion of the Capital demand in the first year, as the low scoring projects in this year compete with high capital demand assigned to statuses such as committed and provisioned in. It decrease sharply as more capital is fitted with delay.
No Fit	Zero Budget: Even though these projects do not ask for any Capital Demand, they have been conceptualised and will reach a point of maturity in the next ten years where the will have a Capital Demand. It is therefore important to have sight of these projects on one single platform, together with the rest of the project pipeline.
No Fit – Zero Budget	Even though these projects do not ask for any Capital Demand, they have been conceptualised and will reach a point of maturity in the next ten years where the will have a Capital Demand. It is therefore important to have sight of these projects on one single platform, together with the rest of the project pipeline.

2019/20 Capital Expenditure Framework
2019/20 - 2028/29
Budget Scenario

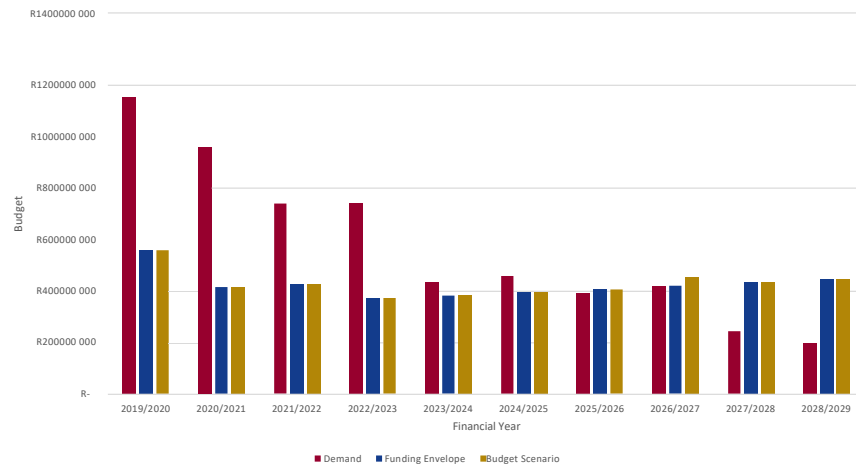


Figure 9: Demand vs. Funding Envelope vs. Budget Scenario Output

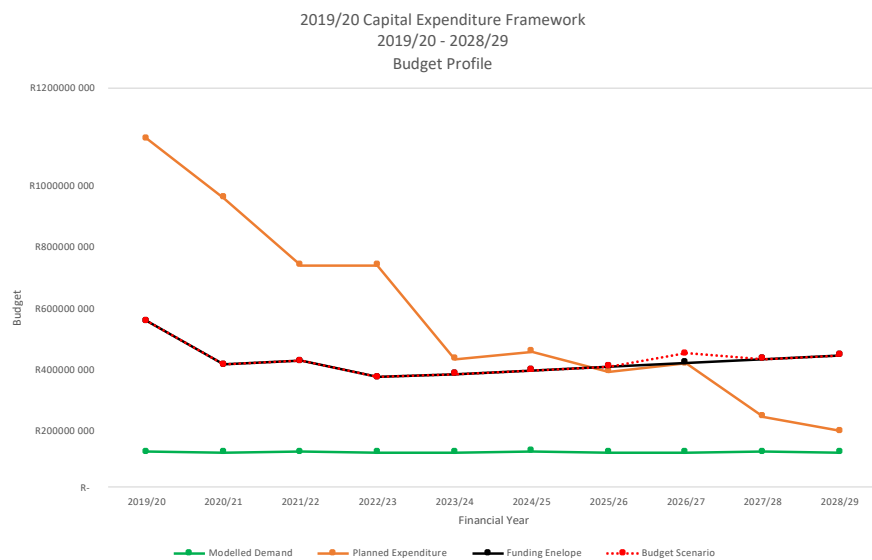
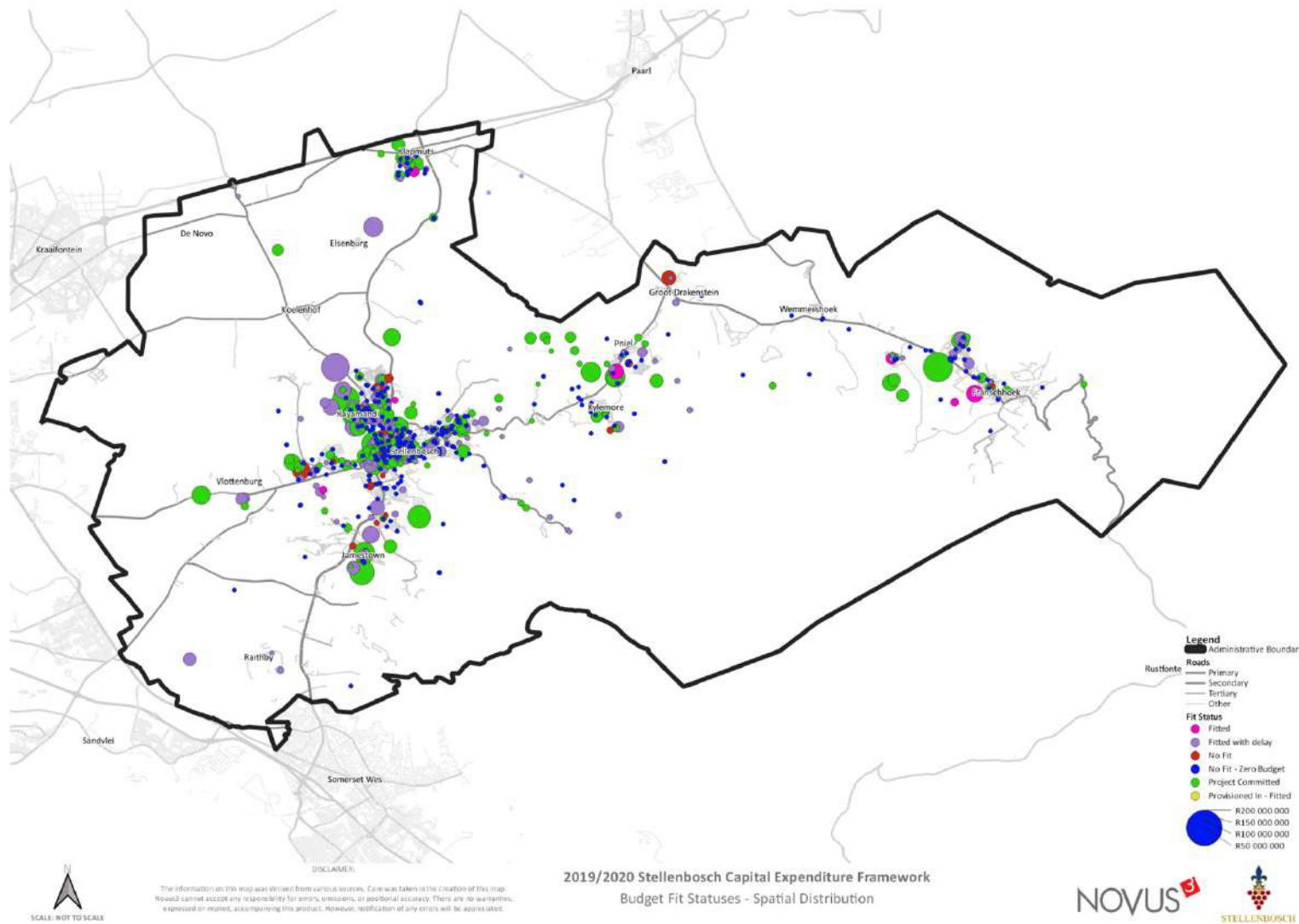


Figure 10: Budget Profile

Table 16: Capital demand vs Budget fit results

Financial Year	Demand	Funding Envelope	Budget Scenario
2019/2020	R1 155 145 272	R558 276 528	R558 276 528
2020/2021	R959 878 659	R414 612 759	R414 612 759
2021/2022	R740 192 900	R426 337 700	R426 337 700
2022/2023	R740 017 754	R374 000 000	R373 996 754
2023/2024	R433 019 619	R385 000 000	R384 977 719
2024/2025	R458 314 256	R397 000 000	R397 007 956
2025/2026	R393 318 130	R408 000 000	R407 979 530
2026/2027	R419 737 630	R421 000 000	R451 997 630
2027/2028	R245 045 909	R433 000 000	R433 010 909
2028/2029	R198 933 462	R446 000 000	R445 996 106
Total	R5 743 603 591	R4 263 226 987	R4 294 193 591

Map 3: Spatial Depiction of Budget Fit



Analysis of Budget Fit i.r.t. Priority Development Area:

- **Klapmuts:** Most projects in this area either has no budget requested or are fit with delay. This highlight the fact that this future expansion node of Stellenbosch will enjoy capital expenditure, but the majority thereof will realise later on.
- **Koelenhof:** The Koelenhof node development is still in concept phase. One this area has a clear spatial vision, the municipality can respond with capital projects required to facilitate such expansion.
- **Vlottenburg:** The potential that boasts within this area is unprecedented. It is for that reason that most of the capital projects within the Vlottenburg area has been fit as per the budget fit module of CP3.
- **Stellenbosch Central:** It is clear from the figure above that Stellenbosch central is house of a variety of projects, and so a variety of fit statuses is assigned to this part of the municipality.
- **Franschoek:** Small capital projects within the Franschoek area has been fitted to the Capital Expenditure Framework. The majority has been fitted with delay which means that other projects across the municipality has been prioritised and fitted to the budget first.

The investment paradigm of Stellenbosch is also informed and based on a spatial vision, namely the Draft Spatial

Development Framework. The key spatial structuring elements of the draft Spatial Development Framework includes:

- **Urban nodes:** The primary urban nodes, firstly includes Klapmuts as this is the identified area of expansion – based on development potential and the larger regional framework. Secondly is Stellenbosch central as this is the core of Stellenbosch and is deemed the area of compaction. Thirdly, is Franschoek – which is a major role player in terms of the current space economy in the region. Stellenbosch cannot disregard this area and so prioritise maintenance investment in this area.
- **Rural nodes:** Rural nodes on their own are deemed as areas which should only enjoy maintenance expenditure in order to preserve the character of these areas. However, in the event where such a rural node is effected by the Adam Tas corridor, the investment paradigm shifts from a maintenance oriented approach to an investment oriented approach, in order to stimulate a specific need for compaction and densification.
- **Rural Area:** The rural areas represent the agricultural and tourism sector that plays a major role in the financial sustainability of Stellenbosch. Capital demand in these areas are usually of low intensity.
- **Adam Tas Corridor:** Capital Investment in the Adam Tas Corridor is vital in terms of the IUDF and the aims identified therein. The Corridor is deemed as a catalytic spatial structuring element that not only serves a local function, but

also a regional function and, if enforced, will capture a critical mass with the potential to attract incredible potential for economic development spatial reform.

Figure 11: 2019/20 – 2028/209 Capital Expenditure Framework – PDA Analysis

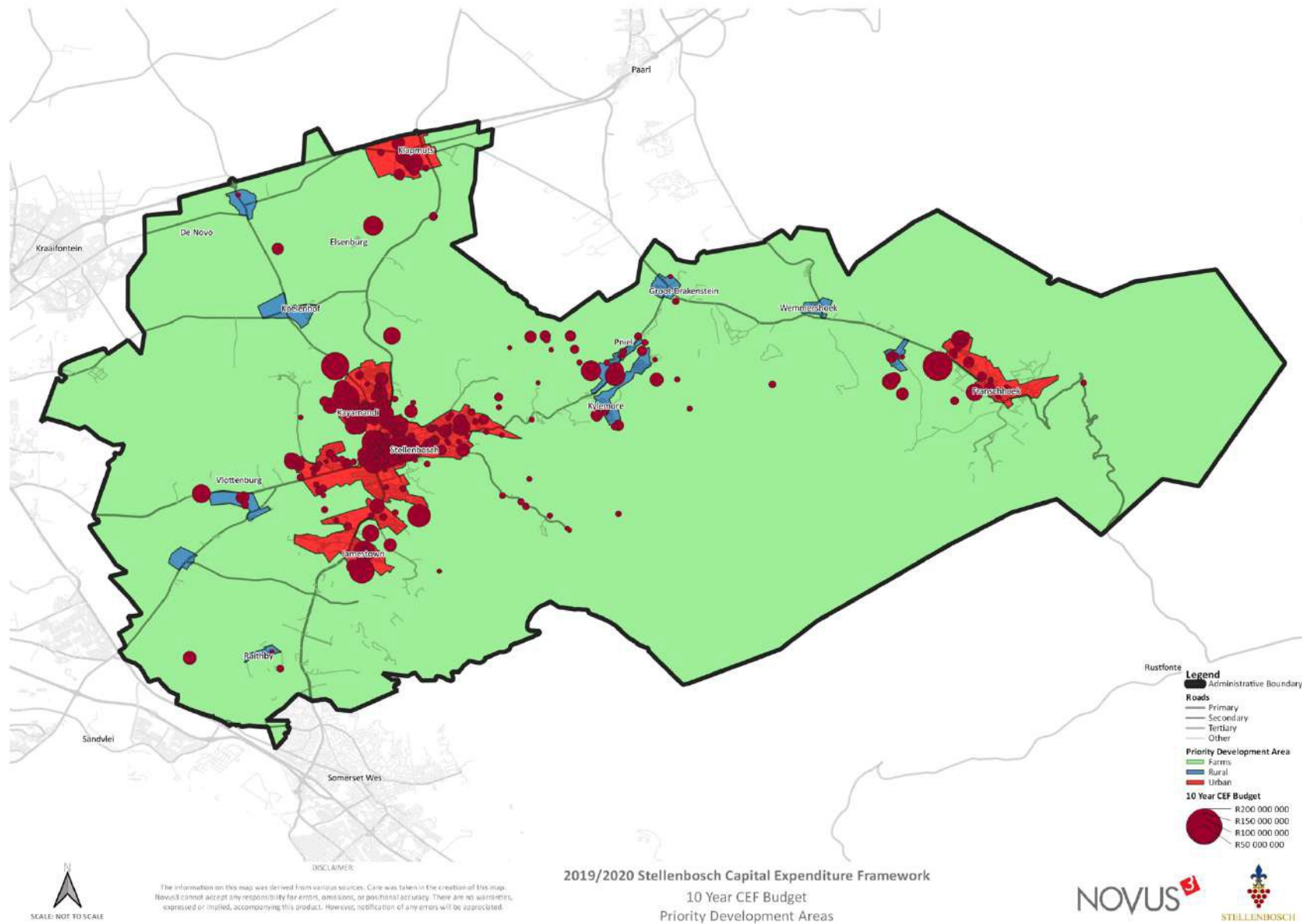


Table 17: 10 Year 2019/20 Capital Expenditure Framework

Row Labels	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Community and Protection Services	R64 315 000	R28 245 000	R27 675 000	R29 374 000	R28 405 000	R19 200 000	R41 287 000	R23 440 000	R14 750 001
Cemeteries	R2 200 000	R1 500 000	R8 000 000	R500 000	R-	R-	R-	R-	R-
Community and Protection Services: General	R3 525 000	R250 000	R-	R-	R-	R-	R-	R-	R-
Community Development	R385 000	R85 000	R100 000	R560 000	R55 000	R60 000	R607 000	R50 000	R60 000
Community Services: Library Services	R1 960 000	R1 340 000	R555 000	R360 000	R630 000	R260 000	R1 500 000	R800 000	R50 000
Disaster Management	R2 900 000	R800 000	R-	R1 500 000	R-	R-	R-	R-	R-
Nature Conservation	R4 360 000	R3 120 000	R2 420 000	R2 000 000	R2 050 000	R2 000 000	R5 000 000	R1 000 000	R1 500 000
Environmental Management: Urban Greening	R185 000	R150 000	R700 000	R50 000	R550 000	R-	R2 500 000	R-	R-
Fire and Rescue Services	R23 900 000	R800 000	R-	R3 500 000	R5 500 000	R350 000	R1 000 000	R6 000 000	R2 600 000
Halls	R250 000	R250 000	R700 000	R1 300 000	R1 000 000	R1 000 000	R500 000	R500 000	R1 500 000
Law Enforcement and Security	R5 150 000	R5 850 000	R5 350 000	R4 650 000	R5 150 000	R4 800 000	R4 850 000	R4 950 000	R5 600 001
Parks, Rivers and Area Cleaning	R10 550 000	R7 700 000	R4 700 000	R10 790 000	R13 440 000	R10 690 000	R10 790 000	R14 140 000	R3 440 000
Sports Grounds and Picnic Sites	R7 530 000	R4 800 000	R4 750 000	R2 000 000	R-	R-	R14 500 000	R-	R-
Traffic Services	R1 420 000	R1 600 000	R400 000	R2 164 000	R30 000	R40 000	R40 000	R-	R-
Corporate Services	R111 970 000	R35 050 000	R29 050 000	R19 350 000	R9 760 000	R9 750 000	R14 050 000	R30 850 000	R34 800 000
(ICT)	R5 600 000	R5 100 000	R5 200 000	R6 600 000	R6 800 000	R6 800 000	R6 900 000	R6 900 000	R7 000 000
Parks, Rivers and Area Cleaning	R-	R-	R-	R-	R10 000	R-	R-	R-	R-
Properties and Municipal Building Maintenance	R106 050 000	R29 950 000	R23 850 000	R12 750 000	R2 950 000	R2 950 000	R7 150 000	R23 950 000	R27 800 000
Strategic Corporate Services: General	R320 000	R-	R-	R-	R-	R-	R-	R-	R-
Financial Services	R150 000	R150 000	R150 000	R-	R-	R-	R-	R-	R-
Executive Support: Financial Services: General	R150 000	R150 000	R150 000	R-	R-	R-	R-	R-	R-
Infrastructure Services	R371 856 528	R346 125 959	R369 238 900	R316 977 754	R333 936 119	R363 809 556	R346 478 330	R384 657 630	R360 105 908
Electrical Services	R34 290 000	R30 500 000	R38 950 000	R19 500 000	R60 500 000	R-	R37 100 000	R47 700 000	R50 800 000
Executive Support: Engineering Services: General	R800 000	R400 000	R-	R10 000	R60 910 000	R60 700 000	R300 000	R300 000	R300 000
Infrastructure Plan, Dev and Implement	R40 431 528	R37 796 528	R44 393 900	R65 522 754	R51 011 119	R73 209 556	R42 158 330	R105 222 630	R106 505 908
Roads and Stormwater	R37 800 000	R9 300 000	R12 050 000	R18 250 000	R33 500 000	R48 500 000	R74 200 000	R34 600 000	R18 850 000
Traffic Engineering	R19 800 000	R6 250 000	R2 400 000	R-	R700 000	R2 600 000	R6 000 000	R1 000 000	R500 000
Transport Planning	R12 600 000	R6 200 000	R6 000 000	R100 000	R1 300 000	R1 200 000	R25 220 000	R43 335 000	R84 050 000
Waste Management: Solid Waste Management	R31 735 000	R28 945 000	R34 345 000	R15 495 000	R14 015 000	R11 700 000	R16 150 000	R31 050 000	R17 600 000
Water and Wastewater Services: Sanitation	R114 400 000	R113 234 431	R98 350 000	R72 600 000	R51 100 000	R27 500 000	R22 400 000	R38 250 000	R42 300 000
Water and Wastewater Services: Water	R80 000 000	R113 500 000	R132 750 000	R125 500 000	R60 900 000	R138 400 000	R122 950 000	R83 200 000	R39 200 000
Municipal Manager	R35 000	R40 000	R40 000	R-	R-	R-	R-	R-	R-
Executive Support: Office of the Municipal Manager	R35 000	R40 000	R40 000	R-	R-	R-	R-	R-	R-
Planning and Economic Development	R9 950 000	R5 001 800	R183 800	R8 295 000	R12 876 600	R4 248 400	R6 164 200	R13 050 000	R23 355 000
Administrative Support	R-	R-	R-	R-	R-	R-	R1 000 000	R10 000 000	R20 000 000
Building Development Management	R-	R-	R-	R-	R-	R-	R-	R-	R-
Customer Interface & Administration	R-	R-	R-	R-	R-	R-	R-	R-	R-
Development Planning: Spatial Planning	R-	R-	R-	R-	R255 000	R45 000	R-	R-	R-
Economic Development and Tourism	R9 695 000	R4 785 000	R-	R-	R5 000 000	R-	R-	R-	R300 000
IHS: Informal Settlements	R-	R-	R-	R8 270 000	R5 250 000	R3 020 000	R3 025 000	R3 025 000	R3 025 000
IHS: New Housing	R50 000	R51 800	R58 800	R25 000	R24 000	R24 500	R25 000	R25 000	R30 000
Land Use Management	R150 000	R130 000	R125 000	R-	R-	R-	R-	R-	R-
Spatial Planning: Planning and Development	R55 000	R35 000	R-	R-	R2 347 600	R1 158 900	R2 114 200	R-	R-
Grand Total	R558 276 528	R414 612 759	R426 337 700	R373 996 754	R384 977 719	R397 007 956	R407 979 530	R451 997 630	R433 010 909

7. CAPITAL EXPENDITURE IMPLEMENTATION FRAMEWORK – 2019/2021 MTREF

Once the ten year Capital Expenditure Framework has been set up as a result of the prioritisation and budget fit process, a three year Capital Expenditure Implementation follows. In order to manage Capital Expenditure Implementation, National Government, through the MFMA has established the Medium Term Revenue and Expenditure Framework (MTREF). The MTREF is a rolling three-year expenditure planning tool and defines the expenditure priorities for a period of three years.

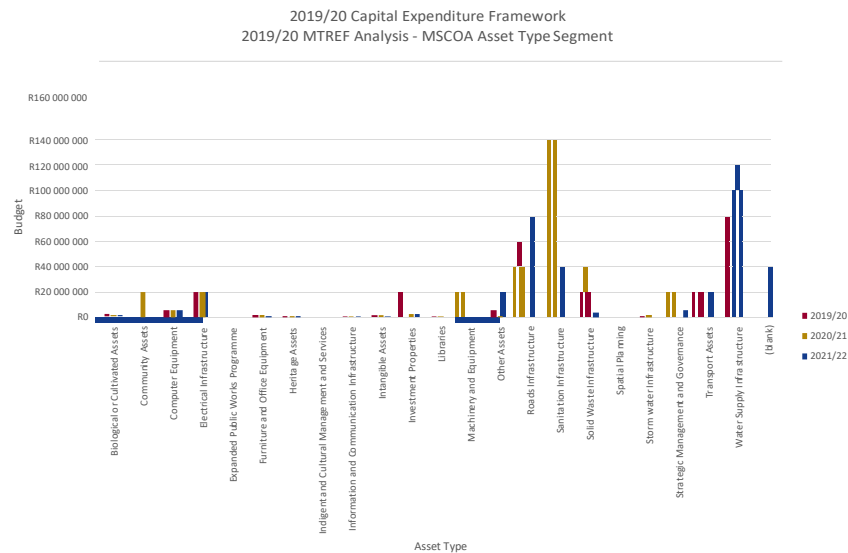


Figure 12: 2019/20 MTREF Capital Budget by mSCOA Asset Type

6.3 Functional Area Budget Split

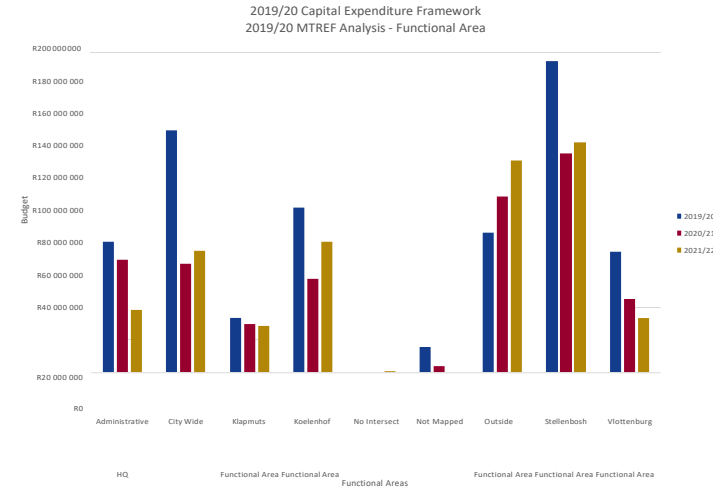


Figure 13: 2019/20 MTREF Capital Budget by Functional Area

Table 18: 2019/20 MTREF Capital Budget by Functional Area

Functional Area	2019/20	2020/21	2021/22	Total	Percentage
Administrative HQ	R 80 865 000	R 60 686 800	R 38 476 800	R 188 828 600	13%
City Wide	R 149 405 000	R 67 110 000	R 75 000 000	R 291 515 000	16%
Klipmuts Functional Area	R 33 551 528	R 29 576 394	R 28 625 023	R 91 752 945	5%
Koelenhof Functional Area	R 102 300 837	R 57 644 772	R 80 406 846	R 240 352 475	13%
No Intersect	R 0	R 0	R 17 720	R 17 720	0%
Not Mapped	R 15 845 000	R 3 750 000	R -	R 19 595 000	1%
Outside Functional Area	R 86 173 196	R 108 376 129	R 130 824 054	R 325 373 378	18%
Stellenbosch Functional Area	R 192 361 502	R 135 588 586	R 142 050 325	R 469 800 412	26%
Voortenburgh Functional Area	R 74 705 024	R 45 298 263	R 33 330 173	R 153 333 460	9%
Grand Total	R 734 607 107	R 517 020 942	R 528 691 641	R 1 780 319 690	100%

8. SUMMARY

8.1 Socio-Economic Base and Future Revenue

- Strong economic base and diversified economy, but rapid increase in migration to the municipal area placing pressure on existing infrastructure;
- However – national conditions also impact on the municipality – with only moderate growth forecast over the forecast period;
- A key structural weakness can now be identified: as economic growth rates slow, which might have a negative effect on revenue collection to extract additional revenue for ever-growing needs;
- To pursue and sustain progressive / redistributive / pro-poor policies – it is essential that the economic base expands and critically, job creation (especially at entry-level) accelerates, and;
- Over the forecast period – we still see scope for tariff increases (broadly aligned with CPI) and for more progressive tariff structures.

8.2 Capital Investment

- Stellenbosch embarked on an aggressive capex programme since 2014 – largely funded from own resources;

- As the population continues to increase, the municipality needs to deal with normalising historic settlement patterns to accommodate new migrants and improve access to and mobility within the municipal area;
- Although the total budgeted investment returns to the R350 million p.a. level over the MTREF period, we envisage a moderate growth-rate in capex over the forecast period. This is to ensure capital investment keeps pace with population growth and continues to address backlogs;
- We have introduced a conservative borrowing programme which remains well within the prudential limits;
- Even though the municipality has used spatial prioritisation as an input to capital investment, the CEF is one of the first documents of the municipality that show how it is done on a technical level. Successful weaving between the latest thinking regarding the spatial structure of Stellenbosch and the prioritisation model was achieved when considering the capital expenditure allocated to the Priority Development Areas.
- Detailed, precinct level designs should be done, in order to result in a quantified and phased implementation plan that will then be subjected to the prioritisation and budget fit methodology of the municipality in order for projects within these areas to participate in the budget allocation process of the Municipality.
- In order to deliver the said detailed precinct level designs, more spatial and economic modelling is required for a comprehensive perspective on the long-term corridor

development and spatial settlement patterns in the municipal area, and;

- Despite continued use of own resources and a depletion of cash reserves, the liquidity metrics remain positive over the forecast period.

8.3 Institutional Arrangements

- Stellenbosch Local Municipality is one of the municipalities who has developed a Capital Expenditure Framework, and one of the only municipalities. The ease with which the CEF could be developed is largely attributable to the levels of institutional maturity which enabled an integrated mechanism of planning as intended by the IUDF.
- Regardless of the institutional maturity, the municipality still identified areas of improvement that can be worked on towards the next version of the Capital Expenditure Framework.

Institutional Arrangements of note to this extract includes:

- **Volume based data collection:** This CEF is financially oriented. In order to ensure that the service delivery needs within the municipality are met, it is necessary to have a better understanding of the asset quality within the municipality and what the volumes are that will be obtained after spending the capital as expressed in the CEF. This will lead to a CEF that not only look at whether the municipal budget is sustainable, but also meet the potential needs that is facing the municipality as identified in the demand quantification chapter of this document.

- **Update master plans:** The CEF is reports on an ongoing cycle of project conceptualisation, planning budgeting and implementation. Part of this process is to update master plans – alternatively referred to as sector plans. This will then feed into the Integrated Infrastructure Investment Framework (IIIF). Stellenbosch is in process of updating various master plans which, once updated, will result in a project list which will then feed into the CEF, and so ensure that the CEF remains current and relevant.
- **Clear set of performance indicators:** During the process of developing the CEF, various indicators were provided and discussed. The first round CEF's should show which metrics could assist in measuring performance towards the IUDF. Two such indicators include the Poor versus Non-Poor capital expenditure ratio, as well as the % of capital expenditure that is spatially targeted, and;
- **Adjustment of submission dates:** There is a call for better alignment between municipal and national planning processes in terms of submission dates of critical document such as the MTREF budget, SDF review, IDP update and a CEF. What makes this even more critical of a call, is the fact that the said documents are all intertwined, which calls for stronger coordination within the municipality.

ANNEXURE 2

INTERGOVERNMENTAL STEERING COMMITTEE MEETING – DRAFT STELLENBOSCH MSDF

ACTION MINUTES



STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY



July 5, 2019

Authored by: Barbara-Ann Henning

INTERGOVERNMENTAL STEERING COMMITTEE MEETING – DRAFT STELLENBOSCH MSDF

ACTION MINUTES

ATTENDANCE:

Present:

See attendance register attached (**Annexure 1**)

Agenda Points:

1. Welcome
2. Attendance and apologies
3. Approval of previous minutes held on 2019-04-23
4. Presentation of Draft Stellenbosch MSDF
5. Discussion
6. Way forward
7. Closure

1. Welcome

The Manager: Spatial Planning, Mr Bernabe de la Bat welcomed everyone to the meeting and made apologies for the Director: Planning & Economic Development, Mr Tabiso Mfeya.

BdlB gave a brief background of the process to date. The draft Stellenbosch MSDF was advertised on 8 March 2019 in the Eikestadnuus, Paarl Post and Government Gazette. A 60 day period for comments was allocated with the closing date on 8 May 2019. The draft document was then presented to Council at the end of May 2019 and permission was granted that the draft document be advertised for a further 21 days in terms of the Municipal Systems Act (MSA). The draft document was then advertised in the Eikestadnuus, on social media, the municipal website and hard copies were made available at the local libraries and advice centres from 13 June 2019 to 5 July 2019.

2. Attendance and apologies

The attendance register was circulated for every member to sign. *Please refer to attendance register attached as **Annexure 1**.*

Apologies: Quinton Bailie (Cape Winelands)
 Nicolette van Eikel (Stellenbosch University)
 Rhett Smart (Cape Nature)
 Piet van Zyl (DEADP)

The chairman suggested that a round of introductions be done before the meeting starts.

3. Approval of previous minutes held on 2019-04-23

The minutes of the previous meeting was accepted and no amendments were made.

4. Presentation done by Stephen Boshoff (BEPSA) *Please refer to attached presentation attached as **Annexure 2**. (Presentation focus on comments received)*

5. Discussion with regards to presentation:

- Damien Burger raised concerns with regards to the Adam Tas Corridor (ATC) and whether a study has been done on the availability of land and the cost of land. He raised the question whether the 200 ha land that is available is realistic, as the Woodmill is already developed. He commented that it is a lovely concept, but not sure if it is realistic.
- Stephen Boshoff commented that extremely detailed work has been done on the ATC. He confirmed that it is realistic based on detailed planning in partnership with a lot of roleplayers. He further confirmed that it is actually more than 200 ha land, but will be a long term project.
- BdlB commented that the alternative is to develop on valuable agricultural land that will result in urban sprawl.
- Eddie Chinnappen from the Stellenbosch University commented that there is quite extensive development at the intersection of Banghoek and Merriman Roads. He commented that one look at multi-storey developments (5 storey and more) and denser development and move away from one plot – one house type of developments.
- BdlB agreed with this statement.

- Kobus Munro confirmed that he fully agrees with densification and that municipalities must be serious about keeping urban edges contained. He further commented that some people are misusing the concept of *agri-villages* for normal residential areas and not true agri-villages. All municipalities have long waiting lists for housing and it is unfair by using this method to jump the queue in front of people on housing waiting list.
- KM further raised the concern of the overall planning of Klapmuts. He commented that the town currently does not have any structure. He advised that it is very urgent that a plan focusing on Klapmuts be done as guidance is needed for the future planning of Klapmuts.
- Richard Gordge commented that the ATC cannot happen if integration between transport and planning does not take place. It is critical that the spatial planning and transport planning departments work together at a provincial and municipal level.
- Cor van der Walt from Elsenburg advised that it is very important that Drakenstein Municipality and Stellenbosch Municipality work together with regards to Klapmuts.
- BdlB confirmed that a committee has been set up with regular meetings between City of Cape Town, Drakenstein and DEADP officials. One of these meetings already took place in May 2019.
- Ruida Stanvliet from Cape Nature raised the question that with regards to the SEMF the 2003 spatial planning categories were used and not the 2017 categories. Schalk van der Merwe confirmed that a decision was made with regards to this and that they can have a discussion after the meeting. RS further commented on the inclusion of conservation areas within urban edges eg. Jamestown properties that are historical and precious and needs to be protected.
- BdlB confirmed that these conservation areas need to be protected as they are of historical value. The general public is of the understanding that everything that is included within the urban edge is for development. Conservation areas can be within urban edge and not be earmarked for development.
- SvdM commented that the SEMF read together with the MSDF is of the highest conservation value.
- Neil Bosch wanted clarity on the planning stage of the ATC and that in terms of access and mobility the involvement of Province is necessary. He confirmed that they are currently not included in discussions.
- SB confirmed that currently there are high level discussions with CEO and HOD and not at a point to involve everyone yet. He confirmed that REMGRO, Distell, STIAS and other private involvement are the main roleplayers currently. At the end of July 2019 they need to decide if they are going forward with the proposal.
- Neil Bosch suggested that the Roads department from Province also be involved.

- KM confirmed that within the next 2 weeks a meeting will be set-up between the provincial and national government departments.
- Sabelo M from DWS: WC commented on the capacity of water supply for new developments.
- BdlB confirmed that the water capacity issue is dealt with in the master planning of the engineering department.
- EC from Stellenbosch Municipality commented that the rail is seriously underutilized and we have to look at options to optimize the use of rail and better transport systems eg. An integrated transport system with train and bus and not focus on private use of car.
- Duma Goso from PRASA commented that he fully agree but PRASA are struggling with challenges (arson etc) and they are in the process of getting new trains.
- Yusuf Alley from WCG: DTPW commented that with regards to new developments, there must be emphasize on rail.
- Councillor Ester Groenewald commented that although the MSDF focus on a visionary framework for the next 5 years and more, she feels that we must look at the status quo and look back at how we got here. She is of the opinion that this is missing in current MSDF.

5. Way Forward:

- Further comments received until 5 July 2019 and will respond to new comments. Document will then be slightly amended and will be evaluated by Project Committee (Directors) before submitted to Council at the end of July 2019.
- IDP amendment will be at the end of August 2019.
- Kobus Munro raised the question whether there is any indication of precinct plan to be developed.
- BdlB confirmed that the ATC, Klapmuts and Dennesig precinct plans will be developed as soon as the WC024 MSDF is approved.
- Richard Gordge nominated Johan Fullard from Stellenbosch Municipality to comment on the integration of transport planning with spatial planning to which JF responded that SB Municipality is committed with the link road between Technopark and Adam Tas Road. He confirmed that no final decision was made on other link roads and proposed bypasses. The key focus areas area NMT and public transport

6. Closure:

Mr Bernabe de la Bat thanked everyone for coming to the meeting and the meeting was adjourned.



STELLENBOSCH

STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNISIPALITEIT • UMASIPALA • MUNICIPALITY











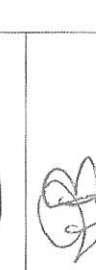

Planning and Economic Development

MEETING: IGSC MEETING: DRAFT STELLENBOSCH MSDF

DATE: 5 JULY 2019 @ 09:00 – 11:00

VENUE: STELLENBOSCH MUNICIPALITY COUNCIL CHAMBERS, PLEIN STREET, STELLENBOSCH

NAME:	COMPANY:	TEL NO:	EMAIL:	SIGNATURE:
BTG de la Bar	StellenboschMuni	x 8653	Bernabe.de.la.Bar@stellenbosch.gov.za	<i>[Signature]</i>
Alexandre Rehdewitz	Drakenstein Municipality	021-807 4813	alexander.rehdewitz@drakenstein.gov.za	<i>[Signature]</i>
RUIDA STANLIEZ	CAPENATURE	021 866 8020	rstanviet@capenature.co.za	<i>[Signature]</i>
Tania de Waal	DEA & DP	021-483 4360	tania.de.waal@westerncape.gov.za	<i>[Signature]</i>
Kobus Munro	DEA & DP	021-483 8101	kobusmunro@westerncape.gov.za	<i>[Signature]</i>

Louis Welgemeed	DWS: Planning	X48962	Louis.Welgemeed@westerncape.gov.za	
Erna van Zyl	DRDLR	021-4090342	Erna.vanzyl@drdlr.gov.za	
Mkhobisi Mlamini	DRDLR	021-4090435	Mkhobisi.Mlamini@drdlr.gov.za	
Francois Swart	University Stellenbosch	021-8084630	fcswart@sun.ac.za	
Gary Boshoff	Stellenbosch Mun.	021-8088410	gary.boshoff@stellenbosch.gov.za	
Heester van Stavel	" "	021-808462	heester.vanstavel@stellenbosch.gov.za	
Gurswin Cain	Stellenbosch Mun.	0824165747	gurswin.cain@stellenbosch.gov.za	
Shirree de Visser	Stellenbosch Mun	021-8088055	shirree.devisser@stellenbosch.gov.za	
JERI-LEE MONEERS	MUNICIPALITY	021 808 8202	Jeri-Lee.Moneers@stellenbosch.gov.za	
Esther Grenwald	Portfolio Cllr.	*8032	esther.grenwald@stellenbosch.gov.za	
Cor vld Wale	W.D-Agriculture	0218085019	corvldw@elsenburg.com	
Damen Burger	FBV.	021 8864004	damien@fbvurvey.co.za	

Features

Richard Goldge Transport Planning	083-383-3480	richard@transportfutures.co.za	RML
YUSUF ALLY	0823342334	yusuf.ally@westerncape.gov.za	
NIFU BOSCH	0214833287	nifubosch@westerncape.gov.za	
SABUO MAGASANA	0219416153	MAGASANASABUO@W.C.G.OV.ZA	
Margo Tamzene Adonis	0219416534	Adonis Mcdws.gov.za	
Schall vd Meerwe	0218088679	schall.vandemeerwe@stellenbosch.gov.za	
Johan Fullard	0218088207	johnnifullard@stellenbosch.gov.za	
B. Henning	0218088656	barbara-ann.henning@stellenbosch.gov.za	
R. Koopman	0218341600	robinke@bepsa.co.za	
S. Boshoff	0218341600	stephenb@bepsa.co.za	
P. Sihlali	0219416282	sihlali@dws.gov.za	
D. Goso	0214495074	dgoso@metronrail.co.za	

4.2	APPROVAL OF THE DRAFT FIRST AMENDMENT OF THE FOURTH GENERATION IDP 2017 – 2022
-----	---

Collaborator No: 654776
IDP KPA Ref No: Good Governance and Compliance
Meeting Date: 2 August 2019

1. SUBJECT: APPROVAL OF THE DRAFT FIRST AMENDMENT OF THE FOURTH GENERATION IDP 2017 – 2022

2. PURPOSE

To submit the draft First Amendment of the Fourth Generation IDP 2017 – 2022 to Council to be released for public comment.

3. DELEGATED AUTHORITY

In terms of Section 34 of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA) prescribes that the Municipal Council:–

“(b) may amend its integrated development plan in accordance with a prescribed process.

The process referred to in Section 34(b) of the MSA are further regulated by Regulations 3(1) – (6) of the Local Government: Municipal Planning and Performance Management Regulations, 2001.

4. EXECUTIVE SUMMARY

The Municipality concluded an extensive process to review its Municipal Spatial Development Framework (*mSDF*). The *mSDF* is regarded as a core component to the IDP, as noted in Section 26(e) of the MSA. The *mSDF* is regarded as a critical developmental tool as an enabler for development, hence the *mSDF* must be incorporated into the IDP to give expression to its developmental focal.

5. RECOMMENDATIONS

- (a) that the draft First Amendment of the Fourth Generation IDP (2017 –2022) of the Stellenbosch Municipality be tabled in terms of section 34(b) of the MSA read together with Regulations 3(1) – (6) of the Local Government: Municipal Planning and Performance Management Regulations, 2001;
- (b) that the draft First Amendment of the Fourth Generation IDP (2017 –2022) be released for public comment;
- (c) that the period of 21 days shall commence from the date of the Council resolution;
- (d) that an advertisement be placed on the official website of the Municipality, municipal notice boards and in the local newspapers notifying the public that the draft First Amendment of the Fourth Generation IDP 2017 – 2022 is open for public inputs and comments during August 2019; and

-
- (e) that the draft First Amendment of the Fourth Generation IDP 2017 – 2022 be submitted to the Department of Local Government, Provincial Treasury, National Treasury and the Cape Winelands District Municipality.

6. DISCUSSION

6.1 Background

The Process Plan to amend the Fourth Generation IDP 2017 – 2022 was submitted to Council on 12 June 2019. The Process Plan to amend the Fourth Generation IDP 2017 – 2022 was advertised and distributed to all ward offices and Municipal buildings.

The purpose of the First Amendment of the Fourth Generation IDP 2017 – 2022 was to incorporate changes made to the *mSDF* Chapter only. The *mSDF* will be submitted to Council under a separate item. Hence the purpose of this item is to give effect to Section 34 of the MSA and Regulations 3(1) – (6) of the Local Government: Municipal Planning and Performance Management Regulations. Said regulations require that Council should approve the proposed amendment/s in accordance with the required process. The proposed amendment/s will only be in effect should all the members of Council receives reasonable notice thereof. In this instance, notice of the amendment process served before Council on 12 June 2019.

The regulations further require that Council should allow the community a period of 21 days for input into the proposed amendment/s. A further requirement is that the Cape Winelands District Municipality should also be consulted on the proposed amendment/s.

The amendment process is exhausted after the 21 day period after which Council may approve the First Amendment of the Fourth Generation IDP 2017 – 2022. Hence, in terms of the process plan submitted to Council on 12 June 2019, the draft First Amendment of the Fourth Generation IDP 2017 – 2022 is herewith submitted to Council for consideration and approval to be released for public comment.

6.2 Financial Implications

There are no financial implications beyond that which was approved in the 2019/20 MTRF Budget.

6.3 Legal Implications

In terms of Section 26(e) of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA), which states that *“an integrated development plan must reflect- ...a spatial development framework which must include the provision of basic guidelines for a land use management system for the municipality...”*

Furthermore, Section 34 of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA) prescribes that the Municipal Council:–

“(b) may amend its integrated development plan in accordance with a prescribed process.

The process referred to in Section 34(b) of the MSA are further regulated by Regulations 3(1) – (6) of the Local Government: Municipal Planning and Performance Management Regulations, 2001, which reads as follows:

-
- 3 (1) Only a member or committee of a municipal council may introduce a proposal for amending the municipality's integrated development plan in the council.
- (2) Any proposal for amending a municipality's integrated development plan must be-
- (a) accompanied by a memorandum setting out the reasons for the proposal; and
 - (b) aligned with the framework adopted in terms of section 27 of the Act.
- (3) An amendment to a municipality's integrated development plan is adopted by a decision taken by a municipal council in accordance with the rules and orders of the council.
- (4) No amendment to a municipality's integrated development plan may be adopted by the municipal council unless-
- (a) all the members of the council have been given reasonable notice;
 - (b) the proposed amendment has been published for public comment for a period of at least 21 days in a manner that allows the public an opportunity to make representations with regard to the proposed amendment;
 - (c) the municipality, if it is a district municipality, has complied with sub-regulation (5); and
 - (d) the municipality, if it is a local municipality, has complied with sub-regulation (6).
- (5) A district municipality that considers an amendment to its integrated development plan must-
- (a) consult all the local municipalities in the area of the district municipality on the proposed amendment; and
 - (b) take all comments submitted to it by the local municipalities in that area into account before it takes a final decision on the proposed amendment.
- (6) A local municipality that considers an amendment to its integrated development plan must-
- (a) consult the district municipality in whose area it falls on the proposed amendment; and
 - (b) take all comments submitted to it by the district municipality into account before it takes a final decision on the proposed amendment.

6.4 Staff Implications

This report has no staff implications to the Municipality.

6.5 Risk Implication

None

6.6 Comments from Senior Management(i) Director: Community and Protection Services

None

(ii) Chief Financial Officer

Support

(iii) Director: Infrastructure Services

Support

(iv) Director: Corporate Services

None

(v) Director: Planning and Economic Development

Agree with the recommendations.

(vi) Comments from the Municipal Manager

Agree with the recommendations.

ANNEXURES

Annexure A: Draft First Amendment of the Fourth Generation IDP 2017 – 2022

FOR FURTHER DETAILS CONTACT:

NAME	Shireen De Visser
POSITION	Senior Manager: Governance
DIRECTORATE	Municipal Manager
CONTACT NUMBERS	021 808 8035
E-MAIL ADDRESS	shireen.devisser@ Stellenbosch.gov.za
REPORT DATE	29 July 2019

ANNEXURE A

FOURTH GENERATION Integrated Development Plan

*(As prescribed by Section 34
of the Local Government:
Municipal Systems Act 32 of
2000)*

IDP 2017-2022

2nd Review

May 2019





Integrated Development Plan for 2017-2022

Compiled in terms of the Local Government:

Municipal Systems Act, 2000 (Act 32 of 2000)

Adopted by the Municipal Council on May 2017. IDP 1st Revision adopted in Council on 28 May 2018.

The Integrated Development Plan is the Municipality's principal five year strategic plan that deals with the most critical development needs of the municipal area (external focus) as well as the most critical governance needs of the organisation (internal focus).



The Integrated Development Plan–

- is adopted by the council within one year after a municipal election and remains in force for the
- council's elected term (a period of five years);
- is drafted and reviewed annually in consultation with the local community as well as interested organs of state and other role players;
- guides and informs all planning and development, and all decisions with regard to planning, management and development;

- forms the framework and basis for the municipality's medium term expenditure framework, annual
- budgets and performance management system; and
- seeks to promote integration by balancing the economic, ecological and social pillars of sustainability
- without compromising the institutional capacity required in the implementation, and by coordinating
- actions across sectors and spheres of government.

Table of Contents

Table of Figures.....	5
Foreword by the Executive Mayor	8
Overview by the Municipal Manager	10
List of Acronyms.....	11
CHAPTER 1: Introduction.....	13
CHAPTER 2: Governance and Institutional Arrangements	19
CHAPTER 3: State of the Greater Stellenbosch Area	34
CHAPTER 4: Spatial Development Framework.....	59
CHAPTER 5: Strategic Policy Context	91
CHAPTER 6: Public Expression of Needs (Community Participation)	120
CHAPTER 7: Legacy Projects & Service Delivery Implementation Plans	154
CHAPTER 8: Financial Plan.....	228
CHAPTER 9: Implementation, Monitoring and Review – five years.....	250
CHAPTER 10: Implementation, Monitoring and Review – one year.....	273

List of Tables

Table 1: Preparation for the First Review of the Fourth Generation IDP	17
Table 2: Preparation for the Second Review of the Fourth Generation IDP	18
Table 3: Council Political Representation.....	19
Table 4: Ward Councillors and Proportional Councillors.....	19
Table 5: Executive Mayor and Mayoral Committee (MayCo)	21
Table 6: The Administration.....	24
Table 7: Risk and IDP Alignment.....	26
Table 8: Members of the Audit Committee	28
Table 9: Key Partnerships.....	30
Table 10: Age Cohorts and Dependency Ratio	38
Table 11: Access to Services.....	39
Table 12: Early Childhood Development – attendance levels.....	39
Table 13: Health care facilities	43
Table 14: HIV/AIDS Management.....	43
Table 15: Preventable Death's.....	44
Table 16: Maternal Mortality Rate	45
Table 17: Safety and Security Statistics	46
Table 18: Cape Winelands District GDP contribution and average growth rates per municipal area, 2012 – 2017.....	47
Table 19: Stellenbosch GDP performance per sector	48
Table 20: Cape Winelands District employment growth, 2012 – 2017	49
Table 21: Stellenbosch employment growth	50
Table 22: Unemployment Rates – Comparison	51
Table 23: Labour Force Skills	51
Table 24: SMME's registered on municipal databases, 2018	52



Table 25: Indigent Households – 2014 to 2017	56
Table 26: SPLUMA and Development Principles.....	61
Table 27: PSDF Spatial Agenda.....	63
Table 28: Spatial Challenges	68
Table 29: IDP strategic focus areas and the SDF.....	69
Table 30: Specific work guidelines.....	75
Table 31: CWDM Strategic Objectives	105
Table 32: Horizontal Alignment Matrix.....	107
Table 33: Strategy Unpacked.....	110
Table 34: Public Participation Engagement programme.....	121
Table 35: Ward Plan Review Meetings.....	122
Table 36: Public Participation Engagement	123
Table 37: Draft SDF/IDP/BUDGET Public Participation Meetings, April 2019	125
Table 38: Ward Priorities- Ward 1	127
Table 39: Ward Priorities- Ward 2.....	128
Table 40: Ward Priorities: Ward 3.....	128
Table 41: Ward Priorities: Ward 4.....	129
Table 42: Ward Priorities: Ward 5.....	130
Table 43: Ward Priorities: Ward 6.....	131
Table 44: Ward Priorities: Ward 7	132
Table 45: Ward Priorities: Ward 8.....	132
Table 46: Ward Priorities: Ward 9.....	133
Table 47: Ward Priorities: Ward 10.....	134
Table 48: Ward Priorities: Ward 11	135
Table 49: Ward Priorities: Ward 12.....	136
Table 50: Ward Priorities: Ward 13.....	137
Table 51: Ward Priorities: Ward 14.....	138
Table 52: Ward Priorities: Ward 15.....	139
Table 53: Ward Priorities: Ward 16.....	140
Table 54: Ward Priorities: Ward 17.....	141
Table 55: Ward Priorities: Ward 18.....	142
Table 56: Ward Priorities: Ward 19.....	143
Table 57: Ward Priorities: Ward 20.....	144
Table 58: Ward Priorities: Ward 21	145
Table 59: Ward Priorities: Ward 22.....	146
Table 60: Legacy Projects	155
Table 61: SPLUMA and Development Principles.....	161
Table 62: PSDF Spatial Agenda.....	162
Table 63: Spatial Challenges	164
Table 64: IDP strategic focus areas and the SDF.....	165
Table 65: The role and function of different settlements	166
Table 66: Different use of the Integrated Zoning Scheme.....	170
Table 67: Housing projects under construction - 2018/19	174
Table 68: Housing projects in the pipeline - in planning or construction phase 2019/20.....	174



Table 69: Water Losses July 2017 to June 2018	189
Table 70: Disaster Management Risk Assessment	201
Table 71: Risk reduction strategies.....	204
Table 72: On-going programmes	205
Table 73: Projects and funding requested	205
Table 74: STRATEGY 1: Ensure effective local business networking and sector consultation to improve the Municipality's responsiveness to local businesses, entrepreneurs and the economic environment.....	208
Table 75: STRATEGY 2: Establish a networking and mentoring system to ensure SMME development	208
Table 76: STRATEGY 3: Proactively identify opportunities for new investment and expansion.....	208
Table 77: STRATEGY 4: Create an enabling environment in the informal economy.....	209
Table 78: STRATEGY 5: Manage and develop tourism as one of the key economic sectors	210
Table 79: STRATEGY 6: Facilitate rural development and farmer support.....	210
Table 80: STRATEGY 7: Facilitate the participation of local and small businesses in the provision of municipal services	210
Table 81: STRATEGY 8: Facilitate income generating opportunities for the unemployed.....	211
Table 82: Youth related functions and current programmes.....	212
Table 83: Gender related functions and current programmes	213
Table 84: Children related functions and current programmes.....	213
Table 85: Elderly and disability programmes	213
Table 86: Clarifying the role of HRM&D vis-à-vis Manager and employees	219
Table 87: Key Strategies	220
Table 88: Relationship between sector plans	225
Table 89: Operating Budget estimates	229
Table 90: Capital budget estimates.....	230
Table 91: Management Arrangements.....	231
Table 92: Key strategies.....	233
Table 93: Capital Expenditure per Strategic Focus Area.....	233
Table 94: Operational Expenditure per Strategic Goal	235
Table 95: Operational Revenue per Strategic Goal.....	235
Table 96: Capital Budget 2019/20 – 2021/22	236
Table 97: National and Provincial Investment	248

Table of Figures

Figure 1: 5 Year Corporate Strategy	16
Figure 2: Executive Mayoral Committee.....	22
Figure 3: Municipal Management Team	23
Figure 4: Main duties of the ward committees	29
Figure 5: Partnering	29
Figure 6: Map of the Greater Stellenbosch WC024	37
Figure 7: Learner enrolment.....	40
Figure 8: Learner-Teacher Ratio.....	40
Figure 9: School drop-out Rates.....	41
Figure 10: Educational Facilities.....	42
Figure 11: Educational outcomes	42



Figure 12: Tuberculosis	44
Figure 13: Agri-Park Implementation.....	53
Figure 14: Human Development Index (HDI)	54
Figure 15: GDP per Capita – 2008 to 2017.....	55
Figure 16: Income Inequality – 2008 to 2017.....	55
Figure 17: Wi-Fi: Department of Economic Development and Tourism, 2016	57
Figure 18: The Provincial Spatial Development Framework.....	64
Figure 19: The diagram illustrates the GCM RSIF in plan form	65
Figure 20: Varied spatial and related sector documents prepared over the last ten years	67
Figure 21: The overarching concept is illustrated in figure below	72
Figure 22: Adam Tas Corridor	84
Figure 23: Executive Mayoral Committee.....	91
Figure 24: Overarching Strategy of Stellenbosch Municipality	91
Figure 25: The different investment needs of settlements.....	96
Figure 26: Sustainable Developmental Goals (SDG's).....	100
Figure 27: National Strategic Outcomes	102
Figure 28: An approach to change.....	103
Figure 29: Provincial Strategic Goals.....	104
Figure 30: Comparative Analysis of Community Attendance (year-on-year).....	124
Figure 31: Comparative Analysis of Community Attendance (year-on-year).....	126
Figure 32: IDP Focussed Group Themes, April 2019	149
Figure 33: Process for preparing an SDF	159
Figure 34: The Greater Cape Metro Regional Spatial Implementation Framework	163
Figure 35: The GCM RSIF in plan form	164
Figure 36: Components of a Zoning Scheme.....	170
Figure 37: Strategic Interventions reflected in the IDP.....	176
Figure 38: Water supply and accommodating growth	187
Figure 39: Stellenbosch Water Balance Sheet for 2016/17.	190
Figure 40: Stellenbosch Bulk Water savings	191
Figure 41: Unrestricted versus WDM growth in demand	192
Figure 42: Updated growth in demand: 20 year planning horizon	193
Figure 43: Updated growth in demand: 20 year planning horizon	194
Figure 44: Updated growth in demand: 20 year planning horizon.....	195
Figure 45: Life cycle of Disaster Management – the DRM continuum.....	199
Figure 46: Disaster Management organogram	200
Figure 47: 7 Global targets for Disaster Risk Management	203
Figure 48: Capital Expenditure per Strategic Goal	234



Contents - Revisions

Section	Changes Made During Annual Review
Foreword by the Executive Mayor	No changes made
Foreword by the Municipal Manager	No changes made
List of Acronyms	No changes made
Chapter 1: Introduction	No changes made
Chapter 2: Governance and Institutional Arrangements	Pictures updated of the CFO and Director: Community and Protection Services
Chapter 3: State of the Greater Stellenbosch Area	No changes made
Chapter 4: <u>Spatial Development Framework</u> <u>Strategic Policy Context</u>	New chapter included "Chapter 4: Spatial Development Framework"
Chapter 5: <u>Strategic Policy Context</u> <u>Public-Expression of Needs (Community Participation)</u>	Moved from chapter 4 to chapter 5
Chapter 6: <u>Public Expression of Needs (Community Participation)</u> <u>Legacy Projects & Service Delivery Implementation Plans</u>	Moved from chapter 5 to chapter 6
Chapter 7: <u>Legacy Projects & Service Delivery Implementation Plans</u> <u>Financial Plan</u>	Moved from chapter 6 to chapter 7
Chapter 8: <u>Financial Plan Implementation, Monitoring and Review (5 Years)</u>	Moved from chapter 7 to chapter 8
Chapter 9: <u>Implementation, Monitoring and Review (5 Years)</u> <u>Implementation, Monitoring and Review – Year 1</u>	Moved from chapter 8 to chapter 9
Chapter 10: <u>Implementation, Monitoring and Review – Year 1</u>	Moved from chapter 9 to chapter 10



Foreword by the Executive Mayor



Adv. Gesie van Deventer
Executive Mayor

This is our second review of our Fourth Generation Integrated Development Plan (IDP). The IDP forms the cornerstone of our planning process. The IDP is the business plan of the Municipality. It allows us, as Municipality, to continuously plan ahead, work and deliver the services we are responsible for, over the next five years. The IDP creates the framework within which the municipality will fulfil its mandate and apply its budget. It allows us to do short, medium and long term planning for our entire municipal area, and link these plans to projects implemented by the district, provincial and national governments.

The harsh economic climate remains an immense challenge, putting pressure on our residents as well as on us as a local government. We however continue to work hard to create as much as possible opportunities for our residents. This includes opportunities for secure and improved living conditions and infrastructure to support economic growth that in turn creates job opportunities.

We are beginning to see the fruits of our labour as some projects near completion and others enter follow-up phases. Our challenges however remain considerable and in the past year we have been confronted with small groups of community members destroying and delaying projects that will benefit thousands. This however will not stop us executing projects that our residents

have asked for and have expressed an urgent need for.

The needs of our community is the guiding principle for everything that we do. We have listened to them and their needs were translated into projects. This resulted in various projects geared towards service delivery improvement and the improvement of the lives of our residents. Some of the highlights include:

- ✦ The handing over of more than 700 title deeds since January 2018. This is part of a considerable backlog that I, in my capacity as Mayor, undertook to eliminate when I took office in 2016;
- ✦ The Pniel Electricity Network has been handed over from Drakenstein Municipality to Stellenbosch Municipality. This project holds incredible benefits and opportunities for the residents of Pniel;
- ✦ The successful management of the serious drought situation to date, with the rapid and efficient implementation of our water management plan;
- ✦ Installation of individual water meters for several municipal apartment blocks, and the continuous rollout of the project. This has resulted in each household only being responsible for their own water usage and not having to share the burden of irresponsible water usage by others;
- ✦ The Ida's Valley housing project, providing much needed GAP housing as well as subsidised housing opportunities, is being implemented;
- ✦ The Kayamandi CBD upgrades are well under way and the new taxi rank has been completed.
- ✦ The La Rochelle informal settlement and Mandela City informal settlement in Klapmuts is being upgraded. This includes the increase and installation of bulk basic services;
- ✦ A new satellite fire station was established in Klapmuts in order to provide more effective response times and improved services with regards to fire safety;
- ✦ A new multipurpose centre has been completed in Klapmuts and will give the community access to a range of services including municipal and social development services, reducing their need to travel to other towns to access these services;
- ✦ High mast lighting has been installed in strategic areas including Curry Street, Curry Street Park and at Steps to improve safety in these areas;
- ✦ Licence Plate Recognition technology has been deployed at strategic entrances, improving safety and assisting the police in apprehending wanted vehicles entering our area;
- ✦ A new Groendal Library was opened in Franschhoek. This is a state of the art green building, housing a visually impaired section, a first for the Municipal area;
- ✦ Waste Water Treatment Works in Stellenbosch has been upgraded. This upgrade provided the much needed additional capacity to the town's infrastructure and allows for increased development; and
- ✦ Various policies has been adopted including an Early Childhood Development Policy and Management



of Municipal Agricultural Land Policy, both a first for the Municipality. These policies provide important guidance on how council deal with these critical matters benefitting our community directly and indirectly.

As our communities change, their needs change and our strategies evolve. We remain committed to the continuous updating of our IDP and the accompanying budget, through extensive public participation, to make sure that the community expresses their needs and that we plan and address it accordingly. Hence our focus over the next five years will be guided by the needs expressed by our community and informed by our municipal strategy.

ADV. GESIE VAN DEVENTER
EXECUTIVE MAYOR

Overview by the Municipal Manager



Geraldine Mettler
Municipal Manager

Through the Integrated Development Plan (IDP) for the Stellenbosch Municipality we continuously aim to strengthen the integration of service delivery across the Municipality and ensure that the strategic intent is responsive to what our communities need. Stellenbosch is a unique town with superb characteristics which draws people from all walks of life. This rich character is exactly what we need to build on.

Stellenbosch has the special privilege of being recognised through the Integrated Urban Development Grant to ensure that urban regeneration and integrated urban development happens. This provides us collectively with great opportunity to grow and develop our urban centres to realise a spatial future of which we can all be proud of. I am therefore very proud of the administration for the review process undertaken for the Municipal Spatial Development Framework, which provides us with a single spatial strategy guiding spatial development from which to build.

Stellenbosch Municipality continues to face the problems of a secondary city which require smart solutions. These solutions can

only be achieved by taking hands and working together.

We have already initiated a number of initiatives towards achieving the Municipality's strategic focus areas across various parts of the Municipal area.

We have followed through on our commitment to take over the Pniel electricity supply, which was successfully launched in February 2019. This means that households will from now on receive electricity directly from the Municipality. We are doing our best to improve the faces of our towns through various upgrades in Stellenbosch Town, Klapmuts and Franschoek. We are also exploring alternative means of attending to beautification initiatives suitable to our current ecological challenges. Housing opportunities remains central to our developmental agenda. Simultaneously, it is also apparent that the need amongst our more vulnerable members is on the increase. It is for this reason that the Municipality initiated a coupon system, in partnership with various partners, to assist those most in need as a means to combat symptoms of extreme poverty.

In compiling the IDP review, hard work and long hours were put in to ensure that we interacted and consulted with as many of our residents as possible to ensure appropriate responsiveness to the unique challenges faced throughout the greater Stellenbosch area. Numerous public engagements were held across all wards in the Municipality and invaluable inputs were received through these interactions. This forms the backbone of the entire IDP process and through this we were able to ensure that our IDP objectives and targets remain relevant and attainable.

The IDP review provides us with a golden opportunity to revisit the progress made over the past year, revise our priorities going forward and recommit to our strategic objectives. It acts as a tool for us to ensure that we are on track to deliver better services and improve the quality of life for all citizens. Our aim must always be to create a just and equitable society for our communities and the IDP review plays a key role in ensuring that we reach this objective.

Together with the residents and stakeholders of the Stellenbosch Municipality, we can make our towns places of excellence and opportunity for all. Let us work together on this plan to leave a lasting legacy for future generations.

GERALDINE METTLER
MUNICIPAL MANAGER



List of Acronyms

Abbreviation	Description	Abbreviation	Description
AQMP	Air Quality Management Plan	GDP-R	Gross Domestic Product in Rand
CBD	Central Business District	GCM	Greater Cape Metro
CBO	Community Based Organisation	GVA-R	Gross Value-Added in Rand
CITP	Comprehensive Integrated Transport Plan	GGP	Gross Geographic Product
CRR	Capital Replacement Reserve	GIS	Geographic Information System
CoCT	City of Cape Town	GRAP	Generally-Recognised Accounting Practices
CSP	Community, Social and Personal Services	HDI	Human Development Index
CWDM	Cape Winelands District Municipality	HIV/AIDS	Human Immunodeficiency Virus/Acquired Immune Deficiency Syndrome
DBSA	Development Bank of South Africa	HR	Human Resources
DEADP	Department of Environmental Affairs and Development Planning	ISC	Integrated Steering Committee
DLG	Department Local Government	IDP	Integrated Development Plan
DTPW	Department of Transport and Public Works	IHS	Integrated Human Settlements
DGDS	District Growth and Development Strategy	IHSP	Integrated Human Settlement Plan
DCoG	Department of Cooperative Governance	IIC	Infrastructure Innovation Committee
du/ha	Dwelling units per hectare	IPC	Integrated Planning Committee
DWAF	Department of Water Affairs and Forestry (now Department of Water and Sanitation)	I-MAP	Implementation Plan
ECD	Early Childhood Development	IMATU	Independent Municipal Allied Trade Union
EDA	Economic Development Agency	IWMA	Integrated Waste Management Act
GDP	Gross Domestic Product	IMESA	Institute for Municipal Engineers South Africa ITP Integrated transport Plan
EPWP	Expanded Public Works Programme	PSTP	Provincial Sustainable Transport Program
FPSU	Farmer Production Support Unit	RAP	Rural Area Plan
KPA	Key Performance Area	RSIF	Regional Spatial Implementation Framework
KPI	Key Performance Indicator	SALGA	South African Local Government Association
LED	Local Economic Development	SAMWU	South African Municipal Workers Union
LGMTEC	Local Government MTEC	SANBI	South African National Biodiversity Institute
LHA	Lanquedoc Housing Association	SU	Stellenbosch University
LM	Local Municipality	SAPS	South African Police Service
LUMS	Land Use Management System	SDBIP	Service Delivery and Budget Implementation Plan
LUPA	Land Use Planning Act	SDF	Spatial Development Framework
MAYCO	Mayoral Committee	SITT	Stellenbosch Infrastructure Task Team
MDGs	Millennium Development Goals	SLA	Service Level Agreement
MEC	Member of the Executive Council	SMME	Small Medium & Micro Enterprises



Abbreviation	Description	Abbreviation	Description
MFMA	Municipal Financial Management Act (Act no. 56 of 2003)	SM	Stellenbosch Municipality
MOU	Memorandum of Understanding	SOP	Standard Operating Procedure
MSA	Municipal Systems Act (Act no. 32 of 2000)	SOE	State Owned Enterprises
MTREF	Medium-Term Revenue and Expenditure Framework	SPLUMA	Spatial Planning and Land Use Management Act
MTSF	Medium-Term Strategic Framework	UDS	Urban Development Strategy
MDG	Millennium Development Goal	US	University of Stellenbosch
IRDP	Integrated Residential Development Programme	UISP	Upgrading of Informal Settlements Programme
JPI	Joint Planning Initiative	NDP	National Development Plan
PMS	Performance Management System	NHDP	Neighbourhood Development Plan
PSDF	Provincial Spatial Development Framework	NGP	New Growth Path
FLISP	Finance Linked Individual Subsidy Programme	WSA	Water Service Authority
PMS	Performance Management System	WSDP	Water Services Development Plan
NMT	Non-motorised Transport	WIE	Waste to Energy
NPO	Non-Profit Organisation	WWTW	Waste Water Treatment Works
NSDP	National Spatial Development Perspective	DMA	Disaster Management Act (Act no. 57 of 2002)
PEA	Potentially Economically Active	DoRA	Division of Revenue Act
PGWC	Provincial Government of the Western Cape		
WESGRO	Western Cape Tourism, Trade and Investment Promotion Agency		
WCDSP	Western Cape Draft Strategic Plan		
WCG	Western Cape Government		
NGO	Non-Governmental Organisation		
WDM	Water Demand Management		



CHAPTER 1

Introduction

1.1 Integrated Development Planning

The Municipal Systems Act (MSA) 32 of 2000 mandates South African municipalities to formulate a five-year Integrated Development Plan (IDP) plan to inform the municipal budget and guide all development within the municipal area. The IDP is considered the Municipality's principal strategic plan that deals with the most critical development needs of the municipal area as well as the most critical governance needs of the organisation.

As the principal planning instrument that guides and informs the municipal budget, the planning process has to provide a forum for identifying, unpacking and resolving the real issues that face the residents of Stellenbosch. Clearly identifying these issues in consultation with communities, makes it possible for the Municipality to propose realistic and workable solutions that can be budgeted for, implemented and monitored in a controlled environment. These issues may be over-arching issues that affect the whole municipality or may only affect specific communities. It is therefore crucially important that the IDP be developed after the completion of a public participation process in which community stakeholders were thoroughly consulted. The plan is also developed in partnership with the provincial and national government.

At the heart of the IDP lies the improvement in the provision of basic municipal services and expanding livelihood opportunities for the people of the Stellenbosch Municipality. The IDP also focusses on expanding and transforming municipal capacity, enterprise development and crucially, exploring new ways of working and living together. This is especially relevant in an ever changing environment.

1.2 Review of the Integrated Development Plan

Section 34 of the Local Government: Municipal Systems Act 32 of 2000 prescribes that a municipality

- a) must review its integrated development plan-
 - (i) annually in accordance with an assessment of its performance measurements in terms of section 41; and
 - (ii) to the extent that changing circumstances so demand;
- b) may amend its IDP in accordance with a prescribed process.

The review process serves as an institutional learning process where stakeholders can meet to discuss the successes and frustrations of the previous year. It is not designed to interfere with the long-term strategic objectives of the municipality. The review process is a strategic process of ensure the institution remains in touch with their intentions, informed of the varying needs of residents and up to date with the changing environment within which it functions.

The Stellenbosch Municipality, in collaboration with all relevant stakeholders and following the completion of the IDP focused engagements during the past financial year, must now review its IDP.

This is the second IDP revision to occur since the adoption of the Fourth Generation IDP.



Importantly, this review does not seek to replace or rewrite the IDP that was adopted by Council on 31 May of 2017. The purpose of this review, as instructed by the MSA, is to examine the progresses made and assess the municipality's strategic objectives and targets as set out in the IDP.

The priorities and actions identified in this review of the IDP will seek to better inform the municipality's budget and streamline service delivery initiatives. This will ensure that the Stellenbosch Municipality remains on course to attain its strategic objectives.

The IDP review outlines:

- Introduction;
- Governance and Institutional Arrangements;
- State of the Greater Stellenbosch;
- The Strategic Policy Context;
- Public expression of need (public participation);
- Legacy Projects, Service Delivery and Implementation Plans;
- Financial planning;
- Details of the implementation, monitoring and review mechanisms (5 Years); and
- Details of the implementation, monitoring and review (one year).

1.3 Legal Status of the IDP and IDP review

In terms of Section 35(1) of the Municipal Systems Act No 32 of 2000 an IDP is adopted by the council of a municipality-

- (a) is the principal strategic planning instrument which guides and informs all planning and development, and all decisions with regard to planning, management and development, in the municipality;
- (b) binds the municipality in the exercise of its executive authority, except to the extent of any inconsistency between a municipality's integrated development plan and national or provincial legislation, in which case such legislation prevails; and
- (c) binds all other persons to the extent that those parts of the integrated development plan that impose duties or affect the rights of those persons have been passed as a by-law.

In terms of the core components of IDPs, Chapter 5 and Section 26 of the MSA indicate that:

An integrated development plan must reflect-

- (a) The municipal council's vision for the long term development of the municipality with special emphasis on the municipality's most critical development and internal transformation needs;
- (b) An assessment of the existing level of development in the municipality, which must include an identification of communities which do not have access to basic municipal services;
- (c) The council's development priorities and objectives for its elected term, including its local economic development aims and its internal transformation needs;
- (d) The council's development strategies which must be aligned with any national and provincial sectoral plans and planning requirements binding on the municipality in terms of legislation;
- (e) A spatial development framework which must include the provision of basic guidelines for a land-use management system for the municipality;
- (f) The council's operational strategies;
- (g) Applicable disaster management plans;
- (h) A financial plan, which must include a budget projection for at least the next three years; and
- (i) The key performance indicators and performance targets determined in terms of section 41.

The IDP is informed by a leadership agenda – as contained in national and provincial policy



documents – as well as the needs of local citizens and public, private and community organisations. It directs and is informed by different aspects of the municipality's work, including how the municipality is structured politically and administratively, the municipal budget, the sector plans and service delivery and budget implementation plans of different municipal services, and how the municipality manages its performance.

1.4 Relationship between the IDP, Budget, Performance Management and Risk Management

The IDP Process, together with the performance management process, should be seemingly integrated, where the IDP ensures that the planning stage for performance management occurs and performance management fulfills the implementation, monitoring and evaluation of the IDP process. This is prescribed according to the Performance Management Guide for Municipalities, DPLG, 2001.

The role of the Budget is to attach money to the objectives that are contained in the IDP and the Budget gets monitored through the SDBIP (Service Delivery Budget Implementation Plan). The IDP therefore provides strategic directions for the IDP, whereas the Budget should ensure the implementation of the IDP.

Risk Management is one of Management's core responsibilities according to section 62 of the Municipal Finance Management Act (MFMA) and is an integral part of the internal processes of a municipality. It is a systematic process to identify, evaluate and address risks on a continuous basis before such risks can impact negatively on the service delivery capacity of the Stellenbosch Municipality. When properly executed risk management provides reasonable assurance that the institution will be successful in achieving its goals and objectives.

1.5 The IDP and Ward Plans

The twenty two (22) ward plans, include:

- The profile of the ward, as well as the strengths, weaknesses, opportunities and threats facing the community;
- A consensus on priorities for the relevant ward(s);
- An implementation plan; and
- The capital budget available for the relevant ward(s), including the small capital budget.

Ward plans help to ensure that the IDP is more targeted and relevant to addressing the priorities of all groups, including the most vulnerable. These plans provide ward committees with a systematic planning and implementation tool to perform their roles and responsibilities. They form the basis for dialogue between the municipality and ward committees regarding the identification of priorities and budget requests and will also be used by ward committees for ongoing monitoring and evaluation throughout the year. The information is however on a detail level and not duplicated in the IDP, but a detailed Ward Plan is available on request.

1.6 The IDP Planning Process (five year cycle)

According to the Municipal Systems Act, every new council that comes into office after the local government elections has to prepare its own IDP that will guide them for the five years that they are in office. The IDP is therefore linked to the five year term of office of Councillors. This does, however, not restrict all proposals in the IDP to five years. The strategic goals that are part of the Municipality's strategy all have a longer than five year horizon, similar to the Spatial Development Framework (SDF) of the Municipality.

A clear distinction must also be made between the main IDP which is compiled every five years (or if a new council comes into power within the five year period and does not accept the previous council's IDP) and the annual review of the IDP. The annual review is not a replacement of the five year IDP and its purpose is not to interfere with the long-term strategic orientation of the Municipality. The annual review reflects and reports on progress made with respect to the five year strategy (and strategic goals) and proposes adjustments to the strategy if necessary because of changing internal and external circumstances that impact on the appropriateness of the IDP.

Figure 1: 5 Year Corporate Strategy



(The figure on the right reflects the five year process of the IDP.)

1.7 Roles and Responsibilities

1.7.1 Executive Mayor

In terms of the Municipal Systems Act and the Municipal Finance Management Act, the Executive Mayor must:

- ✿ Manage the drafting of the IDP;
- ✿ Assign responsibilities in this regard to the Municipal Manager;
- ✿ Submit the draft plan to the municipal council for adoption; and
- ✿ co-ordinate the annual revision of the IDP and determine how the IDP is to be taken into account or revised for the purposes of the Budget.

1.7.2 The Municipal Council

The Council is the ultimate decision-making authority. Decisions to approve or amend the Municipality's integrated development plan (IDP) may not be delegated and have to be taken by the full Council.

1.7.3 Proportional Councillors, Ward Councillors & Ward Committee Members (Ward Committees)

- ✿ Assist with public participation process;
- ✿ Assist the ward councillor (who is the chairperson) in identifying challenges and needs of residents;
- ✿ Provide a mechanism for discussion and negotiation between different stakeholders in the ward;
- ✿ Interact with other forums and organisations on matters affecting the ward;
- ✿ Draw up a ward plan that offers suggestions on how to improve service delivery in the particular ward;
- ✿ Disseminate information in the ward; and
- ✿ Monitor the implementation process concerning its area.

1.7.4 Municipal Manager and Management Team

- ✿ Provide technical/sector expertise and information;
- ✿ Provide inputs related to the various planning steps;
- ✿ Summarise/digest/process inputs from the participation process;
- ✿ Discuss/comment on inputs from specialists; and
- ✿ Address inputs from and give feedback to the community.



1.8 First Year Process Followed

The table below, reflects the preparation for the 2018/19 financial year to complete the first review of the Fourth Generation IDP 2017 - 2022.

Table 1: Preparation for the First Review of the Fourth Generation IDP

Date	Action(s)
July /August 2017	<ul style="list-style-type: none"> Approval of IDP/Budget/SDF Process Plan and Time Schedule. Provincial Government hosted a District Alignment Workshop on the Joint Planning Initiative (JPI's).
September – November 2017	<ul style="list-style-type: none"> Community engagement meetings were held in all 22 wards, explaining the processes to be followed for the next five years and the time schedule for the 2018/19 financial year for the first review of the Fourth Generation IDP. Feedback was provided on the implementation of priorities listed by the wards. The priorities in the basic needs assessment were presented and the communities were given time for additional inputs. Provincial IDP Manager's Forum hosted by Department Local Government. Sector engagement was held to determine the basic needs and collectively devise plans to address the needs.
December 2017 – February 2018	<ul style="list-style-type: none"> Compilation of Draft IDP document in collaboration with all Directorates. Administration prepared the Draft IDP in finalising the chapters of the document. Administration prepared the Draft Budget. Administration prepared the draft high-level SDBIP. Ward plan update meetings were held in all 22 wards with the respective ward committees and Ward Councillors. Provincial LGMTEC held to agree on Joint Planning Initiatives to support the Fourth Generation IDP. Various thematic sector engagements held to determine the needs in WC024 and exploring potential partnerships in addressing the needs.
March – April 2018	<ul style="list-style-type: none"> MayCo and Council considered the draft IDP and Budget. IDP/Budget/SDF public meetings held in 22 wards within WCO24 (Cluster meetings) Closing date for submission on draft IDP, Budget & SDF (30 April 2017) Inputs received from the IDP/Budget/SDF meetings - collated and distributed to the Directorates for inputs.
May – June 2018	<ul style="list-style-type: none"> Budget Steering Committee – to consider inputs received from IDP/Budget/SDF meetings. Consultation and refinement of IDP and Budget documents. Approval of Final IDP, Budget, SDF; Tariffs and Budget related policies. Submit approved IDP to Provincial Government. Approval of SDBIP by the Executive Mayor within 28 days after adoption of the IDP and Budget.



1.9 Second Year Process Followed

The table below reflects preparation for the 2019/20 financial year to complete the second review of the Fourth Generation IDP 2017 - 2022.

Table 2: Preparation for the Second Review of the Fourth Generation IDP

Date	Action(s)
July /August 2018	<ul style="list-style-type: none"> Approval of IDP/Budget/SDF Process Plan and Time Schedule.
September – November 2018	<ul style="list-style-type: none"> Community engagement meetings were held in all 22 wards, explaining the processes to be followed for the next five years and the time schedule for the 2019/20 financial year for the second review of the Fourth Generation IDP. Feedback was provided on the implementation of priorities listed by the wards. The priorities in the basic needs assessment were presented and the communities were given time for additional inputs. Ward plan update meetings were held in all 22 wards with the respective ward committees and Ward Councillors. Provincial IDP Manager's Forum hosted by Department Local Government.
December 2018 – February 2019	<ul style="list-style-type: none"> Compilation of Draft IDP document in collaboration with all Directorates. Administration prepared the Draft IDP in finalising the chapters of the document. Administration prepared the Draft Spatial Development Framework (SDF). Administration prepared the Draft Budget. Administration prepared the draft high-level SDBIP. Provincial LGMTEC held to agree on Joint Planning Initiatives to support the Fourth Generation IDP. Various thematic sector engagements held to determine the needs in WCO24 and exploring potential partnerships in addressing the needs. Capital Planning Forum sessions held to determine capital needs for capturing the IDP and Medium Term Revenue and Expenditure Framework (MTREF) Budget.
March – April 2019	<ul style="list-style-type: none"> MayCo and Council considered the draft IDP and Budget. SDF/IDP/BUDGET public meetings held in 22 wards within WCO24. Various thematic sector engagements will be held to determine the needs in WCO24 and exploring potential partnerships in addressing the needs. Closing date for submission on draft IDP, Budget & SDF (30 April 2019). Inputs received from the SDF/IDP/BUDGET meetings - collated and distributed to the Directorates for inputs.
May – June 2019	<ul style="list-style-type: none"> MayCo and Council considered the draft IDP and Budget. SDF/IDP/BUDGET public meetings held in 22 wards within WCO24. Various thematic sector engagements will be held to determine the needs in WCO24 and explore potential partnerships in addressing the needs. Closing date for submission on draft IDP, Budget & SDF (30 April 2019). Inputs received from the SDF/IDP/BUDGET meetings - collated and distributed to the Directorates for inputs.



CHAPTER 2

Governance and Institutional Arrangements

2.1 Roles and Responsibilities

Section 53 of the Municipal Systems Act (Act 32 of 2000) stipulates inter alia that the respective roles and areas of responsibility of each political structure and political office bearer of the municipality and of the Municipal Manager must be defined.

2.1.1 Municipal Council

The Council performs both legislative and executive functions. It focuses on legislative, oversight and participatory roles, and has delegated its executive function to the Executive Mayor and the Mayoral Committee. Its primary role is to debate issues publicly as well as facilitating political debate and discussions. Apart from their functions as policy makers, Councillors are also actively involved with community work and in the various social programmes in the municipal area.

Stellenbosch Municipality is represented by 43 councillors (of which one is currently vacant), of whom 22 were elected directly as ward councillors. The rest of the councillors were elected on the basis of the proportion of votes cast for the different political parties. The political composition of the Council is as follows:

Table 3: Council Political Representation

Political Party	Number of Councillors
DA (Democratic Alliance)	30
ANC (African National Congress)	8
EFF (Economic Freedom Fighters)	2
PDM (People's Democratic Movement)	1
ACDP (African Christian Democratic Party)	1
DNCA (Democratic New Civic Association)	1
Total	43

Below is a table that categorised the Councillors within their specific political parties and wards.

Table 4: Ward Councillors and Proportional Councillors

Name of Councillor	Capacity	Political Party	Ward Councillor & Proportional (PR)
F Adams	Part-time	DNCA	PR
G Cele	Part-time	ACDP	PR
R Badenhorst	Part-time	DA	Ward Councillor: Ward 21
GN Bakubaku-Vos (Ms)	Part-time	ANC	PR
FT Bangani-Menziwa (Ms)	Part-time	ANC	Ward Councillor: Ward 13
PW Biscombe	Chief Whip	DA	Ward Councillor: Ward 17
PR Crawley (Ms)	MayCo Member	DA	PR
A Crombie (Ms)	Part-time	DA	Ward Councillor: Ward 20



Name of Councillor	Capacity	Political Party	Ward Councillor & Proportional (PR)
JN De Villiers	MayCo Member	DA	PR
Z Dalling (Ms)	Part-time	DA	Ward Councillor: Ward 9
R Du Toit (Ms)	Part-time	DA	Ward Councillor: Ward 10
A Florence	Part-time	DA	PR
AR Frazenburg	MayCo Member	DA	Ward Councillor: Ward 1
E Fredericks (Ms)	Part-time	DA	Ward Councillor: Ward 18
E Groenewald (Ms)	MayCo member	DA	Ward Councillor: Ward 22
LK Horsband (Ms)	Part-time	EFF	PR
J Hamilton	Part-time	DA	PR
A Hanekom	Part-time	DA	Ward Councillor: Ward 7
DA Hendrickse	Part-time	EFF	PR
JK Hendriks	Part-time	DA	Ward Councillor: Ward 19
N Jindela	Deputy Executive Mayor	DA	PR
M Johnson	Part-time	DA	Ward Councillor: Ward 4
DD Joubert	Part-time	DA	Ward Councillor: Ward 5
NS Louw	Part-time	DA	PR
N Mananga-Gugushe (Ms)	Part-time	ANC	Ward Councillor: Ward 12
C Manuel	Part-time	DA	Ward Councillor: Ward 3
LM Maseba	Part-time	ANC	PR
N Mcombring (Ms)	Part-time	DA	Ward Councillor: Ward 6
XL Mdemka (Ms)	MayCo Member	DA	PR
RS Nalumango (Ms)	Part-time	ANC	PR
N Olayi	Part-time	DA	PR
MD Oliphant	Part-time	ANC	PR
S Peters	MayCo Member	DA	PR
WC Petersen (Ms)	Speaker	DA	Ward Councillor: Ward 2
MM Pietersen	MayCo Member	DA	PR
WF Pietersen	MPAC Chairperson	PDM	PR
S Schäfer	Part-time	DA	PR
JP Serdyn (Ms)	Part-time	DA	Ward Councillor: Ward 11
N Sinkinya (Ms)	Part-time	ANC	Ward Councillor: Ward 15
P Sitshoti (Ms)	Part-time	ANC	Ward Councillor: Ward 14
Q Smit	MayCo member	DA	Ward Councillor: Ward 8
G Van Deventer (Adv)	Executive Mayor	DA	PR
E Vermeulen (Ms)	Part-time	DA	Ward Councillor: Ward 16

2.2 Executive Mayor and Mayoral Committee (MayCo)

The Executive Mayor of the Municipality, Adv. Gesie van Deventer, assisted by the Mayoral Committee, heads the executive arm of the Municipality. The Executive Mayor is at the centre of the system of governance, since executive powers are vested in her to manage the day-to-day affairs. This means that she has an overarching strategic and political responsibility. The key element of the executive model is that executive power is vested in the Executive Mayor, delegated by the Council, in addition to the powers assigned by legislation. Although accountable for the strategic direction and performance of the Municipality, the Executive Mayor operates in concert with the Mayoral Committee.

**Table 5: Executive Mayor and Mayoral Committee (MayCo)**

Name of member	Portfolio
Alderman G van Deventer	Executive Mayor
Cllr N Jindela	Deputy Executive Mayor, including Human Settlements
Cllr P Crawley	MayCo member: Financial Services
Cllr Q Smit	MayCo member: Infrastructure Services
Cllr J de Villiers	MayCo member: Community and Protection Services
Cllr A Frazenburg	MayCo member: Corporate Services
Cllr M Pietersen	MayCo member: Youth, Sports and Culture
Cllr S Peters	MayCo member: Rural Management and Tourism
Cllr E Groenewald	MayCo member: Planning and Economic Development
Cllr X Mdemka	MayCo member: Parks, Open Spaces and Environment

Figure 2: Executive Mayoral Committee

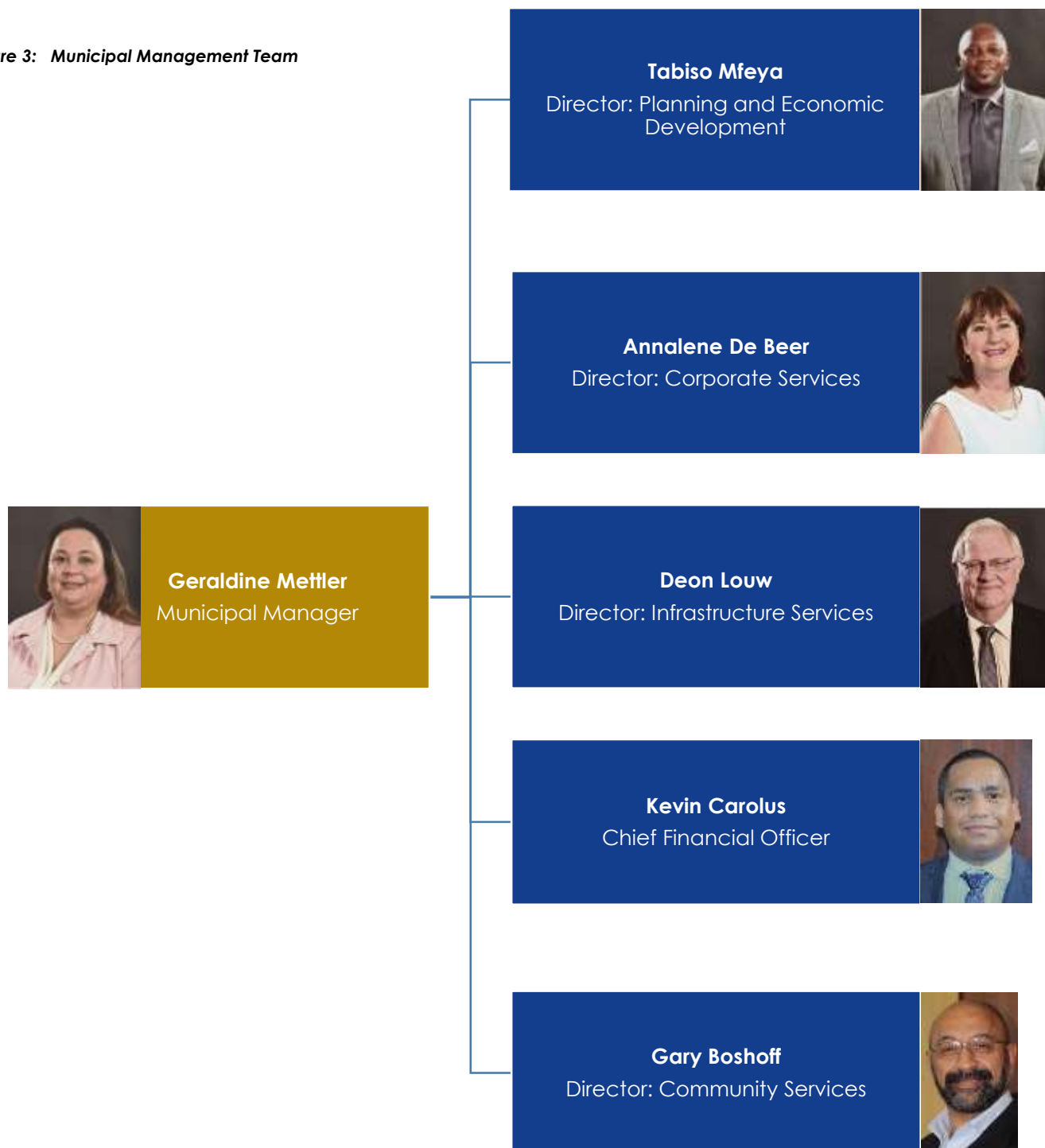




2.3 The Administration

The Municipal Manager is the Chief Accounting Officer of the Municipality. The Municipal Manager is the head of the administration, and primarily has to serve as chief custodian of service delivery and implementation of political priorities. The Municipal Manager is assisted by the Management Team that reports directly to the Municipal Manager.

Figure 3: Municipal Management Team





The structure of the Management Team is outlined in the table below:

Table 6: The Administration¹

Directorate/ Business Centre	Responsibilities	Name	Designation
Office of the Municipal Manager	Strategic Management, Internal Audit, Risk Management, Intergovernmental Relations	Geraldine Mettler	Municipal Manager
Financial Services	Revenue management, expenditure management; budget preparation and management, management of financial statements, supply chain management; asset management	Kevin Carolus	Chief Financial Officer
Corporate Services	Corporate Strategy And Policy Formulation and Management Knowledge Management, Human Resources and Information Technology, Integrated Development Planning, Performance Management, Communications, Inter-Governmental Relations, International Relations, Property management	Annalene de Beer	Director: Corporate Services
Infrastructure Services	Transport, roads and storm water; water services, electrical services, mechanical workshops, area cleaning, solid waste management, development and project management, drawing office	Deon Louw	Director: Infrastructure Services
Planning and Economic Development	Management and planning of heritage and environmental resources; spatial planning and land use management, stakeholder management, neighbourhood revitalisation, community development, local economic development and tourism, Housing, informal settlement upgrade and management, housing management	Tabiso Mfeya	Director: Planning and Economic Development
Community and Protection Services	Disaster management, social conflict management, fire services, traffic services, law enforcement, security services, land invasion, VIP Protection, By- law enforcement, safety/disaster control room, fleet management, libraries, cemeteries, sport and parks and recreation.	Gary Boshoff	Director: Community and Protection Services

¹ A revised organisational structure has been approved in Council on 27 February 2019.



The revised Micro-Organisational Structure was approved on 27 February 2019. The Municipality is currently in the final stages of the Placement Process which include:

- Office of the Municipal Manager;
- Financial Services;
- Planning and Economic Development;
- Infrastructure Services;
- Community and Protection Services; and
- Corporate Services.

The Human Settlements and Property Management Directorate has been split, with Human Settlements being absorbed into Planning and Economic Development and Property Management into Corporate Services.

2.4 Corporate Governance

Corporate Governance is the set of processes, practices, policies, laws and stakeholders affecting the way an institution is directed, administered and controlled. Corporate governance also encompasses the relationships among the many stakeholders involved and the goals for which the institution is governed.

2.5 Risk Management

Section 62 of the Municipal Finance Management Act (MFMA), No. 56 of 2003, states that the Accounting Officer should take all reasonable steps to ensure that the Municipality has and maintains effective, efficient and transparent systems of financial and **risk management** and internal control, as well as the effective, efficient and economical use of the resources of the Municipality.

The top 5 strategic risk identified include:

1. Scarcity of landfill space;
2. Increased community unrests in the run-up to the elections;
3. Growth in demand for housing exceeds the resources available for development;
4. Renewed electricity supply constraints; and
5. Financial Sustainability.



The Municipal risks have been aligned to the Integrated Development Plan through linkages to the Strategic Focus Areas. The following table depicts these linkages:

Table 7: Risk and IDP Alignment

Revised Strategic Risks						
Risk Item	Risk Description	Risk Background	Strategic Focus Areas	Impact Rating	Likelihood Ratings	Directorate
SR 1	Scarcity of landfill space	Unavailability of suitable land	Green and Sustainable Valley	4	4	Infrastructure Services
		Costs of SLA's and alternative waste disposal				
		Legislative requirements i.e EIA applications and approvals etc.				
SR 2	Increase community unrest in the run up to the elections.	Illegal invasions and landgrabs	Safe Valley	4	5	Municipal Manager/All Directorates
		Job creation/opportunities				
		Housing backlogs				
		Safety of ward Councillors				
SR 3	Growth in demand for housing exceeds the resources available for development and growing asset management constraints	Lack of bulk infrastructure	Dignified Living	4	5	Planning and Economic Development
		Lack of identified and suitable land, unrealistic eviction judgments				
		Aging infrastructure as a result of poor maintenance of existing infrastructure				
		Insufficient resources for new infrastructure				
SR 4	Electricity Supply Constraints	Recurrence of load-shedding	Valley of Possibility	4	5	Infrastructure Services, Community Protection Services, Financial Services
		Possible further constraints to Eskom electricity supply				
SR 5	Financial Sustainability	Debt management	Good governance and Compliance, Green and Sustainable Valley	5	4	Financial Services
		Cash-flow				
		Changes patterns in revenue				
SR 6	Loss of credibility and reputation due to perceived fraud and corruption	Abuse of legislation.	Good Governance and Compliance	4	5	All Directorates
		Reputational risk and credibility				
		Incorrect media statements and role of social media in incorrect negative reports etc.				
SR 7	Material Misstatements in the AFS	System errors	Good Governance and Compliance	5	3	Financial Services
		Transactions and events not recognised as they occur and accordingly nor recorded in the financial period it occurred				
SR 8	Urbanisation and growth	Comprehensive understanding of the developmental needs in the greater Stellenbosch area housing pipeline;	Valley of Possibility	4	3	Infrastructure Services
		Rapid and continued urbanisation				
		Changes in the needs of the community; master plans; housing pipeline				
		IDP and SDF alignment				
SR 9	Losing the historic status of Stellenbosch w.r.t environment (trees, biodiversity, buildings, rivers, etc.)	Keeping the balance - development and the historic status	Dignified Living; Valley of Possibility; Green & Sustainable Valley	4	3	All Directorates
		Occurrence of natural disasters				



Revised Strategic Risks						
Risk Item	Risk Description	Risk Background	Strategic Focus Areas	Impact Rating	Likelihood Ratings	Directorate
Revised Operational Risks						
OR 1	Lack of integrated Information and Communication Technology	Disparate systems	Good Governance and Compliance	4	3	All Directorates
OR 2	Water Scarcity	Limited sustainable water sources	Dignified Living; Valley of possibility; Green & Sustainable Valley	5	2	Infrastructure Services
		Growing population with increase in demand				
		Pollution of sources				
OR 3	Insufficient burial space in the greater Stellenbosch	Planning and funding	Dignified Living	2	5	Infrastructure Services
		Land availability				
OR 5	Timeous Capital Spending	Steady increase in budget allocation	Good Governance and Compliance	5	2	Financial Services
		Growing population and demand for services				
		Demand Management				
Revised Emerging Risks						
ER 1	Climate Change	Changing weather patterns	Green and Sustainable Valley; Safe Valley	4	3	Office of the Municipal Manager; Community and Protection Services
		Unpredictable rainfall/flash floods				
		Natural disasters e.g. drought, fires (seasonal and other)				

2.6 Anti-Corruption and Anti-fraud

Section 83(c) of the MSA refers to the implementation of effective bidding structures to minimise the possibility of fraud and corruption. Section 115(1) of the MFMA states that the accounting officer must take reasonable steps to ensure that mechanisms and separation of duties in a supply chain management system are in place to minimise the likelihood of corruption and fraud.

Section 62 (1) of Municipal Finance Management Act, Act 56 of 20013, states the following “the accounting officer of a municipality is responsible for managing the financial administration of the municipality, and must for this purpose take all reasonable steps to ensure: –

- (a) That the resources of the municipality are used affectively, efficiently and economically;
- (b) That the full and proper records of the financial affairs are kept in accordance with any prescribed norms and standards;
- (c) That the municipality has and maintains effective, efficient and transparent systems –
 - (i) Of financial and risk management and internal control;
 - (ii) Of internal audit operating in accordance with any prescribed norms and standards;
- (d) That unauthorised, irregular or fruitless and wasteful expenditure and other losses are prevented; and
- (e) That disciplinary or, when appropriate, criminal proceedings are instituted against any official of the municipality who has allegedly committed an act of financial or an offence in terms of Chapter 15.”



2.7 Audit Committee

The Municipal Audit Committee (refer to Table 8 for members of the Audit Committee), appointed in terms of Section 166 of the MFMA, has also been appointed as the Performance Audit Committee. Section 166(2) of the MFMA states that an audit committee is an independent advisory body that must:

- (a) advise the municipal council, the political office-bearers, the accounting officer and the management staff of the municipality, on matters relating to: –
- internal financial control and internal audit;
 - risk management;
 - accounting policies;
 - the adequacy, reliability and accuracy of financial reporting information;
 - performance management;
 - effective governance;
 - compliance with this Act, the annual Division of Revenue Act and any other applicable legislation; and
 - performance evaluation; and any other issues referred to it by the municipality.

Table 8: Members of the Audit Committee

Name of representative	Capacity
Dr NL. Mortimer (Mr)	Interim Chairperson
J. Fairbairn (Mr)	Member
V. Botto (Mr)	Member
T. Lesihla (Mr)	Member



2.8 Ward Committees

Stellenbosch Municipality has a Ward Committee system in place, which plays a crucial role in achieving the aims of local governance and democracy, as mentioned in the Constitution of 1996. A ward committee is independent from council and not politically aligned. The figure below depicts the main duties of the ward committees.

Figure 4: Main duties of the ward committees



2.9 Partnerships

In order to ensure effective service delivery, it is essential that high levels of cooperation exist between all three spheres of government. Effective inter-governmental relations (IGR) structures are especially important to the developmental role of municipalities. This role can only be fulfilled through the active involvement of all spheres of government in the setting of priorities, resource allocation and development planning.

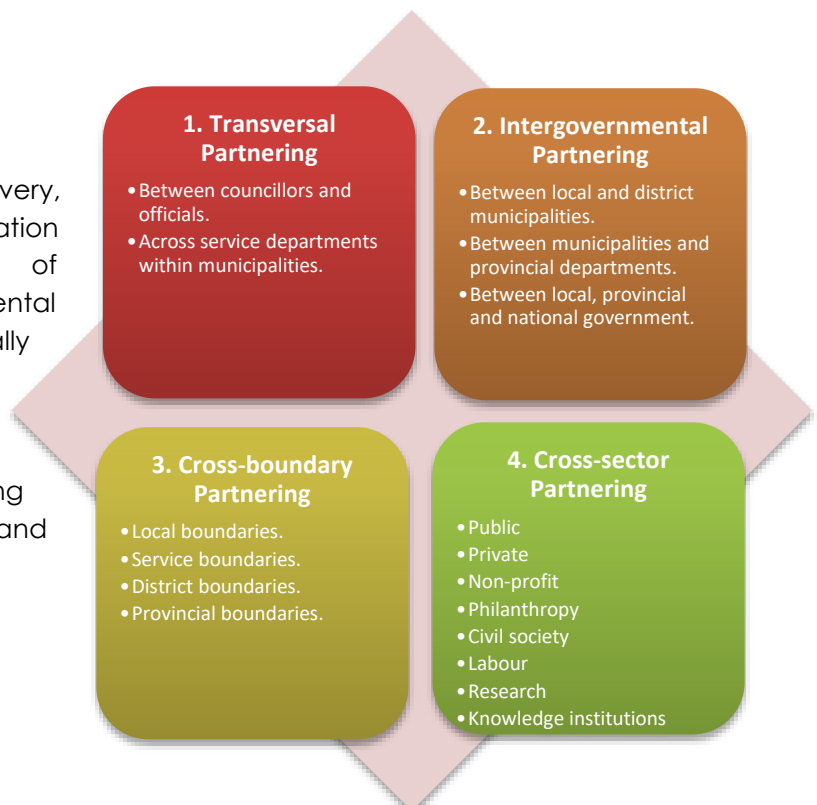


Figure 5: Partnering



The demonstration of the importance of partnerships for the Municipality is illustrated in the table below.

Table 9: Key Partnerships

Name of Partner/ Partnership	Purpose
@ Heart	The @heart partnership is a long standing relationship built on past experience with youth work and HCT testing from a municipal facility.
Arte Velden Hoge School in Gent	A partnership for the placement of practical students from Belgium (third year Social Work students). This only applies when they have students who indicate a willingness to come to Stellenbosch for practical training.
Barrier Improvement Programme	A partnership was formed to improve the quality of the storm water runoff from the Langrug Informal Settlement. The project entails the implementation of biomimicry, waste recycling and a Sustainable Urban Drainage lab.
Community Organisation Resource Centre	Partnerships Towards Informal Settlements Upgrading: CORC/ISN - Stellenbosch Municipal Partnership Objectives: <ul style="list-style-type: none"> • build an urban poor platform through a network of informal settlements and informal backyarders • invest in the social institutions of the poor in order to partake in development • Share knowledge among stakeholders around informal settlement upgrading strategies.
Community structures (Forums, ECD centres, religious fraternities, etc.)	Aim to promote and implement: <ul style="list-style-type: none"> • platforms to share knowledge; • disaster risk reduction initiatives; • community safety programmes; and • campaigns to promote safe resilient sustainable communities.
CSIR (Council of Scientific and Industrial Research)	A partnership aimed at multidisciplinary research and development by supporting innovation in Stellenbosch.
Department of Education	Aims to promote a culture of prevention, preparedness and resilience at all levels through knowledge, innovation and education.
Department Social Development, DCAS, Cape Winelands District Municipality	Joint implementation of programmes focusing on common issues within WC024.
Dilbeek Twin City Agreement	Dilbeek is a partnership with the Dilbeek Congregation in Belgium focussed on community and youth development. The partnership has recently changed their focus to include LED.
Disaster Management Advisory Forum	An advisory forum on all safety issues as well as remedial measures implemented to address and alleviate and/or minimise risks.
Executive Mayor/ Rector Forum	A partnership with the University of Stellenbosch to ensure aligned development planning and that the Municipality draws from the University's expertise and resources.
Fire fighter & Fire Officer Training assistance	To aid in the professional development of fire and emergency responders. Partnership between Stellenbosch Municipality and Provincial Government Western Cape (PGWC).
Fire Services Mutual aid agreement	To ensure that incidents are responded to in a coordinated manner, using existing infrastructure to its optimum effectiveness. Mutual agreement between Stellenbosch Municipality and Cape Winelands District Municipality.



Name of Partner/ Partnership	Purpose
Genius of Space	This initiative developed from, and forms part of the Western Cape 110% Green Initiative. The Biomimicry Genius of Space project is a registered flagship project of 110% Green. This initiative combines two priorities of the Western Cape Government – the Berg River and the Green Economy – to find an innovative solution to water pollution in the Berg River.
Green Cape	The Green Cape partnership represents cooperation with the Province's 110% green initiatives, focusing on alternative waste management initiatives and energy efficiency.
HearFlow	Helping people on fringes of society. Provide paper coupons which can be exchanged a stay at the night-shelter, a blanket or a meal.
ICLEI (International Council for Local Environmental Initiatives)	A partnership between the City of Cape Town, ECLEI and Stellenbosch Municipality to discuss developments in Transport, Waste and Electricity Generation, towards ensuring sustainability.
IMESA (Institute for Municipal Engineers South Africa)	A partnership with IMESA aimed at strengthening knowledge and capacity related to municipal infrastructure and service delivery.
Infrastructure Innovation Committee (IIC)	A partnership with the University and other stakeholders aimed at exploring sustainable and innovative infrastructure provision to meet the needs of the municipality and achieve future sustainability.
Integrated Development Committee (IDC)	A partnership with the University and other stakeholders aimed at exploring spatial and urban planning possibilities for Stellenbosch to meet the needs of the Municipality and University.
IPC (Integrated Planning Committee)	The Integrated Planning Committee is a working group between the City of Cape Town, Stellenbosch, Saldanha Bay, Overstrand, Theewaterskloof, and Drakenstein Municipality that discuss all transport related matters to effectively promote regional planning.
Landfill Monitoring Committee	A partnership with the Devon Valley residents, whereby residents monitor the Stellenbosch landfill site.
LTAB (Land Transport Advisory Board)	A partnership was formed between political leaders to discuss Land Transport related matters that affect transport in the area.
Memorandum of Cooperation between the Stellenbosch Municipality and Stellenbosch University (SU)	Cooperation in terms of closed circuit television in the interest of the security of the town and the campus with a view to a crime-free university town.
NMT (Non-motorised Transport) Working Group	A working group that discusses all Non-Motorised Transport matters in the Stellenbosch area. The group consists of NMT users, officials, representatives from the University and the disabled fraternity.
Provincial Disaster Management Centre, Cape Winelands District Municipal Disaster Management Centre	Aims to promote the development, implementation and maintenance of effective services within its area of jurisdiction.
Provincial Waste Management Officer's Forum	Quarterly Meetings (All designated Waste Management Officers of Western Cape engage with Provincial Government's Waste Management Department (D:EA&DP on issues relating to policy, best practice, etc.)



Name of Partner/ Partnership	Purpose
Ranyaka	Sustainable and integrated solutions to the challenges facing towns, neighbourhoods and communities. Activate communities to self-help. Community based data collection, analysis, planning and stakeholder mapping. Project pipeline development for coordination of public, private and NGO partners to achieve collective, sustainable impact. Identify community priorities. Measure improvement of communities against the Ranyaka Protocol.
Roads Safety Management	Assisting with schools and education, special projects, e.g. Learners license classes.
Safety Forum	An advisory forum to the Executive Mayor on all safety issues as well as remedial measures implemented to address and alleviate threats
SALGA Municipal Benchmarking Committee	A partnership aimed at improving efficiency and effectiveness through comparative process benchmarking, peer-to-peer operational knowledge sharing, and interactive performance improvements.
SCORE	Youth Sport Development at the Indoor Sport Centre, Franschoek.
Stellenbosch 360 Advisory Committee	A partnership with the umbrella tourism body for the Greater Stellenbosch area aimed at growing and sustaining the Municipality's tourism industry and broadening tourism-related benefits.
Stellenbosch Gotland Municipality Partnership	A partnership with Gotland municipality focusing on programmes in local economic development.
Stellenbosch Heritage Foundation	The initiative is aimed at providing support to the Municipality on the interactive website of the Heritage Foundation and to assist with the compilation of the heritage inventory.
Stellenbosch Infrastructure Task Team (SITT)	A partnership with the University of Stellenbosch and other stakeholders aimed at exploring sustainable infrastructure provision to meet the needs of the Municipality.
Stellenbosch Night Shelter	A partnership to enable appropriate management of the municipal night shelter.
Stellenbosch River Collaborative Steering Committee	A partnership was formed between various role-players to improve the water quality in the Eerste River catchment, with the focus being on the Plankenbrug river.
Transport Working Group	A Transport Working Group was established to discuss transport related matters that affects the Stellenbosch, including all relevant governmental institutions and other role-players.
University of Stellenbosch – Student Representative Council	A partnership with the University, whereby students provide: <ul style="list-style-type: none"> • relief aid (clothing, food) • placement of students to assist during incidents/disasters • awareness programmes
University of Stellenbosch – Department of Geography and Environmental Studies	A partnership with the University and other stakeholders focusing on strengthening community-based risk assessment capabilities in disaster prone areas.
University of Stellenbosch – Maties Sport: Community Interaction	A partnership striving for excellence in meeting the needs of the youth through innovative and sustainable programmes to disseminate information on risk avoidance, hazards and their effects and preventative activities.



Name of Partner/ Partnership	Purpose
Western Cape Department of Public Works , Roads and Transport	As part of the Provincial Sustainable Transport Programme (PSTP) the Western Cape Department of Public Works, Roads and Transport identified Stellenbosch as a priority Municipality for the development of a sustainable transport system. The emphasis will be the development of a public transport system and the development of infrastructure to improve non-motorised transport.
Western Cape Recycling Action Group Forum	Quarterly Meetings (Meetings involving private sector, industries and government in terms of waste minimisation initiatives).
WOF (Working on Fire)	A partnership aimed at promoting capacity building through various programmes which helps to develop social cohesion.
Youth Empowerment Action (YEA)	The YEA partnership is a long standing relationship built on past experience with youth work.



CHAPTER 3

State of the Greater Stellenbosch Area

Apart from formal settlement areas, the municipal area also includes a number of informal settlements. Stellenbosch town is the second oldest town in South Africa, dating back to 1679 when an island in the Eerste River was named Stellenbosch by the then Governor of the Cape, Simon van der Stel. The first farming activities in the area were started in that year. Today, the area has become primarily known for its extraordinary wines, fruit, world renowned cultural landscapes and exceptional scenic quality. The towns of Stellenbosch and Franschhoek are renowned for various architectural styles such as Dutch, Georgian and Victorian, which reflect their rich heritage and traditions, but also the divisions of the past.


















The area houses excellent educational institutions, including the University of Stellenbosch, Boland College, sports and culinary institutions and a number of prestigious schools. It has a strong business sector, varying from major South African businesses and corporations, to smaller enterprises and home industries. The tourism industry alone is responsible for the creation of about 18 000 jobs in the area. The area's numerous wine farms and cellars are very popular and the area is the home of the very first wine route in South Africa.

A variety of sport facilities are available. Coetzenburg, with its athletics and rugby stadiums, has hosted star performances over many generations while the Danie Craven Stadium is the home of Maties rugby, the largest rugby club in the world. The municipal area has a number of theatres, which include the University's HB Thom Theatre, Spier Amphitheatre, Dorpstraat Theatre, Aan de Braak Theatre, and Oude Libertas Amphitheatre – well-known for its summer season of music, theatre and dance.

Limited municipal resources require an increase in multi-sectoral partnerships to address the broad spectrum of needs in the community. The Municipality cannot address the challenges of Stellenbosch on its own, not only because of limited resources, but also because it does not control all the variables impacting on development and management in the town. Welfare and community organisations play a leading role in assisting to meet the needs of previously neglected communities. The business sector also play a key role in shaping the economic development of the Municipal area.



3.1 Stellenbosch Municipal Area at a Glance

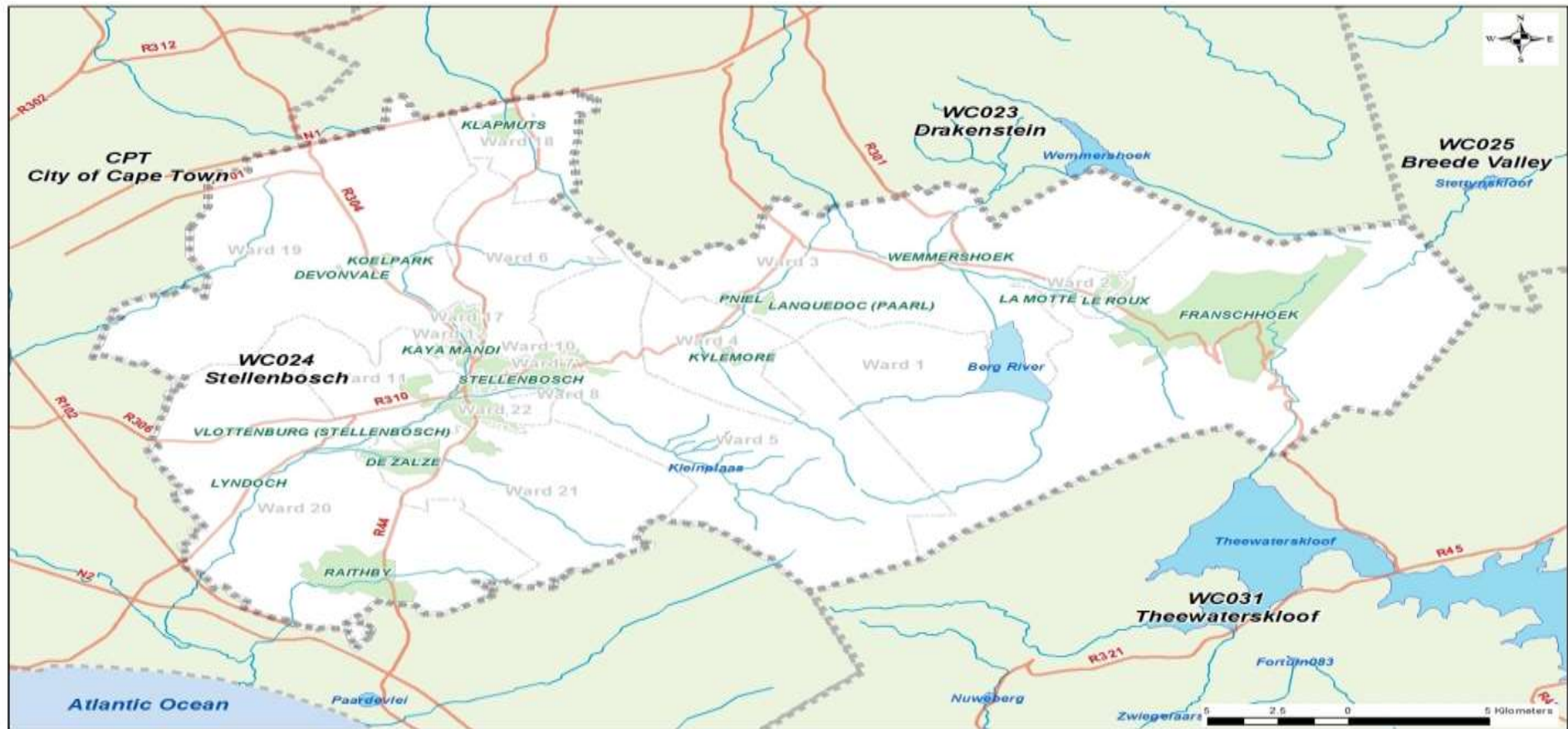
Demographics		Population Estimates		
	Population	176 523		Households
				52 374
Education		2016	Poverty	
	Matric Pass Rate	86.9%		Gini-Coefficient
	Learner-Teacher Ratio	32.4%		0.62
	Gr 12 Drop-out Rate	23.0%		Human Development Index
				0.72
Health		2016		
	Primary Health Care Facilities	Immunisation Rate	Maternal Mortality Ratio (per 100 000 live births)	Teenage Pregnancies – Delivery rate to women U/18
	14	85.6%	0.0	4.5%
Safety & Security		% Change between 2016 & 2017 in # of reported cases/100 000		
	Residential Burglaries	DUI	Drug-related Crimes	Murder
	2.4%	35.0%	7.7%	-16.7%
				-2.8%
Access to Basic Service Delivery		% HHs with access to basic services, 2016		
Water	Refuse Removal	Electricity	Sanitation	Housing
98.5% 	71.0% 	90.9% 	98.1% 	65.1% 
Road Safety		Labour		Socio-economic Risks
Fatal Crashes	Unemployment	Risk 1	Landfill Space	
Road User Fatalities	11.9% 	Risk 2	Community Unrest	
41 		Risk 3	Demand for Housing	
Finance, insurance, real estate and business services		Wholesale and retail trade, catering and accommodation		Manufacturing
	21.6%		20.2%	
				17.0%



3.2 Location

The figure below illustrates the Greater Stellenbosch in relation to neighbouring municipalities, within the Western Cape. Stellenbosch Municipality is located in the heart of the Cape Winelands.

Figure 6: Map of the Greater Stellenbosch WC024





Stellenbosch is situated about 50 km from Cape Town and is flanked by the N1 and N2 main routes. The municipal area covers roughly 900 km². According to population growth estimates, of the Community Survey the population figures for Stellenbosch for 2016 indicates a number of 176 523 people and 52 374 households. The Municipality's area of jurisdiction includes the town of Stellenbosch and stretches past Jamestown to Raithby in the South, Bottelary, Koelenhof, and Klapmuts to the North, and over the Helshoogte Pass to Pniel, Kylemore, Groendal and Franschhoek in the East.

The following municipalities share their borders with Stellenbosch Municipality:

- ✿ The City of Cape Town (South);
- ✿ Drakenstein Municipality, Cape Winelands District (North);
- ✿ Breede Valley Municipality, (North-east); and
- ✿ Theewaterskloof Municipality, (South-west).

3.3 Socio-Economic Perspective

3.3.1 Population Growth

According to the Community Survey of 2016 the population of Stellenbosch Municipality was estimated at 176 523 in 2016, increasing by 11% from 155 728 persons in 2011 (Census). According to the Department of Social Development's 2018 projections, Stellenbosch has a population of 186 730, rendering it the second largest municipal population within the Cape Winelands District. This total is estimated to increase to 213 329 by 2024 which equates to average annual growth of a 2.2 per cent growth over this period. The estimated population growth rate of Stellenbosch is therefore slightly below the estimated population growth of the Cape Winelands of 2.4%. The number of households increased from 43 417 in 2011 (Census) to 52 274 in 2016 (Community Survey).

The below table depicts Stellenbosch Municipal area's population composition per **age cohorts**. These groupings are also expressed as a dependency ratio which in turn indicates the number of children and seniors dependent on the age groups that are economically active (age 15 - 65). A higher dependency ratio means greater pressure on a smaller productive population and higher pressure on social systems.

Table 10: Age Cohorts and Dependency Ratio

Year	Children: 0 – 14 Years	Working Age: 15 – 65 Years	Aged: 65 +	Dependency Ratio
2011	35 544	112 533	7 652	38.4
2019	43 478	133 357	14 376	43.4
2024	47 132	148 159	18 037	44.0

Source: Western Cape, Socio-Economic Profile 2018

A comparison between the 2011 and 2019 estimate shows an increase in the dependency ratio from a relatively low 38.4 in 2011 to 43.4 in 2019; this is projected to increase further to 44.0 in 2024. This is mainly attributed to a rise in the aged population.

3.3.2 Access to Services and Housing

Since no new household survey information is available (compared to SEPLG 2017), this section highlights housing and household services access levels from the most recent available information from Statistics South Africa's Community Survey 2016. The next household survey which includes municipal level access to household services will be the Census in 2021.

The table below indicates access to housing and services in the Stellenbosch Municipal area. With a total of 52 374 households, only 65.1% have access to formal housing.



Table 11: Access to Services

Community Survey 2016	Stellenbosch	Cape Winelands District
Total number of households	52 374	236 006
Formal main dwelling	34 071	191 077
	65,1%	81,0%
Water (piped inside dwelling/ within 200m)	51 581	232 605
	98,5%	98,6%
Electricity (primary source of lighting)	51 386	228 650
	98,1%	96,9%
Sanitation (flush/chemical toilet)	47 594	218 483
	90,9%	92,6%
Refuse removal (at least weekly)	37 207	192 974
	71,0%	81,8%

Source: Western Cape, Socio-Economic Profile 2018

Access to water, electricity and sanitation services were however significantly higher at 98.5%, 98.1% and 90.9% respectively while household access to refuse removal services was at 71.0%. With the exception of refuse removal service, these figures are on par or above that of the Cape Winelands District Municipality.

3.3.3 Education

Education and training improves access to employment opportunities and helps to sustain and accelerate overall development. Quality Education is the 4th Sustainable Development Goal, whilst the National Development Plan (NDP) emphasises the link between education and employment as well as the significant contribution it makes to the development of the capabilities and wellbeing of the population.

Early childhood development (ECD) is one of the priority areas of the South African government and remains a critical policy issue that the Department of Education aims to address. Early years in life are critical for acquisition of perception motor skills required for reading, writing and numeracy in later years.

Table 12: Early Childhood Development – attendance levels

Early Childhood Development (ECD)		
Ages	Stellenbosch	
1	Attending	26.4%
	Not Attending	73.6%
2	Attending	61.9%
	Not Attending	38.1%
3	Attending	72.9%
	Not Attending	27.1%
4	Attending	71.9%
	Not Attending	28.1%
5	Attending	50.6%
	Not Attending	49.4%

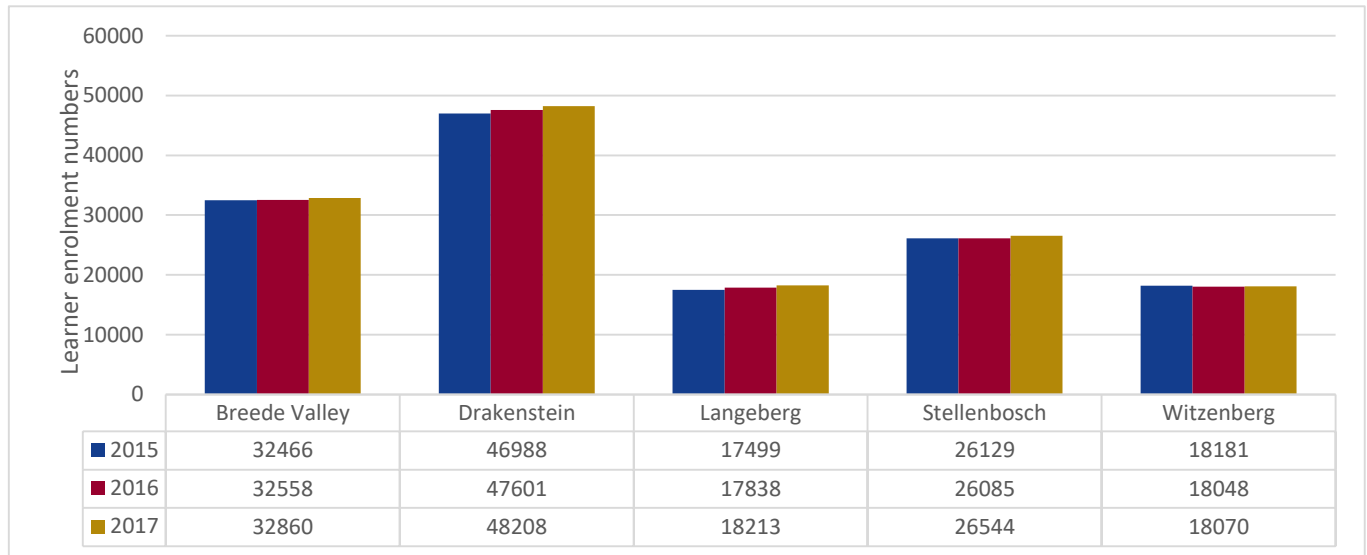
Source: Western Cape, Socio-Economic Profile 2018



Attendance of children between 1 and 2 years old at educational facilities fluctuates and is largely attributed to working parents in need of child care. Attendance between 3 and 5 years old shows a promising increase of attendance at early childhood facilities, with attendance of 73% for age group 3 and 72% for age group 4. The results for age group 5 is 51% and comparable to other local municipalities. A number of children within this age group still remain home with a parent or guardian.

Annual **learner enrolment** to schools remains steady between 2015 and 2017.

Figure 7: Learner enrolment

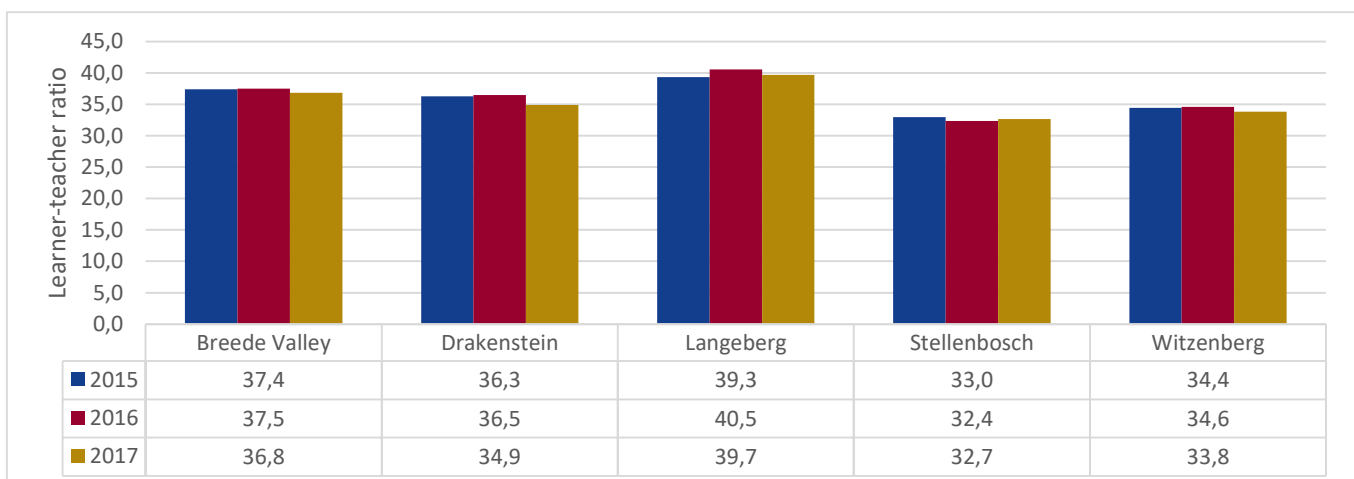


Source: Western Cape, Socio-Economic Profile 2018

Learner enrolment in Stellenbosch dropped marginally from 26 129 in 2015 to 26 085 in 2016, with a slight increase to 26 544 learners in 2017.

Changes in the **learner-teacher ratio** can affect learner performance. The learner-teacher ratio in the Stellenbosch Municipal area decreased from 33.0 in 2015 to 32.4 in 2016 recovering to 32.7 in 2017.

Figure 8: Learner-Teacher Ratio



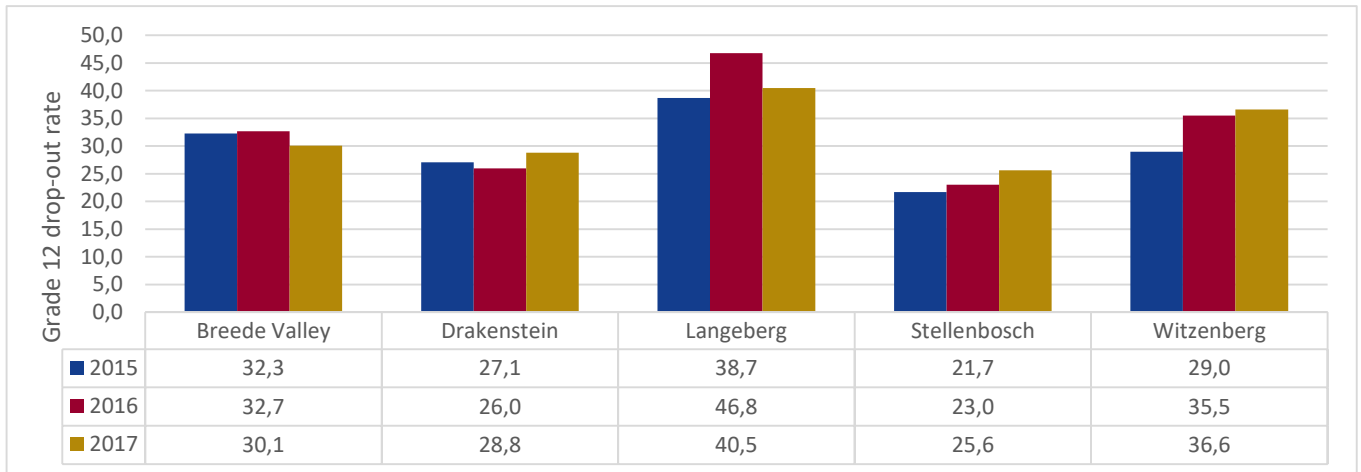
Source: Western Cape, Socio-Economic Profile 2018



Stellenbosch has the lowest learner-teacher ratio in the District, which bodes well for educational outcomes.

The school **drop-out rates** for learners within Stellenbosch Municipal area increased from a low 21.7% in 2015 to 23.0% in 2016, increasing further to 25.6% in 2017.

Figure 9: School drop-out Rates



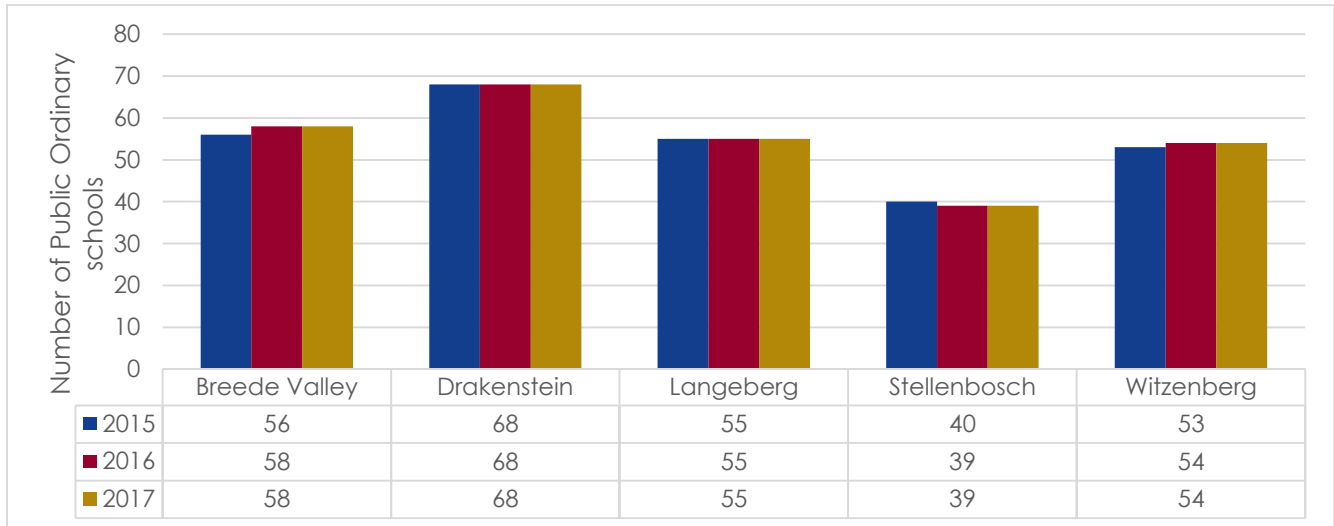
Source: Western Cape, Socio-Economic Profile 2018

These high levels of drop-outs are influenced by a wide array of socio-economic factors including unemployment, poverty and teenage pregnancies.

The availability of **adequate education facilities** such as schools, FET colleges and schools equipped with libraries and media centres affect academic outcomes positively.



Figure 10: Educational Facilities

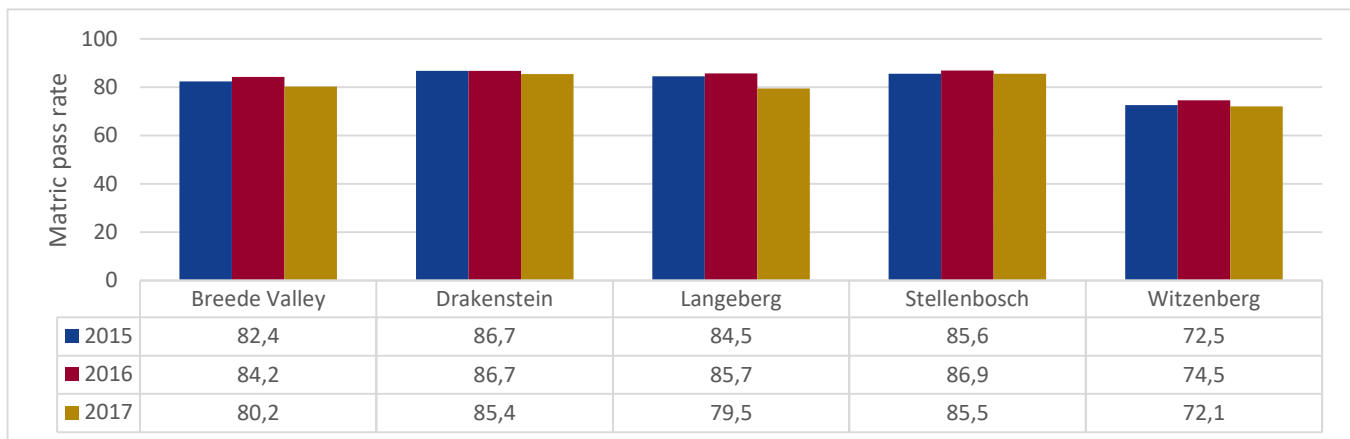


Source: Western Cape, Socio-Economic Profile 2018

In 2017, the Stellenbosch Municipal area had a total of 39 public ordinary schools, down one from 40 in 2015. Within the strenuous economic climate, schools in general have been reporting an increase in parents being unable to pay their school fees.

Education remains one of the key avenues through which the state is linked to the economy. In preparing individuals for future engagements in the broader market, policy decisions and choices in the sphere of education play a critical role in determining the extent to which future economic and poverty reduction plans can be realised.

Figure 11: Educational outcomes



Source: Western Cape, Socio-Economic Profile 2018

The matric pass rate in Stellenbosch increased from 85.6% in 2015 to 86.9% in 2016; in 2017 it dropped back again to 85.5%, just below the 2015 level. Better results could improve access for learners to higher education to broaden their opportunities. In spite of the fluctuation in matric pass rates, the 2017 matric pass rate for the Stellenbosch Municipal area was the highest within the Cape Winelands District.

3.3.4 Health

Health is a major factor contributing to the general quality of life. Good health and well-being is the third Sustainable Development Goal. Monitoring public health facilities as well as a variety of factors as such as diseases like HIV and TB as well as general health issues such as maternal health, affects communities



directly. This socio-economic profile provides the basic statistics concerning these issues, focussing on the public health facilities.

All citizens' access to healthcare services are directly affected by the number and spread of facilities within their geographical reach. South Africa's healthcare system is geared in such a way that people have to move from primary, with a referral system, to secondary and tertiary levels.

Table 13: Health care facilities

Area	PHC Clinics		Community Health Centres	Community Day Centres	Hospitals		Treatment Sites	
	Fixed	Non-fixed			District	Regional	ART Clinics	TB Clinics
Stellenbosch	7	6	0	1	1	0	8	15
Cape Winelands District Municipality	39	33	0	6	4	2	49	100

Source: Western Cape, Socio-Economic Profile 2018

In terms of healthcare facilities, in 2017/18, Stellenbosch Municipal area had 7 fixed clinics and 6 mobile primary healthcare clinics. In addition, there was also 1 community day centre, 1 district hospital as well as 8 ART and 15 TB treatment clinics/ sites.

Access to emergency medical services is critical for rural citizens due to rural distances between towns and health facilities being much greater than in the urban areas. Combined with lower densities in rural areas, ambulance coverage is greater in rural areas in order to maintain adequate coverage for rural communities. Provision of more operational ambulances can provide greater coverage of emergency medical services. Stellenbosch Municipal area had 2.0 ambulances per 10 000 inhabitants in 2017 which is below the District average of 2.3 ambulances per 10 000 people.

HIV/AIDS management is crucial given its implications for the labour force and the demand for healthcare services.

Table 14: HIV/AIDS Management

Area	Registered patients receiving ART		Number of new ART patients		HIV Transmission Rate	
	2016/17	2017/18	2016/17	2017/18	2016/17	2017/18
Stellenbosch	5 167	5 702	727	801	0.0	0.3
Cape Winelands District	27 162	29 136	5 097	4 679	1.5	0.4

Source: Western Cape, Socio-Economic Profile 2018

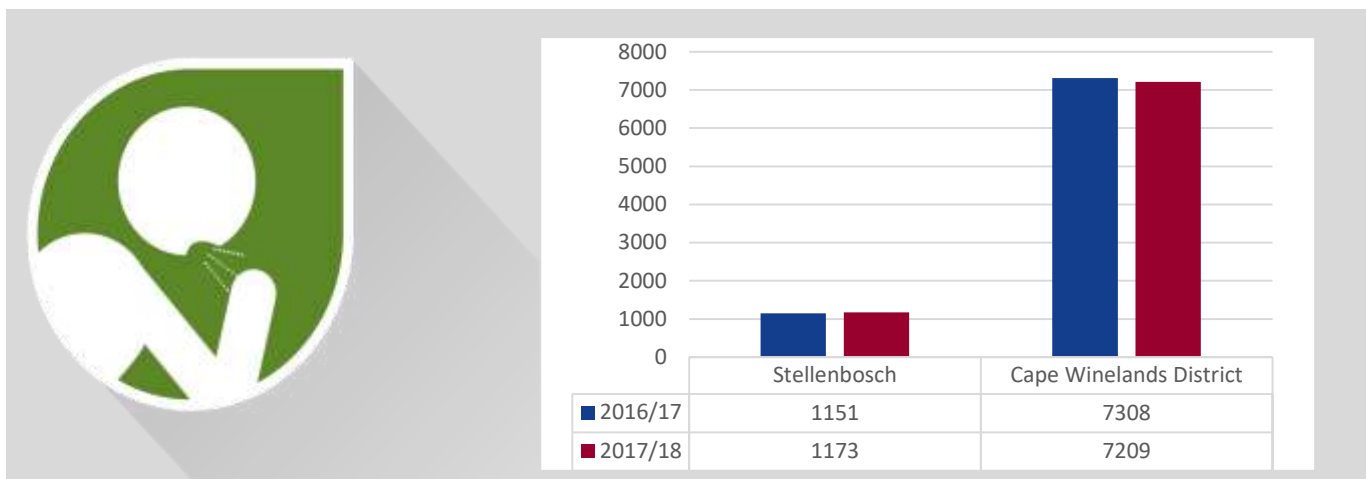
Stellenbosch Municipal area's total registered patients receiving ARTs has been steadily increasing. Patients receiving antiretroviral treatment increased by 535 between 2016/17 to 2017/18. The 5 702 patients receiving antiretroviral treatment were treated at the 8 clinics/ treatment sites. A total of 29 136 registered patients received antiretroviral treatment in Cape Winelands District in 2017/18. Stellenbosch, with 5 702 patients represent 19.6% of the patients receiving ART in Cape Winelands District.

The number of new antiretroviral patients increased to 801 in 2017/18 from 727 in 2016/17. The HIV transmission rate for Stellenbosch showed a deterioration of 0.3% in 2017/18, in contrast to the District's transmission rate which improved to from 1.5% in 2016/17 to 0.4% in 2017/18.

Between 2016/17 and 2017/18, Stellenbosch experienced an increase in **tuberculosis (TB)** cases.



Figure 12: Tuberculosis



Stellenbosch, with 1 173 TB patients in 2017/18 represents 16.3 per cent of the TB patients who are treated in the treatment sites in the Cape Winelands. Stellenbosch's TB patients are treated in 15 TB clinics or treatment sites.

The United Nations Sustainable Development Goals aims by 2030 to end preventable deaths of new-borns and children under 5 years of age, with all countries aiming to reduce neonatal mortality to at least as low as 12 per 1,000 live births and under-5 mortality to at least as low as 25 per 1,000 live births (Source: UN SDG's).

Table 15: Preventable Death's

Area	Immunisation Rate		Malnutrition		Neonatal Mortality Rate		Low birth weight	
	2016/17	2017/18	2016/17	2017/18	2016/17	2017/18	2016/17	2017/18
Stellenbosch	76.9	70.1	1.9	2.6	1.8	5.6	72.7	96.0
Cape Winelands District	65.3	73.9	3.6	4.7	6.6	9.5	143.4	159.8

Source: Western Cape, Socio-Economic Profile 2018

The immunisation rate in the Stellenbosch Municipal area has declined from 76.9% in 2016/17 to 70.1% in 2017/18.

The number of malnourished children under five years (per 100 000 people) in Stellenbosch in 2016/17 was 1.9, increasing to 2.6 in 2017/18. At 2.6, Stellenbosch's rate is better than the District average of 4.7.

Neonatal mortality rate (NMR) (deaths per 1 000 live births) in the Stellenbosch Municipal area has deteriorated from 1.8 in 2016/17 to 5.6 in 2017/18. A rise in the NMR may indicate deterioration in new-born health outcomes, or it may indicate an improvement in the reporting of neonatal deaths.

The low birth weight indicator for the Stellenbosch area has deteriorated (from 72.7% to 96.0%) between 2016/17 and 2017/18.

The maternal mortality rate in the Stellenbosch remained at zero in 2016/17 and 2017/18; the Cape Winelands District rate had a positive shift from 0.1 to zero deaths per 100 000 live births between 2016/17 and 2017/18.



Table 16: Maternal Mortality Rate

Area	Maternal Mortality Rate		Delivery Rate to Women under 20 years		Termination of Pregnancy Rate	
	2016/17	2017/18	2016/17	2017/18	2016/17	2017/18
Stellenbosch	0.0	0.0	4.5	15.2	0.2	0.3
Cape Winelands District	0.1	0.0	6.6	13.4	0.6	0.6

Source: Western Cape, Socio-Economic Profile 2018

Stellenbosch's delivery rate to women under 20 years has deteriorated from 4.5 per cent in 2016/17 to 15.2 per cent in 2017/18; the broader Cape Winelands District rate has deteriorated from 6.6 per cent in 2016/17 to 13.4 per cent in 2017/18. This is of concern as these are teenagers who are of school going age and could lead to increased dropout rates at schools in the Stellenbosch and Cape Winelands District areas.

3.3.5 Safety and Security

South African society is becoming more and more violent. This was confirmed by the 2017/18 crime statistics released by the South African Police Service (SAPS) and Stats SA.

Murder: Within the Stellenbosch area, the number of murders increased marginally from 56 in 2017 to 58 in 2018, while the murder rate (per 100 000 population) remained unchanged at 31; the murder rate for the Cape Winelands District also remained unchanged at 38 in 2017 and 2018. The 2018 murder rate in Stellenbosch is the lowest in the District.

Sexual Offences: In 2018, there were 201 sexual offences in the Stellenbosch area; when comparing to the broader District, at 108, Stellenbosch's rate per 100 000 population was slightly above that of the District's 105.

Drug Related Offences: Drug-related crime within the Stellenbosch area shows an increase in 2018, from 2 272 cases in 2017 to 2 724 cases in 2018. The Cape Winelands District's trend is also on an increasing trajectory between 2016 to 2018. When considering the rate per 100 000 population, with 1 459 crimes per 100 000 population in 2018, the Stellenbosch area is below that of the District and Province's rates of 1 727 and 1 769 respectively. The Cape Winelands had the lowest district rate in the Province; Stellenbosch had the second lowest (after Drakenstein's 1 328 per 100 000 population) rate within the District.



Table 17: Safety and Security Statistics

Safety and Security		2016		2017		2018	
		Cape Winelands District	Stellenbosch	Cape Winelands District	Stellenbosch	Cape Winelands District	Stellenbosch
Murder	Actual number	273	73	345	56	353	58
	Per 100 000	32	43	38	31	38	31
Sexual Offences	Actual number	997	204	954	188	970	201
	Per 100 000	115	118	106	103	105	108
Drug-Related Offences	Actual number	11 743	2 034	13 882	2 272	16 008	2 724
	Per 100 000	1 356	1 174	1 249	1 538	1 459	1 727
Driving under the Influence	Actual number	838	99	814	131	875	189
	Per 100 000	97	57	90	72	94	101
Residential Burglaries	Actual number	6 274	1 499	6 278	1 579	5 820	1 525
	Per 100 000	724	865	696	868	628	817
Fatal Crashes	Actual number	201	37	238	42	217	32
Road User Fatalities	Actual number	232	40	307	47	243	34

Source: Western Cape, Socio-Economic Profile 2018

Driving under the influence: The number of cases of driving under the influence of alcohol or drugs in the Stellenbosch area shows an increase of 58, from 131 in 2017 to 189 in 2018. This translates into a rate of 101 per 100 000 people in 2018, which is above that of the District's 94 per 100 000 people in 2018.

Residential Burglaries: Residential burglary cases within the Stellenbosch area decreased from 1 579 in 2017 to 1 525 in 2018. The rate (per 100 000 population) is considerably above that of the District 628 per 100 000 population.

Fatal Crashes: Fatal crashes involving motor vehicles, motorcycles, cyclists and pedestrians within the jurisdiction of the Stellenbosch Municipality has increased from 37 to 42 between 2015 and 2016, but declined again sharply in 2017 to 32. The number of fatal crashes in the broader Cape Winelands District increased by 37 between 2015 and 2016 before decreasing again by 21 in 2017.

Road User Fatalities: A total of 32 fatal crashes occurred within the Stellenbosch region in 2017. As seen in the table above, a total of 34 road users have died. Both the fatal crashes as well as number of fatalities in the Stellenbosch Municipal area declined considerably in 2017.

3.3.6 Economic Outlook

Economic theory suggests that when an economy prospers its households are expected to enjoy an improved standard of living. A declining economy tends to lower the standards of living of people. This section uses indicators in terms of GDP per capita, income inequality and human development to show the current reality of households residing in the Stellenbosch Municipal area.

The deteriorating financial health of households and individuals under the weight of economic pressures, specifically between 2011 and 2015, has resulted in an increase in the poverty levels, according to the Poverty Trends in South Africa report released by Statistics South Africa in 2017. The report cites rising unemployment levels, low commodity prices, higher consumer prices, lower investment levels, household dependency on credit, and policy uncertainty as the key contributors to the economic decline in recent



times. These recent findings indicate that the country will have to reduce poverty at a faster rate than planned.

The Cape Winelands District (CWD) is the heart of the provincial wine industry. The CWD is mostly rural in nature with an extensive agricultural industry, however, there are a number of small towns that function as nodes that are highly developed such as Worcester, Paarl and Stellenbosch (Cape Winelands District Municipality, 2017).

Table 18: Cape Winelands District GDP contribution and average growth rates per municipal area, 2012 – 2017

Municipality	R million value 2016	Contribution to GDP (%) 2016	Trend		Real GDP growth (%)					
			2006 - 2016	2013 - 2017e	2012	2013	2014	2015	2016	2017e
Witzenberg	8 197.9	13.5	4.9	3.7	4.9	5.0	5.6	2.9	1.6	3.2
Drakenstein	19 896.8	32.9	2.4	1.7	2.8	2.6	2.7	1.4	0.7	1.2
Stellenbosch	14 561.2	24.0	2.5	1.7	2.9	2.6	2.7	1.5	0.9	1.0
Breede Valley	11 665.3	19.3	3.0	2.1	3.2	3.2	3.6	1.5	0.6	1.9
Langeberg	6 234.7	10.3	3.1	2.3	3.4	3.2	3.9	1.7	0.0	2.7
Total Cape Winelands District	60 555.9	100	2.9	2.1	3.2	3.1	3.4	1.7	0.8	1.7
Western Cape Province	529 927.7	-	2.6	1.8	2.9	2.6	2.4	1.5	1.2	1.0

Source: Quantec Research, 2018 (e denotes estimate)

In 2017, the CWD economy grew by an estimated 1.7% which is higher than the provincial growth of 1%. In 2016, the CWD contributed R60.6 billion to the economy of the Western Cape, with the largest contributions made by the Drakenstein (R19.9 billion) and Stellenbosch (R14.6 billion) municipal areas. The economies of these two municipal areas grow at very similar rates, and it is estimated that between 2013 and 2017, the Drakenstein and Stellenbosch Municipal areas' economies grew at an annual average rate of 1.7%.

The local economies were influenced by the volatile national economy, especially in 2015, 2016 and 2017. The economic growth in these three years has fluctuated sporadically and is still much lower than the average 10-year economic growth rates.

The local economy of the Stellenbosch Municipal area is driven by the wholesale and retail trade sector; the finance, insurance, real estate and business services sector; and the manufacturing sector. Collectively, these sectors contribute 58.7% (R8.6 billion) to the Municipal GDP. The manufacturing sector in the Stellenbosch Municipal area is highly reliant on the agriculture, forestry and fishing sector, as 40% of manufacturing sector activities are within the food, beverages and tobacco subsector.



Table 19: Stellenbosch GDP performance per sector

Stellenbosch GDP performance per sector, 2006 - 2017									
Sector	Contribution to GDP (%) 2016	R million value 2016	Trend		Real GDP growth (%)				
			2006 - 2016	2013 - 2017	2013	2014	2015	2016	2017
Primary Sector	6,2%	908,5	1,1%	0,0%	1,6%	6,7%	-3,8%	-9,4%	4,9%
Agriculture, forestry and fishing	6,0%	880,4	1,1%	-0,1%	1,5%	6,7%	-3,9%	-9,7%	4,8%
Mining and quarrying	0,2%	28,1	1,2%	3,9%	3,4%	7,1%	0,2%	0,6%	8,0%
Secondary Sector	24,0%	3 491,8	0,0%	-0,2%	0,0%	0,2%	0,1%	-0,3%	-1,1%
Manufacturing	17,1%	2 496,1	-1,0%	-1,0%	-1,4%	-0,9%	-0,6%	-0,7%	-1,5%
Electricity, gas and water	1,4%	208,3	0,4%	-0,7%	0,7%	0,1%	-1,6%	-2,5%	-0,1%
Construction	5,4%	787,5	5,4%	3,4%	6,6%	4,8%	3,7%	1,6%	0,5%
Tertiary Sector	69,8%	10 160,9	3,6%	2,6%	3,6%	3,1%	2,5%	2,3%	1,4%
Wholesale and retail trade, catering and accommodation	20,0%	2 913,9	3,9%	2,7%	3,7%	3,1%	3,3%	3,2%	0,3%
Transport, storage and communication	10,7%	1 564,3	5,4%	4,1%	5,2%	5,7%	3,0%	2,9%	3,8%
Finance, insurance, real estate and business services	21,6%	3 144,2	3,6%	2,8%	3,1%	2,9%	3,3%	2,5%	2,1%
General government	10,7%	1 562,0	2,6%	1,2%	3,4%	2,5%	0,3%	0,4%	-0,6%
Community, social and personal services	6,7%	976,5	1,7%	1,2%	3,5%	1,0%	0,4%	0,7%	0,7%
Total Stellenbosch	100%	14 561,2	2,5%	1,7%	2,6%	2,7%	1,5%	0,9%	1,0%

Source: Quantec Research, 2017 (e denotes estimate)

The Stellenbosch Municipal area economy is estimated to have grown slightly faster in 2017 compared to 2016, mainly as a result of higher growth in the agriculture, forestry and fishing sector, which experienced contractions in 2015 and 2016. Even though the manufacturing sector contributes significantly to the local economy, this sector has also contracted by an average annual rate of 1 per cent over the last five years. Slower growth is also estimated in 2017 for the wholesale and retail trade, catering and accommodation sector (0.3 per cent) and the finance, insurance, real estate and business services sector (2.1 per cent).

Other local sectors that are estimated to have contracted in 2017 are the electricity, gas and water sector (0.1 per cent) and the general government sector (0.6 per cent).

The tourism industry also makes a large contribution to the economy of the Stellenbosch Municipal area and is valuable to the local economy for the ample job opportunities it can create. It is estimated that this industry contributes up to 10 per cent to the local economy of the Stellenbosch Municipal area (Stellenbosch Local Municipality, 2018).



The following section highlights key trends in the labour market within the Cape Winelands District. It is estimated that employment creation occurred in all local municipalities, with the highest change in employment for 2017 estimated for the Drakenstein Municipal area (2 101 jobs), followed by Stellenbosch (1 750 jobs).

Table 20: Cape Winelands District employment growth, 2012 – 2017

Municipality	Contribution to employment (%) 2016	Number of jobs 2016	Trend 2006 – 2016 2013 - 2017e		Employment (net change)					
					2012	2013	2014	2015	2016	2017e
Witzenberg	16.1	60 633	6 588	11 803	2 471	2 815	886	6 082	723	1 297
Drakenstein	28.6	107 760	10 271	14 151	2 865	3 500	1 346	6 755	449	2 101
Stellenbosch	19.9	74 877	7 801	9 251	1 738	2 504	1 001	4 167	-171	1 750
Breede Valley	21.8	81 940	4 691	11 791	2 240	3 018	610	6 758	-309	1 714
Langeberg	13.6	51 171	2 877	7 958	1 363	2 274	372	4 638	-929	1 603
Total Cape Winelands District	100	376 381	32 228	54 954	10 677	14 111	4 215	28 400	-237	8 465
Western Cape Province	-	2 460 960	289 207	272 208	55 379	69 794	38 527	105 507	8 279	50 101

Source: Quantec Research, 2018 (e denotes estimate)

The Stellenbosch Municipal area has a large farming community; the agriculture, forestry and fishing sector contributed 14.7 per cent to employment in 2016 making it the 3rd largest contributor to employment.



Table 21: Stellenbosch employment growth

Stellenbosch employment growth per sector 2006 – 2017									
Sector	Contribution to employment (%) 2016	Number of jobs 2016	Trend		Employment (net change)				
			2006 - 2016	2013 – 2017	2013	2014	2015	2016	2017
Primary Sector	14,8%	11 076	-5 933	1 333	557	-601	2 212	-526	-309
Agriculture, forestry and fishing	14,7%	11 044	-5 934	1 328	557	-603	2 210	-525	-311
Mining and quarrying	0,0%	32	1	5	0	2	2	-1	2
Secondary Sector	15,7%	11 729	267	859	316	159	156	110	118
Manufacturing	10,3%	7 745	-568	217	192	-42	88	-104	83
Electricity, gas and water	0,2%	155	50	24	3	5	5	6	5
Construction	5,1%	3 829	785	618	121	196	63	208	30
Tertiary Sector	69,5%	52 072	13 467	7 059	1 631	1 443	1 799	245	1 941
Wholesale and retail trade, catering and accommodation	24,4%	18 284	4 890	3 200	496	394	913	227	1 170
Transport, storage and communication	4,1%	3 087	1 378	596	220	107	247	-160	182
Finance, insurance, real estate and business services	16,7%	12 539	3 721	1 911	446	374	547	215	329
General government	10,3%	7 698	1 639	-9	-79	367	-155	120	-262
Community, social and personal services	14,0%	10 464	1 839	1 361	548	201	247	-157	522
Total Stellenbosch	100%	74 877	7 801	9 251	2 504	1 001	4 167	-171	1 750

Source: Quantec Research, 2018 (e denotes estimate)

The agriculture, forestry and fishing and manufacturing sectors in the Stellenbosch Municipal area reported net job losses (-5 933 and -568 respectively) between 2006 and 2016. There were some job losses reported in the agriculture, forestry and fishing sector in 2016 and 2017 due to the severe drought.



This is a cause for concern considering the considerable contribution of this sector to the Stellenbosch economy as well as its great significance to employment. The sectors which reported the largest increases in jobs between 2006 and 2016 was the wholesale, retail and trade (4 890), financial, real estate and business services (3 721) and community, social and personal services (1 839).

It is estimated that in 2017 employment creation improved compared to 2016, with an estimated net change in employment of 1 750 jobs. This positive change in employment is mostly a result of the 1 710 jobs created in the wholesale and retail trade, catering and accommodation sector. Although the Stellenbosch Municipal area had a higher estimated net change in total employment in 2017, some sectors still shed jobs, such as the agriculture, forestry and fishing sector (311 jobs) and the general government sector (262 jobs).

Skills levels can only be determined for formal employment, and in 2016, 73.1% of workers in the local municipal area were formally employed.

Table 22: Unemployment Rates – Comparison

Unemployment Rates for the Western Cape (%)											
Area	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Stellenbosch	6,5	6,9	8,0	9,2	9,4	9,5	9,3	9,8	9,3	10,4	11,0
Cape Winelands District	6,5	7,2	8,3	9,6	9,8	9,7	9,4	9,9	9,1	10,1	10,7
Western Cape	13,3	12,9	14,2	15,5	15,7	15,8	15,7	16,1	16,2	17,4	18,2

Source: Quantec Research, 2018 (e denotes estimate)

In 2016, 54 729 people were formally employed and increased slightly to 54 789 people in 2017. The largest proportion of people who were formally employed in the Stellenbosch Municipal area in 2016 are semi-skilled (42.7%) labour.

Employment for semi-skilled workers has grown at a higher rate (2.4% per annum) over the last five years compared to other skills levels, which indicates a rising demand for semi-skilled workers and highlights the importance of skills development. The higher growth and large proportion of workers who are semi-skilled are in line with the large proportion of workers in the wholesale and retail trade, catering and accommodation sector (24.4%) and the large net change in employment in this sector over the last five years (3 200 workers).

Table 23: Labour Force Skills

Stellenbosch trends in labour force skills, 2006 - 2017					
Formal employment by skill	Skill level contribution (%)	Average growth (%)	Average growth (%)	Number of jobs 2016	
	2016	2006 - 2016	2013 - 2017	2016	2017
Skilled	23,8%	2,3%	1,9%	13 030	13 068
Semi-skilled	42,7%	2,0%	2,4%	23 392	23 593
Low skilled	33,5%	-1,0%	1,5%	18 307	18 128
Total Stellenbosch	100%	1,0%	2,0%	54 729	54 789

Source: Quantec Research, 2018 (e denotes estimate)

The number of **skilled workers** increased relatively fast over the 2006 – 2016 period, while growth was marginally slower for semi-skilled workers; low skilled employment however declined over this period. An improvement in education and economic performance can contribute to further increases in the number of higher skilled workers.



The wholesale and retail trade, catering and accommodation sector contributed the most jobs in the Stellenbosch Municipal area in 2016 (18 284 or 24.4%), followed by finance, insurance, real estate and business services sector (12 539 or 16.7%), agriculture, forestry and fishing sector (11 044 or 14.7 per cent), community, social and personal services (10 464 or 14%) and manufacturing (7 745 or 10.3%). Combined, these top five sectors contributed 60 076 or 80.2% of the 74 877 jobs in 2016.

The table below outlines the **number of SMMEs that are registered** on the CWD and municipal databases as per the Provincial Treasury Municipal survey responses.

Table 24: SMME's registered on municipal databases, 2018

Municipality	Number
Cape Winelands District	1 742
Witzenberg	± 120
Drakenstein	2 500
Stellenbosch	1 005 (local) and 1 427 (non-local)
Langeberg	123

Source: Provincial Treasury Municipal survey, 2018

The Drakenstein and Stellenbosch Municipal areas have the most SMMEs registered on their databases. These two municipalities have the largest economies in the CWD with more opportunities for small enterprises.

SMMEs in the CWD require the most support in the following areas (Provincial Treasury Municipal survey, 2018):

- ↓ Access to funding and working capital;
- ↓ Affordable space and equipment;
- ↓ Planning for and managing competitors and rising input costs;
- ↓ Access to markets;
- ↓ Red tape reduction; and
- ↓ Skills development, particularly business management.

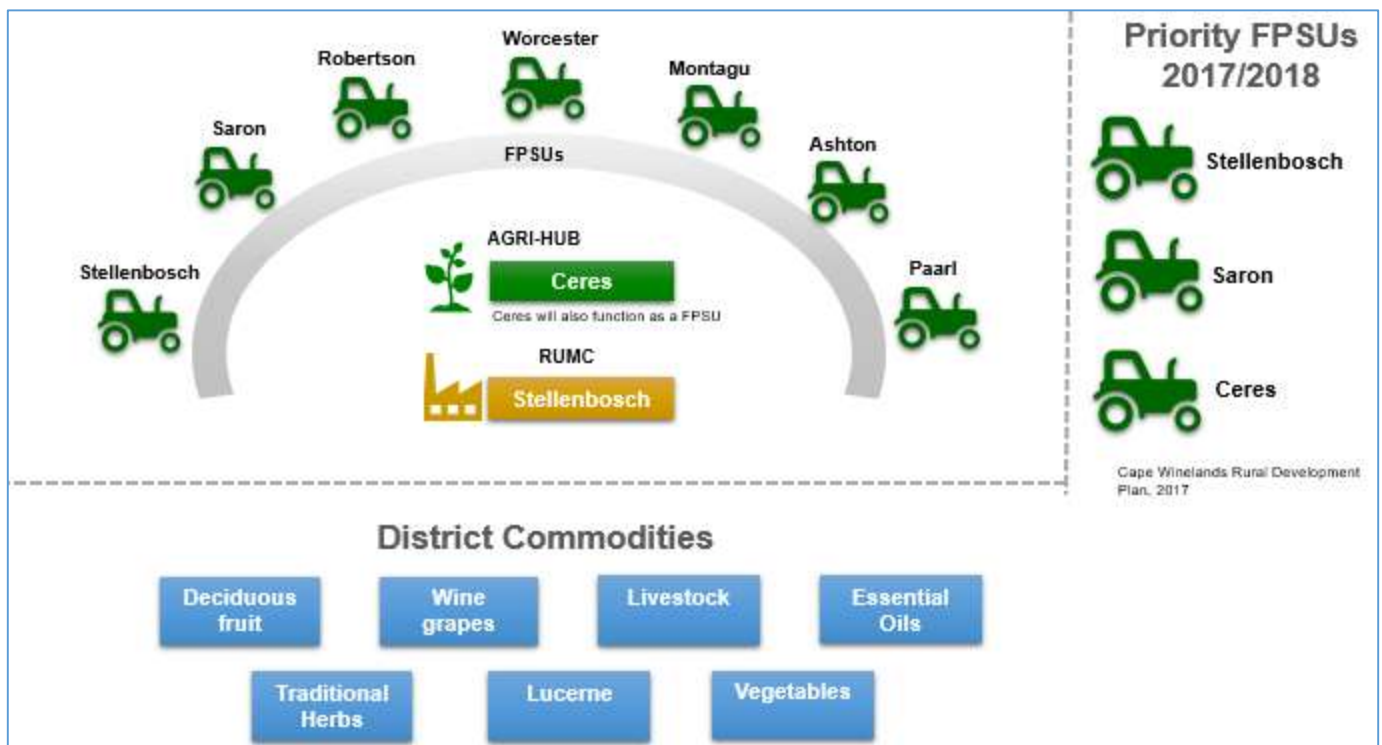
Support programmes in the CWD for SMMEs (besides SEDA) include the Cape Winelands Entrepreneurial Seed Fund and Mentorship Programme, the Cape Winelands Business Retention and Expansion Programme aimed at businesses in the tourism industry as well as outreach programmes and support offered by local municipalities. The successful implementation of these programmes will capacitate SMMEs to grow and create job opportunities thereby contributing to the economic growth of the CWD.

Other local programmes that capacitate individuals that can have a positive impact on the District's economy are the CWD Experiential and Internship Training Programme and the Small Farmer Support Programme.

3.3.7 Agri-Parks

Agro-processing opportunities, such as vegetable packing facility, an abattoir and feedlot, cold storage for fruit as well as a fruit pulp processing plant, is fast becoming a key economic contributor in Stellenbosch. The below diagram outlines the locations for Farmer Production Support Units (FPSUs), the Agri-Hub and the RUMC within the CWD. The Agri-Park Programme will not only focus on the main commodities (wine grapes and fruit), but also on other commodities that are unique to the areas around each FPSU. These commodities include livestock and lucerne, as well as essential oils, traditional herbs and vegetables.

Figure 13: Agri-Park Implementation



Source: Cape Winelands Rural Development Plan, 2017

Due to the importance of the agricultural value chain, initiatives such as the Agri-Park Programme has the potential for widespread economic benefits since it will not only support farming activities but also promote local processing. Not only will these development support and generate new farming activities in the District, it will also stimulate the economy through the construction sector, the manufacturing sector (forward and backward linkages), the wholesale and retail trade, catering and accommodation sector and the transport, storage and communication sector, contributing to economic growth and employment creation.

Due to the importance of the agricultural value chain within the District, initiatives such as the Agri-Park Programme has the potential for widespread economic benefits since it will not only support farming activities but also promote local processing.

3.3.8 General Demographics of Farmworkers

The Farmworker Household Survey Report of 2014/15 reports on general demographic trends of farmworker households within the Cape Winelands area. According to the study, Stellenbosch had 811 households and approximately 3 351 people living and working on farms.

The study further indicated that there is approximately an equal split between males and females with an average age of 27.37 years. It was also found that over 66% of individuals were below the age of 35, i.e. classified as youth.

The study found that an overall of 62.63% of individuals living in farmworker households have permanent jobs both on and off the farm on which they reside. Approximately 18.1% of individuals living on farms were unemployed, while 19.27% had either temporary or seasonal work.

3.3.9 Poverty Context

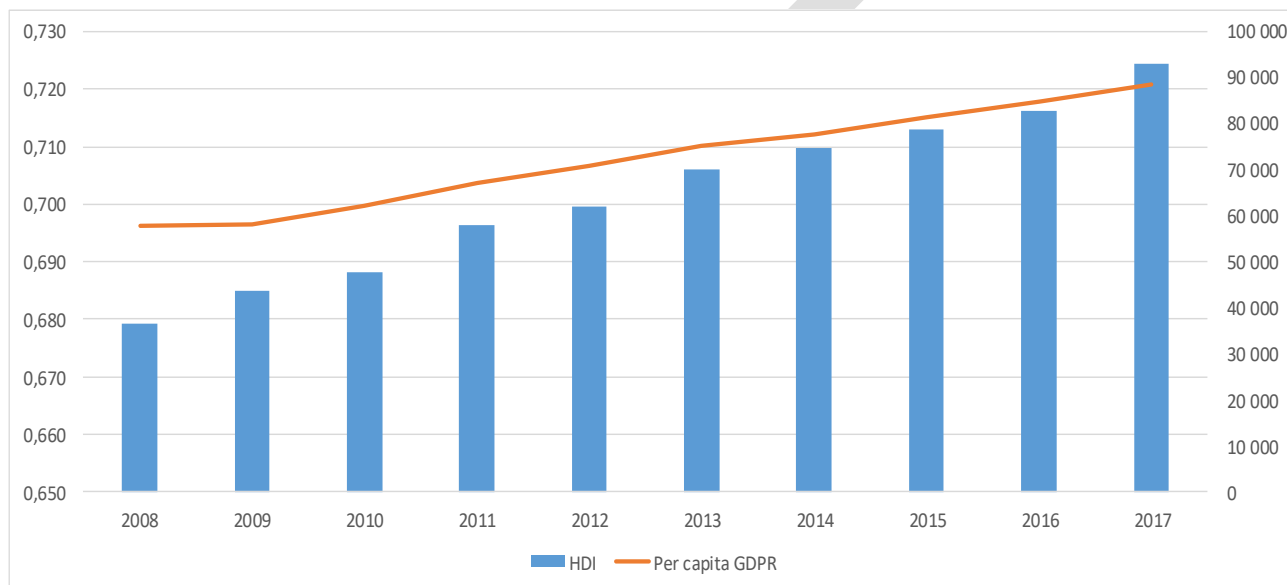
Inflation adjusted poverty lines show that food poverty increased from R219 in 2006 to R531 per person per month in 2017. The lower-bound poverty line has increased from R370 in 2006 to R758 per person



per month in 2017 while the upper-bound poverty line has increased from R575 in 2006 to R1 138 per person per month in 2017.

The United Nations uses the Human Development Index (HDI)² to assess the relative level of socio-economic development in countries. Indicators used to measure human development include education, housing, access to basic services and health indicators. Per capita income is the average income per person of the population per year; per capita income does not represent individual income within the population. The life expectancy and infant mortality rates are other important criteria for measuring development.

Figure 14: Human Development Index (HDI)



Source: Global Insight, 2017

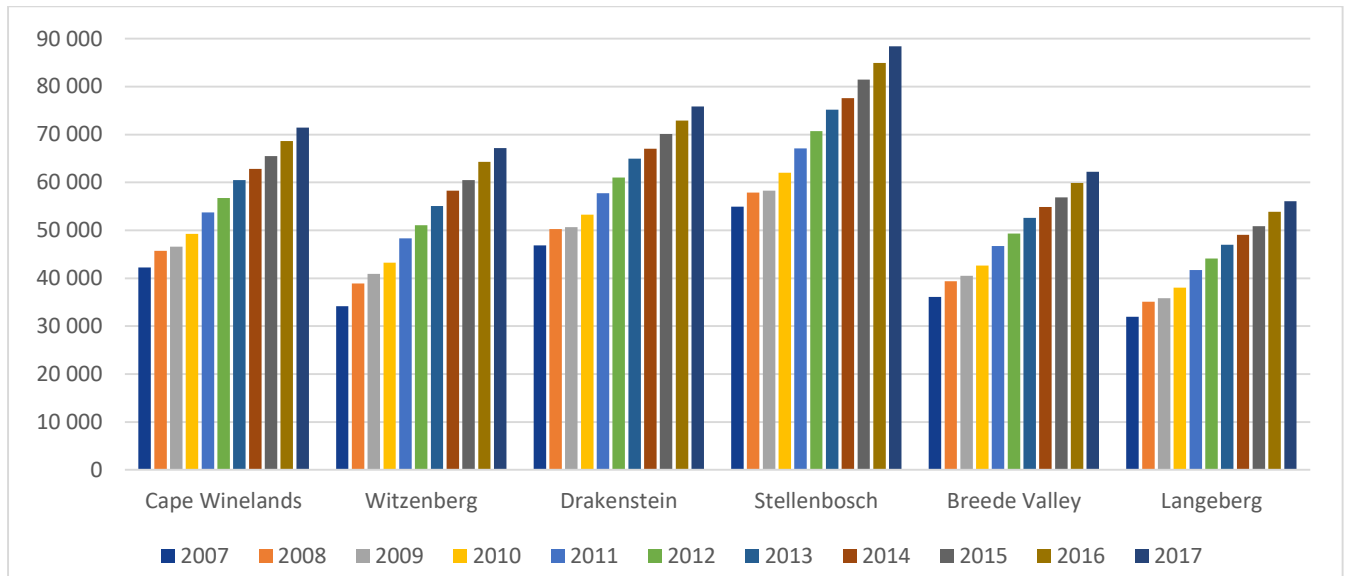
There has been a general increase in the HDI in Stellenbosch, Cape Winelands and the whole of the Western Cape between 2011 and 2015. With the exception of a drop in HDI levels for the Western Cape for 2016. The human development index increased to 0.72 in Stellenbosch, 0.71 in the Cape Winelands District, and 0.73 in the Province.

An increase in real GDP per capita, i.e. GDP per person, is experienced only if the real economic growth rate exceeds the population growth rate. Even though real GDP per capita reflects changes in the overall well-being of the population, not everyone within an economy will earn the same amount of money as estimated by the real GDP per capita indicator.

² The HDI is a composite indicator reflecting education levels, health, and income. It is a measure of peoples' ability to live a long and healthy life, to communicate, participate in the community and to have sufficient means to be able to afford a decent living. The HDI is represented by a number between 0 and 1, where 1 indicates a high level of human development and 0 represents no human development.



Figure 15: GDPR per Capita – 2008 to 2017

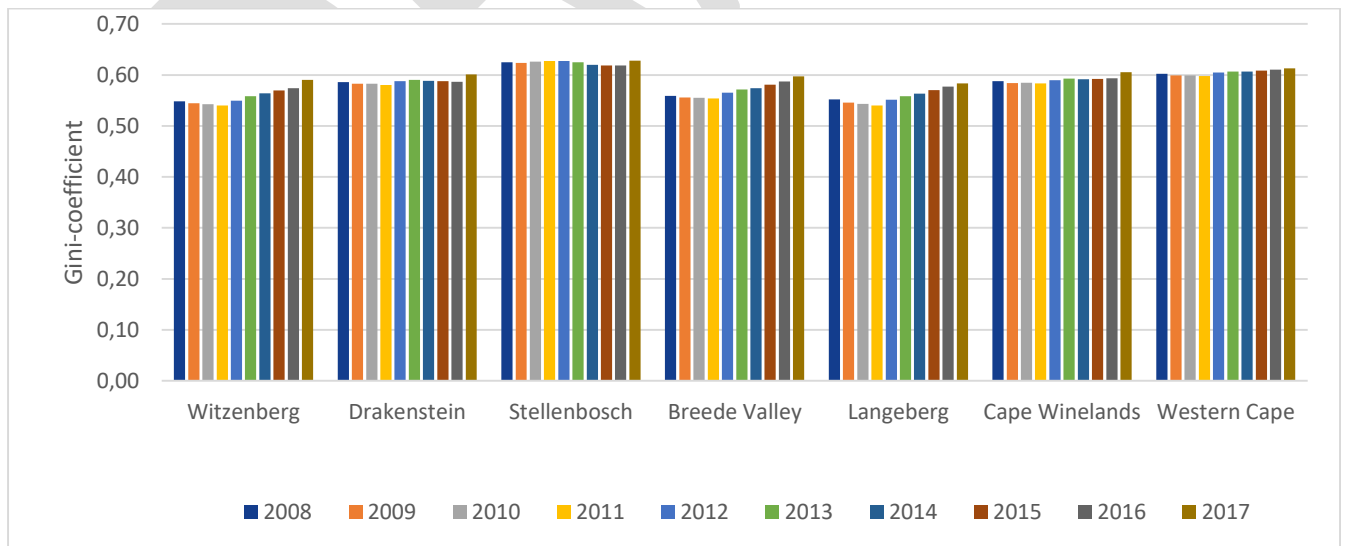


Source: Stats SA 2017, own calculations

At R88 431 in 2017, Stellenbosch Municipal area's real GDPR per capita is significantly above that of the Cape Winelands District's figure of R71 426 as well as slightly above that of the Western Cape (R87 110).

The National Development Plan (NDP) has set a target of reducing income inequality in South Africa from a gini-coefficient³ of 0.7 in 2010 to 0.6 by 2030. Income inequality in the Stellenbosch Municipal area has generally increased between 2008 and 2011, decreasing to 2015 before picking up again, reaching 0.63 in 2017. For the entire period it has been beyond the NDP's 0.6 target and the increasing trend could see it moving further beyond this level.

Figure 16: Income Inequality – 2008 to 2017



Source: Global Insight, 2017

³ Gini-coefficient or income inequality is the measure of deviation of the distribution of income among individuals or households within a country. A value of 0 represents absolute equality and a value of 1 represents absolute inequality.



Income inequality levels were slightly higher in Stellenbosch than in the Cape Winelands District and the Western Cape. According to the United Nations Development Report on Human Development for 2018, South Africa ranked 113 on the list after the Philippines, classified as medium Human Development.

The objective of the indigent policies of municipalities is to alleviate poverty in economically disadvantaged communities.

Table 25: Indigent Households – 2014 to 2017

Area	2014	2015	2016
Stellenbosch	5 336	6 030	6 626
Cape Winelands District	33 406	34 704	42 756
Western Cape	404 413	505 585	516 321

Source: Global Insight, 2017

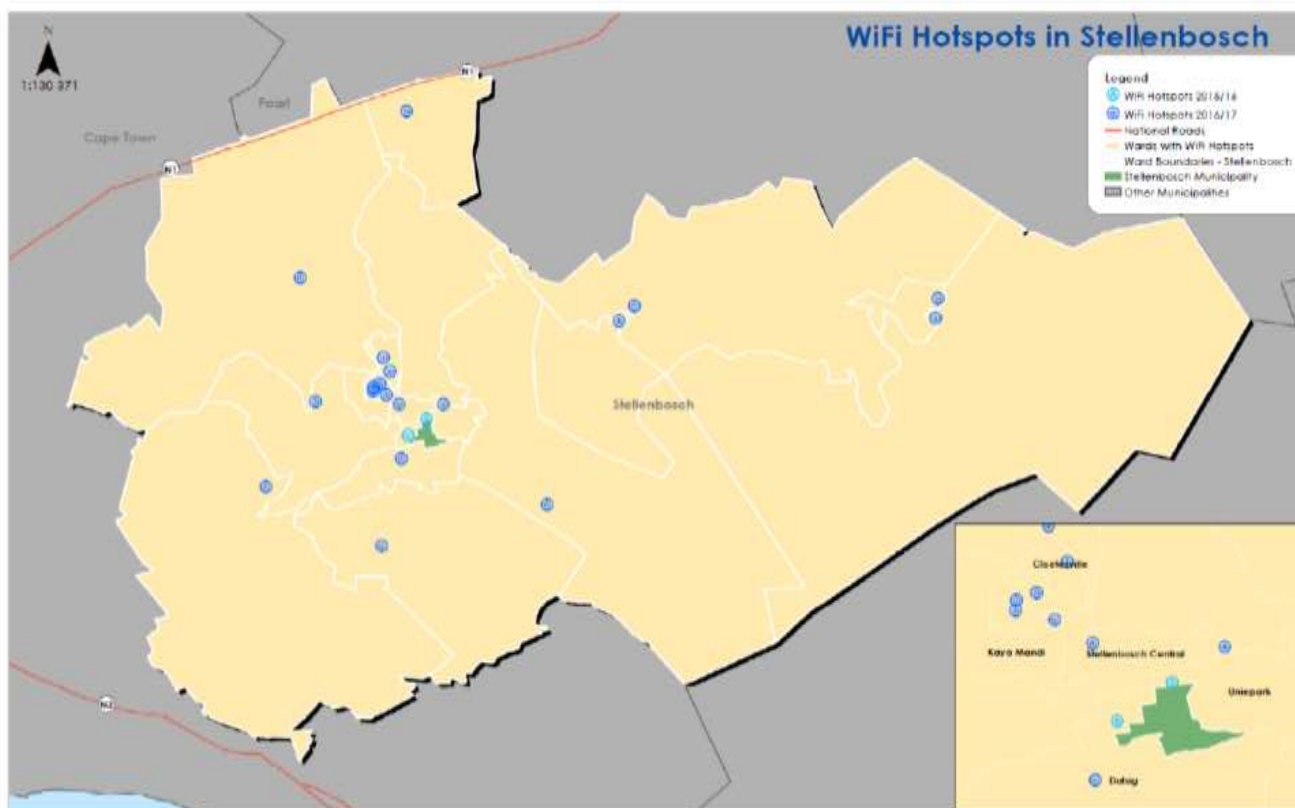
The Stellenbosch Municipal area experienced an increase in the number of indigent households between 2014 and 2016, implying an increased demand for indigent support and additional burden on Municipal financial resources. Similarly, the number of indigent household.

3.3.10 Broadband Penetration

Broadband penetration offers immense economic benefits by fostering competition, encouraging innovation, developing human capital and by building infrastructure. Improved connectivity will attract new business and investments, reduce the cost of doing business and will offer small, medium and micro- enterprises access to new markets.

The location of the Wi-Fi hotspots is reflected in the map below.

Figure 17: Wi-Fi: Department of Economic Development and Tourism, 2016



Source: WC Department of Economic Development

3.3.11 Law Reform – Implementation of SPLUMA/LUPA in municipalities

The Spatial Planning and Land Use Management Act, Act No. 16 of 2013 (SPLUMA), implemented on 1 July 2015, and the Western Cape Land Use Planning Act of 2014 (LUPA) ushers in a new era of planning and development decision-making where the responsibility rests largely on local municipalities to fulfil their role as land use planning decision-makers as per constitutional mandates and obligations. Section 24(1) of SPLUMA determines that a municipality must, after consultation as prescribed in the Act, adopt and approve a single land use scheme for its entire area within five years from the commencement of this Act.

Stellenbosch Municipality currently has a Land Use Management Scheme in the form of Zoning Schemes compliant with the provisions of the Land Use Planning Ordinance 15 of 1985 (LUPO). Stellenbosch Municipality has developed a draft Integrated Zoning Scheme and is busy with the stakeholder engagement process.

3.3.12 From Waste Management to Integrated Waste Management

There is a shortage of available landfill airspace across the province. The recovery of waste material for the waste economy is only at 9%. It is paramount to move away from the landfill bias to integrated waste management. To achieve this, more integrated waste management infrastructure is urgently needed. This will increase the recovery of waste material and thereby save landfill airspace, promote the waste economy, reduce the environmental impacts of waste management and create jobs. A mind shift is also needed from municipalities to move away from seeing waste just as a nuisance and risk to realise the intrinsic value of waste and to utilise the potential value of it.



3.3.13 Climate Change

To date, the implementation of climate change responses to this changed climate has been slow, but it has to be incorporated into every facet of spatial and land use planning, service delivery, infrastructure development and economic planning. Failure would compromise basic service delivery, exacerbate poverty and undermine the most vulnerable communities.

There is a unique opportunity in the immediate short term to radically shift planning and infrastructure development to become climate resilient and to reduce greenhouse gas emissions that are directly driving the problem. The window of opportunity is however short and closing rapidly, implying that climate change response is urgently needed if the Western Cape aims to continue with a thriving local economy and to continue reducing inequality and poverty.

DRAFT



CHAPTER 4

Spatial Development Framework

4.1 The Purpose of the Spatial Development Framework

Spatial Development Frameworks (SDFs) are policy statements that seek to influence the overall *spatial* distribution of current and future land use within a municipality or other described region to give effect to the vision, goals and objectives of the municipal Integrated Development Plan (IDP) or related business plans of government.

In the case of Stellenbosch Municipality, the SDF must answer the following questions: "How is Stellenbosch going to develop over the next ten to thirty years? What kind of development will take place, where will it take place, and who will be responsible for what aspect of the development?"

4.2 Why the SDF is Important?

Future growth, expansion and innovation cannot be allowed to unfold in haphazard ways as this is likely to result in expensive outward, low density sprawl of housing and commercial areas and the related destruction of valuable eco-system and agricultural resources. This kind of development is also likely to exacerbate spatial divisions and exclude citizens with lesser material resources from opportunity to live in proximity to work, commercial opportunity, and social facilities.

Ad hoc development removes the certainty that everyone needs to be able to make long-term investment decisions, including municipal leadership – planning for associated infrastructure – and key players like the property developers, financial investors, development planners, municipal officials dealing with associated approval processes, and ordinary households.

4.3 The Subject Matter of SDFs

At its core, SDFs deal with the art and science of shaping places at different scales (or areas of influence, from large regions to municipal jurisdictions or neighbourhood precincts). The SDF aims to:

- Enable a vision for the future of regions and places that is based on evidence, local distinctiveness and community derived objectives;
- Translate this vision into a set of policies, priorities, programmes, and land allocations together with the public-sector resources to deliver them;
- Create a framework for private investment and regeneration that promotes economic, environmental and social well-being for a specific region or area; and
- Coordinate and deliver the public-sector components of this vision with other agencies and processes to ensure implementation.

4.4 Users of the SDF

The SDF for the Stellenbosch Municipality targets two broad user categories.

The first is the government sector, across spheres from national to local government, and including State Owned Enterprises (SOEs). While the SDF is informed by the spatial direction stated in national, provincial, and district level policy, it also sets out the municipality's spatial agenda for government departments across spheres of government to consider and follow. Most importantly, the SDF outlines



the municipality's spatial agenda to its own service departments, ensuring that their sector plans, programmes, and projects are grounded in a sound and common spatial logic.

The second user category is the private sector, comprising business enterprises, non-government organisations, institutions, and private citizens. While the private sector operates with relative freedom spatially – making spatial decisions within the framework of land ownership, zoning, and associated regulations and processes – the SDF gives an indication of where and how the municipality intends to channel public investment, influence, and other resources at its disposal. In broad terms, this includes where infrastructure and public facility investment will be prioritised, where private sector partnership will be sought in development, and how the municipality will view applications for land use change.

4.5 The Legislative Framework for SDFs

With the enactment of the Spatial Planning and Land Use Management Act (SPLUMA) in 2013, a new planning regime was introduced in South Africa. It replaced disparate apartheid era laws with a coherent legislative system designed to spatially transform the country in its democratic era.

In broad terms, SPLUMA differentiates between two components of the planning system:

- ✦ Spatial Development Frameworks; and
- ✦ The Land Use Management System (LUMS).

As indicated above, SDFs are guiding and informing documents that indicate the desired spatial form and define strategies and policies to achieve this. They inform and guide the LUMS, which includes town planning or zoning schemes, allocating development rights, and the procedures and processes for maintaining the maintenance of or changes in development rights.

SPLUMA requires national, provincial, and municipal spheres of government to prepare SDFs that establish a clear vision which must be developed through a thorough inventory and analysis based on national spatial planning principles and local long-term development goals and plans.

SDFs are thus mandatory at all three spheres of government. Sub-section 12(2) of SPLUMA confirms that all three spheres must participate in each other's processes of spatial planning and land use management and each sphere must be guided by its own SDF when taking decisions relating to land use and development.

Section 12 (1) of SPLUMA sets out general provisions which are applicable to the preparation of all scales of SDFs. These provisions require that all SDFs must:

- ✦ Interpret and represent the spatial development vision of the responsible sphere of government and competent authority;
- ✦ Be informed by a long-term spatial development vision;
- ✦ Represent the integration and trade-off of all relevant sector policies and plans;
- ✦ Guide planning and development decisions across all sectors of government;
- ✦ Guide a provincial department or municipality in taking any decision or exercising any discretion in terms of this Act or any other law relating to spatial planning and land use management systems;
- ✦ Contribute to a coherent, planned approach to spatial development in the national, provincial and municipal spheres;
- ✦ Provide clear and accessible information to the public and private sector and provide direction for investment purposes;
- ✦ Include previously disadvantaged areas, areas under traditional leadership, rural areas, informal settlements, slums and land holdings of state-owned enterprises and government agencies and



address their inclusion and integration into the spatial, economic, social and environmental objectives of the relevant sphere;

- Address historical spatial imbalances in development;
- Identify the long-term risks of spatial patterns of growth and development and the policies and strategies necessary to mitigate those risks;
- Provide direction for strategic developments, infrastructure investment, promote efficient, sustainable and planned investments by all sectors and indicate priority areas for investment in land development;
- Promote a rational and predictable land development environment to create trust and stimulate investment;
- Take cognisance of any environmental management instrument adopted by the relevant environmental management authority;
- Give effect to national legislation and policies on mineral resources and sustainable utilisation and protection of agricultural resources; and
- Consider and, where necessary, incorporate the outcomes of substantial public engagement, including direct participation in the process through public meetings, public exhibitions, public debates and discourses in the media and any other forum or mechanisms that promote such direct involvement.

Chapter 2 of SPLUMA sets out the development principles that must guide the preparation, adoption and implementation of any SDF, policy or by-law concerning spatial planning and the development or use of land. The table below summarises the five SPLUMA principles and what they mean.

Table 26: SPLUMA and Development Principles

Principle	Meaning
Spatial justice	<ul style="list-style-type: none"> • Past spatial and other development imbalances must be redressed through improved access to and use of land. • SDFs (and associated policies) must address the inclusion of persons and areas that were previously excluded, with an emphasis on informal settlements, and areas characterised by widespread poverty and deprivation. • Spatial planning mechanisms, including land use schemes, must incorporate provisions that enable redress in access to land by disadvantaged communities and persons. • Land use management systems must include all areas of a municipality and specifically include provisions that are flexible and appropriate for the management of disadvantaged areas and informal settlements. • Land development procedures must include provisions that accommodate access to secure tenure and the incremental upgrading of informal areas. • In considering an application, a Municipal Planning Tribunal may not be impeded or restricted in the exercise of its discretion solely because the value of land or property is affected by the outcome of the application.
Spatial sustainability	<ul style="list-style-type: none"> • Promote land development that is within the fiscal, institutional and administrative means of government. • Give special consideration to the protection of prime and unique agricultural land. • Uphold consistency of land use measures in accordance with environmental management instruments. • Promote and stimulate the effective and equitable functioning of land markets. • Consider all current and future costs to all parties for the provision of infrastructure and social services in land developments. • Promote land development in locations that are sustainable, limit urban sprawl, and result in communities that are viable.
Efficiency	<ul style="list-style-type: none"> • Land development must optimise the use of existing resources and infrastructure. • Decision-making procedures must be designed to minimise negative financial, social, economic or environmental impacts. • Development application procedures must be efficient, streamlined, and timeframes adhered to by all parties.



Principle	Meaning
Spatial resilience	<ul style="list-style-type: none"> Development application procedures must be efficient, streamlined, and timeframes adhered to by all parties.
Good administration	<ul style="list-style-type: none"> All spheres of government must ensure an integrated approach to land use and land development. All government departments must provide their sector inputs and comply with any other prescribed requirements during the preparation or amendment of SDFs. The requirements of any law relating to land development and land use must be met timeously.

At the Provincial sphere of government, aligned with SPLUMA, the Western Cape Land Use Planning Act, 3 of 2014 (LUPA) further outlines minimum standards for SDFs, both in preparation process, and content.

At the municipal level IDPs, which include budget projections, financial and sector plans, are set every five years correlating with political terms of office in local government. SDFs should be subject to a major review every five years, with less comprehensive reviews annually.⁴

In support of SPLUMA, the Department of Rural Development and Land Reform prepared detailed process and content "Guidelines for the Development of Provincial, Regional and Municipal Spatial Development Frameworks and Precinct Plans". The Stellenbosch Municipality follows these guidelines in its work on the SDF.

4.6 The Policy Framework for the SDF

Numerous policy frameworks, both focused the work of government holistically, the spatial arrangement of activities or specific sectors. These are explored fully in the approved SDF as well as the IDP. In the sections below, only the most specific policy informants are summarised, namely the National Development Plan (NDP), the Western Cape Government's Provincial Spatial Development Framework (PSDF), the Greater Cape Metro (GCM) and Regional Spatial Implementation Framework (RSIF).

4.7 The National Development Plan 2030

The National Development Plan (NDP), developed by the National Planning Commission and adopted in 2012, serves as the strategic framework guiding and structuring the country's development imperatives and is supported by the New Growth Path (NGP) plus other national strategies.

In principle, the NDP is underpinned by, and seeks to advance, a paradigm of development that sees the role of an enabling government creating the conditions, opportunities and capabilities conducive to sustainable and inclusive economic growth that makes poverty alleviation and the sharp reduction of inequality possible by 2030. The NDP sets out the pillars through which to cultivate and expand a robust, entrepreneurial and innovative economy that will address South Africa's primary challenge of significantly rolling back poverty and inequality.

The legacy of apartheid spatial settlement patterns that hinder inclusivity and access to economic opportunities, as well as the poor location and under-maintenance of major infrastructure, are two of the nine identified core challenges facing the country's development. Aimed at facilitating a virtuous cycle of expanding opportunity for all, the NDP proposes a program of action that includes the spatial

⁴ This does not detract from the SDF including for a longer term spatial development vision, projecting ten to twenty years into the future.



transformation of South Africa's towns, cities and rural settlements given the "enormous social, environmental and financial costs imposed by spatial divides".

4.8 The Provincial Spatial Development Framework

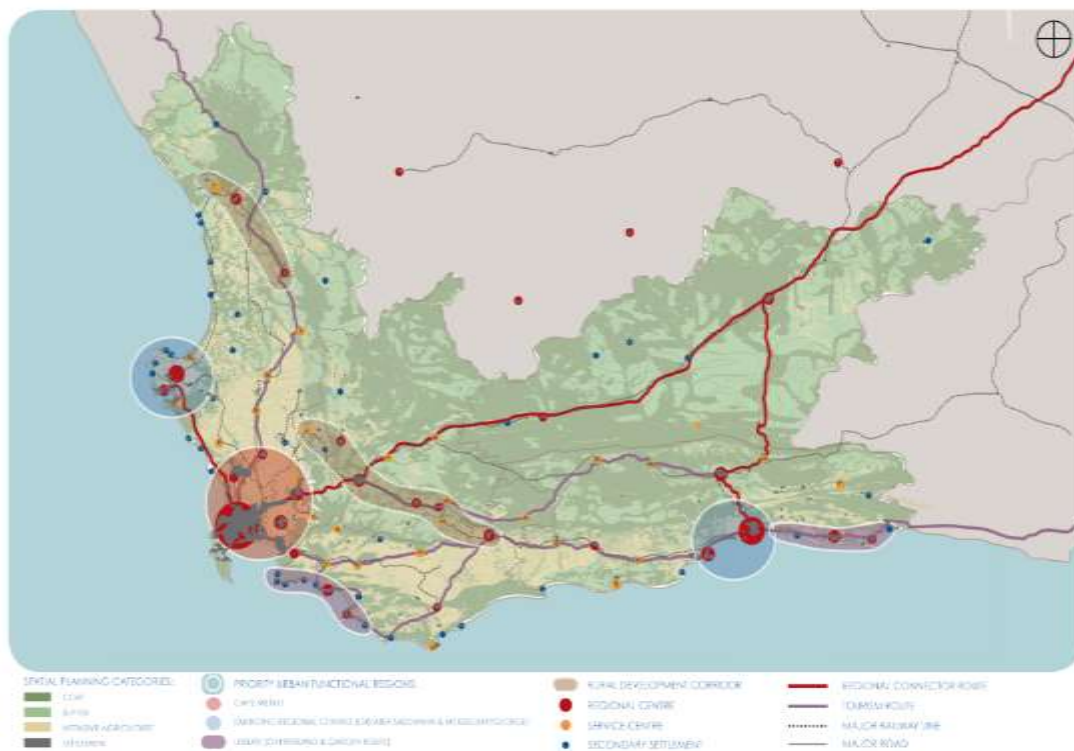
The spatial agenda advocated by the PSDF is summarised in the table below.

Table 27: PSDF Spatial Agenda

Focus	What it involves
<p>Growing the Western Cape economy in partnership with the private sector, non-governmental and community based organisations.</p>	<ul style="list-style-type: none"> • Targeting public investment into the main driver of the Provincial economy (i.e. the Cape Metro functional region, the emerging Saldanha Bay/ Vredenburg and George/ Mossel Bay regional industrial centres, and the Overstrand and Southern Cape leisure and tourism regions). • Managing urban growth pressures to ensure more efficient, equitable sustainable spatial performance. • Aligning, and coordinating public investments and leveraging private sector and community investment to restructure dysfunctional human settlements. • Supporting municipalities in managing urban informality, making urban land markets work for the poor, broadening access to accommodation options, and improving living conditions. • Promoting an urban rather than suburban approach to settlement development (i.e. diversification, integration and intensification of land uses). • Boosting land reform and rural development, securing the agricultural economy and the vulnerability of farm workers, and diversifying rural livelihood and income earning opportunities.
<p>Using infrastructure investment as primary lever to bring about the required urban and rural spatial transitions.</p>	<ul style="list-style-type: none"> • Aligning infrastructure, transport and spatial planning, the prioritisation of investment and on the ground delivery. • Using public transport and ICT networks to connect markets and communities. • Transitioning to sustainable technologies, as set out in the WCIF. • Maintaining existing infrastructure.

For the agglomeration of urban activity, the Cape Metro functional region, as well as the emerging regional centres of the Greater Saldanha functional region and the George/ Mossel Bay functional region, are prioritised. The priority tourism/ leisure corridors are the Overstrand and Garden Route leisure corridors (the priority tourism routes are the N2-corridor, R62 between Worcester and Oudtshoorn, the N7 corridor and R43). Two priority rural development corridors – areas of agricultural and rural development opportunity – have been identified. The first is on the west coast – stretching from Lutzville in the north to Clanwilliam in the south. The second rural development corridor stretches from Tulbagh in the north-west to Swellendam in the southeast.

Figure 18: The Provincial Spatial Development Framework



4.9 The Greater Cape Metro Regional Spatial Implementation Framework

The Greater Cape Metro (GCM) Regional Spatial Implementation Framework (RSIF) aims to build consensus between the spheres of government and state-owned companies on what spatial outcomes the GCM should strive for, where in space these should take place, and how they should be configured. The GCM covers the municipal jurisdictions of Cape Town, Saldanha Bay, Swartland, Drakenstein, Stellenbosch, Breede Valley, Theewaterskloof, and Overstrand.

The regional settlement concept proposed by the GCM RSIF is built on the following key tenets:

- ✦ Containing settlement footprints by curtailing the further development of peripheral dormitory housing projects;
- ✦ Targeting built environment investments within regional centres, specifically in nodes of high accessibility and economic opportunity;
- ✦ Targeting these locations for public and private residential investment, especially rental housing, to allow for maximum mobility between centres within the affordable housing sector;
- ✦ Using infrastructure assets (specifically key movement routes) as “drivers” of economic development and job creation;
- ✦ Promoting regeneration and urban upgrading within strategic economic centres as well as high-population townships across the functional region;
- ✦ Shifting to more urban forms of development within town centres including higher densities and urban format social facilities;
- ✦ Connecting these nodes within an efficient and flexible regional public transport and freight network; and
- ✦ Maintaining valuable agricultural and nature assets.

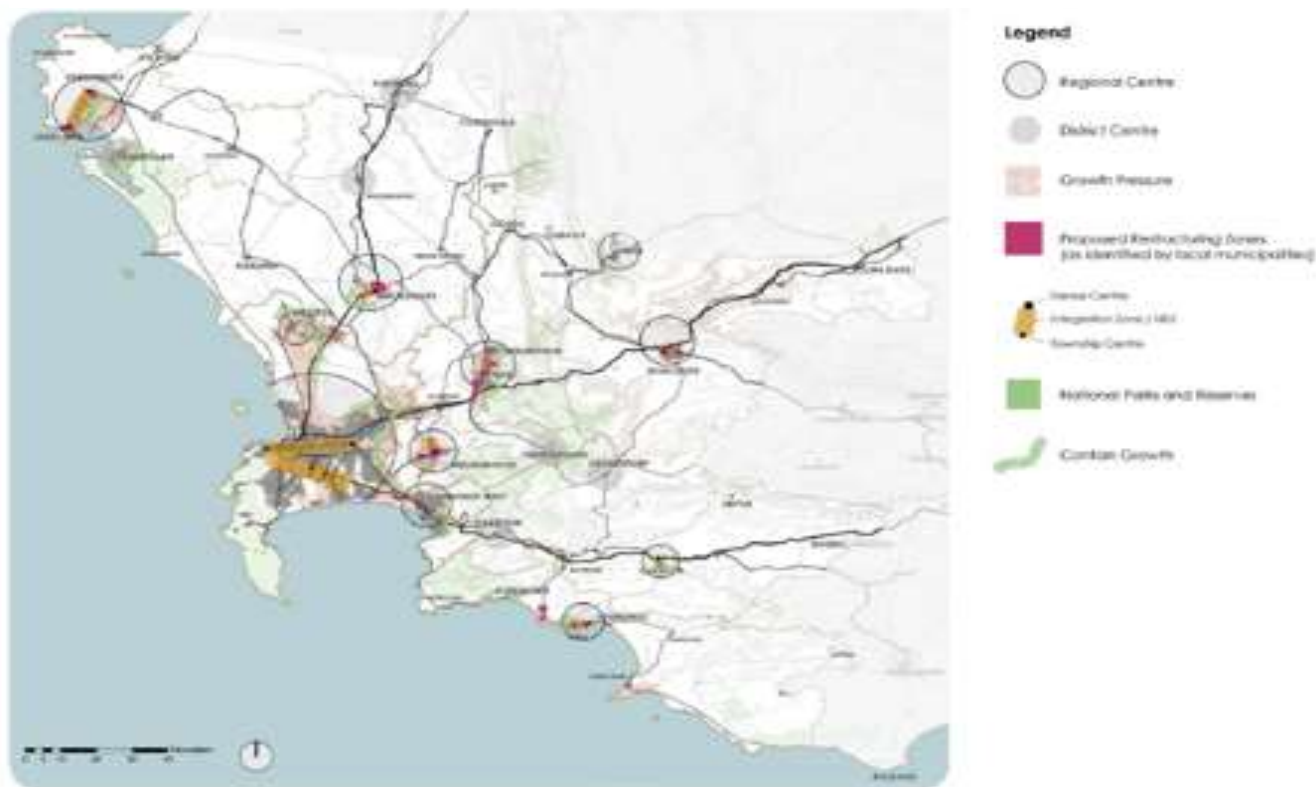
In terms of role and function, Paarl and Wellington is the Northern Winelands service, administrative, tertiary education, agri-processing and distribution, and tourist centre, with very high/ high growth potential.

Stellenbosch is identified as the Southern Winelands service, administrative, tertiary education and research, and agri-processing centre, as well as home to multi-national enterprise headquarters, a key tourism destination, and focus for technology industry, with very high growth potential.

In relation to Klapmuts, the RSIF recognises that:

- ✦ Existing infrastructure in the area (i.e. N1, R101, R44 and the Paarl-Bellville railway line and station), which dictate the location of certain transport, modal change or break-of-bulk land uses; and
- ✦ Klapmuts is a significant new regional economic node within metropolitan area and spatial target for developing a “consolidated platform for export of processed agri-food products (e.g. inland packaging and “containerisation port”) and “an inter-municipal growth management priority”.

Figure 19: The diagram illustrates the GCM RSIF in plan form



4.10 Stellenbosch Municipality’s Work on a SDF

Over the last decade, the Stellenbosch Municipality has completed a considerable volume of studies, policy documents, and plans, specifically related to SDFs, as well as studies, policy documents, and plans that should inform or be informed by the SDF (for example comprehensive plans like the IDP covering all the activities of the Municipality, or sector specific work related to economic development, transport, the environment, housing, and so on). Some of these studies, policy



documents, and plans cover the whole Municipal area, while others focus on specific parts of the area.

Starting in 2008, and culminating in an approved SDF and the “shaping Stellenbosch” initiative, broad consensus has been achieved on the desired future direction and form of development. Some of the country’s most accomplished professionals were involved in this work, we spent considerable time and money, and citizens bought in.

In 2013 Stellenbosch Municipality approved a SDF for the Stellenbosch municipal area that includes Franschhoek, the Dwars River Valley, Klapmuts, Stellenbosch town (including Kayamandi, Cloeteville, Idas Valley), Lynedoch, Vlottenburg and Raithby. An updated version of this document in terms of the requirements of SPLUMA (and summarized for public accessibility) was approved on May 2019.

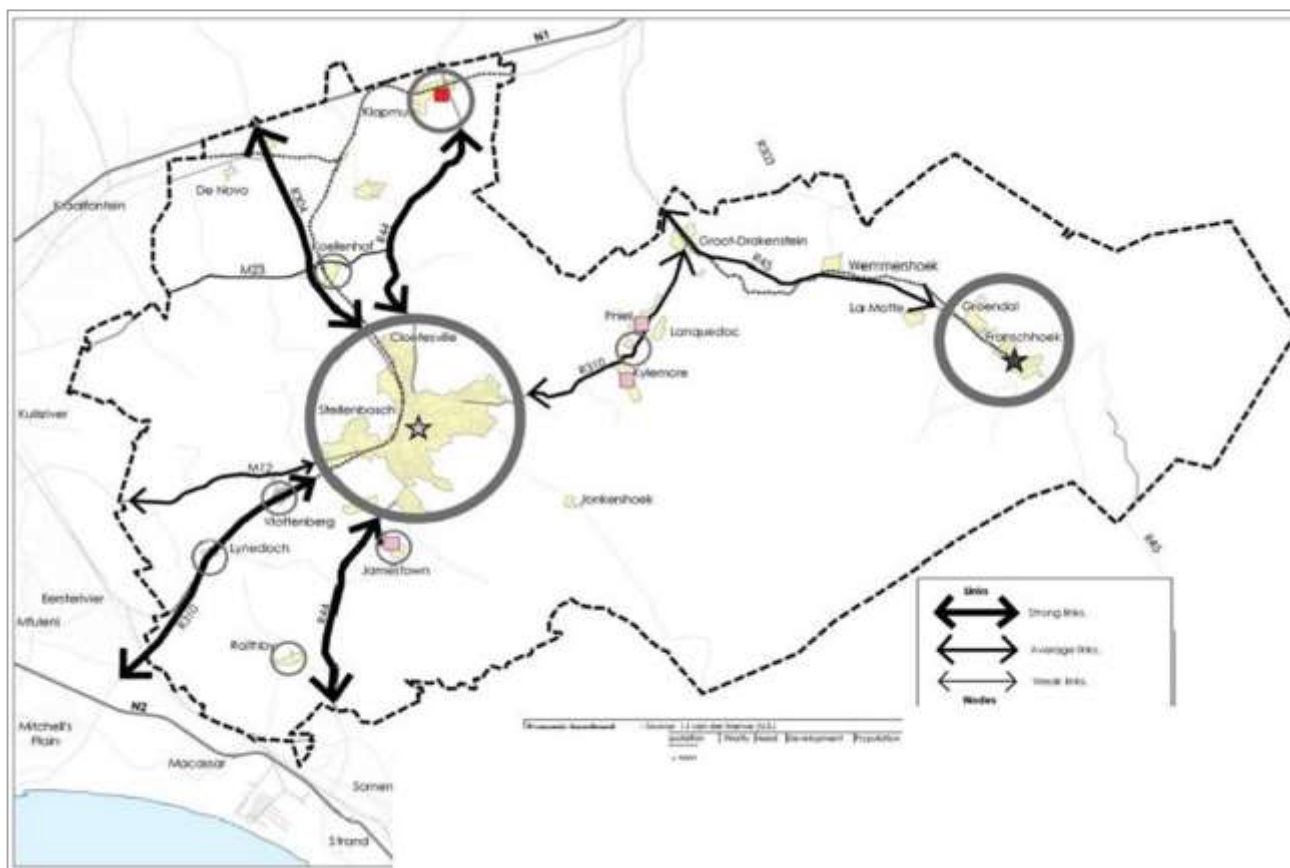
Since approval of the SDF in 2013 and 2019, SDF related work has focused on:

- Development of scenarios of land demand to inform the development of a preferred 20-year growth strategy, development path, and nodal development concepts. This work culminated in status quo and draft Urban Development Strategy (UDS) documents during 2017;
- An analysis and synthesis of the rural areas of Stellenbosch Municipality with a view to prepare a Rural Area Plan (RAP);
- A Draft Heritage Inventory of large-scale landscape areas in the rural domain of the municipality informing proposed heritage areas (complementing previous inventory work completed for urban areas); and
- Area-based planning investigations for parts of the municipality, notably Stellenbosch town, Klapmuts, the area north of Kayamandi, and Paradyskloof.

In parallel to SDF work, considerable progress has been made, in collaboration with the Western Cape Government, developing a strategy for sustainable transport planning, infrastructure provision, and management in Stellenbosch. This work, through application of the Provincial Sustainable Transport Programme (PSTP).

The below diagram illustrates the varied spatial and related sector documents prepared over the last ten years by Stellenbosch Municipality.

Figure 20: Varied spatial and related sector documents prepared over the last ten years



4.11 Institutional Arrangements for Preparing the SDF

The Stellenbosch Municipality's current work on the SDF have taken place with the inputs and oversight of an Intergovernmental Steering Committee (ISC), as prescribed in LUPA, and comprising representatives across spheres of government and sectors.

Further, it should be noted that the approved SDF, as well as specific sector documents and area studies listed in chapter 7, sought inputs from various organisations and individuals as part of public participation processes undertaken during various stages of preparing these studies.⁵

4.12 The Challenges Addressed by the SDF

The Stellenbosch Municipality SDF attempts to address the spatial dimensions of varied challenges, documented in this IDP and numerous studies and documents produced to date, and dealing with spatial and non-spatial matters.

Framed as a question, the key challenge revolves around how to achieve, through managing the spatial distribution and form of development – primarily land use activities and associated structures,

⁵ For example, the "Shaping Stellenbosch" initiative involved a facilitated process of engagement between Directors of key municipal departments and members of the Mayoral Committee (MayCo), consultations with all ward councillors, meetings with ward committees and 72 formal engagements with various groups, and four major workshops that were attended by a wide cross-section of organisations. By August 2014, a total of over 200 ideas were submitted from around 108 stakeholders to a dedicated web-site.



both new and existing – shared and inclusive growth, increased access to opportunities (particularly for disadvantaged citizens), improved sustainability by minimizing ecological footprints, and maintenance of the unique sense of place of the settlements and surrounding lands which constitute the municipality.

In addressing these challenges, the SDF has two tasks. The first relates to how activities should be organised and accommodated in space to best address challenges. The second is to guide how other sectors, services, or functional areas, should adjust their focus and work to support the recommended organization and accommodation of activities in space.

Without re-stating the varied challenges of the municipality outlined in full in the IDP and sector documents, the table below lists specific spatial challenges addressed by work on the SDF, following the broad themes contained in the SPLUMA Guidelines.

Table 28: Spatial Challenges

Theme	Spatial Challenges
Bio-physical context	<ul style="list-style-type: none"> • The ongoing loss of agricultural opportunity through urban development and land use change of high value agricultural land. • Development which threatens the integrity and value of high worth nature, scenic, cultural, and heritage landscapes and places. • The poor state of rivers within the municipal area.
Socio-economic context	<ul style="list-style-type: none"> • The current population of approximately 175 000 is very unequal with the municipality having one of the highest Gini-Coefficients in South Africa. 53% of households are classified as low-income, with 20% of these having no registered income. Unemployment stood at around 20% in 2011, and continues to rise. • Despite a relatively positive and resilient economic trend showing some employment growth in the managerial and skilled sectors, job losses continue in the low and semi-skilled sectors. This is of critical concern for the region's sustainability. • Although Stellenbosch Municipality has a slightly lower unemployment rate than the Western Cape and the country, its unemployment rate of more than 20% represents a significant social challenge. • Almost 23% of the population is under 15 in age, indicating that a large percentage of the population will be entering the labour market in the next two decades.
Built environment context	<ul style="list-style-type: none"> • 60% of households do not have access to a car, and are dependent on unsupported informal public transport or travel on foot. Many trip needs remain unsatisfied or are undertaken with great hardship. For these captive populations, access to ever more dispersed activity is increasingly difficult, yet virtually all available funding is allocated to providing general road infrastructure rather than the development of transport systems and approaches that serve the most effective and sustainable movement of people and goods. • There has been continuous growth in weekday commuter trips from the Cape Town Metropole and surrounding areas into Stellenbosch. This in part reflects increased employment opportunities but also the shortage of affordable local accommodation requiring many employees to commute from distant locations with cheaper housing. • 70% of all trips entering Stellenbosch town are by private car. There is worsening peak period congestion, with average traffic speeds pushed down to 13km/h (below cycling speed) and a throughput per lane of only 600 persons per hour due to the very low vehicle occupancies. • Local (<5km) peak period person trips within the town of Stellenbosch total twice the number of longer distance (>5km) passenger commute trips. 95% of all NMT trips within the Stellenbosch town are made by low income residents. In contrast over 80% of all local trips by choice-user are made by car. There is great potential for reducing private motor vehicle travel through targeting short trips and market sectors (e.g. University students) to switch to cycling and walking, which will help to significantly improve general traffic flow. • Significant unmet and future demand for housing (across housing typologies and income brackets). • Large old industrial complexes in well-located areas are disused or underutilized.



Theme	Spatial Challenges
	<ul style="list-style-type: none"> Inadequate sanitation, stormwater and solid waste infrastructure in some lower income areas/ informal settlements are contributing to river pollution.
Institutional context	<ul style="list-style-type: none"> The limited capital budget of the Municipality, given the extent and depth of community needs. The limited professional resources of the Municipality, specifically in relation to the rigorous, and dedicated full-time management of large scale projects.

4.13 Strategic Component of the SDF

4.13.1 Vision

In line with the SM's vision as the "valley of opportunity and innovation" (as contained in the idp), the vision for spatial development and management is described as follows:

"we envisage a municipal area even more special than it is today; a place of natural beauty, rich in the way it preserves and exposes elements of history and culture, its produce from the land, the quality of its institutions, and the mindfulness and innovations of its people.

It is a future Stellenbosch municipal area that remains familiar; it has retained what differentiates the municipality from other places, its landscapes, historic buildings and settlement patterns, and the specialness of its institutions. It is resilient; it has adapted to the needs of today without losing what is special from the past. It is inclusive; it has accommodated the needs of citizens from all walks of life without fear. It is diverse and therefore productive. In adapting to new needs, and accommodating new people, it has become the stage for new expressions of culture, new businesses, and new ways of doing.

In form, it comprises a set of compact settlements, large and SMall, surrounded by natural and productive landscapes, and linked by means of public transport. Internally, settlements are relatively dense, cyclable and walkable. Each portrays a unique character, closely linked to its surrounding landscape, the reach and extent of its public institutions, and the capacity and opportunity of its infrastructure. Each provides for a range of citizens from all walks of life, with significant choice in place of residence."

4.13.2 Strategic focus

The table below illustrates how work on the SDF relates – in terms of its focus and contribution – to achieving the five municipal strategic focus areas as contained in the IDP.

Table 29: IDP strategic focus areas and the SDF

IDP Strategic Focus Area	Related concerns of the SDF	SDF Strategic Direction
Valley of possibility	The way settlements, nature and agricultural are spatially developed and managed to enhance individual and collective livelihood opportunities and enterprise development, and overcome inequity and exclusion.	<ul style="list-style-type: none"> Containment of settlements to protect nature/ agricultural areas and enable public and non-motorized transport and movement. A focus on public and non-motorized transport and movement.
Green and sustainable valley	The way settlements, nature and agricultural areas are spatially developed and managed to maintain and enhance natural resources and ensure future balance between human settlement and its use of natural resources and opportunity.	Protection of nature areas, agricultural areas, and river corridors.



IDP Strategic Focus Area	Related concerns of the SDF	SDF Strategic Direction
Safe valley	The way settlements, nature and agricultural areas are spatially developed and managed to ensure individual and collective safety in living, in movement, at work, institutions, and play.	Denser settlements with diverse activity to ensure surveillance.
Dignified living	The way settlements, nature and agricultural areas are spatially developed and managed to ensure equal access to shelter, facilities and services, notwithstanding material wealth, age, gender, or physical ability.	A specific focus on the needs of "ordinary" citizens, experiencing limited access to opportunity because of restricted available material resources.
Good governance and compliance	The way settlements, nature and agricultural areas are spatially developed and managed to ensure individual and collective participation – based on accessible information and open processes – in matters related to spatial planning and land use management.	Presenting information, including opportunities and choices in a manner that assists its internalization by all.

As it is not specifically mentioned in the strategic focus areas – perhaps as it is more an approach or "way of thinking and doing" about matters generally than a strategic focus area – a note on innovation is justified, specifically in relation to spatial planning and the SDF.

Innovation is not limited to – as it is often perceived to be – information technology. It cuts across all tasks; it must be at the basis of all efforts and approaches to meet challenges. Much of Stellenbosch's current spatial challenges will not be resolved through conventional spatial planning approaches; ways of doing which have become part of a prevailing culture in planning and development, including accommodating new development on "undeveloped" nature or agricultural land, supporting relatively low density development, attempts to accommodate unimpeded movement by private vehicles with low occupancy, each potential land developer striving to maximize individual development opportunity, and so on. In many ways, these approaches have contributed to varied existing challenges to be addressed today, including inequity in access to opportunity, environmental degradation, and stress on municipal resources.

Arguably, exploring and implementing new approaches or strategy are not easy, as observed by Hamel: "When people sit down and think about strategy ... they take 90 or 95% of industry orthodoxies as a given ... Instead, they must stare down their orthodoxies and determine that they are not going to be bound by them anymore ... The deepest reason [for not doing this] is an unwillingness or inability to look outside of current experiences. It's the whole set of definitions that grew up over time ... about what business we're in ... you get convergence around those things. A lot of this is not simply blindness; a lot of this is denial. Yes, we see it, but it is so uncomfortable that we can't admit to it."⁶

⁶ An interview with Gary Hamel, strategy + business <http://www.strategy-business.com/press/16635507/13304>



4.13.3 Concept and core argument

The concept for spatial development and management of SM comprises seven key tenets:

1: Maintain and grow our natural assets

Valuable land areas, including critical biodiversity areas, agricultural land, land affecting the maintenance of water resources, and so on, cannot be built upon extensively, it cannot be the focus for significantly accommodating existing or future settlement need spatially.

2: Respect and grow our cultural heritage

The areas and spaces – built and unbuilt – that embody the cultural heritage and opportunity of SM needs to be preserved and exposed further. Some areas and spaces need to be maintained intact, others provide the opportunity for new activity, in turn exposing and enabling new expressions of culture.

3: Direct growth to areas of lesser natural and cultural significance as well as movement opportunity

Within areas of lesser natural and cultural significance, the focus should be on areas where different modes of transport intersect, specifically places where people on foot – or using non-motorised transport – can readily engage with public transport.

4: Clarify and respect the different roles and functions of settlements

The role and potentials of different settlements in Stellenbosch require clarification. In broad terms, the role of a settlement is determined by its relationship to natural and cultural assets and the capacity of existing infrastructure to accommodate change and growth.

5: Clarify and respect the roles and functions of different elements of movement structure

Ensure a balanced approach to transport in SM, appropriately serving regional mobility needs and local level accessibility improvements, aligned with the spatial concept.

6: Ensure balanced, sustainable communities

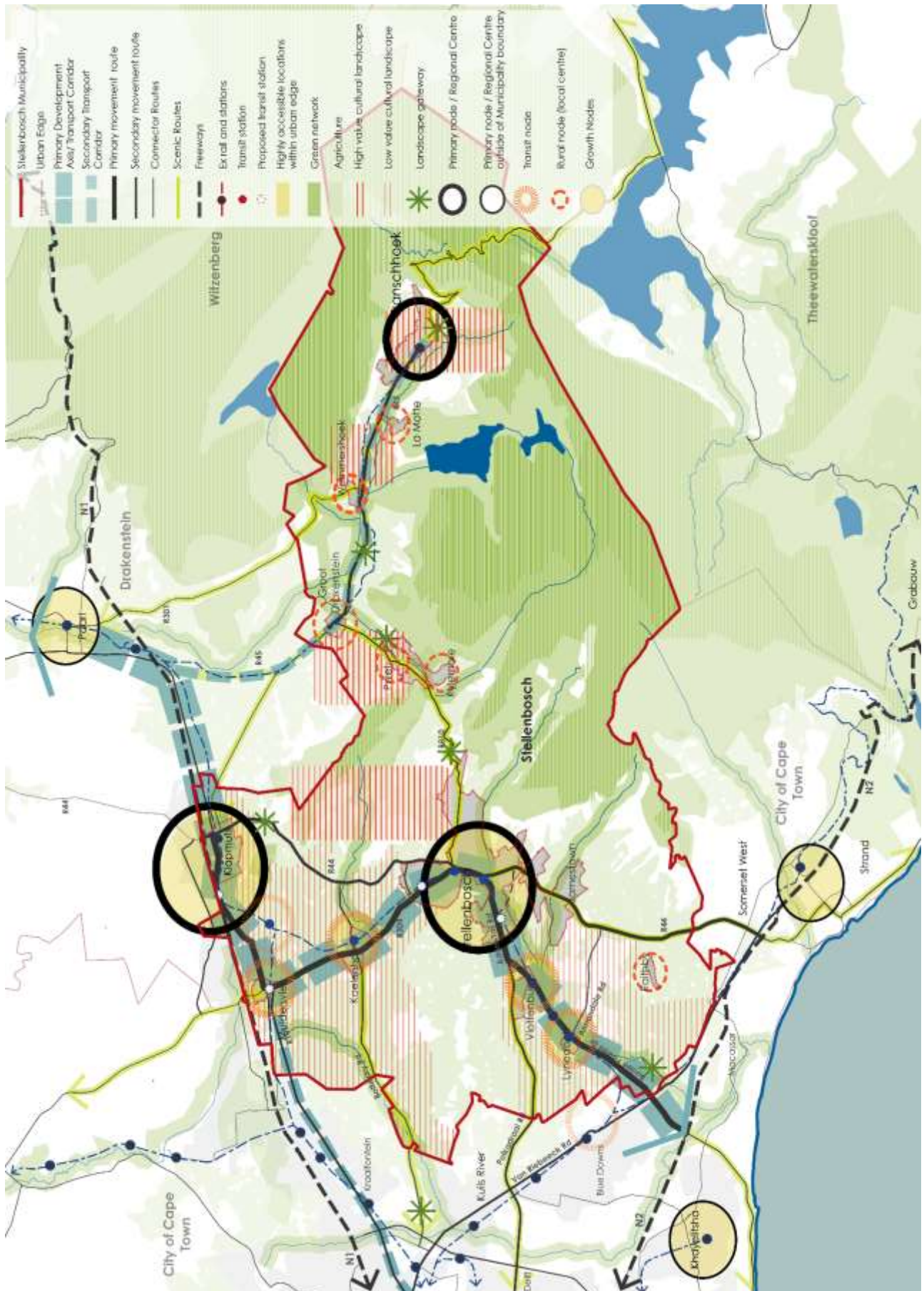
Ensure that all settlements are balanced and sustainable, providing for different groups, maintaining minimal development footprints, walkability, and so on.

7: Focus collective energy on critical lead projects

Harness available energy and resources to focus on a few catalytic areas that offer extensive opportunity fastest and address present risk.



Figure 21: The overarching concept is illustrated in figure below





4.14 Implementation Framework

4.14.1 Introduction

The SPLUMA guidelines require, as part of the MSDF, a high-level Implementation Framework setting out the required measures that will support adoption of the SDF proposals while aligning the capital investment and budgeting process moving forward. The MSDF Implementation Framework comprises the following sections:

- ✦ A proposed settlement hierarchy.
- ✦ Priority development areas and themes.
- ✦ A policy framework (linked to strategies).
- ✦ Guidelines, studies, and information supporting the policies.
- ✦ Implications for sector planning and specific development themes, including:
 - Movement.
 - Housing.
 - Local economic development.
- ✦ Implications for inter-municipal planning
- ✦ Land use management and regulations.
- ✦ Catalytic initiatives.
- ✦ Further planning work.
- ✦ Institutional arrangements.
- ✦ Checklists in support of decision-making.
- ✦ A municipal leadership and advocacy agenda related to spatial development and management.

4.14.2 Proposed Settlement Hierarchy

The proposed settlement hierarchy for SM, supporting the spatial plan and proposals for the settlement as a whole, is outlined in Table 28.

Settlement	Role	Development and Land Use Management Focus
Primary settlements		
Stellenbosch town	A significant centre comprising extensive education, commercial and government services with a reach both locally and beyond the borders of the municipality, tourism attractions, places of residence, and associated community facilities.	<ul style="list-style-type: none"> • Broadening of residential opportunity for lower income groups, students, and the lower to middle housing market segments. • Upgrade of informal settlements. • Retention of University functions in town. • Enablement of the Adam Tas Corridor. • Sensitive residential infill and compaction. • Drive to established "balanced" precincts (e.g. Techno Park). • Public transport development, travel demand management, parking controls, and NMT improvements.
Klapmuts	Focus for economic development (utilizing a favorable location for manufacturing, logistics, and warehousing enterprises) and associated residential opportunity.	<ul style="list-style-type: none"> • Support for development of RE/Farm 736 as a lever to economic development utilising a favorable location for manufacturing, logistics, and warehousing enterprises. • Balanced housing provision in Klapmuts South, focused on those who can benefit from employment provision through unlocking Klapmuts North. • Establishing the Klapmuts town centre. • NMT improvements.



Settlement	Role	Development and Land Use Management Focus
Franschhoek	Secondary service centre, significant tourist destination, and place of residence.	<ul style="list-style-type: none"> • Upgrade of informal settlements • NMT improvements. • Sensitive infill within urban edge providing inclusive housing and extended commercial opportunity (also for small and emerging entrepreneurs). • Retention of historic character.
Secondary settlements		
La Motte	Contained rural settlement.	<ul style="list-style-type: none"> • Diversification of existing activities to curtail the need for movement. • Sensitive location of diversified uses closer to the R45. • Limited further housing development.
Wemmershoek	Contained rural settlement.	Possible extension of residential opportunity linked to re-use of saw-mill site and local employment opportunity.
Groot Drakenstein	Contained rural settlement.	Accommodation of sensitive private and public sector initiatives offering expanded livelihood (including tourism) and residential opportunity.
Dwars River Valley	Contained historic rural settlements.	Accommodation of sensitive private and public sector initiatives offering expanded livelihood (including tourism) and residential opportunity.
Jonkershoek	Contained, but dispersed collection of institutional, recreational and residential uses.	Rationalisation and containment of existing occupation rights.
Muldersvlei	Contained rural settlement.	Potential future consolidated, inclusive settlement linked to rail/ bus.
Koelenhof	Contained rural settlement.	Potential future consolidated, inclusive settlement linked to rail/ bus.
Vlottenburg	Contained rural settlement.	Potential future consolidated, inclusive settlement linked to rail/ bus.
Lynedoch	Contained village and institutional cluster.	Gradual expansion of unique development model based focused on sustainable living and education.
Spier	Contained tourism and cultural centre.	Containment and limited expansion of existing offering.
Raithby	Contained historic rural settlement.	Protection of unique historic settlement structure and form.

4.14.3 Priority Development Areas and Trends

In terms of the MSDF concept, prioritisation of development – at a broad level – are of two types. The first is spatial and targeted at significant future growth in specific places. The second is sectoral or thematic, focused on the kind of development to be prioritised.

Spatial areas for priority development over the MSDF planning period are:

- Stellenbosch town.
- Klapmuts.

As argued elsewhere in this document, it is here, by virtue of settlement location in relation to broader regional networks and existing opportunity within settlements, that the needs of most people can be met, in a compact settlement form while protecting the municipality's nature and agricultural assets.



Over the longer term, Muldersvlei/ Koelenhof and Vlottenburg/ Lynedoch along the Baden Powell-Adam Tas-R304 could possibly accommodate more growth, and be established as inclusive settlements offering a range of opportunities. However, much work needs to be done to ensure the appropriate make-up of these settlements (including each providing opportunity for a range of income groups) and integration with the corridor in terms of public transport. They are therefore not prioritised for significant development over the MSDF period.

Should significant development be enabled in these areas now, it is likely to be focused on private vehicular use and higher income groups (in gated developments), and will in all probability reduce the potential of initiatives to transform Stellenbosch town and Klapmuts.

The focus on Stellenbosch town and Klapmuts does not exclude all development focus in Franschoek and the smaller settlements. Rather, it is argued that these settlements should not accommodate significant growth as the pre-conditions for accommodating such growth does not exist to the same extent as in Stellenbosch town and Klapmuts. What should be emphasized in Franschoek and smaller settlements is improving conditions for existing residents and natural growth within a context of retaining what is uniquely special in each (from the perspective of history, settlement structure and form, relationship with nature and agriculture, and so on).

In terms of sectoral or thematic focus, the spatial development priority in all settlements should be to:

- Upgrade the servicing and transformation of informal settlements;
- Provide housing for lower income groups in accessible locations (specifically through infill of vacant and underutilised land or redevelopment of existing building footprints);
- Expand and improve public and NMT routes;
- Improve public and community facilities and places (e.g. through clustering, framing them with infill development to improve edges and surveillance, prioritisation for landscaping, and so on); and
- Expand the recognition, restoration, and exposure of historically and culturally significant precincts and places (both in the form and use of precincts and places).

4.14.4 Policy Framework

Table 29 below sets out specific spatial policies to support the MSDF concept and settlement plans. In using the policy framework, it is important to note that one specific policy or guideline should not be highlighted or used exclusively to support a specific initiative. Rather, each policy supports the other; each “frames” the other. Thus, initiatives or proposals should be evaluated in terms of the policy framework as a whole.

Further, the successful implementation of spatial policy and guidelines is often dependent on related, supportive, non-spatial policy. This implies policy alignment across municipal functional areas and services.

The table also includes specific work guidelines which begins to frame work to be undertaken – or continued – in support of proposed policies.

Table 30: Specific work guidelines

No.	Strategy	Spatial Policy	Non-Spatial, Supportive Policy	Work Guidelines
1.	Maintain and grow the assets of SM's natural environment.	<ul style="list-style-type: none"> • As far as is possible, protect and expand priority conservation areas, establish ecological linkages, and preserve high-potential 	<ul style="list-style-type: none"> • Proactively maintain and upgrade municipal infrastructure services to limit/ mitigate risk to ecological services. • Support initiatives to protect water resources, rehabilitate degraded aquatic systems, retrofit or 	<ul style="list-style-type: none"> • Prepare and implement management plans for municipal nature reserves and other ecological assets. • Prepare and implement invasive species control



No.	Strategy	Spatial Policy	Non-Spatial, Supportive Policy	Work Guidelines
		<p>agricultural land within the municipality.</p> <ul style="list-style-type: none"> Resist the subdivision of viable agricultural land unless it forms part of a new balanced, integrated, and inclusive settlement supportive of the MSDP objectives, an agri-village in line with provincial policy for the settlement of farm workers, or the formalisation of the "urban" component of existing forestry settlements (for example Jonkershoek and La Motte). Support compatible and sustainable rural activities outside the urban edge (including tourism) if these activities are of a nature and form appropriate in a rural context, generate positive socio-economic returns, and do not compromise the environment, agricultural sustainability, or the ability of the municipality to deliver on its mandate. 	<p>implement water demand management systems, and mainstream water conservation.</p> <ul style="list-style-type: none"> Support energy diversification and energy efficiency initiatives to enable a transition to a low carbon, sustainable energy future. Support initiatives to extend public access to nature assets without compromising the integrity of nature areas or ecological services. Support initiatives by the private sector to extend environmental stewardship. Assist in initiatives to diversify, strengthen, and open up new opportunities and jobs in the rural economy, including the identification of strategically located land for land reform purposes. Support initiatives to utilise municipally-owned agricultural land for small scale agriculture, forge partnerships with non-governmental or public benefit organisations to assume management responsibilities for commonages, and provide basic agricultural services to commonages. 	<p>plans for municipal properties.</p> <ul style="list-style-type: none"> Prepare and implement initiatives for the rehabilitation of rivers and wetlands in urban areas. Develop resource efficient strategies for all municipal services and land and building development (e.g. compulsory green energy installations in building development, grey water circulation, sustainable urban drainage, etc.). Utilise and contribute to municipal and provincial mapping and planning initiatives that inform land use decision-making supportive of ecological integrity, securing natural resources, and protecting agricultural land of high value. Delineate and manage urban edges and watercourse setbacks in a manner which diverts urban growth pressures away from important natural and agricultural assets. Apply biodiversity offsets in cases where development in areas of endangered and irreplaceable biodiversity cannot be avoided. Actively engage with adjoining municipalities and provincial government to ensure that the integrity of SM's natural environment is maintained (specifically in relation to land use management in adjoining municipal areas).
2.	Respect, preserve and grow the	<ul style="list-style-type: none"> Preserve significant cultural and historic assets within the municipality and grow the opportunity for new 	<ul style="list-style-type: none"> Support the transfer of municipal assets of cultural and historic value to organisations geared to manage these assets sustainably in 	<ul style="list-style-type: none"> Maintain and utilise municipal and inter-governmental evaluation and mapping initiatives to inform land



No.	Strategy	Spatial Policy	Non-Spatial, Supportive Policy	Work Guidelines
	<p>cultural heritage of SM.</p>	<p>or emerging forms of cultural expression through expanding the use of existing cultural assets or supporting new uses for areas or structures of historic value.</p> <ul style="list-style-type: none"> As far as is possible, protect cultural landscape assets – including undeveloped ridge lines, view corridors, scenic routes, and vistas – from development. Support alternative uses for historic structures and places which will enable its preservation (subject to adherence to general MSDF strategy and policies). 	<p>the interest of the broader community.</p> <ul style="list-style-type: none"> Manage heritage places and structures in terms of the recommendations of municipal heritage studies. 	<p>use decision-making supportive of cultural integrity, and securing historic places and structures.</p> <ul style="list-style-type: none"> Actively engage – on a continuous basis – with adjoining municipalities and provincial government to ensure that the integrity of SM's heritage is maintained (specifically in relation to land use management in adjoining municipal areas).
3.	<p>Direct significant growth or new development in SM to areas:</p> <ul style="list-style-type: none"> Not identified as of the most critical natural or cultural significance. Where the most opportunity exist in existing infrastructure investment, whether reconfigured, augmented, or expanded. 	<ul style="list-style-type: none"> Prioritise the targeted settlements on the Baden Powell-Adam Tas-R304 corridor for growth/new development. Over the MSDF period, focus on Stellenbosch town and Klapmuts to accommodate significant new growth. 	<ul style="list-style-type: none"> Align the policy and planning of all municipal services to support accommodating significant growth and new development as proposed in specific areas. Progressively utilise the municipality's significant asset of land as a resource to direct major growth or new development to areas not identified as of the most critical natural or cultural significance. Allocate municipal funds for land acquisition in areas identified as most suitable for growth or new development (specifically for development as lower income housing). 	<ul style="list-style-type: none"> Together with the WCG, undertake inter-service investigations to determine the exact location, size, nature, and form of new settlement areas to accommodate new growth. Develop specific framework planning, land use management, infrastructure, financial, and urban design provisions and directives to ensure the optimal development of identified settlement areas to accommodate new growth.
4.	<p>Clarify and respect the different roles and potentials of settlements in SM and maintain the identity of each.</p>	<ul style="list-style-type: none"> Ensure that each settlement – large and small – remains a distinct entity, surrounded by natural open space and agricultural land. Maintain a clear hierarchy of settlements which (in general terms) focus new growth and development in larger settlements to: 	<ul style="list-style-type: none"> Align the policy and planning of all municipal services to support the proposed settlement hierarchy and development/ management approach. Reinforce the role of Stellenbosch town as a regional service and tourism centre focused on higher order educational, health, government, and commercial uses, as well as unique historic assets. 	<ul style="list-style-type: none"> Support the re-location of land extensive manufacturing, logistics, and warehousing enterprises from Stellenbosch town to Klapmuts. Maintain the nature and form of small rural settlements while enabling small changes



No.	Strategy	Spatial Policy	Non-Spatial, Supportive Policy	Work Guidelines
		<ul style="list-style-type: none"> – Minimise associated impacts on the environment, agricultural land, and natural resources. – Maximise livelihood opportunity through building on the availability of existing public facilities, and commercial opportunity. – Maximise the sustainability of new facilities and commercial opportunity. – Enable the provision of infrastructure in the most efficient and cost effective way. – Minimise the need for inter-settlement movement. – Maximise opportunity for and use of non-motorised and public transport. • Minimise growth in smaller settlements where opportunity is limited while improving access to local services and facilities (required daily). • Maintain and enhance the unique historic, cultural, and settlement characteristics of different settlements. 	<ul style="list-style-type: none"> • Reinforce the role of Klappmuts as a potential regional logistics/ warehousing/ manufacturing hub – with associated residential opportunity – based on its location at the intersection of the N1 and regional north/ south movement routes. • Maintain Franschoek as a centre for tourism and culture with limited growth potential. 	<p>towards improving livelihood opportunity.</p>
5.	<p>Ensure a balance approach to transport in SM, that appropriately serves regional mobility needs and local level accessibility improvements.</p>	<ul style="list-style-type: none"> • Actively promote compact, dense, mixed use development which reduces car dependence and enables and promotes use of public and NMT. 	<ul style="list-style-type: none"> • Shift municipal resources to include a greater focus on non-motorised, shared vehicle travel, and public transport solutions. • Establish measures to ensure that there is inter-service agreement on the settlement hierarchy, settlement roles, and associated function, modes of transport to be carried, and development/ management approach to be followed in relation to different sections of the municipal movement network. • Work with provincial and national government to affirm the proposed categorisation of movement forms, and associated infrastructure and 	<ul style="list-style-type: none"> • Assess future transport development/ improvements in relation to impact on the complete settlement system. • Guard against needed/ required vehicular routes of necessity resulting in development of undeveloped land traversed by the route.



No.	Strategy	Spatial Policy	Non-Spatial, Supportive Policy	Work Guidelines
			<p>management needs in Stellenbosch.</p> <ul style="list-style-type: none"> Proactively seek management of travel demand among key stakeholders in SM, in a manner that significantly higher passenger volumes is gradually achieved from existing transport infrastructure. Proactively allocate resources to improve NMT in the municipal area. Strengthen the role played by rail based public transport, including advocating for a new, lighter, frequent rail service on the Eerste River/ Klapmuts rail line as backbone of transport movement along the Baden Powell-Adam Tas-R304 corridor. 	
6.	<p>Develop all settlements as balanced, inclusive, appropriately serviced, communities, negotiable through NMT and exhibiting a positive relationship with surrounding nature and agricultural land.</p>	<ul style="list-style-type: none"> Work towards and maintain – for each settlement in the municipality – a compact form and structure to achieve better efficiency in service delivery and resource use, the viability of public and NMT, and facilitate inclusion, integration, and entrepreneurship development. Adopt a conservative view towards the extension of existing urban edges over the MSDF period. Actively support infill development and the adaptive re-use of existing structures. Support increased densities in new, infill, and redevelopment projects. Rationalise space standards – especially of social facilities – and release surplus land for other uses, specifically housing. 	<ul style="list-style-type: none"> Proactively drive transport demand management programmes (specifically in and around Stellenbosch town) to curtail private vehicle use. Shift more transport resources to the development and operation of effective public transport services and comprehensive provision of NMT. 	<ul style="list-style-type: none"> Review the delineation of restructuring zones to support the MSDF objectives Support development which emphasizes public transport/ NMT as opposed to private vehicular use. Integrate spatial planning, transport planning (emphasising public and NMT), and social facilities planning. Move away from self-reinforcing conditions for development in terms of car parking minimum standards, and ensure the active participation and collaboration between land owner, developer, and municipality towards the provision of alternatives to car use. Actively engage – on a continuous basis – with adjoining municipalities and provincial government to ensure that the integrity of SM's settlements as contained, balanced communities is maintained (specifically in relation to land use management in adjoining municipal areas).



No.	Strategy	Spatial Policy	Non-Spatial, Supportive Policy	Work Guidelines
		Support the general upgrading and transformation of existing informal settlements.	<ul style="list-style-type: none"> • Prioritise basic residential services for poor households, specifically in informal settlements, backyard dwellings, and a minimum level of basic services to marginalized rural settlements. • Resist existing informal settlements being the only viable settlement option for poor households by supporting the identification and servicing of alternative areas for settlement. • Ensure that asset management best practice is followed to maintain existing infrastructure investment and prevent greater replacement cost in future. • Reinforce basic service delivery with good quality urban management to support household and economic asset development. 	<ul style="list-style-type: none"> • Put in place an inter-governmental portfolio of land (existing and earmarked for purchase), an agreed land preparation programme, and a release strategy, for publicly assisted, lower income housing (including the BNG, FLISP, social/ rental, and GAP markets). • Identify alternative settlement locations for poor households, over and above existing informal settlements. • To assist the municipality in housing provision, support initiatives to house farm workers on farms (in a manner which secures tenure).
		Expand housing opportunity for a broader range of groups – including lower income groups and students – particularly in settlements forming part of the Baden Powell-Adam Tas-R304 corridor.	<ul style="list-style-type: none"> • The planning of infrastructure and social facilities should accommodate the likelihood of back-yarding and its contribution to livelihood strategies. 	<ul style="list-style-type: none"> • Develop an inclusionary housing policy and guidelines. • Prioritise infill housing opportunity on public land for the BNG, FLISP, social/ rental, and GAP markets. • Where possible, proactively plan for back-yarding opportunity in lower income housing projects. • Actively support the development of student housing in Stellenbosch town.
		Provide and maintain a system of accessible social facilities, integrated with public space and public and NMT routes.	<ul style="list-style-type: none"> • Reinforce social facilities with good quality urban management to ensure service excellence and sustainability. • Focus on fewer but better social facilities. 	<ul style="list-style-type: none"> • Cluster social facilities. • Locate facilities in association with public space and public and NMT routes.
		Provide and maintain an urban open space/ public space system integrated with public transport/ NMT, social facilities, and linked to natural assets (e.g. river corridors).	<ul style="list-style-type: none"> • Prioritise open/ public space development in poor and denser neighbourhoods of the municipality. • Reinforce open/ public space with good quality urban management to ensure use and safety. 	Ensure that the edges between building development and open spaces promote activity and passive surveillance.
		Ensure work and commercial opportunity accessible through public and NMT to all		<ul style="list-style-type: none"> • Avoid large retail malls and office parks in peripheral locations reliant on private



No.	Strategy	Spatial Policy	Non-Spatial, Supportive Policy	Work Guidelines
		communities and providing opportunities for emerging and small entrepreneurs.		vehicular access and which detract from the viability of established commercial and work areas, and lock out small entrepreneurs.
7.	Actively seek conditions to enable the private and community sectors to align their resources and initiatives with the MSDF principles and proposals.	Conscious of public resource constraints, actively seek and support private and community sector partnership to expand livelihood opportunities, settlement opportunity for ordinary citizens, and the national imperative to expand participation in the economy.	Develop an incentives package to support private and community sector partnerships in achieving the MSDF principles and proposals.	<ul style="list-style-type: none"> • Enable private and community sector participation by making known the Municipality's spatial principles and intent in user friendly communiques and guidelines. • Require private land owners in key areas to plan and coordinate development collectively (beyond individual property boundaries and interests) in order to ensure appropriate infrastructure arrangements, the provision of inclusionary housing, public facilities, and so on.
8.	Focus major development energy in SM on a few catalytic development areas that offer extensive, inclusive opportunity.	<p>Focus major development effort in SM on:</p> <ul style="list-style-type: none"> • Unlocking development in Klapmuts North. • The Adam Tas Corridor (in Stellenbosch town). 	<ul style="list-style-type: none"> • Clearly communicate municipal objectives and principles – across functional areas and services – for development and urban management in catalytic areas. • Seek land owner, provincial government, and national government support to develop catalytic areas in the best public interest. • Support the establishment of institutional arrangements solely dedicated to enable development of catalytic areas and proceed with work to detail the broader plan and activity programme. • Align municipal infrastructure and social services planning to support development in catalytic areas. • Use municipal and government owned land assets to support development in catalytic areas. 	<ul style="list-style-type: none"> • Ensure that catalytic areas be developed as inclusive, appropriately serviced communities, negotiable through NMT and exhibiting a positive relationship with surrounding nature and agricultural land. • Prepare land use management measures to enable development in catalytic areas. • Define catalytic areas as "restructuring" or other special-measure areas to enable benefit from national and provincial support and incentives.

4.15 Catalytic Initiatives

4.15.1 Adam Tas Corridor

The most strategically located land in Stellenbosch town comprises large industrial spaces, including land previously occupied by Cape Sawmills and Distell facilities. A significant proportion of these have been vacated or will be vacated in the foreseeable future in response to changes in the operating context of manufacturing enterprises. Thoughtful redevelopment of these spaces – at scale – can



contribute meaningfully to meeting existing challenges and MSDF objectives.

In simple terms, the concept is to launch the restructuring of Stellenbosch town through redevelopment of the Adam Tas Corridor, the area stretching along the R310 and R44 along the foot of Papegaaiberg from the disused Cape Sawmills site in the west to Kayamandi and Cloetesville in the north.

It forms the western edge to the town but is not well integrated with the rest of Stellenbosch, largely because of the barrier/ severance effect of the R44 and the railway line. Much of the area has a manufacturing use history. It includes the disused sawmill site, the government owned Droë Dyke area, Distell's Adam Tas facility, Oude Libertas, various Remgro property assets, Bosman's Crossing, the rail station, Bergkelder complex, Van der Stel sports complex, the George Blake Road area, and parts of Kayamandi and Cloetesville. Underutilised and disused land in the area measures more than 300ha.

Conceptually, a linear new district within Stellenbosch is envisaged adjacent to and straddling (in places) Adam Tas Road, the R44, and railway line. Overall, development should be mixed, high density and favour access by pedestrians and cyclists.

A central movement system (with an emphasis on public transport and NMT) forms the spine of the area, and is linked to adjacent districts south and west of the corridor. The corridor retains west-east and north-south vehicular movement (both destined for Stellenbosch town and through movement) as well as the rail line. Remote parking facilities will form part of the corridor concept, with passengers transferring via public transport, cycling and walking to reach destinations within the town of Stellenbosch. The R44 and rail line specifically could be bridged in parts to enable integration across the corridor to access adjacent areas.

The corridor is not envisaged as homogenous along its length, with uses and built form responding to existing conditions and its relationship with surrounding areas. Conceptually, three areas could be defined, each linked through a sub-district.

- ✦ The southern district comprises the disused sawmill site, Droë Dyke, and the Adam Tas complex. It can accommodate a mix of high density residential and commercial uses, as well as public facilities (including sports fields).
- ✦ The central district is the largest, including Bosman's Crossing, the Bergkelder, and the Van der Stel Sports complex. Here, development should be the most intense, comprising a mix of commercial, institutional, and high density residential use. The "seam" between this district and west Stellenbosch is Die Braak and Rhenish complex. The southern and central districts are linked through Oude Libertas. Oude Libertas remains a public place, although some infill development (comprising additional public/ educational facilities) is possible.
- ✦ The northern district focuses on the southern parts of Kayamandi. The central and northern districts are linked through George Blake Road. This area effectively becomes the "main street" of Kayamandi, a focus for commercial, institutional, and high density residential use integrated with the rest of the corridor and western Stellenbosch town.

Along the corridor as a whole – depending on local conditions – significant re-use of existing buildings is envisaged. This is seen as a fundamental prerequisite for diversity, in built character and activity (as reuse offers the opportunity for great variety of spaces). Aspects of the industrial use history of the area should remain visible. A range of housing types, in the form of apartments should be provided, accommodating different income groups and family types.

Redevelopment in terms of the concept offers the opportunity to:

- ✦ Grow Stellenbosch town – and accommodate existing demand – in a manner which prevents sprawl, and create conditions for efficient, creative living and working;



- ✦ Stimulate and act as a catalyst for the development of improved public transport and NMT;
- ✦ Rethink and reconstruct infrastructure, and particularly the movement system, including the possible partial grade separation of east-west and north-south movement systems, in turn, integrating the east and west of town and releasing land for development;
- ✦ Integrate Kayamandi and Stellenbosch town seamlessly;
- ✦ Shift new development focus to the west of town, with Die Braak and Rhenish complex forming the center and seam between the new west and east of Stellenbosch town;
- ✦ Accommodate the parking of vehicles on the edge of town whilst the corridor provides for and promotes a greater focus on pedestrianism and cycling into the core town;
- ✦ Accommodate uses which meet urgent needs, specifically higher density housing and university expansion, also assisting in establishing a compact, less sprawling town, public transport, and pedestrianism; and
- ✦ Increases land value east of the R44 and in the area between Kayamandi and the Bergkelder complex.

Existing manufacturing enterprises can gradually relocate to the north, closer to the N1 logistics corridor (as planned by Distell for their operations).

A spatial plan for the corridor is needed. This plan should spell out – in broad terms – what activities should ideally happen where (and in what form), where to start, and what infrastructure is anticipated by when. However, a spatial plan is not enough. The preparation of the plan has to be situated within a broader surround of development and transport objectives, institutional arrangements and agreements, and parallel professional work streams.

Institutional arrangements are critical. It would include broad agreement between land owners and the municipality to pursue the corridor development, the objectives to be sought, how to resource the work, and associated processes. It would appear that the private sector is best situated to lead the initiative. Land owners – unlike the municipality – have the resources to undertake planning.

Parallel work streams should explore:

- ✦ Economic modelling of development options;
- ✦ Corridor access and mobility planning and scenario modelling;
- ✦ How ordinary citizens with limited material wealth can benefit from the development; and
- ✦ The nature of efficient, “smart” infrastructure to support living, services, and business.

Critically, development of the corridor needs to be supported by broader strategies impacting on Stellenbosch town as a whole. These include:

- ✦ Focusing University functions on the town (as opposed to decentralisation); and
- ✦ Private vehicle demand management (specifically to curtail the use of private vehicles for short trips within the town).

Critical also, both for the Adam Tas Corridor and the broader Baden Powell-Adam Tas-R304 development corridor is to explore the feasibility of introducing a more reliable and frequent rail service along the Eerste River-Stellenbosch-Muldersvlei-Klapmuts rail line. The aim should be to have a more frequent passenger service along the corridor, and connected larger and smaller settlements. Safe crossing of rail infrastructure also requires specific attention.

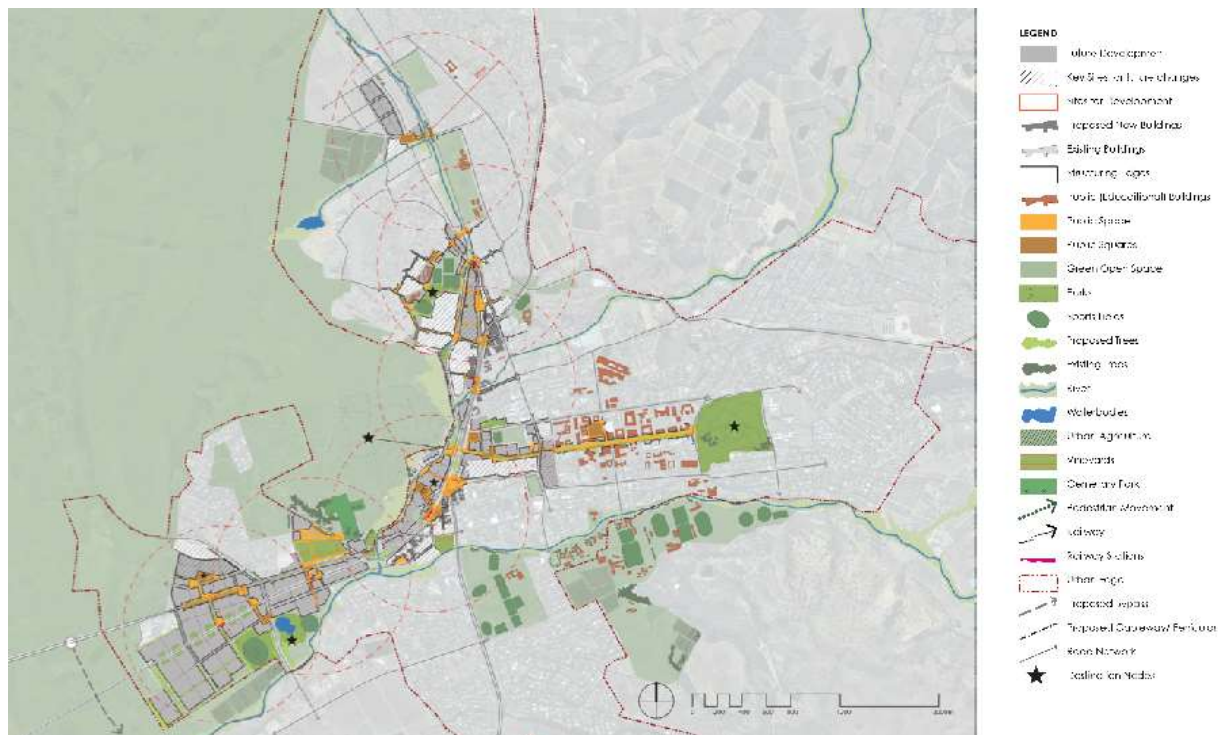
At the time of submission of the MSDF, considerable progress has been made by and owners, the municipality, WCG, and the University, to prepare for joint planning of the Adam Tas Corridor.

The Adam Tas Corridor is a significant opportunity, similar in potential scope and impact over generations to the establishment of the university, the Rupert-initiated drive to save and sustain historic precincts and places, and the declaration of core nature areas for preservation. It is a very large

project, some five times the extent of the successful Victoria & Alfred Waterfront (V & AW) in Cape Town. It involves more stakeholders and land owners than the V & AW did, and similarly challenging obstacles. It will require sustained, committed work over a prolonged period of time, trade-offs, and a departure of current norms.

Given the scope and complexity of the project, the immediate focus is to understand what it will take to achieve mindful redevelopment of the corridor. Its feasibility, dependencies, and risks need to be fully understood with a view to making recommendations to land owners and other parties involved as to how to proceed in the most responsible way.

Figure 22: Adam Tas Corridor



4.15.2 Development of Klapmuts

The Greater Cape Metro Regional Spatial Implementation Framework (RSIF) contains very specific policy directives related to Klapmuts, aimed at addressing pressing sub-regional and local space economy issues. Key policy objectives include:

- ✚ Using infrastructure assets (e.g. key movement routes) as “drivers” of economic development and job creation;
- ✚ Recognition that existing infrastructure in the area (i.e. N1, R101, R44 and the Paarl-Bellville railway line and station) dictate the location of certain transport, modal change or break-of-bulk land uses;
- ✚ Recognition of the Klapmuts area as a significant new regional economic node within metropolitan area and spatial target for developing a “consolidated platform for export of processed agri-food products (e.g. inland packaging and containerisation port)” and “an inter-municipal growth management priority”;
- ✚ The consolidation of and support for existing and emerging regional economic nodes as they offer the best prospects to generate jobs and stimulate innovation;
- ✚ The clustering of economic infrastructure and facilities along public transport routes;
- ✚ Maintaining valuable agricultural and nature assets; and
- ✚ Providing work opportunity in proximity to living areas.



There is no doubt that Klapmuts is a potentially significant centre for economic activity and residence within the metropolitan region and SM, located as it is on the N1 transport corridor which carries 93% of metropolitan freight traffic. To date, the settlement is characterized by residential use and limited commercial and work-related activity. Public sector resource constraints have prevented the infrastructure investment required to enable and unlock the full potential of the area for private sector economic development as envisaged in the GCM RSIF.

The decision by Distell Limited to relocate to and consolidate its operations in Klapmuts is critical to commence more balanced development of the settlement. Distell Limited proposes to develop a beverage production, bottling, warehousing and distribution facility on Paarl Farm 736/RE, located north of the N1, consolidating certain existing cellars, processing plants, and distribution centres in the Greater Cape Town area. The farm measures some 200 ha in extent. The beverage production, bottling, warehousing and distribution facility will take up approximately 53 ha.

The project proposal includes commercial and mixed-use development on the remainder of the site which is not environmentally sensitive to provide opportunities both for Distell's suppliers to co-locate, and for other business development in the Klapmuts North area. The site does not have municipal services, and the proposed development will therefore require the installation of bulk service infrastructure, including water, wastewater treatment, stormwater, electricity, and internal roads.

Significant progress has been made in planning for a "Innovation Precinct" or "Smart City" district west of but contiguous to Klapmuts south. This includes a land agreement with the University of Stellenbosch to possibly establish university related activities in this area. The urban edge has been adjusted in recognition of the opportunity associated with this initiative (See Figure 55 for the concept Development Framework).

A number of issues require specific care in managing the development of Klapmuts over the short to medium term.

- ✦ The first is speculative applications for land use change on the back of the proposed Distell development. Already, a draft local plan prepared by DM has indicated very extensive development east of Farm 736/RE. Distell will not fund the extensive infrastructure required to unlock development here, and arguably, land use change to the east of Farm 736/RE could detract from the opportunity inherent in Farm 736/RE;
- ✦ The second is the linkages between Klapmuts north and south, specifically along Groenfontein Road and a possible NMT crossing over the N1 linking residential areas south of the N1 directly with Farm 736/RE. Without these linkages, residents to the south of the N1 will not be able to benefit from the opportunity enabled north of the N1; and
- ✦ The third is speculative higher income residential development in the Klapmuts area, based on the area's regional vehicular accessibility. Higher income development is not a problem in and of itself, but ideally it should not be in the form of low density gated communities.

Given that management of Klapmuts is split between DM and SM (respectively responsible for the area north and south of the N1), special arrangements will be required to ensure that the settlement as a whole develops responsibly, in a manner which ensures thoughtful prioritization, infrastructure investment, and opportunity for a range of income groups.

Arguably, recent LSDF planning work commissioned by DM for the area east of Farm 736/RE begins to illustrate the problem of insufficient coordinated planning. The LSDF envisages a very significant extent of development for Klapmuts North. Specifically, in terms of a 20-year growth trajectory, Commercial Office development of 912 354m² is envisaged, Commercial Retail development of 187 839m², and General Light Industrial Development of 370 120m². A number of issues emerge:

Firstly, the realism of these land use projections within the context of the regional economy is



questioned. To illustrate:

- ✦ Considering the envisaged Commercial Office allocation, it is noted that Cape Town CBD currently has some 940 000m² of office space, Sandton in Gauteng is larger at over 1,2m m² of Commercial Office space, Midrand at some 640 000m², and Century City (some 20 years in the making) at some 340 000m²;
- ✦ In relation to Commercial Retail space, it is noted that more of this use is envisaged for Klapmuts North than Century City's current 140 000m²;
- ✦ While 370 120m² is provided for General Light Industrial Development, the proposed Distell distribution centre alone will comprise 125 000m², and many new logistic centres recently completed in the Kraaifontein/ Brackenfell area range in size between 45 000m² and 120 000m². The master plan prepared as part of the acquisition process of Farm 736/RE foresee significantly more light industrial floor area than the 370 120m² indicated in the LSDF.

Secondly, these land use allocations need to be viewed against the policy context, which sees Klapmuts as a regional freight/ logistics hub – with a focus on job creation – and establishing a balanced community. It would appear that the LSDF over-emphasises commercial office and retail development, “exploiting” the areas’ access to regional vehicular routes, and private vehicular access, at the expense of job creation at scale – and establishing a regional light industrial hub – serving an existing poorer community in proximity to a freight movement corridor.

Thirdly, it is maintained that the infrastructure service requirements – and affordability – of the projected land use allocations are understated. For example, it is known that any development north of the N1 over and above the proposed Distell distribution centre of 125 000m² will involve very costly reconfiguration and augmentation of intersections with the N1. It would be irresponsible to create expectations around land use without these associated requirements being resolved to a fair degree of detail.

Finally, Farm 736/RE is remarkably unique; comprising some of the least valuable agricultural land within the Paarl/ Stellenbosch area. It would appear that the LSDF, given the development process for Farm 736/RE, assumes that adjacent land to the east, of higher agricultural value, should also be developed.

4.15.3 Alternative rail service along the Baden Powell Drive-Adam Tas-R304 corridor

As indicated above, it is critical, both for the Adam Tas Corridor and the broader Baden Powell-Adam Tas-R304 development corridor to explore the feasibility of introducing a more frequent and reliable rail service along the Eerste River-Stellenbosch-Muldersvlei-Klapmuts rail line. The aim should be to have a more frequent passenger service along the corridor, connecting larger and smaller settlements. Lighter rail stock – possibly in the form of a “tram” system has been suggested - offering the advantage of safe at grade crossing of the rail line and other modes of transport, in turn, enabling “lighter” infrastructure support for settlement development and concomitant cost savings. Alternatively, the viability of a regular bus service along this route – should be explored. The SM should commence engagements with PRASA in this regard.

As argued elsewhere in this document, Stellenbosch town and Klapmuts should be the focus for significant settlement growth. It is here, by virtue of settlement location in relation to broader regional networks and existing opportunity within settlements, that the needs of most people can be met, in a compact settlement form while protecting the Municipality's nature and agricultural assets.

Over the longer term, Muldersvlei/ Koelenhof and Vlottenburg along the Baden Powell-Adam Tas-R304 corridor could possibly accommodate more growth, and be established as inclusive settlements offering a range of opportunities. However, much work needs to be done to ensure the appropriate make-up of these settlements (including each providing opportunity for a range of income groups)



and integration with the corridor in terms of public transport.

The smaller settlements are therefore not prioritised for significant development over the MSDF period. Should significant development be enabled in these areas now, it is likely to be focused on private vehicular use and higher income groups, and will in all probability reduce the potential of initiatives to transform Stellenbosch town and Klappmuts.

4.16 Institutional Arrangements

The SM has dedicated staff resources for spatial planning, land use management, and environmental management organised as the Planning and Economic Development Directorate). Work occurs within the framework set by annually approved Service Delivery and Budget Implementation Plans (aligned with the IDP), decision-making processes and procedures set by Council, and a suite of legislation and regulations guiding spatial planning, land use management, and environmental management (including SPLUMA, LUPA, and the National Environmental Management Act).

The Planning and Economic Development Directorate will facilitate implementation of the MSDF in terms of institutional alignment, including:

- The extent to which the main argument and strategies of the MSDF are incorporated into Annual Reports, annual IDP Reviews, future municipal IDPs, and so on;
- The annual review of the MSDF as part of the IDP review process.
- The extent to which the main argument and strategies of the MSDF inform sector planning and resource allocation;
- The extent to which the main argument and strategies of the MSDF inform land use management decision-making;
- Alignment with and progress in implementing the municipality's Human Settlement Plan and Comprehensive Integrated Transport Plan; and
- The mutual responsiveness of the MSDF and national, provincial and regional plans, programmes and actions (including the extent to which MSDF implementation can benefit from national and provincial programmes and funding).

Over and above institutional arrangements in place, it appears that two aspects require specific focus in support of the MSDF.

4.16.1 Inter-municipal planning

The first relates to inter-municipal planning. As indicated elsewhere in the MSDF, SM (and other adjoining municipalities) appears to experience increasing challenges related to development pressure in Cape Town. This pressure is of different kinds. The first is pressure on the agricultural edges of Stellenbosch through residential expansion within Cape Town. The second is migration to SM (whether in the form of corporate decentralization, or both higher and lower income home seekers), leading to pressure on available resources, service capacity, and land within and around the settlements of SM. While municipal planners do liaise on matters of common concern, there appears to be a need for greater high-level agreement on spatial planning for "both sides" of municipal boundaries. The spatial implications of pressure related to migration to SM could be managed locally, should there be agreement to redevelop existing settlement footprints rather than enabling further green-fields development (as a general rule). However, the municipality's increased resource needs to accommodate new growth – a non-spatial issue – should be acknowledged and addressed.

4.16.2 Private sector joint planning

The second relates to joint planning and action resourced by the private sector, increasingly needed for a number of reasons:



- ✚ The municipal human and financial resource base is simply too small to achieve the vision of the MSDF or implement associated strategies and plans;
- ✚ Many matters critical to implementing the MSDF fall outside the direct control or core business of the municipality. For example, the Municipality does not necessarily own the land associated with projects critical to achieve MSDF objectives;
- ✚ It is increasingly evident that individual land owners are finding it difficult to develop – to make the most of what they have – individually. Specifically, the transport and movement implications of individual proposals require strong and dedicated integration;
- ✚ Individual land owners do not necessarily control the extent of land required to undertake inclusive development, focusing on opportunity for a range of income groups. Inclusive development often requires cross-subsidisation, in turn, enabled by larger land parcels and development yields; and
- ✚ The municipality's focus is often – and understandably so – on the “immediate”, or shorter-term challenges. Much what is needed to implement the MSDF or catalytic projects requires a longer-term view, a committed focus on one challenge, and cushioning from the daily and considerable demands of municipal management.

Partnerships are needed, with different agencies and individuals working in concert with the municipality to implement agreed objectives. Further, partnerships are required between individual corporations and owners of land. The Adam Tas corridor is a prime example: making the most of the disused sawmill site, Bergkelder complex, Van der Stel complex, Die Braak and Rhenish complex – in a manner which contributes to agreed objectives for developing Stellenbosch town – is only possible if various land owners, the municipality, University, and investors work together, including undertaking joint planning, the “pooling” of land resources, sharing of professional costs, infrastructure investment, and so on. The municipality simply do not have the resources – and is overburdened with varied demands in different locations – to lead the work and investment involved.

4.16.3 Further Planning Work

Future settlement along the Baden Powell Drive-Adam Tas-R304 corridor

As indicated above, over the longer term, Muldersvlei/ Koelenhof and Vlottenburg along the Baden Powell-Adam Tas-R304 corridor could possibly accommodate more growth, and be established as inclusive settlements offering a range of opportunities. However, these settlements are not prioritised for development at this stage. Critical pre-conditions for significant development include:

- ✚ The measures required to ensure that settlements provide for a range of housing types and income groups (in a balanced manner);
- ✚ Establishing regular public transport services between settlements, including services between the expanded smaller settlements and Stellenbosch town; and
- ✚ Understanding to what extent settlements can provide local employment, in this way minimizing the need for transport to other settlements.

4.16.4 Other local planning initiatives

Ideally, each of the settlements in SM should have a LSDF, applying the principles of the MSDF in more detail. The priority for LSDFs should be determined by the position and role of settlements in the SM settlement hierarchy.

The SM has appointed service providers to investigate and establish the rights for two regional cemetery sites in the municipal area. All the specialist studies have been completed and the Land Use Planning and Environmental applications was submitted and in progress. The first is the proposed Calcutta Memorial Park, located ±10km north-west of Stellenbosch to the east of the R304, on Remainder of Farm 29, Stellenbosch RD. The second is Louws Bos Memorial Park located south-west of



Stellenbosch town and south of Annandale Road, on Remainder of Farm 502, Stellenbosch.

4.16.5 Checklists in Support of Decision-Making

To further assist in aligning day-to-day land use and building development management decision-making and detailed planning – public and private – with the MSDF, it is proposed that a “checklist” of questions be employed.

If the initiators of development proposals, applicants, officials, and decision-makers all, in general terms, address the same questions in the conceptualisation, assessment, and decision-making related to proposals, a common, shared “culture” could be established where key tenets of the SDF is considered and followed on a continuous basis.

Although focused on the location, nature, and form of activities in space, the checklist incorporates questions addressing issues beyond space, including matters of resource management, finance, institutional sustainability, and so on.

It is not envisaged that the checklist be followed slavishly in considering every development proposal. Yet, its use is important in ensuring that relevant issues be addressed and discussed to enable decision-making in line with the MSDF and broader provincial and national planning policy. If, in assessing a proposal or project, posing a question results in a negative answer, the proposal probably requires very careful consideration, further work, or change.

The checklist should not be viewed as static. Rather, it should be reviewed periodically and in parallel with the MSDF review – perhaps under the leadership of the Municipal Planning Tribunal and with input from all stakeholders – to reflect the municipal spatial planning agenda and challenges.

It is proposed that the questions – together with the SPLUMA principles, and the key SDF strategies and policies – are packaged in an easy-to-use and accessible form to facilitate wide usage.

4.16.6 Partnerships

Arguably, the municipal budget is simply too small to achieve the vision of the SDF's or implement associated strategies and plans. Also, many matters critical to implementing the SDF, fall outside the direct control or core business of the municipality. For example, the municipality does not necessarily own the land associated with projects critical to achieve SDF objectives.

Even if the municipal budget is increased ten-fold, or its staff resources significantly enhanced, it would still not have the control to do what is needed for the capacity to drive critical projects. The municipality's focus is often – and understandably so – on the “immediate”, or the shorter-term challenges. Much what is needed requires a longer-term view, a committed focus on one challenge, and cushioning from the daily and considerable demands of municipal management.

Partnerships are needed, with different agencies and individuals working in concert with the municipality to implement agreed objectives. Further, partnerships are required between individual corporations and owners of land. It is increasingly evident that individual land owners are finding it increasingly difficult to develop – to make the most of what they have – individually. Specifically, the transport and movement implications of individual proposals require strong and dedicated integration. The Adam Tas corridor is a prime example: making the most of the disused sawmill site, Bergkelder complex, Van der Stel complex, Die Braak and Rynse complex – in a manner which contributes to agreed objectives for developing Stellenbosch town – is only possible if various land owners, the municipality, University, and investors work together, including undertaking joint planning, the “pooling” of land resources, sharing of professional costs, infrastructure investment, and so on.

The municipality simply does not have the resources – and is overburdened with varied demands in different locations – to lead the work and investment involved.



There appears to be an opportunity to establish a new partnership with business, to the side of the municipality, to drive major integrated projects, and specifically the Adam Tas corridor. Fortunately, Stellenbosch has established (private sector) institutions with an astounding track record in achieving urban development/ management objectives (e.g. Historiese Huise). Their work can be expanded, to assist in meeting new challenges, in partnership with the municipality.

DRAFT



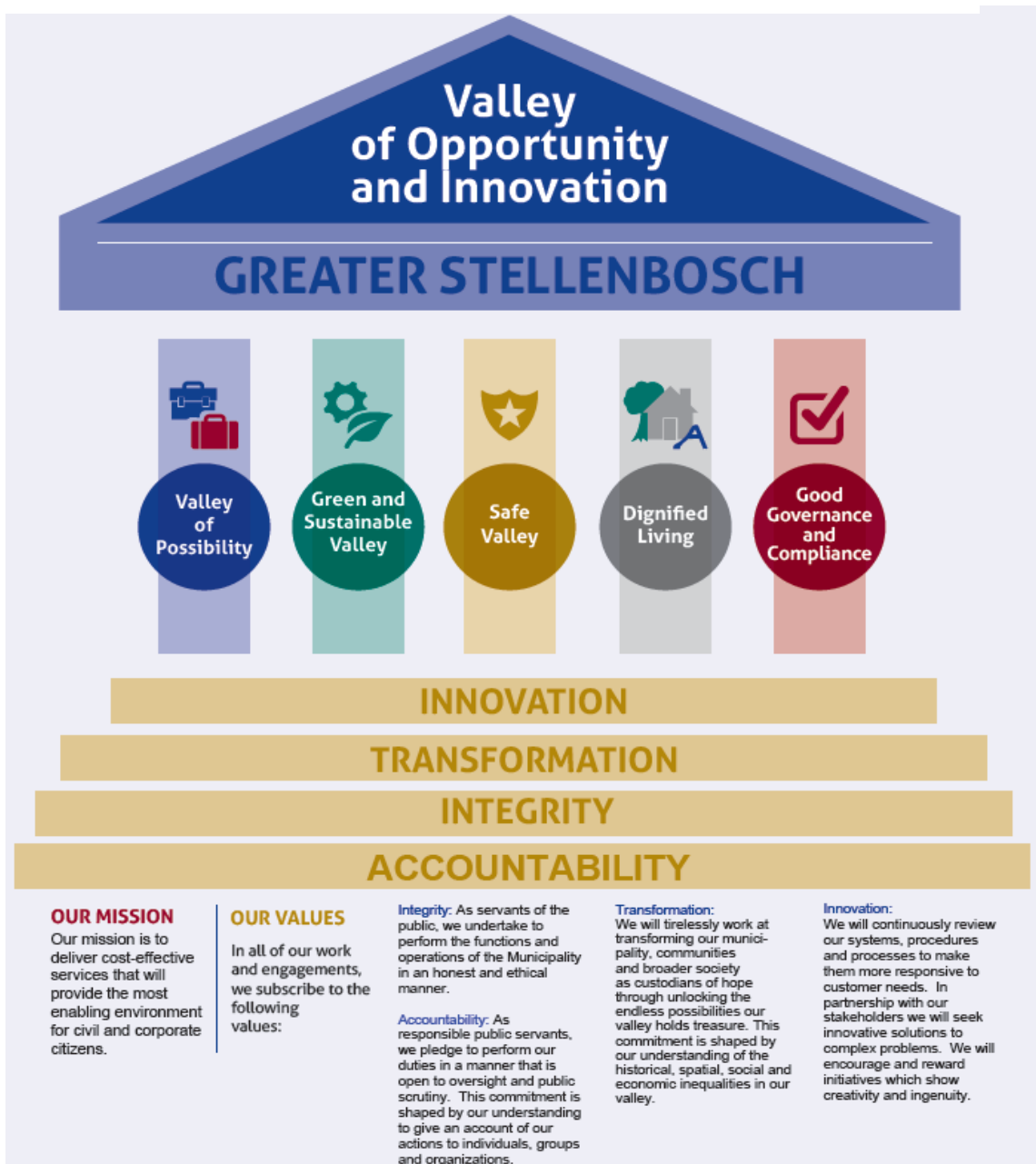
CHAPTER 5

Strategic Policy Context

5.1 Municipal Vision and Strategy

The figure below illustrates our overarching strategy of Stellenbosch Municipality.

Figure 24: Overarching Strategy of Stellenbosch Municipality





VISION

We describe the vision of where we want to be as a Municipality and the Greater Stellenbosch area as the “**Valley of Opportunity and Innovation.**”

MISSION

Our mission is to deliver cost-effective services that will provide the most enabling environment for civil and corporate citizens.

VALUES

In all our work and engagements with the community and other stakeholders, we subscribe to the following values:

Integrity: As servants of the public, we undertake to perform the functions and operations of the Municipality in an honest and ethical manner.

Accountability: As responsible public servants, we pledge to perform our duties in a manner that is open to oversight and public scrutiny. This commitment is shaped by our understanding to give an account of our actions to individuals, groups and organizations.

Transformation: We, as custodians of hope, will work tirelessly at transforming our Municipality, communities and broader society by unlocking the endless possibilities that our valley holds and treasures. This commitment is shaped by our understanding of the historical, spatial, social and economic inequalities in our valley.

Innovation: We will continuously review our systems, procedures and processes to make them less bureaucratic and more responsive to customer needs. We will acknowledge and reward initiatives that show creativity and ingenuity.

5.2 Strategic Focus Areas

5.2.1 Strategic Focus Area 1: Valley of Possibility

The Stellenbosch area offers ample possibilities to their stakeholders. The unlocking of these possibilities to encourage opportunity for enterprise, creativity and business development in our cities, towns and villages are an urgent issue in South Africa. Unemployment, poverty, income inequality, and skills shortages are major concerns impacting the economy. This strategic focus area has three broad dimensions that addresses these challenges: The first relates to the provision of services to citizens, and how these services can assist them to facilitate development and job creation. The second relates to the internal working of the Municipality and how municipal procurement of services aids in fostering opportunity for enterprise development and creativity. The third dimension asserts that efficient infrastructure and services lie at the heart of the Municipality's mandate. Infrastructure and services of different kinds fulfil the basic needs of citizens, and also enable enterprise and business development. Without appropriate, well- maintained infrastructure, the greater Stellenbosch area will fail as a place of living, work and learning.

5.2.2 Strategic Focus Area 2: Green and Sustainable Valley

There are a number of dimensions to the environment that underpinned its importance for the greater Stellenbosch area and for the people living within it. The first is an ecological dimension, which recognises that the natural environment and its processes provide the setting in which, and the basic resources with which, human life is played out.

The second is an economic and productive dimension, which recognises that the natural environment underpins a vitally important tourism and agricultural economy. The third is a psychological, social,



and recreational dimension, which recognises that human life is qualitatively affected by a sense of place, and the need for places of 'escape' from urban life. The fourth is a cultural dimension, which recognises the inextricable relationship between the characteristics of a place, peoples' activities in that place, and the emergence of cultural expressions and forms.

There are at least three reasons why spatial direction is important. Firstly, we live our lives in geographic spaces; how activities and infrastructure are organised in space fundamentally impact on people's access to opportunity. For example, prioritising new urban development on agricultural land may harm the overall viability of agriculture and food security of an area. Another example is the location of housing for poor people far away from work opportunities, which impacts on disposable income, work productivity and transport infrastructure provision. Secondly, the Municipal strategy has over the last decade taken a strong sectoral approach. The approach looks at development in sectors as reflected in the LED plans, plans for creative industries, small enterprises, tourism, and so on. Unfortunately, much of this work is silent on the impact of space on specific sectors and has assisted to hide spatial inequity in our settlements. Thirdly, municipal government has considerable influence over the space economy of settlements. By virtue of its mandate, local government can determine the nature and location of key infrastructure and where settlement is to occur and where not. Local government cannot grow the economy, but it impacts on economic success through the provision and maintenance of infrastructure and how activities are organised in space.

5.2.3 Strategic Focus Area 3: Safe Valley

Establishing safety and law abiding behaviour in greater Stellenbosch is an absolute priority. All our efforts to improve services, opportunity and sound a financial position – including affordable rates – will come to nothing if by-laws are not respected, our assets are vandalised, or our neighbourhoods, roads, business areas and recreational facilities are not safe. Safety and security, together with cleanliness, are often cited as the most important factors in getting investment into a city or town. A safe and secure greater Stellenbosch area is thus not only a functional necessity, but underpins elements of economic and social development strategies.

5.2.4 Strategic Focus Area 4: Dignified Living

All our citizens should have access to a dignified life, irrespective of their relative material wealth or their background. By a dignified life we mean, inter alia, access to shelter, ethical administration of municipal housing, and sufficient choice in housing opportunity for different income groups, including young people. We also mean neighbourhoods with accessible public facilities and services. Support for vulnerable groups, including the youth, women and the elderly is critical, as is a close working relationship with other government and social agencies that focus on the needs of these groups.

5.2.5 Strategic Focus Area 5: Good Governance and Compliance

As more people become urbanised, towns and cities have become increasingly important foci of political and economic power and service provision. As the 13th largest economy nationally, the greater Stellenbosch area and Municipality is a significant seat of power and deliverer of services. Deciding what to do, when, where and to whose benefit it is, however, is a difficult task. The range of services to be provided is wide in scope, and the needs of citizens and enterprises vary significantly. Given the depth of need in many communities and limited resources, tough choices have to be made. To succeed, municipalities have to develop appropriate policy- and decision-making structures and plan carefully for the long and short term (across territorial areas and sectors). They should also ensure synergy between the work of the political and administrative spheres of the Municipality, their own work and that of other spheres of government, civil society and the business sector. Municipalities should communicate well; and monitor processes and procedures in a



structured manner. It is also important that excellence in service delivery contributions, external and internal to the organisation, needs to be recognised and built upon.

We cannot service the needs of our citizens without a skilled and customer-focused administration in all the different functional areas and at all levels of the Municipality. Given rapid change in all facets of society, the opportunity must exist for staff to develop their skills, whether in specific functional areas or management. To ensure best use of public resources, regular performance management is essential. Information must be readily available, and contact between citizens and the Municipality should be responsive and as efficient as possible.

The facilities that house the administration also need to be organised in a manner that facilitates integrated and joint work among the staff themselves, and between staff, political leadership and other sectors of the community.

A sound financial basis is central to implementing any strategy. The greater Stellenbosch area is no exception. In order to deliver on the needs of its citizens, the Municipality is required to manage revenue streams in a sustainable manner. It also needs to ensure that funds available are utilised for identified projects and that value for money is achieved. In procuring goods and services, ethical conduct is essential to ensure the integrity of the Municipality. It is most important that the use of municipal resources supports agreed upon objectives; in other words, the municipal budget and on-going expenditure must be strategy-led.

5.3 Core Principles In Executing Strategy

Shared work between political leadership, the administration and community.

The Municipality comprises three core components:

- Democratically elected political leadership;
- The administration, comprising officials; and
- Citizens, as individuals, interest groups and organisations (public, community-based and private).

For sustainable municipal management, it is critical that political leadership and the administration work closely together. Ultimately, democratically elected political leadership is responsible for policy direction. The administration provides advice and implements policy.

International best practice shows that the only way to carry out sustainable urban management is to engage in meaningful partnerships with communities, where communities take full responsibility for the development of their own neighbourhoods. Stellenbosch Municipality is committed to ensure that real social and economic development of our poorest communities is realised through proper community input and ownership. It is not generally realised that communities are legally part of the Municipality. This being the case, however, means that local communities cannot simply play the role of critic or passive bystander. It is vital that local communities play an active part in the planning and implementation of projects and programmes in their neighbourhoods.

A component of community participation focuses on ward-based planning, where the desired outcome is to have a ward-based plan for each of the 22 wards. Ward-based plans are a form of participatory planning designed to promote community action, with clear linkages to the IDP. Such plans mobilise communities and citizens to take responsibility for their own destiny and capture what communities see as their desired outcomes. They also help to speed up the implementation of the IDP. This ensures that the IDP objectives become the collective responsibility of community members, ward councillors, ward committees, the business community, NGOs and CBOs and all other stakeholders in the greater Stellenbosch. This presents an opportunity for visionary local leaders to implement a shared



agenda and show tangible and measurable results through collectively addressing the above-mentioned ward priorities.

5.3.1 Alignment with institutional structures and processes

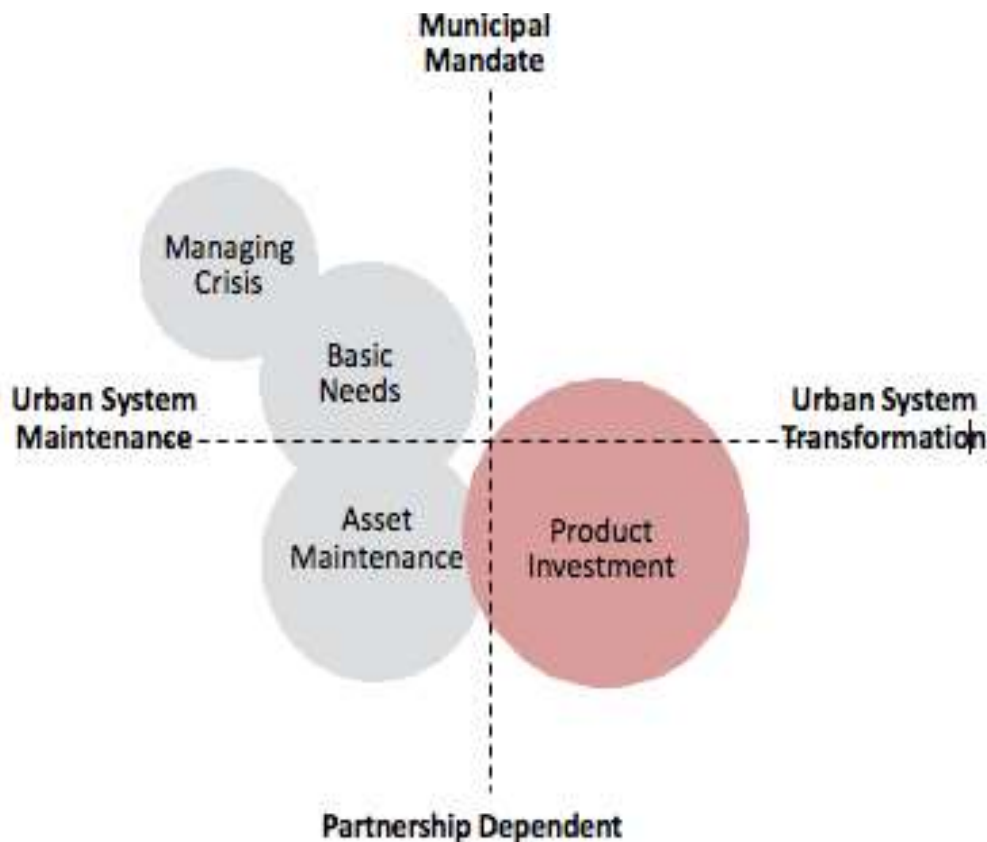
Conventional strategic planning processes aimed at guiding development and management decisions are time-consuming. Preparing a detailed strategic framework and implementation programme can take months. Unfortunately, these processes do not provide for the “now” – the need to guide decisions today. For municipalities, the “now” has become extremely important. Every month counts. We believe that our challenges have become so significant that if we do not find an integrated and commonly shared response to them fast, we may lose much of what is special about an area and be poorly prepared to meet future challenges successfully. We often find that the fact that a strategy is “under preparation” is used as an excuse for inaction or even poor decision-making. The arm’s length approach also appears to neglect local experiential knowledge – what people know through working with services issues on a daily basis. With this in mind we have provided for regular, informal but structured engagements between the MayCo and Director’s Forum to discuss strategic matters and how to best respond to these issues.

These planning methods bridge the gap between local experiential knowledge, the technical requirements of strategy preparation, and the need for strategic frameworks to be available to deal with immediate decision-making. This process is aimed at getting an initial position through intense, structured information-sharing and planning workshops on how to direct development and management of the town. Written up as an initial strategy, provision is made for influencing the decisions of today and the nature of further work in a manner that supports the strategy. The strategy becomes the broad strategic framework, elaborated on in further technical work.

DRAFT

5.3.2 Considering the different investment needs of settlement

Figure 25: The different investment needs of settlements



Fundamentally, we believe that sustainable management of any settlement requires continued focus on four investment needs. It has to provide in the basic needs of citizens; it has to maintain its assets and functions; it has to provide for crisis and disaster, and fix past mistakes; and it has to invest productively, making the settlement better for the future.

Successful settlements deal with all four of these investment needs at the same time. This makes for balanced development, allowing for both individual and public needs to be met and for the mistakes of the past to be fixed while preparing for the future.

The proportion of resources to be allocated to each dimension needs to be determined through policy, informed, in turn, by an understanding of settlement and citizen needs. Settlement needs are critical. Unlike citizen needs, settlement needs relate to the collective needs of the settlement (or part of the settlement), and often include things that are not politically popular. Major infrastructure maintenance – the kind of service that is not very visible or takes time to manifest if neglected – is a prime example.

Many local governments remain stuck in basic needs provision, managing crises and asset maintenance – a conventional municipal mandate. As a result, the urban system is merely maintained. Focus must be placed on productive investment and making new partnerships with the private and community sectors; in this way transforming the municipal area for the better.

We therefore propose that the greater Stellenbosch IDP considers these different investment needs in detail in the formulation of objectives and short- and medium-term milestones (as contained in the SDBIPs of the different services).



5.3.3 The tools of governance

All spheres of government have a range of tools available to achieve objectives and maintain relationships with citizens, the private sector, other government organisations, community sector, and so on. What is becoming increasingly true is that the complexity and interconnectedness associated with achieving the desired settlement outcomes in today's settlement context, demand the employment of a range of tools – in concert with each other. This differs from the past, where settlement management focused on infrastructure investment for growth, regulating land subdivision, and land use and built environment management. The paragraphs below outline the range or classes of tools available to government for use in pursuit of its objectives (Adapted from Neilson, L. 2002). Instruments of governance in urban management, *Australian Planner*, 39(2): 97–102).

Policy: defining/framing the position of government and direction for action in relation to issues where clear choices exist (for example, to focus on private or public transport, to grow a settlement outwards or contain it inwards).

Plan making: indicating where resources should focus functionally or spatially, in what form, and when.

Legislation: directing, constraining and rewarding (potentially) the behaviour of different actors in society (in the interest of all citizens).

Regulation: elaborating on behaviour outlined in legislation through guidelines, standards, and so on.

Fiscal measures: fees, charges and taxes for services as a means for raising government revenue, and directing action in support of policy and legislation (through fiscal "incentives").

Financial measures: the priorities and areas of government spending, including investments in infrastructure, facilities and programmes to support spatial and sectoral or functional area policy and plans.

Institutional measures: arrangements for decision-making, the allocation of powers, responsibilities, agreements and relationships between government and other actors, human resource capacity/competency, and measurement systems within government and between government and other actors.

Asset management: the approach taken to the management of government assets (land, public facilities, and so on).

Knowledge and information management: the government's investment in and dissemination of knowledge about existing/anticipated conditions which require management.

Advocacy: the positions that government take on issues, "positive" and "negative". This could be through the media, public meetings/engagements, at events, and so on.

5.3.4 Accessible documents

We firmly believe that strategic documents should be presented in a format accessible to all stakeholders. Attention should be paid specifically to the following:

For integrated service delivery over time, it is necessary for municipal leadership and officials at all levels, representing different services and interests, to understand the strategy. This cannot be achieved by presenting strategy in a number of weighty documents, each prepared by different services. The complete overall strategy needs to be presented in a manner that assists its internalisation by all.

The IDP should also be supported by a clear "story" where successive actions build on each other. Generally, achieving meaningful integration is a difficult task in municipal development strategy formulation. Work is predominantly done within different services or functional areas and then simply



'packaged' together as an 'integrated' strategy. A key aim with the IDP is therefore to show how various actions – of different kinds and often undertaken by different services, are interdependent and only have full meaning if implemented together.

5.4 Reflection, Challenges and Opportunities

To determine our strategy, an assessment of the current situation in the Stellenbosch Municipal Area is necessary. This chapter therefore reflects on the challenges to be addressed and opportunities to be explored. It is informed by the current reality of life, service delivery in the Municipality, key policy directives, the expressed needs of citizens and interest groups as well as key findings of various municipal sector plans.

Our region, with its bigger towns of Stellenbosch and Franschhoek, smaller villages, historic farms and impressive valleys and mountain landscapes are imprinted in the minds of many people, nationally and internationally, as an area of environmental richness and scenic beauty, and as a place of learning, history and cultural heritage. Many have engaged with what we offer, for a brief period during a visit, for a number of years as a student, or for a lifetime as a citizen. We believe these engagements will invariably have provided enormously rich opportunities and good memories.

In the light of the current economic situation, many citizens struggle to survive. Challenges such as lack of housing, unemployment and food security impacts greatly on human dignity. Extensive work has been done to ascertain and measure the basic needs in our community, in order to improve service delivery and encourage active citizenry.

5.4.1 The environment and heritage

We know that our environment is increasingly under threat globally, in different ways. We also see it in the greater Stellenbosch area. Although development of infrastructure is crucial for service delivery it has also led to the loss of many hectares of valuable agricultural land, and some pristine nature areas have been scarred or have become less accessible for everyone to enjoy.

On the other hand we have undermined the value of biodiversity and its impact on valuable ecosystem services such as clean air, water and cultural benefits.

5.4.2 Housing needs

We have a current and future housing backlog, half of which are for middle and upper income households. Over the past ten years Kayamandi has more than doubled its population. Cloeteville has also almost doubled in size. As the population has grown, the release of land for development and housing has not kept pace.

Housing has become so expensive that many of those who work in the Stellenbosch Municipal area commute from outside this area. For these and others, the most basic shelter – even of a temporary nature – within this municipal domain remains an unattainable dream.

5.4.3 Poverty and unemployment

We have not impacted significantly on unemployment, or made significant progress in increasing access to livelihood opportunities for poor families. The ever-increasing pressures on the international and local economy require a more intense focus on entrepreneurship. Capacity-building for the potential workforce should be better aligned with the skills required by local enterprises to ensure increased and successful placement.

5.4.4 Safety, security and wellness

The incidence of crime has increased and evidence of social disintegration is visible in our streets. The result is mistrust, increased withdrawal into private and gated lifestyles, and failure to work together for



a better future. We have seen the growth of poor areas, independent of existing settlements and devoid of residential opportunity. Existing poor areas, already limited in capacity and over utilised, are now forced to accommodate new opportunities for affordable accommodation.

5.4.5 Infrastructure stress

Limited Waste Water Treatment (WWT) capacity is increasingly putting pressure on the environment, specifically polluting rivers and underground water systems. The upgrading of the current WWT works is one of the largest capital investments ever made by the Stellenbosch Municipality. It offers the opportunity to alleviate this problem.

Limited landfill space is not only a local, but a regional challenge. Minimisation and diversion of waste is therefore critical. Waste recycling offers entrepreneurial opportunities, and should therefore be encouraged.

Road congestion is a cause for great concern in key areas during peak hours. There is increasing pressure to provide more parking space in Stellenbosch. There is an increased need for initiatives on integrated transport orientated development such as non-motorised transport.

The current drought and water scarcity requires additional measures to ensure that this resource is preserved. Current water-saving initiatives need to be increased, and the percentage of unaccounted-for water needs to be significantly decreased. The limited water capacity should be taken into consideration for future developments.

It is clear that more sustainable and innovative solutions are required for future infrastructural developments.

5.4.6 Stretched municipal resources

Limited municipal resources require an increase in multi-sectoral partnerships to address the broad spectrum of needs in the community. The Municipality cannot address the challenges of Stellenbosch on its own, not only because of limited resources, but also because it does not control all the variables impacting on development and management in the town and does not necessarily have the full range of competencies for the task. The Municipality remains very much an institution geared to delivering a set of defined services – focused on infrastructure and maintenance.

5.4.7 Untapped capacity

Within a context of resource constraints, partnerships are frequently explored as an option to assist with municipal service delivery. Although Stellenbosch is blessed with strong intellectual, community and business competency, we have not tapped into these resources sufficiently to ensure solutions to our challenges.

This reflection has highlighted a number of considerations for review and they are as follows:

- ⚙ A longer-term focus is needed because Stellenbosch is growing. Decisions on investment and development made today will have implications for years to come (legacy projects);
- ⚙ Partnerships are essential to expand the range of functions and activities available to citizens and visitors to Stellenbosch. The Municipality needs to lead with boldness and to give people a chance to contribute and be appreciated;
- ⚙ In general, IDP meetings in affluent areas are very poorly attended compared to those in poor areas and a change in approach is required;
- ⚙ A more integrated approach to service delivery is needed in the townships to add proper programmes for maintenance, social services, and safety and security to the usual provision of **housing and infrastructure**; and
- ⚙ In the past, the IDP was not written to be easy to understand. A more user friendly IDP is required.



Influential factors and approaches:

- ✦ The IDP process was guided by internal engagements that focused on establishing a shared understanding and agreement on the purpose and focus of public participation;
- ✦ The sector input workshops increased collaboration with civil society and promoted active citizenry during the process;
- ✦ A new concept was developed for the IDP feedback sessions, which combined presentations with information / helpdesks where individual needs of community were captured and addressed;
- ✦ Listed ward priorities and needs for the past three financial years were listed and analysed and detailed feedback on these were required and received from the different Directorates to promote better engagement and integration;
- ✦ Dry-run sessions on the IDP presentations assisted to improve accurate feedback to the community;
- ✦ Improved communication and customer care played a vital role in the process; and
- ✦ The implementation of the performance management system at the Municipality has been cascaded down to managers and heads that directly report to Directors.

5.5 Global Policy Direction

The Stellenbosch Municipality's strategic planning does not occur within a vacuum. Various key policy directives are employed that range from a global reach to more specific directives applicable to the Municipality and its neighbouring municipalities. All these directives are considered when framing future strategic planning and resource allocation. The sections below outline key policy directives considered when framing Stellenbosch Municipality's fourth generation IDP.

(a) Sustainable Developmental Goals (SDG's) *Figure 26: Sustainable Developmental Goals (SDG's)*

In September 2015, the United Nations adopted the Development Agenda, *Transforming our world: the 2030 Agenda for Sustainable Development*. The Agenda is an action plan for people, planet, and prosperity, with a focus on strengthening peace and partnerships. Central in this action plan are 17 Sustainable Development Goals (SDGs) that aim to build on the Millennium Development Goals (MDGs). The MDGs set the momentum for the SDGs to continue the people-centered development agenda.



Substantial headway was made globally after the adoption of the MDGs, with a global reduction in poverty numbers. Since the MDGs expired in 2015 and the new agenda has been taken on, the SDG's hope to expand on that success with more, focused goals. These Sustainable Development Goals are a three-dimensional tool, incorporating and integrating the social, economic and political spheres of society. This agenda also calls for participation and implementation from all sectors of society.

(b) MDG's

- ✦ Goal 1: Eradicate extreme poverty and hunger.



- Goal 2: Achieve universal primary education.
- Goal 3: Promote gender equality and empower women.
- Goal 4: Reduce child mortality.
- Goal 5: Improve maternal health.
- Goal 6: Combating HIV/AIDS, malaria, and other diseases.
- Goal 7: Ensure environmental sustainability.
- Goal 8: Develop a global partnership for development.

(c) SDG's

- Goal 1: End poverty in all its forms everywhere.
- Goal 2: End hunger, achieve food security and improved nutrition, and promote sustainable agriculture.
- Goal 3: Ensure healthy lives and promote well-being for all ages.
- Goal 4: Ensure inclusive and equitable quality education and promote life-long learning opportunities for all.
- Goal 5: Achieve gender equality and empower all women and girls.
- Goal 6: Ensure availability and sustainable management of water and sanitation for all.
- Goal 7: Ensure access to affordable, reliable, sustainable, and modern energy for all.
- Goal 8: Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all.
- Goal 9: Build resilient infrastructure, promote inclusive and sustainable industrialisation, and foster innovation.
- Goal 10: Reduce inequality within and among countries.
- Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable.
- Goal 12: Ensure sustainable consumption and production patterns.
- Goal 13: Take urgent action to combat climate change and its impacts.
- Goal 14: Conserve and sustainably use the oceans, seas, and marine resources for sustainable development.
- Goal 15: Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat deforestation, halt and reverse land degradation, and halt biodiversity loss.
- Goal 16: Promote peaceful and inclusive societies for sustainable development, to provide access to justice for all, and build effective, accountable and inclusive institutions at all levels.
- Goal 17: Strengthen the means of implementation and revitalise the global partnership for sustainable development.



5.6 National Policy Direction

5.6.1 National Strategic Outcomes

Based on the National Government's election manifesto and Medium Term Strategic Framework, a set of twelve outcomes were developed through extensive consultation and discussion at both Ministerial and administrative levels. These outcomes reflect the desired development impacts sought nationally, given government's policy priorities indicated in the diagram.

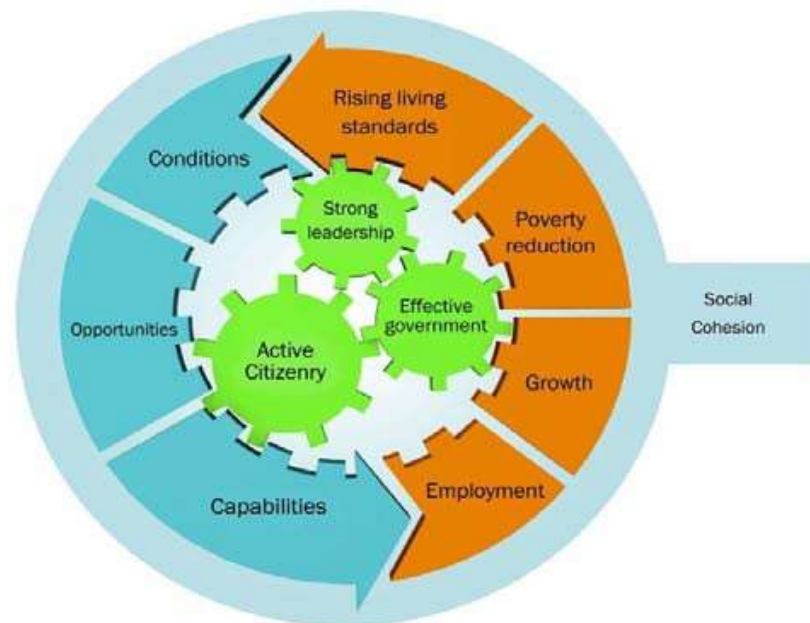
Figure 27: National Strategic Outcomes

National Strategic Outcomes	
Goal 1	• Improved quality of basic education.
Goal 2	• A long, healthy life for all South Africans.
Goal 3	• All people in SA are and feel safe.
Goal 4	• Decent employment through inclusive economic growth.
Goal 5	• A skilled and capable workforce to support an inclusive growth path.
Goal 6	• An efficient, competitive and responsive economic infrastructure network.
Goal 7	• Vibrant, equitable and sustainable rural communities with food security for all.
Goal 8	• Sustainable human settlements and improved quality of household life.
Goal 9	• A responsive, accountable, effective and efficient local government system.
Goal 10	• Environmental assets and natural resources that is well protected and continually enhanced.
Goal 11	• Create a better SA and contribute to a better and safer Africa and World.
Goal 12	• An efficient, effective and development oriented public service and an empowered, fair and inclusive citizenship.

5.6.2 National Development Plan – 2030

The President appointed a National Planning Commission in May 2010 to draft a vision and plan for the country. On 9 June 2011 the Commission released a diagnostic document and elements of a vision statement. On 11 November 2011 the vision statement and the plan was released for

Figure 28: An approach to change



consideration. The Commission consulted widely on the draft plan. The National Development Plan was handed to former President Jacob Zuma in August 2012 and was adopted by Cabinet in September 2012.

(a) An approach to change

The graphic to the left demonstrates the close link between capabilities, opportunities and employment on social and living conditions. It shows how leadership, an active citizenry and effective government can help drive development in a socially cohesive environment.

The plan focuses on the critical capabilities needed to transform the economy and society. Achieving these capabilities is not automatic, nor will they emerge if the country continues on its present trajectory. Rising levels of frustration and impatience suggest that time is of the essence: failure to act will threaten democratic gains. In particular, South Africa must find ways to urgently reduce alarming levels of youth unemployment and to provide young people with broader opportunities.

Progress over the next two decades means doing things differently. Given the complexity of national development, the plan sets out six interlinked priorities:

- ✦ Uniting all South Africans around a common programme to achieve prosperity and equity.
- ✦ Promoting active citizenry to strengthen development, democracy and accountability;
- ✦ Bringing about faster economic growth, higher investment and greater labour absorption;
- ✦ Focusing on key capabilities of people and the state;
- ✦ Building a capable and developmental state; and
- ✦ Encouraging strong leadership throughout society to work together to solve problems.

(b) The Plan in brief

By 2030

- ✦ Eliminate income poverty – Reduce the proportion of households with a monthly income below R419 per person (in 2009 prices) from 39% to zero.
- ✦ Reduce inequality – The Gini-coefficient should fall from 0.69 to 0.6.
- ✦ Increase employment from 13 million in 2010 to 24 million in 2030.
- ✦ Raise per capita income from R50 000 in 2010 to R120 000 by 2030.
- ✦ Increase the share of national income of the bottom 40% from 6% to 10%.
- ✦ Establish a competitive base of infrastructure, human resources and regulatory frameworks.
- ✦ Ensure that skilled, technical, professional and managerial posts better reflect the country's racial, gender and disability makeup.

5.7 Provincial Policy Direction

5.7.1 The Western Cape Provincial Strategic Plan: 2014 - 2019

The Vision: *'An Open-opportunity Society for All'*

The vision of an open-opportunity society for all guided and sustained the Western Cape Government's efforts over the period 2009 to 2014. It was translated into an actionable policy agenda for that period, called the Provincial Strategic Plan, comprising 11 Provincial Strategic Objectives (PSOs). They translated the political philosophy of the "open-opportunity society for all" into practical policies, programmes and projects. The PSOs were designed to achieve quantifiable and measurable outcomes.

The Provincial Strategic Plan sets out five (5) Strategic Goals, each backed by a plan to maintain continuous improvement in the lives of citizens. These are illustrated in the diagram below:

Figure 29: Provincial Strategic Goals



At the core of the PSP 2009-2014 was the understanding that no government can, by itself, guarantee a better life. Progress can only be realised through partnerships amongst government, citizens, civil society and business. Each has a role to play with specific responsibilities. The Western Cape Government adopted the slogan "Better Together" to capture its message this message.

The Western Cape Government adopted a PSP comprising 11 specific Provincial Strategic Objectives (PSOs), together with a Provincial Transversal Management System (PTMS) to oversee implementation framework of the PSOs. Although not every objective was fully achieved, this approach helped ensure that substantial progress was made in improving key social, economic and governance outcomes in the Western Cape. Building on that progress, and drawing on the lessons learnt along the way, the PSP 2014-2019 streamlines and reprioritises the 11 former PSOs into five overarching Provincial Strategic Goals (PSGs) as illustrated in the figure above.



5.8 Functional Regional and District Policy Direction

5.8.1 The Cape Town Functional Region

Within the Western Cape, there is increasing support to focus strategic planning efforts within the Cape Town Functional Region, incorporates the City of Cape Town, Saldanha Bay, Malmesbury, Paarl, Stellenbosch and Hermanus. This focus recognises shared environmental resources and key regional economic interdependencies, such as commuting workforce, shared consumer catchment area, transport and other infrastructure, a second port at Saldanha, and tourism and agricultural areas amongst others. Key related initiatives include the following:

- The planned establishment of an Economic Development Agency (EDA) in 2012. The EDA is a joint initiative of the Province and the City of Cape Town, charged with developing and leading a common economic agenda within the broader city region. The increase of unemployment, barriers to making the region more competitive and a relatively weak business brand are key issues to be addressed by the EDA;
- Joint work by the Province and the City of Cape Town to explore the most appropriate roles for the Cape Town and Saldanha ports (and associated economic and settlement opportunity); and
- As a key settlement within the functional region, the Stellenbosch Municipality is expected to play an active role in initiatives related to strengthening the region.

5.8.2 The Cape Winelands District Municipality (CWDM)

The Cape Winelands District Municipality has set the following strategic objectives for their District:

Table 31: CWDM Strategic Objectives

NO	Strategic Objective
SO 1	To create an environment and forging partnerships that ensure social and economic development of all communities, including the empowerment of the poor in the Cape Winelands District.
SO 2	Promoting sustainable infrastructure services and a transport system which fosters social and economic opportunities
SO 3	Providing effective and efficient financial and strategic support services to the Cape Winelands District Municipality.

(a) Cape Winelands District Rural Development Plan (CWDRDP)

The Cape Winelands District Rural Development Plan (Cape Winelands DRDP) has been prepared specifically to ease integration of the Agri-Park Initiative and accompanying DRDLR (Department Rural Development and Land Reform) projects into the various Local Municipal and District Integrated Development Plans and Spatial Development Frameworks. It is also intended to assist the Local Municipalities, District Municipalities, as well as the other sector departments to invest in a coordinated manner to best enable the development and functioning of the Agri-Park.

(b) Cape Winelands District Agri-Park Vision

The Cape Winelands DM Agri-Park will be a catalyst for rural economic development/industrialisation ensuring development and growth in order to improve the lives of all communities in the district.



(c) Cape Winelands District Agri-Park Mission Statement

Our mission is to strive for a viable and sustainable Agri-Park, delivering good returns for smallholder and emerging farmers, investors, customers, black entrepreneurs, tenants, its owners and all communities in the district by ensuring that the following are achieved:

Achieve a sustainable equilibrium between urbanisation, conservation, and tourism, mining and agricultural activities within the District, by way of proper land use management and in partnership with the private sector and local communities.

Define and establish a functional hierarchy of urban and rural service centres in the District, in order to optimise the delivery of social and engineering services and stimulate the local economy, while protecting valuable agricultural land.

Promote irrigated and cultivated farming activities on suitable land within the District; and to support small scale and/ or family farmers farming throughout the remainder of the area.

Cape Winelands District Agri-Park Goal Statement:

By 2025 Cape Winelands DM's rural areas and small towns would be transformed into thriving areas in terms of jobs, food security and opportunities to prosper.

Proposed Objective One	To transform and modernise rural areas and small towns in the Cape Winelands DM through the development of the Agricultural sector over the next 10 years.
Proposed Objective Two	To develop an integrated and networked Agri-Park Infrastructure over the next 10 years.
Proposed Objective Three	To facilitate the establishment and implementation of a sustainable Agri-Park governance and management model over the next 3 years.
Proposed Objective Four	To facilitate funding and investment for the development of the Agri-Park over the next 5 years.
Proposed Objective Five	To provide technical support and extension services to Agri-Park beneficiaries over the next 10 years and beyond.
Proposed Objective Six	To enhance the capacity and capability of officials responsible for the implementation of the Agri-Parks

(d) FPSU Prioritisation

The DRDLR has prioritised Agri-park implementation in Saron, Stellenbosch, Ceres within the Fourth Generation IDP for the following areas: Paarl, Robertson, Montagu, Ashton and Worcester. The focus will be on the establishment of the necessary Farmer Production Support (FPSU) Infrastructure as well as support to emerging farmers and the local community within the FPSU catchments.

(e) Progress on the Agri – Park Programme

The agri – park project is in the beginning phases in 3 of the 5 local municipalities within Cape Winelands District, ie Witzenberg, Drakenstein and Stellenbosch. The progress made on this project is as follows:

Findings

- Council approved the implementation of the FPSU in Stellenbosch.
- 65 hectares has been made available under lease for this initiative (portion BH1 of Farm 502 and portion BH2 of Farm 502).
- 10 emerging farmers have entered into individual lease agreements with the Municipality in



terms of the Agri - Parks Master Plan developed by Urban Econ.

- There is provision made to ensure that there is enough water supply as Stellenbosch Municipality is currently busy with an extra water line through DWA and DOA.
- A soil survey was conducted by the Department of Agriculture during September 2008 on Farm 502 BH and it was found that the soil is of medium to high potential for the cultivation of vegetables.

Recommendations

- 10 emerging farmers be enterprised into a secondary co –operative to ensure maximum impact.
- In December 2017 the FPSU project was presented to the DAMC, but the DAMC indicated that if beneficiaries require funding, these beneficiaries must present their project and not municipal officials.
- In December 2017 a site visit was conducted by the Department of Rural Development and Land Reform to inform the beneficiaries of the outcome of the DAMC and that the beneficiaries will be invited to come and present their project.
- In February 2018 the beneficiaries presented their project to the DAMC in Saron and the DAMC referred it to the DJOC for consideration. A special DJOC was called to recommend the project to the PJTC.

5.9 Local Policy Direction

5.9.1 Stellenbosch Municipality

The intent of the Strategic goals for the Fourth Generation IDP will remain the same as the goals of the Third Generation IDP, although a slight change for 3 of the goals namely: “Preferred Investment Destination” has been amended to “Valley of Possibility” to have a clearer indication that it needs to include possibilities for all and not just investors; “Greenest Municipality” has been amended to “A Green and Sustainable Valley” to incorporate all facets of sustainability; “ Safest Valley” has been amended to “A Safe Valley”, whilst “Dignified Living” and “Good Governance and Compliance”, remain unchanged.

Table 32: Horizontal Alignment Matrix

Strategic Focus Areas	National Strategic Outcomes	Sustainable Development Goal	National Planning Commission	Western Cape Provincial Government Strategic Plan	CWDM Strategic Objectives
Valley of Possibility	Ensuring decent employment through inclusive economic growth (4)	Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all (8)	Creating jobs (1)	Create opportunities for growth and jobs (1)	Promoting sustainable infrastructure services and transport system which fosters social and economic opportunities.



Strategic Focus Areas	National Strategic Outcomes	Sustainable Development Goal	National Planning Commission	Western Cape Provincial Government Strategic Plan	CWDM Strategic Objectives
Green and Sustainable Valley	Ensuring that the environmental assets and natural resources are well protected and continually enhanced (10)	Take urgent action to combat climate change (13) Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss (15)	Transitioning to a low carbon economy (3) Transforming urban and rural spaces (4)	Enable resilient, sustainable, quality and inclusive living environment (4)	To create an environment and forge partnerships that ensures the health, safety, social and economic development of all communities including the empowerment of the poor in the Cape Winelands District through economic, environmental and social infrastructure investment.
	Ensuring vibrant, equitable and sustainable rural communities with food security for all (7) Promoting sustainable human settlements and improved quality of household life (8)	Make cities and human settlements inclusive, safe, resilient and sustainable(11)	Transitioning to a low carbon economy (3) Transforming urban and rural spaces (4)	Increase wellness, safety and tackle social ills (3) Enable resilient, sustainable, quality and inclusive living environment (4)	Environmental and social infrastructure investment.
Safe Valley	Ensuring all people in South Africa are and feel safe (3)	Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels (16)		Increase wellness, safety and tackle social ills (3).	To create an environment and forging partnerships that ensures the health, safety, social and economic development of all communities including the empowerment of the poor in the Cape Winelands District.



Strategic Focus Areas	National Strategic Outcomes	Sustainable Development Goal	National Planning Commission	Western Cape Provincial Government Strategic Plan	CWDM Strategic Objectives
Dignified Living	<p>Providing improved quality of basic education (1)</p> <p>Enabling a long, healthy life for all South Africans (2)</p>	<p>Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all (4)</p> <p>Ensure healthy lives and promote well-being for all at all ages (3)</p>	<p>Providing quality health care (6)</p>	<p>Improve education outcomes and opportunities for growth and jobs (2)</p> <p>Increase wellness, safety and tackle social ills (3)</p>	<p>To create an environment and forging partnerships that ensures the health, safety, social and economic development of all communities, including the empowerment of the poor in the Cape Winelands District.</p>
	<p>Setting up an efficient, competitive and responsive economic infrastructure network (6)</p>	<p>Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation (9)</p>	<p>Expanding infrastructure (2)</p>	<p>Create opportunities for growth and jobs (1)</p> <p>Embed good governance and integrated service delivery through partnerships and spatial alignment (5)</p>	<p>Promoting sustainable infrastructure services and transport system which fosters social and economic opportunities.</p>
Good Governance and Compliance	<p>Achieving an accountable, effective and efficient local government system (9)</p> <p>Creating a better South Africa and a better and safer Africa and world (11)</p> <p>Building an efficient, effective and development oriented public service and an empowered fair and inclusive citizenship (12)</p>	<p>Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels (16)</p>	<p>Improving education and training (5)</p> <p>Building a capable state (7)</p> <p>Fighting corruption (8)</p>	<p>Embed good governance and integrated service delivery through partnerships and spatial alignment (5)</p>	<p>Promoting sustainable infrastructure services and transport system which fosters social and economic opportunities.</p>
	<p>Achieving a responsive, accountable, effective and efficient local government system (9)</p>		<p>Building a capable state (7)</p>	<p>Embed good governance and integrated service delivery through partnerships and spatial alignment (5)</p>	<p>To provide an effective and efficient financial and strategic support service to the Cape Winelands District Municipality.</p>



5.10 Strategy Unpacked

5.10.1 Strategic Focus Areas, Pre-determined Objectives and Programmes

Table 33: Strategy Unpacked

Strategic Focus Areas	Predetermined Objectives	Programmes for the next 5 Years	Progress Year 1 2017/2018	Progress Year 2 2018/2019
STRATEGIC FOCUS AREA 1: VALLEY OF POSSIBILITY	1.1 Create an environment conducive to business development and job creation.	1. Development and implementation of Integrated zoning scheme.	The draft Integrated Zoning Scheme (IZS) was tabled by Council the end of October 2017 subsequent to a second round of public participation. The additional comments will be reviewed and the edited Integrated Zoning Scheme will be submitted to Council for adoption during 2018.	The draft Integrated Zoning Scheme (IZS) went through two rounds of public participation. After the comments from interested and affected parties were reviewed, the document was edited, where applicable. The final draft Stellenbosch Zoning Scheme, October 2018 will be submitted to Council for consideration and adoption during May 2019.
		2. Develop local economic development hubs.	Stellenbosch Municipality has allocated R11.5 million of its 2018/19 capital budget to local economic development as well as R7.950 million in 2019/20 and R4.250 million in 2020/21. This allocation is for the establishment of Informal Trading Sites in Kayamandi (R4.9 million), Klappmuts (R4.0 million) and Groendal (R2.7 million), a Local Economic Hub for Jamestown (R4.3 million), establishment of informal trading markets in Bird Street (R3.3 million) and a Heritage Tourism Centre in Jamestown (R1.5 million).	The planning phase of the Kayamandi informal trading site has commenced. The planning and the implementation of the upgrading of the Blomhuise commenced. The Klappmuts and Groendal informal trading sites- planning phase is complete and the construction will commence in the 2018/2019 financial and is anticipated for completion in 2019/20. The Jamestown LED Hub is in the Planning phase and construction is expectation to commence in the 2019/20 financial year.
		3. Investment in bulk and connecting engineering infrastructure for development purposes.	Currently, Stellenbosch Municipality allocates 5.0 per cent of its 2018/19 budget to Renewal and Upgrading and Repairs and Maintenance as a percentage of Plant, Property and Equipment which is below the National standard of 8 per cent.	The Directorate: Infrastructure Services continuously budgets for provision and upgrading of services throughout the Stellenbosch Municipal area.
	1.2 To facilitate and co-ordinate support to emerging entrepreneurs by utilising internal SCM processes and linking SMME's with opportunities in the market.	Develop a guiding document to link Small Medium and Micro Enterprises to SCM and open market opportunities. Update and implement the Preferential Procurement Policy.	Regular seminars and workshops facilitated by the Municipality and Private Sector Partners to establish a networking and mentoring system to ensure SMME development.	Regular seminars and workshops facilitated by the Municipality and Private Sector Partners to establish a networking and mentoring system to ensure SMME development.



Strategic Focus Areas	Predetermined Objectives	Programmes for the next 5 Years	Progress Year 1 2017/2018	Progress Year 2 2018/2019
	1.3 To provide, upgrade and maintain an effective engineering infrastructure to support effective service delivery.	<p>1. Major capital expenditure is planned in the following areas during the 2018/2019 financial year:</p> <p>Electricity</p> <ul style="list-style-type: none"> • Energy Efficiency and Demand Side Management • Integrated National Electrification Programme • Electricity Network 	Implemented in terms of the available capital budget approved for the 2017/18 financial year.	Implemented in terms of the available capital budget approved for the 2018/19 financial year.
		<p>Roads, Storm water and Traffic Engineering</p> <ul style="list-style-type: none"> • Reconstruction of roads • Upgrade of Gravel Roads • Reseal of Roads • Main Roads Intersection Improvements • Klapmuts Public Transport Interchange 	Implemented in terms of the available capital budget approved for the 2017/18 financial year.	Implemented in terms of the available capital budget approved for the 2018/19 financial year.
		<p>Solid Waste</p> <ul style="list-style-type: none"> • Major Drop-offs : Construction-Franschhoek 	Implemented in terms of the available capital budget approved for the 2017/18 financial year.	Implemented in terms of the available capital budget approved for the 2018/19 financial year.
		<p>Water Services</p> <ul style="list-style-type: none"> • Extension of WWTW: Stellenbosch • Relocation/ Upgrading main Water Supply line: Ida's Valley Storage Dams • Bulk Sewer Outfall: Jamestown • Bulk water supply Pipe Reservoir: Dwarsriver (Johannesdal/Kylemore/Pniel) • New Plankenburg: Main Sewer Outfall • Water Treatment Works: Paradyskloof • Waterpipe Replacement • Ida's Valley Merriman Outfall Sewer 	Implemented in terms of the available capital budget approved for the 2017/18 financial year.	Implemented in terms of the available capital budget approved for the 2018/19 financial year.
		<p>Sports Fields</p> <ul style="list-style-type: none"> • Upgrade of Sport Facilities • Information Technology • Upgrade and Expansion of IT Infrastructure Platforms Human Settlements • New Community Halls Klapmuts • Housing Project Kayamandi Watergang/ Zone O 	Implemented in terms of the available capital budget approved for the 2017/18 financial year.	Implemented in terms of the available capital budget approved for the 2018/19 financial year.
	1.4 To ensure the provision of non-motorised transport routes as a functional mode of transport	<p>1. Construction and upgrading of pedestrian and cycle Paths.</p> <p>2. Develop Specific Non-Motorised Transport routes according to needs.</p>	Ongoing	Implementation of the NMT policy.
			Ongoing	Implementation of the NMT policy.



Strategic Focus Areas	Predetermined Objectives	Programmes for the next 5 Years	Progress Year 1 2017/2018	Progress Year 2 2018/2019
		3. Design, construct and upgrade Cycle paths.	Ongoing	Implementation of the NMT policy.
		4. Design and construct Bicycle parking facilities.	Ongoing	Implementation of the NMT policy.
		5. Construct Bus and Taxi shelters.	Ongoing	Implementation of the NMT policy.
STRATEGIC FOCUS AREA 2: A GREEN AND SUSTAINABLE VALLEY	2.1 Managing human use of the biosphere and its resources	1. Conserve natural resources, biodiversity and landscapes.	Ongoing, in terms of various programmes and management plans (Stellenbosch Environmental Management Framework / Stellenbosch Municipality Invasive Alien Vegetation Management Plan / Stellenbosch River Stewardship Action).	Ongoing, in terms of various programmes and management plans (Stellenbosch Environmental Management Framework / Stellenbosch Municipality Invasive Alien Vegetation Management Plan / Stellenbosch River Stewardship Action).
		2. Encourage the use of materials obtained from sustainable sources in new development and in the design of buildings.	Ongoing, as far as possible through input on development proposals and approvals.	Ongoing, as far as possible through input on development proposals and approvals.
		3. Facilitate the use of green energy.	Ongoing, as far as possible through input on development proposals and approvals.	Ongoing, as far as possible through input on development proposals and approvals.
		4. Minimise the use of the four generic resources, namely energy, water, land and materials.	Ongoing	Ongoing
		5. Maximise the re-use and/or recycling of resources.	Ongoing	Ongoing
		6. Use renewable resources in preference to non-renewable resources.	Ongoing, with the promulgation of by-laws, monitoring and enforcement.	Ongoing, with the promulgation of by-laws, monitoring and enforcement.
		7. Minimise air, land and water pollution.	Ongoing	Ongoing
	2.2 Enhancing the integrity of the environment as an imperative for long-term sustainability.	1. Maintain essential ecological processes, preservation of genetic diversity and the insurance of the sustainable utilisation of natural resources.	Ongoing	Ongoing, in terms of various programmes and management plans (Stellenbosch Environmental Management Framework / Stellenbosch Municipality Invasive Alien Vegetation Management Plan / Stellenbosch River Stewardship Action).



Strategic Focus Areas	Predetermined Objectives	Programmes for the next 5 Years	Progress Year 1 2017/2018	Progress Year 2 2018/2019	
Strategic Focus Areas		2. Plan and design the cultural (human) environment in a manner that enhances the intrinsic value (including heritage and traditional legacy) of the subject places and Stellenbosch Municipality as a whole.	In progress.	Done, through the designation of Spatial Planning Categories included in the Stellenbosch Environmental Management Framework	
	2.3 Incorporating bio-diversity into the environment as an imperative for long- term sustainability.	1. Biodiversity conservation is a prerequisite for sustainable development, and for biodiversity conservation to succeed, the maintenance of environmental integrity (as defined by ecological, economic and social criteria) must be one of the primary determinants of land-use planning.	Environmental by-laws are being implemented.	Stellenbosch Municipality comments on application submitted in terms of NEMA. In turn the Stellenbosch Municipality's Environmental Planner comments on land-use applications that is expected to have an impact on the environment.	
	2.4 Ensuring spatial sustainability.	1. Promote land development that is within the environmental, fiscal, institutional and administrative means of Stellenbosch Municipality.	Items 1 – 5 are being addressed in the new Municipal Spatial Development Framework (mSDF).		Items 1 – 5 are being addressed in the new Municipal Spatial Development Framework (mSDF).
		2. Ensure that special consideration is given to the protection of high-potential farm land.			
		3. Uphold consistency of land-use measures in accordance with environmental requirements and associated management instruments.			
4. Limit urban development to locations where such development can be sustainable, where urban sprawl can be limited, and where such development can result in sustainable communities.					
5. Implement strategies to ensure that any form of development, on balance, improves current circumstances in the subject area.					
2.5 Facilitate efficient use of all forms of capital available to Stellenbosch.	1. Implement plans to ensure that development optimises the use of existing resources and infrastructure (i.e. monetary capital, environmental capital and infrastructural capital) and that such development result in beneficial	In progress.	The Municipality has compiled a comprehensive 10 year Capital Expenditure Framework for this intended purpose.		



Strategic Focus Areas	Predetermined Objectives	Programmes for the next 5 Years	Progress Year 1 2017/2018	Progress Year 2 2018/2019
		synergies and multipliers in the local economy.		
	2.6 Building Human capacity and ability.	1. Promote cooperative skills development.	In progress.	In progress.
		2. Encourage Full involvement of stakeholders.	Stakeholders participate in municipal information sessions and focused engagements.	Stakeholders participate in municipal information sessions and focused engagements.
	2.7 Efficient information management (refer to Environmental Management Framework)	1. Develop and implement a biodiversity register.	A biodiversity register is maintained through a Geographical Information System.	A biodiversity register is maintained through a Geographical Information System.
STRATEGIC FOCUS AREA 3: A SAFE VALLEY	3.1 To implement an integrated safety strategy to incorporate multi-stakeholder engagements in addition to focusing on institutional, situational and social crime prevention interventions.	1. Identify and develop a safety network database.	Complete and regularly updated.	Completed and will be updated before June 2019.
		2. Allocation of roles and responsibilities to stakeholders.	In progress.	MOU with SAPS in place and will be updated in (SSI Agreement) Continually being updated. Regular meetings are held with safety stakeholders. Capacity building is being explored.
		3. Sign MOUs with SAPS to extend Municipal Law Enforcement Security Cluster.	Continually being updated.	In progress.
		4. Perform ward based risks assessments.	Continually being updated.	Joint planning initiatives are successfully implemented through consultations with ward councillors. (for etc. the installation of CCTV cameras in specific wards).
	3.2 To develop and implement Institutional Crime prevention strategies, with the focus on improved law enforcement and neighbourhood watches.	1. Build the capacity of safety stakeholders.	Regular meetings are held with safety stakeholders. Capacity building is being explored.	Regular meetings are held with safety stakeholders. Capacity building is being explored.
		2. Register neighbourhood watches in all wards.	In progress.	In progress.
		3. Perform joint planning initiatives to promote safety in all wards.	Successfully being implemented	Joint planning initiatives are successfully implemented through consultations with ward councillors. (for etc. the installation of CCTV cameras in specific wards)
		1. Identify and map crime hot spots.	Complete and regularly updated as the need arises.	Regular patrols, joint operations with SAPS, Neighbourhood Watches, Law



Strategic Focus Areas	Predetermined Objectives	Programmes for the next 5 Years	Progress Year 1 2017/2018	Progress Year 2 2018/2019	
	3.3 To develop and implement Situational Crime prevention strategies	2. Convert crime hot spots into safe spaces by addressing the cause of crime in the identified hot spots.	Regular patrols, joint operations and stakeholder meetings take place for this purpose. Adequate lighting is also installed for safety purposes.	Regular patrols, joint operations with SAPS, Neighbourhood Watches, Law Enforcement and stakeholder meetings take place regularly.	
		3. Introduce appropriate technology and extend Close Circuit Television coverage to all wards.	Successfully rolled out in identified hotspots and gradually being introduced to the other wards.	Stellenbosch Safety Initiative is in place.	
	3.4 To implement and facilitate social crime prevention initiatives in all wards	1. Provide support to Early Childhood Development centres.		The Municipality serves 134 ECD's within the Stellenbosch Municipal Area with a budget of R 80 000 per annum. Capacity building of ECD through the following training programmes: Nutrition and Hygiene, FAS, Fire Safety, Good Governance, Financial Management and Facility Registration. Allocation of suitable infrastructure for operations of ECD and partial care facilities where available. Assistance with registration: Internal support with planning processes, fire safety certificates. External – DSD, CWDM – health requirements. GIS Mapping and updating of ECD facilities. Partnering with organisations such as JAM SA to ensure optimal ECD facility development.	The Municipality serves 134 ECD's which comprises of ECD Forums namely, Kayamandi, Stellenbosch, Franschoek and Klampmuts, within the Stellenbosch Municipal Area with an estimate budget of R 90 000 per annum. Capacity building of ECD takes through the following training programmes: Nutrition and Hygiene, FAS, Fire Safety, Good Governance, Financial Management and Facility Registration. Allocation of suitable infrastructure for operations of ECD and partial care facilities where available. Assistance with registration: Internal support with planning processes, fire safety certificates. External – DSD, CWDM – health requirements. GIS Mapping and updating of ECD facilities. Partnering with organisations such as ASHA to ensure optimal ECD facility development.
			2. Develop, facilitate and implement youth programmes in partnership with public and private institutions.	The Municipality's main youth related functions and current programmes include Job readiness Programmes in partnership with DSD (R 10 000 – reaching about 30 youth). Accredited Artisan Youth Skills Development through local NGOs (R 1 000 000 – reaching 60 youth per annum. The plan is to continue this programme in the future.). Annual Career exhibition for high school learners in partnership with DOE (R 40 000 – reaching 1300 youth from all schools).DCAS District Drama Festival in partnership with DCAS (R 10 000 – reaching 3 youth groups). 2017-2018 saw the first Stellenbosch group winning this	The Municipality's main youth related functions and current programmes include job readiness and life skills programmes in partnership with DSD, Department of Labour and local NGO's. Accredited Youth Skills Development, Driver's and learners programme, through local NGOs and service providers. This has become an annual programme. DCAS District Drama Festival in partnership with DCAS. 2018 – 2019 our group came 3rd in the final. Annual Agri-expo for high school learners



Strategic Focus Areas	Predetermined Objectives	Programmes for the next 5 Years	Progress Year 1 2017/2018	Progress Year 2 2018/2019
			<p>competition. Indoor Sport centre in partnership with SCORE – formal 50 year agreement with municipality. (Sport development, holiday programmes and DCAS Indigenous Games) (R 100 000 – reaching 300 youth per month). JPI 27: Establish Stellenbosch Municipality as a centre of innovation in terms of youth empowerment: Sport art and cultural programmes in partnership with DCAS, DoE, DoH, DCS, DSD.</p>	<p>in partnership with Sandringham and DOE reaching 1300 learners throughout the Stellenbosch District.</p>
		<p>3. Develop, facilitate and implement entrepreneurial programmes.</p>	<p>In progress.</p>	<p>In progress.</p>
<p>STRATEGIC FOCUS AREA 4: DIGNIFIED LIVING</p>	<p>4.1 To develop and maintain sustainable human settlements that will deliver in the diverse range of housing needs</p>	<p>1. Develop and implement a housing pipeline.</p>	<p>The housing pipeline was approved in Council on 30 August 2017 and is currently being implemented.</p>	<p>The main objective is to provide sustainable human settlements in accordance with the approved Housing pipeline. Accept for the current housing projects has the Municipality advertised two proposal calls:</p> <ol style="list-style-type: none"> 1. Jamestown- The particular goal of this specific Call for Proposal is the delivery of mix –used development which includes additional state subsidised housing units, serviced sites for affordable housing (plot and plan) and GAP housing units. The tender has closed and is being evaluated. 2. Cloetesville- The aim with Erf 7001 is to provide affordable housing for the residents of the area. The tender was advertised and it closed on the 25 February 2019. The Proposal Calls will be evaluated in terms of the Supply Chain Management Policy.
		<p>2. Implement upgrading of informal settlements programme.</p>	<p>Serves as a priority project on the housing pipeline. Addressed through the housing pipeline.</p>	
		<p>3. Integrated Residential development programme.</p>	<p>Addressed through the housing pipeline.</p>	
		<p>4. Social Housing programme.</p>	<p>Addressed through the housing pipeline.</p>	
		<p>5. Community Residential Units.</p>	<p>Addressed through the housing pipeline.</p>	
	<p>4.2 To develop and implement a social infrastructure master plan for the upgrading and maintenance of social facilities in all wards.</p>	<p>1. Identify and map all current social infrastructure.</p>	<p>This has been completed.</p>	<p>Completed in 2017/18.</p>
		<p>2. Identify and upgrade facilities for multi-purpose usage.</p>	<p>This is in progress.</p>	<p>Currently in the process of upgrading facilities.</p>
<p>3. Identify areas to establish new facilities for sport and recreation facilities.</p>		<p>In progress.</p>	<p>The Directorate: Community and Protection Services is busy identifying an</p>	



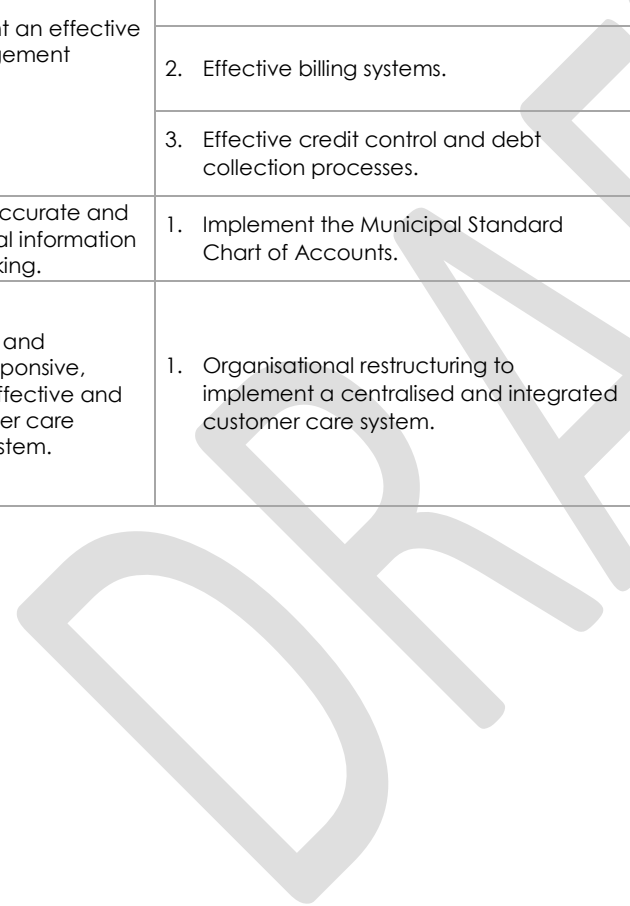
Strategic Focus Areas	Predetermined Objectives	Programmes for the next 5 Years	Progress Year 1 2017/2018	Progress Year 2 2018/2019	
	4.3 To involve and build the capacity of stakeholders in the planning and management (governance) of the areas where they live. (Promote participatory planning and integrated implementation)	1. Conduct community meetings.	General Community meetings facilitated by the Ward Councillor take place on a regular basis in addition to the IDP community meetings.	area to construct a splash pad in Kayamandi.	
		2. Conduct Project Steering Committee meetings.	In place.	Community meetings are being facilitated by the Ward Councillor and takes place on a regular basis. This is in addition to the IDP community meetings scheduled for April and September each year.	
		3. Conduct beneficiary community meetings.	In place.	In place.	
		4. Housing consumer education sessions.	Relevant departments host meetings.	Relevant departments host meetings	
	4.4 To provide access to basic services for households in the WC024 area.	1. Implement the access to basic services programme Provision of communal water points.	All the formal households in urban areas of the Municipality are provided with water connections and waterborne sanitation facilities inside the houses (higher level of service). Communal standpipes and ablution facilities are provided in the informal areas as a temporary emergency service	Water connections installed in terms of needs identified and available funding.	
		2. Provision of communal ablution facilities.	All the formal households in urban areas of the Municipality are provided with water connections and waterborne sanitation facilities inside the houses (higher level of service). Communal standpipes and ablution facilities are provided in the informal areas as a temporary emergency service.	Sanitation facilities installed in terms of needs identified and available funding.	
		3. Provision of chemical toilets.	Complete where the need was identified.	Sanitation facilities installed in terms of needs identified and available funding.	
		4. Provision of basic waste removal services.	In progress.	Weekly waste removal services in place.	
	STRATEGIC FOCUS AREA 5: GOOD GOVERNANCE AND COMPLIANCE	5.1 To develop, align and implement effective Management Information Systems.	1. Align and integrate current Management Information systems.	There is a continuous alignment of ICT Services and Systems with the strategic goals and objectives of the Municipality, as well as statements of direction from National Government and the Western Cape Provincial Government.	The alignment of the ICT services is ongoing due to the rapid change in the ICT environment. It is in line with the strategic goals of the Municipality, the Western Cape Provincial Government and National government.



Strategic Focus Areas	Predetermined Objectives	Programmes for the next 5 Years	Progress Year 1 2017/2018	Progress Year 2 2018/2019
		2. Implement MSCOA requirements on Information Systems.	In consultation with the Legal Department, the ICT Department is in the process to develop a customised Main Agreement for all ICT related services and systems that are fully compliant with all regulatory requirements as per the MFMA and all relevant Auditor General requirements when contracting with external service providers for ICT related services and systems.	A Main Agreement for all ICT related services went for legal advice and has been signed with relevant service providers.
	5.2 An effective asset management system to optimise the use of Municipal assets.	1. Update and implement the Asset Management Policy.	Is currently in place and implemented.	The asset management policy is in place and will be reviewed with the draft budget 2019/20.
		2. Establish an Asset Management Section as part of the organisational structure.	A new organisational structure has been approved on 21 September 2017 for implementation 1 July 2018 for optimal use of human resources.	The Section is on the organisational structure and will be finalised with the placement process.
	5.3 To manage integrated development planning and the efficient measurement of predetermined objectives as per regulatory framework.	1. Implement the performance management plan.	Is currently in place and implemented in line with the performance management policy currently up for review in May 2018.	The individual performance management policy is in place and will be reviewed for submission with the budget related policies during May 2019.
	5.4 To involve the community in the planning and management of programmes and projects impacting their ward(s).	1. Improve ward planning by the introduction of geo-mapping to ward committees	In the process of rolling out to the ward committees. CP3 system provides a platform to position and display projects spatially, providing sufficient detail around the project. The process is currently being used administratively and will be shared within the wards after the budget has been approved.	The service provider has been approved for a three year period. A 10 year budget forecast is in place and will be reviewed on an annual basis.
	5.5 To review municipal governance processes as per the Risk Based Audit Plan	1. Implement and monitor actions listed in the relevant risk based audit plan on an annual basis.	The audit committee reviews the relevant risk based audit plan.	The Risk Based Audit Plan has been reviewed and updates are done quarterly for attention of the audit committee.
	5.6 A skilled and capable workforce that supports the growth objectives of the municipal area	1. Organisational design.	A new organisational structure has been approved on 21 September 2017 for implementation 1 July 2018 for optimal use of human resources.	The placement process is due for completion by the 31 March 2019.
		2. Implement the Workplace Skills Plan.	Work Place Skills plan is being implemented.	Work Place Skills plan is being implemented.
	5.7 A responsive , accountable, effective and	1. Regular compliance reporting to Council committees and other relevant oversight bodies.	Reporting back to Council on a quarterly, bi-annually as well as on an annual basis on the performance of the Municipality.	The mSCOA version 6.2 has been implemented and quarterly reporting occurs.



Strategic Focus Areas	Predetermined Objectives	Programmes for the next 5 Years	Progress Year 1 2017/2018	Progress Year 2 2018/2019
	efficient local government system	2. Implementation of Municipal Standard Chart of Accounts.	mSCOA was implemented as of 1 July 2017.	
	5.8 To implement an effective revenue management system.	1. Organisational restructuring to improve revenue management.	A new organisational structure has been approved on 21 September 2017 for implementation 1 July 2018 for optimal use of human resources.	The placement process is due for completion by the 31 March 2019.
		2. Effective billing systems.	An effective billing system is in place as a key revenue raising strategy.	An effective billing system is in place and reporting occurs on a monthly basis as a key revenue raising strategy.
		3. Effective credit control and debt collection processes.	Addressed through the Credit Control And Debt Collection Policy.	Effective credit control and debt collection processes are followed on a daily basis.
	5.9 To provide accurate and relevant financial information for decision making.	1. Implement the Municipal Standard Chart of Accounts.	mSCOA was implemented as of 1 July 2017.	The mSCOA version 6.2 has been implemented and quarterly reporting occurs.
5.10 To develop and implement a responsive, accountable, effective and efficient customer care structure and system.	1. Organisational restructuring to implement a centralised and integrated customer care system.	A new organisational structure has been approved on 21 September 2017 for implementation 1 July 2018 for optimal use of human resources.	A draft Customer Care framework is developed. The Customer Care Unit that was established by Council will be staffed at least partially by 30 June 2018. The Municipality is in the process of development of an electronic system to deal with customer care queries organisational wide.	





CHAPTER 6

Public Expression of Needs (Community Participation)

6.1 Effective Community Participation

Chapter 4 of the Local Government: Municipal Systems Act requires of municipalities to maintain a culture of community participation. According to Section 16(1)(a)(i) of the MSA, "A municipality must develop a culture of municipal governance that complements formal representative government with a system of participatory governance, and must for this purpose encourage, and create conditions for, the local community to participate in the affairs of the municipality, including in the preparation, implementation and review of its integrated development plan in terms of Chapter 5". It is therefore essential to have effective public participation structures in place.

The SDF, IDP, Budget, Sector Plans as well as major municipal policies, by-laws and decisions should be engaged in order to ensure that they are designed and implemented for and with the community. This also adds to the credibility of the needs reflected in the IDP, the Budget calculated in addressing these needs and the SDBIP drafted in implementing programmes and projects which reflects the communities' needs.

In the spirit of the commitment made by our Executive Mayor (Adv. Gesie van Deventer) and our Municipal Manager (Ms. Geraldine Mettler) to undergo intensive public participation, ward based meetings were held with each ward throughout the Stellenbosch Municipal area. We are therefore confident that this goal was accomplished.

The growing trend of mature and constructive discussions from the public, the level of complexity and the investment made in understanding the Municipality's business is encouraging. The direct participation and involvement of the Ward Councillors and ward committees in the identification of ward based priorities and their involvement in the ward meetings has added great value to the maturity and quality of the discussions between the public and the municipality. Ward Councillors are a critical link in connecting the municipality with the public. As members in Council, and recipients of all the decisions taken by Council, it positions Councillors strategically to ensure that the municipality not only understand the needs of the community better, but also to provide the public with honest and accurate feedback of the Municipality's initiatives. These endeavours are supported by well-functioning ward committees. This Municipality has the benefit of very experienced politicians which has facilitated very a strong connection between the public and the administration. Councillors are however encouraged to always adhere to the code of ethics for Councillors to always act with the utmost integrity and accountability toward their constituents and the Municipality, as this is the only way in which to form a responsible local government.

Public participation takes place through various means and is often tailored to suit a specific audience or community. Importantly, communities from different socio-economic backgrounds use different platforms to communicate. Communities in informal settlements might be more inclined to take in messages which are broadcasted on an audio public address system, while communities in more affluent areas would want to receive messages via an instant messaging service operated from a cellular phone. It is important to cater for all scenarios and to utilise all available platforms to its optimum potential, given that a certain degree of apathy exists in certain communities.








The maturity of the public participation process has achieved new heights from both the community members and the administration. All of our directors, strategic and service delivery managers were part and parcel of each of the public sessions allowing for direct feedback on some of the key issues raised. Further feedback will be provided on the comments captured in sessions. To ensure that the public participation process is a two-way process, all comments have been carefully reviewed.

6.2 Public Participation in the Review Process

Individual ward meetings were held in October 2018 to determine the needs of the community that need to be addressed to improve the quality of life of residents in the greater Stellenbosch area.

Information about the schedule of IDP/Budget Public Engagement Meetings in October 2018 were communicated both internally and externally. Internal communication was sent to management, Councillors, the Executive Mayoral Committee, Council and all officials within the Municipality. External communication about the meetings taking place was done through advertising in the main local newspaper as well as the community newspaper distributed free of charge. The schedule and advertisement was also published on the Municipality's official website, social media, distributed as flyers, loudhailed in the suburbs and SMS cellular phone messaging. In addition thereto, the Municipality provided transport to members of the public who wished to attend the public engagements.

Ward Committee

-  Is made up of geographical and/ or sectoral representation;
-  Is an independent representative structure of the ward and not politically aligned;
-  An advisory body to the Ward Councillor and can identify and initiate projects to improve the lives of people in the ward;
-  Increase participation of local residents in municipal decision making; and
-  For accountability purpose ward committee members are required to conduct their block/ sector report back meeting.

The following **public participation** and **ward committee programme** gives effect to the review process of the 2019/20 Integrated Development Plan and Budget:

Table 34: Public Participation Engagement programme

Type of Engagement	Purpose of Meeting	Number of Meetings Held	Timeframes
Meetings for the revision (updating) of Ward Plans	Review and update of ward plans and re – prioritisation of ward priorities.	9	February 2018
IDP Community Meetings	Platform to provide feedback and obtain public input for the 2018/19 IDP review process.	19	9 October 2018 - 31 October 2018
mSDF/ IDP/ Budget Public Participation Meetings	Ward based public participation meetings to consult the communities on the 2019/20 Draft IDP and Budget as approved by Council.	20	8 April 2019 – 2 May 2019
IDP Focussed Engagement	The engagements were premised on a themed structure to gather focussed input from the various interest groups on the Draft mSDF and 2019/20 Draft IDP and Budget	3	16 April 2019 25 April 2019 29 April 2019



6.2.1 Meetings for the Revision (updating) of Ward Plans

These engagements were conducted with the Ward Councillors and Ward Committee's members to assess and ensure that they agree with their priorities before it was presented in October 2018 to the community for further consultation. Where priorities have been concluded, new priorities may be selected by the ward committees who are the legislated representative structure of the community. The ward priorities must be signed off by the ward councillor and then updated on the ward plan.

The role of departments before and during the ward plan process was to provide inputs and comments on the progress and status of ward priorities per ward. Progress on ward priorities will be shared with the Ward Councillors and ward committee members for them to make informed assessments and decisions on the 2019/20 ward priorities for inclusion in the budget.

The following meetings were held for the revision of Ward Plans.

Table 35: Ward Plan Review Meetings

Wards	Venue	Date & Time
1 – Cllr AR Frazenburg 2 – Cllr WC Petersen 3 – Cllr C Manuel 4 – Cllr MC Johnson	Wemmershoek Community Hall (Wemmershoek)	Tuesday, 11 September 2018 19:00
11 – Cllr JP Serdyn 20 – Cllr A Crombie	Huis Horizon (Patrysstraat 1 Patrys Street Onder- Papegaaiberg Stellenbosch)	Wednesday, 12 September 2018 19:00
21 – Cllr FJ Badenhorst	Jamestown Ward Office Boardroom (Pajero Avenue, next to Clinic and Library)	Wednesday, 12 September 2018 19:00
22 – Cllr E Groenewald	PMU Building (Mark Street)	Wednesday, 12 September 2018 19:00
5 – Cllr DD Joubert	Ward 5: Ward Office (Ida's Valley Sportsground)	Thursday, 13 September 2018 19:00
6 – Cllr NE Mcombring	Ida's Valley, Library Hall, Rustenburg Road	Thursday, 13 September 2018 19:00
7 – Cllr AJN Hanekom 8 – Cllr Q Smit 9 – Cllr MB De Wet 10 – Cllr R Du Toit	Voortrekker Hall	Tuesday, 18 September 2018 19:00
16 – Cllr E Vermeulen 17 – Cllr PW Biscombe 18 – Cllr E Fredericks 19 – Cllr JK Hendriks	Eike Hall (Cloeteville)	Wednesday, 19 September 2018 19:00
12 – Cllr N Mananga - Gugushe 13 – Cllr FT Bangani - Menziwa 14 – Cllr P Sitshoti 15 – Cllr N Sinkinya	Kayamandi Community Hall	Thursday, 20 September 2018 19:00



6.2.2 SDF/ IDP/ BUDGET PUBLIC PARTICIPATION MEETINGS – OCTOBER 2018

The public engagements took place in the evenings, at 19:00 and were chaired by a Municipal official. Minutes of all these meetings were noted and audio recordings serve to verify the content of the minutes.

Table 36: Public Participation Engagement

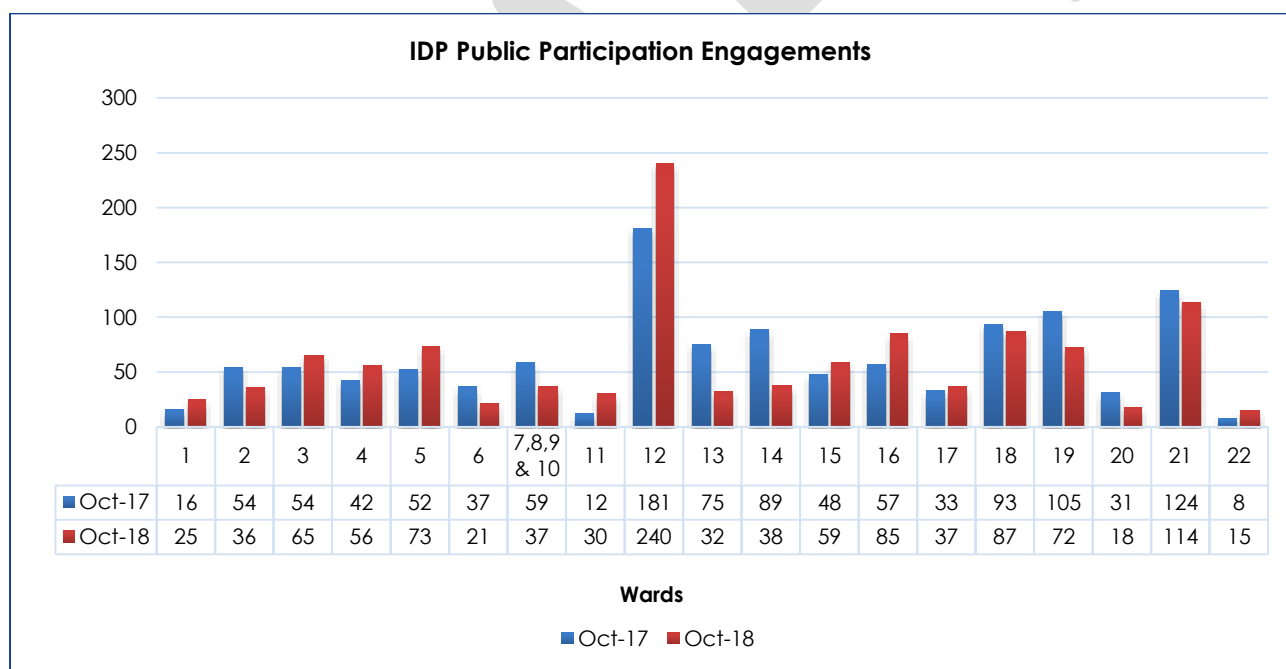
IDP Public Engagements 9 October 2018 – 31 October 2018 @ 19:00			Number of Participants	
Wards	Venue	Date & Time	Oct/Nov 2017	October 2018
12 – Cllr N Mananga Gugushe	Kayamandi High School	Tuesday 9 October 2018 19:00	181	240
13 – Cllr FT Bangani - Menziwa	Kayamandi Corridor	Tuesday 9 October 2018 19:00	75	32
1 – Cllr AR Frazenburg	Groendal Community Hall	Wed, 10 October 2018 19:00	16	25
15 – Rdl / Cllr N Sinkinya	Kayamandi High School Hall	Wed, 10 October 2018 19:00	48	59
14 – Rdl / Cllr P Sitshoti	Kayamandi Community Hall	Thurs, 11 October 2018 19:00	89	38
22 – Rdl / Cllr E Groenewald	Stellenbosch Library Hall (Plein Street)	Thurs, 11 October 2018 18:30	37	15
19 – Rdl / Cllr JK Hendriks	De Novo Community Hall	Tue, 16 October 2018 19:00	105	72
11 – Rdl / Cllr JP Serdyn	Huis Horizon - Devon Valley (Patrysstraat 1 Patrys Street Onder-Papegaaiberg)	Tue, 16 October 2018 19:00	12	30
2 – Rdl / Cllr WC Petersen	Groendal Community Hall	Wed, 17 October 2018 19:00	54	36
21 – Rdl / Cllr FJ Badenhorst	Webergedenk Primary School Hall	Wed, 17 October 2018 19:00	124	114
6 – Rdl / Cllr NE Mcombring	St. Ida's Primary School Ida's Valley	Thurs, 18 October 2018 19:00	37	21
16 – Rdl / Cllr E Vermeulen	Eike Hall - Cloetesville	Thurs, 18 October 2018 19:00	57	85
4 – Rdl / Cllr MC Johnson	Kylemore Community Hall	Tue, 23 October 2018 19:00	42	56
20 – Rdl / Cllr A Crombie	Vlottenburg Methodist Church	Tue, 23 October 2018 19:00	31	18
3 – Rdl / Cllr C Manuel	St Giles Hall (Lanquedoc)	Thurs, 25 October 2018 19:00	54	81



IDP Public Engagements 9 October 2018 – 31 October 2018 @ 19:00			Number of Participants	
Wards	Venue	Date & Time	Oct/Nov 2017	October 2018
7 – Rdl / Cllr AJN Hanekom 8 – Rdl / Cllr Q Smit 9 – Rdl / Cllr MB De Wet 10 – Rdl / Cllr R Du Toit	Stellenbosch Town Hall (Plein Street)	Mon, 29 October 2018 19:00	59	37
5 – Rdl / Cllr DD Joubert	Brückner Primary School (Ida's Valley)	Tue, 30 October 2018 19:00	52	73
17 – Rdl / Cllr PW Biscoombe	Rietenbosch Primary School (Cloetesville)	Wed, 31 October 2018 19:00	33	37
18 – Rdl/ Cllr E Fredericks	Klapmuts Primary School	Wed, 31 October 2018 19:00	93	87

The graph below illustrates the comparison of community attendance at the October/November 2017 and October 2018 public participation engagements.

Figure 30: Comparative Analysis of Community Attendance (year-on-year)



6.2.3 SDF/IDP/Budget Engagements– April 2019

The aim of these public engagements is to provide each ward an opportunity to engage with the Municipality with regard to the strategic plan, ward priorities and specific initiatives planned for the greater Stellenbosch and wards specifically.

Discussions have been planned for each of the wards across the greater Stellenbosch. The objectives of these engagements are to:

- Allow wards to engage with the strategic revision as tabled in the SDF, IDP and Budget; and



Allow each ward an opportunity to provide inputs into the draft SDF, IDP and Budget.

These sessions also allows the Municipality a vital opportunity to constructively engage communities on service delivery.

Table 37: Draft SDF/IDP/BUDGET Public Participation Meetings, April 2019

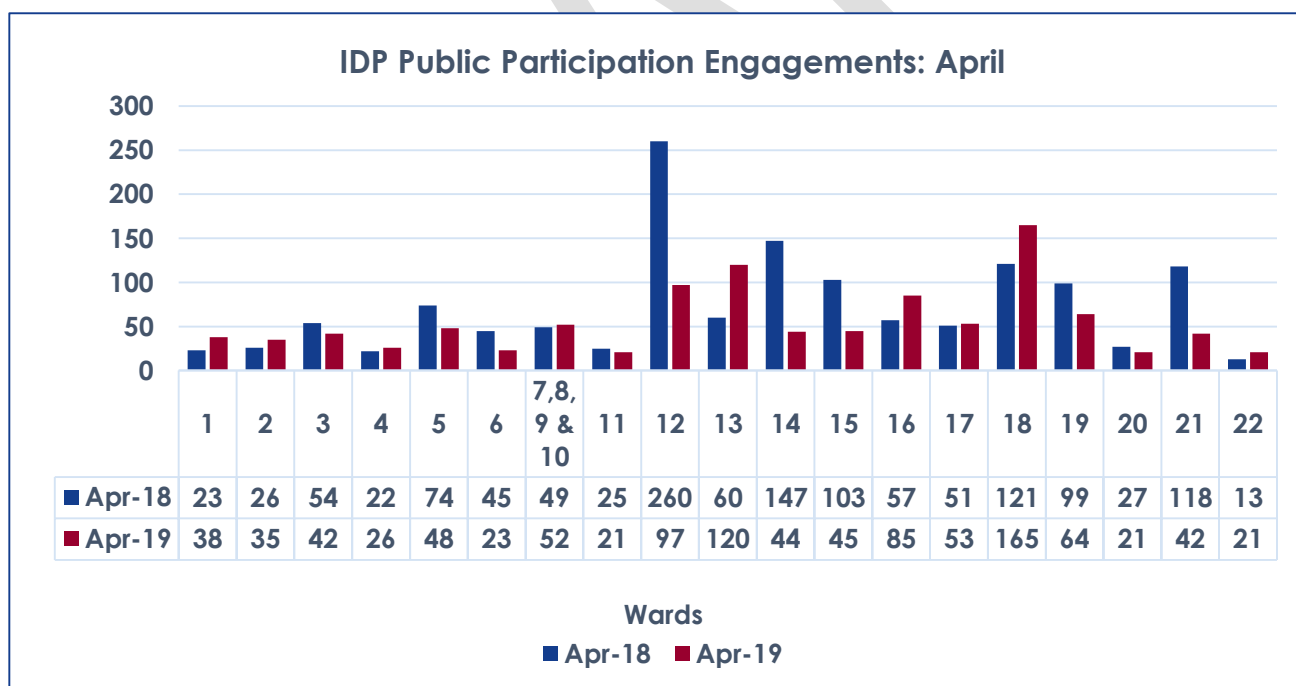
Draft SDF/IDP/BUDGET Public Participation Meetings Monday, 8 APRIL 2019 – Tuesday, 30 APRIL 2019				
WARDS	VENUE	DATE & TIME	Number of Participants	
			April 2018	April 2019
12 – Cllr N Mananga Gugushe	Kayamandi High School	Monday 8 April 2019 19:00	260	97
14 – Cllr P Sitshoti	Kayamandi Community Hall	Monday 8 April 2019 19:00	147	44
15 – Cllr N Sinkinya	Kayamandi High School	Tuesday 9 April 2019 19:00	103	45
19 – Cllr JK Hendriks	Bottelary Tennis Court Hall	Tuesday 9 April 2019 19:00	99	64
18 – Cllr E Fredericks	Klapmuts Primary School	Thursday 11 April 2019 19:00	121	165
11 – Cllr JP Serdyn	Huis Horizon Devon Valley	Thursday 11 April 2019 19:00	25	21
7 – Cllr AJN Hanekom 8 – Cllr Q Smit 9 – Cllr MB De Wet/ Cllr Z Dalling 10 – Cllr R Du Toit	Stellenbosch Town Hall	Monday 15 April 2019 19:00	49	52
2 – Cllr WC Petersen	Groendal Community Hall	Monday 15 April 2019 19:00	26	35
5 – Cllr DD Joubert	Brückner Primary School (Ida's Valley)	Tuesday 16 April 2019 19:00	74	48
6 – Cllr NE Mcombring	St. Ida's Primary School (Ida's Valley)	Tuesday 16 April 2019 19:00	45	23
17 – Cllr PW Biscombe	Rietenbosch Primary School (Cloetesville)	Wednesday 17 April 2019 19:00	51	53
4 – Cllr MC Johnson	Pniel Banquet Hall	Wednesday 17 April 2019 19:00	22	6
20 – Cllr A Crombie	Vlottenburg Methodist Church	Thursday 25 April 2019 19:00	27	21
22 – Cllr E Groenewald	Doornbosch Hall	Thursday 25 April 2019 19:00	13	21
3 – Cllr C Manuel	Wemmershoek Community Hall	Monday 29 April 2019 19:00	54	42



Draft SDF/IDP/BUDGET Public Participation Meetings Monday, 8 APRIL 2019 – Tuesday, 30 APRIL 2019				
WARDS	VENUE	DATE & TIME	Number of Participants	
			April 2018	April 2019
13 – Cllr FT Bangani Menziwa	Kayamandi Community Hall	Monday 29 April 2019 19:00	60	120
1 – Cllr AR Frazenburg	Lord's Acre Church (Mooiwater)	Tuesday 30 April 2019 19:00	23	38
16 – Cllr E Vermeulen	Eike Hall - Cloetesville	Tuesday 30 April 2019 19:00	179	50
4 – Cllr MC Johnson	Pniel Banquet Hall	Thursday 2 May 2019 19:00	22	26
21 – Cllr R Badenhorst	Webergedenk Primary School Hall	Thursday 2 May 2019 19:00	118	42

The graph below illustrates the comparison of community attendance at the April 2018 and April 2019 mSDF/ IDP/ Budget public participation engagements.

Figure 31: Comparative Analysis of Community Attendance (year-on-year)



The Municipality is vested in:

- Continuing with structured ward meetings to discuss strategic municipal-wide issues related to service delivery;
- Engaging with the District Municipality and various Provincial and National Government Departments to ensure that municipal-wide issues are discussed in an inter-governmental

manner, where joint meetings are held with the different spheres of government present; and Work hard at building strong relationships that can propel us to our vision of becoming the Innovation capital of South Africa. We can only achieve this with strong partnerships with our private sector, government stakeholders and civil society role players.

6.2.4 Ward Priorities per ward

The table below includes the updated ward priorities listed by each Ward Committee in February 2018. The analysis in this section is based on the following rating system:

	Ward Priority/ Project completed.
	Ward Priority/ Project in progress.
	Not completed/ No budget available/ Provincial Function

Table 38: Ward Priorities- Ward 1


Ward 1				
Ward Cllr	2018/19 Ward Priorities	Activity	Rating	
 Cllr Aldridge Frazenburg (Franschhoek)	Priority 1: Planning and Development – Upgrading of the existing Mooiwater Building for a multi-purpose centre and 24 hour clinic.	The Mooiwater building was identified as a Local Economic Development Hub.		
		The architect was appointed on 25 April 2019 to plan, design and project manage the construction of the hub.		
	Priority 2: General traffic, pedestrian safety/ traffic management and security cameras.	The Municipality, in collaboration with the Provincial Government, is actively pursuing all possibilities to allow for the reduction of speed on the R45 between the R310 and Lambrecht Street.		
	Priority 3: Transport – Bus service to Paarl and Stellenbosch.	3 operating licenses were issued to Franschhoek Taxi Association to render a service between Franschhoek and Stellenbosch on a daily basis.		
	Priority 4: Beautification of entrance ward 1 – eco-friendly, management of rivers, dams etc. (Mooiwater dam study).	The entrance to Franschhoek is planted with trees and the standard of beautification acceptable.		
	Ward priorities for 2019/20			
	Priority 1: Planning and development of the Mooiwater Building for a multi – purpose centre.			
	Priority 2: General traffic and safety: Circles on the R45; Installations of speed cameras; Reduce speed limits on the R45 and Franschhoek pass; Safety on R45; and CCTV cameras at various hotspots in Ward 1.			
	Priority 3: Transportation: Bus/ Taxi service to Stellenbosch and Paarl.			
	Priority 4: Mooiwater dam: Zoned as a Sports Area (2 soccer field facilities to be build by the Municipality).			
Priority 5: Housing: Land need to be identified for housing.				

Table 39: Ward Priorities- Ward 2




Ward 2				
Ward Cllr	2018/19 Ward Priorities	Activity	Rating	
 <p>Ward 2: Cllr Wilhelmina Petersen (Franschhoek)</p>	Priority 1: In-situ Upgrading in Langrug. Drain overflowing and terrible smell from the drain.	The current section (Phase 1) of the Langrug road project has been completed.	😊	
		The most critical grey and black water issues has been addressed. The Municipality is in the process of addressing all storm water issues in Langrug.	😐	
		The re-blocking of certain sections of Langrug is underway.	😐	
	Priority 2: 24 Hour Clinic – La Motte.	There is an existing structure (Erf 4, La Motte) that had been made available for the Provincial Department of Health to utilise as a health facility. Due to the limited size, it could serve as a visiting clinic in an area where health facilities are required.	😐	
	Priority 3: Building of sidewalks.	Oak Street and Santa Rosa sidewalks completed.	😊	
	Priority 4: Maintenance of Stiebeul river bank.)	The department Community Services will soon start to work in this river. The unit will help with rehabilitation in this river.	😐	
	Priority 5: Swimming pool.	The Municipality is considering whether to accommodate requests for swimming pools or to use alternatives such as water parks.	😐	
	Ward priorities for 2019/20			
	Priority 1: Installing tar road in Bosbou.			
	Priority 2: Re - blocking of structures in Langrug.			
Priority 3: Infrastructure R45 between Bosbou railway lines needs to install street lights. Bus stop across Dennegeur.				
Priority 4: Circle – La Motte Cross.				
Priority 5: Housing: Land need to be identified for housing.				

Table 40: Ward Priorities: Ward 3

Ward 3			
Ward Cllr	2018/19 Ward Priorities	Activity	Rating
 <p>Ward 3 Cllr Charles Manuel (Meerlust / Wemmershoek / Lanquedoc)</p>	Priority 1: Sidewalks from Lanquedoc to Pniel School.	This work forms part of the Lanquedoc access road and bridge upgrade project that is currently in progress.	😐
		Depending on approvals such as Environmental Impact Assessments, the work is earmarked to commence mid-2020 and will be implemented over a period of approximately 14 months.	😐
	Priority 2: Tarring of gravel roads and traffic calming in Wemmershoek.	Planning is complete, construction to commence within the month of May 2019	😊
	Priority 3: Establishment, maintenance and fencing of all Parks in Ward 3 – Maasdorp; Meerlust; Lanquedoc and Wemmershoek.	This priority could not be accommodated on the proposed budget.	😞

Ward 3			
Ward Cllr	2018/19 Ward Priorities	Activity	Rating
	Priority 4: Traffic calming for Wemmershoek and Lanquedoc.	2 speed bumps near the 4 way stop and in Church Street have been constructed.	😊
	Priority 5: Outside Gyms for Wemmershoek; Maasdorp and Meerlust.	Outside gym for Wemmershoek completed.	😊
Ward priorities for 2019/20			
Priority 1: Housing – Lanquedoc, Wemmershoek, Maasdorp, Meerlust.			
Priority 2: Clinic – Lanquedoc & Wemmershoek.			
Priority 3: Multi – purpose Centre – Lanquedoc.			
Priority 4: Traffic Calming – Meerlust, Wemmershoek, Maasdorp R45, Speedhumps in Lanquedoc.			
Priority 5: Business Hubs – Lanquedoc, Meerlust, Maasdorp and Wemmershoek.			

Table 41: Ward Priorities: Ward 4

Ward 4			
Ward Cllr	2018/19 Ward Priorities	Activity	Rating
 Ward 4 Cllr Malcolm Johnson (Kylemore, Pniel, Johannesburg)	Priority 1: Housing (Kylemore and Pniel), Land for Housing.	The status regarding the Kylemore housing project on erf 64 is unchanged.	😊
		The housing project on Erf 64, Kylemore has been coming on for many years and could not commence due to the fact that the land has not been transferred from National Public Works to Stellenbosch Municipality. During a National Assembly meeting the National Minister of Public Works confirmed that the application will receive the necessary attention during the current financial year.	
	Priority 2: Visibility of Law Enforcement Pniel, Johannesburg and Kylemore.	The installation of the LPR cameras (R124 566.00) at Groot Drakenstein is in its final stage of completion.	😊
	Priority 3: New Library (Kylemore.).	This is a Provincial function and money must be made available by Province to fund the project before it can be implemented.	😞
	Priority 4: Sidewalks and tarring of roads (Kylemore, Johannesburg and Pniel).	The upgrading from gravel to asphalt surface roads - Rispel and Jackson and other access road had been completed.	😊
		Road marking, including additional pedestrian crossings on Kerk and Swart street in Kylemore had been completed.	😊
		The Municipality revised and updated sidewalk/NMT Masterplan will be completed by the end of June 2020.	😊
	Priority 5: Upgrading of Change rooms at Sports grounds and the safety of it (Kylemore and Pniel).	Facility audits were done on both facilities. Pniel – Geyser at the rugby clubhouse was replaced. Kylemore – geyser, toilets and lighting were repaired at the clubhouses.	😊
Ward priorities for 2019/20			
Priority 1: Housing (Kylemore and Pniel), Land for housing.			
Priority 2: Visibility of Law Enforcement Pniel, Johannesburg and Kylemore.			
Priority 3: New Library (Kylemore).			

Ward 4			
Ward Cllr	2018/19 Ward Priorities	Activity	Rating
	Priority 4: Sidewalks and tarring of roads (Kylemore, Johannesdal and Priel).		
	Priority 5: Upgrading of Change rooms at Sports grounds and safety of it (Kylemore and Priel).		

Table 42: Ward Priorities: Ward 5


Ward 5				
Ward Cllr	2018/19 Ward Priorities	Activity	Rating	
 <p>Ward 5 Cllr Donovan Joubert (Ida's Valley / Jonkershoek / Hydro and Surrounding Farms)</p>	Priority 1: Housing – Gap and Subsidised Housing for Jonkershoek, Farms and Ida's Valley.	Erf 9445 (Lindida): The appeal was approved by the Appeal Authority in favour of the development.	😊	
		Erf 11330 (The Ridge): All the engineering drawings have been approved for the development and the installation of services are in progress.	😊	
		Jonkershoek: A Power of Attorney has been signed with the Department of Public Works. In December 2018 Council approved service delivery in the interim and service delivery has subsequently started.	😊	
	Priority 2: Safety – Visible law enforcement, Crime prevention and eradication of drug houses.		Joint operations with SAPS are executed on an ad-hoc basis. Visible patrols are performed from time to time.	😊
	Priority 3: Backyard dwellers – Basic Service delivery in Ida's Valley.		The Ida's Valley Housing Project has started a process of marketing and beneficiary administration that will involve a process of determining the eligibility of the earmarked beneficiaries for the project.	😊
			The IZS will be in place by the end of the current financial year, which should facilitate for the provision of separately metered services to backyarders. Survey of backyarders in ward 5 is imminent.	😊
	Priority 4: Community Hall / Thusong Centre.		This priority did not receive any funding in the MTREF , however this priority is on the long term, 10 year budget , of the municipality	😊
	Priority 5: Youth Empowerment.		Approved tenders will allow the following accredited training to be implemented from Jan - June 2019: Assistant Chef and Food Service (13 learners); Plumbing Skills (12 learners). Assistant Housekeeping Skills (20 learners). Learner and Driver License (29 learners).	😊
	Ward priorities for 2019/20			
	Priority 1: Housing: Gap and Subsidised housing for Jonkershoek, Farms and Ida's Valley.			
Priority 2: Safety Programmes: visible law enforcement, crime prevention, eradication of drug houses, spinning cars, drinking on parks, burglary, stray dogs and littering.				
Priority 3: Land for Housing.				
Priority 4: Youth development.				
Priority 5: Community Hall: building of a community hall.				

Table 43: Ward Priorities: Ward 6


Ward 6				
Ward Cllr	2018/19 Ward Priorities	Activity	Rating	
 <p>Ward 6 Cllr Natেশia Mcombring (Ida's Valley and Surrounding Farms)</p>	Priority 1: Flea market at the corner of Rustenburg Road and Sonneblom Street and the starting point of the Green Route.	The market was officially open in 2018.	😊	
	Priority 2: Traffic lights at the corner of Lelie Street and Helshoogte Road.	Completed.	😊	
	Priority 3: Tar of pavements from Tindall Street and the top part of Rustenburg Road, from the mini circle to the directions of the Vine Yard Court.	Pedestrian crossing on Rustenburg Road had been completed.	😊	
		Construction had commenced on Parking Embayment on Tindall Street, scheduled for completion before end of May.	😐	
		The construction of sidewalks in Rustenburg Road and Tindall Street, is scheduled for implementation during the 2019-2020 financial year.	😐	
	Priority 4: Upgrade of Sport facilities eg. Astro- turf for hockey, upgrading of the tennis and netball courts.	Astro – turf project completed.	😊	
		The tennis courts will be upgraded in the new financial year and a budget of R550 000 is currently on the draft budget for approval.	😐	
	Priority 5: Multi - Purpose Centre.	No available budget for the 2018/19 financial year.	😞	
	Ward priorities for 2019/20			
		Priority 1: Flea market at the corner of Rustenburg Road and Sonnebloem Street and the starting point of the Green Route.		
	Priority 2: Launch of the market is in October 2018.			
	Priority 3: Infrastructure <ul style="list-style-type: none"> 🚧 Parking embayment on the corner of Tindall Street and Old Helshoogte Road in front of Nita's hair salon. 🚧 Upgrading and resealing of Botmanskop Road and other Roads as required. 🚧 Tar of pavements in Ward 6. 			
	Priority 4: Upgrade of Sports facilities e.g. upgrading of the tennis and netball courts etc.			
	Priority 5: Multi – Purpose Centre (Land to be identified).			

Table 44: Ward Priorities: Ward 7



Ward 7			
Ward Cllr	2018/19 Ward Priorities	Activity	Rating
 <p>Ward 7 Cllr Alwyn Hanekom (Mostertdrif / Universiteitsoord)</p>	Priority 1: Running and Cycling routes – Marfinson Street.	Priority completed. A pedestrian link between Endler street onto Marfinson Street was constructed.	😊
	Priority 2: Parking Area – Jan Marais Park – Marfinson street.	In discussion with the Urban Forestry Department to address the needs for parking at Jan Marias Park.	😊
	Priority 3: Safety fence – Botmaskop.	Completed in January 2019.	😊
	Priority 4: Traffic at schools – Improve traffic flow around schools.	Training division within the Traffic Department in conjunction with Western Cape Government executes an all year round scholar & pedestrian safety programme.	😊
		A semi-fixed camera has been placed to reduce speed.	😊
	Priority 5: Management of ER1 (Hangbrug and River).	Law Enforcement is deployed on a complaint basis and cannot be stationed there permanently. The land is shared property of the municipality and the university, plus an additional resident is occupying the land. Access control has jointly been looked at by the Councillors and the university.	😊
Ward priorities for 2019/20			
Priority 1: Jan Marais Park: to uplift and better utilise the JMP to benefit the residents, students and visitors to Stellenbosch.			
Priority 2: Character: to foster and improve the ward's pleasant character.			
Priority 3: Natural Resources: to foster conservation and appreciation of the ward's exceptional natural resources.			
Priority 4: Safety: to improve the safety of the residents and their property.			
Priority 5: Mobility and Recreation facilities: to improve the mobility and recreation facilities in and through the ward.			

Table 45: Ward Priorities: Ward 8

Ward 8			
Ward Cllr	2018/19 Ward Priorities	Activity	Rating
 <p>Ward 8 Cllr Quinton Smit</p>	Priority 1: Safety and security.	LED lights have been installed at Neethling and Bosman Streets. Cameras have been installed and are being monitored.	😊
	Priority 2: Recycling.	The Ward office is being utilised as a hub for collection of paper, forming part of the bicycle project and generating money for those.	😊
		The municipality in conjunction with Stellenbosch Trail Fund has also had recycling drops done at Huis Horison with bottles and tins.	😊
	Priority 3: Beautification.	The municipality is busy with a draft Greening Strategy within the CBD.	😊
Priority 4: Tourism.	Explore the Smart City approach in conjunction with the municipality for the next (2019/20) financial year.	😊	
Ward priorities for 2019/20			



Ward 8			
Ward Cllr	2018/19 Ward Priorities	Activity	Rating
	Priority 1: Safety and Security		
	⬇	Upgrading of existing CCTV cameras.	
	⬇	Investigation into future technologies for the purposes of safety and security.	
	⬇	Fixed panic-button system (e.g. Model implemented in Toronto, Canada) potentially at the corner of Die Laan, Van Riebeeck and Marais streets.	
	Priority 2: Recycling		
⬇	Recycling bicycle programme similar to the current local development project – purpose: Create awareness and local job opportunities.		
⬇	Change design of existing "wet/dry" recycling bins within wards.		
Priority 3: Beautification			
⬇	Wrap around flower baskets in Victoria Streets, Marais, Merriman, Helderberg and Van Riebeeck.		
⬇	Greening of open spaces.		
Priority 4: Tourism Development			
⬇	Electronic information boards (interactive- digital).		
Priority 5: Non-motorised transport			
⬇	Bicycle racks.		
⬇	Explore the possibility of a "bike share" initiative.		
⬇	Launch Lab – "yellow cabs "(electric vehicles) to decrease motorised transport in ward.		

Table 46: Ward Priorities: Ward 9

Ward 9				
Ward Cllr	2018/19 Ward Priorities	Activity	Rating	
Cllr Z Dalling Ward 9 (Stellenbosch Town)	Priority 1: Visible municipal law enforcement.	Regular patrols are being done and complaints are attended to as and when receive.	😊	
	Priority 2: Efficient traffic law enforcement (By-Law Implementation).	Regular patrols are being done and complaints are attended to as and when receive.	😊	
	Priority 3: Accessible pavement and walkways in line with the municipal by-laws.	Piet Retief to Paul Roos Bridge – Noordwal Wes street paved sidewalk was built. A raised pedestrian crossing in Dorp Street, near Ryneveldt and Mark street was also constructed.	😊	
		Sidewalks have been completed in Neethling Street.	😊	
		1 raised pedestrian crossing was constructed in Die Laan.	😊	
	Priority 4: Better control over vagrants.	This is ongoing throughout the municipality and addressed on a continuous basis.	😊	
	Priority 5: Parking (Additional parking or Park & Ride).	Consultant is currently working on a parking strategy and we will soon be following the s78 processes. There are municipal legislative requirements that must be adhered to and the consultant is tending to that.	😊	
	Ward priorities for 2019/20			
	Priority 1: Prominent visible law enforcement.			
	Priority 2: Traffic flow and efficient traffic by-law implementation including parking – more park and ride facilities.			
Priority 3: Universally accessible pavements and walkways in line with the municipal by-laws.				



Ward 9			
Ward Cllr	2018/19 Ward Priorities	Activity	Rating
	Priority 4: Sustainable solutions for street people in line with the Street Peoples Policy.		
	Priority 5: Maintenance and aesthetic preservation of historic buildings and municipal buildings.		

Table 47: Ward Priorities: Ward 10


Ward 10				
Ward Cllr	2018/19 Ward Priorities	Activity	Rating	
 <p>Ward 10 Cllr Rozette du Toit (Stellenbosch Town)</p>	Priority 1: Apprenticeships for youth.	Appointed 4 artisan youth from July 2018 as part of the Youth Skills Development Programme on EPWP in the maintenance department of the municipality.	😊	
	Priority 2: Safety: area unsafe due to criminal activities.	Regular patrols have been put in place at the flats.	😊	
	Priority 3: Parking (not sufficient parking in Ward 10).	Consultant is currently working on a parking strategy and we will soon be following the s78 processes. There are municipal legislative requirements that must be adhered to and the consultant is tending to that.	😊	
	Priority 4: Cleaner area (environment).	The Municipality have EPWP employees that service the areas three times a week.	😊	
	Priority 5: River rehabilitation and maintenance.	A maintenance process was followed with three service dates per annum for cleaning, clearing and mowing.	😊	
	Ward priorities for 2019/20			
	Priority 1: Safety	Accredited Neighbourhood Watches (NHW) and private companies to assist with patrols.		
	Priority 2: Ongoing Learnership (& Mentorship Programmes).	Trade skills at the small business level, IT skills and Job shadowing Programmes.		
	Priority 3: Parking	<ul style="list-style-type: none"> Establishment of Bicycle lanes. 2 pieces of land identified on the fringes of town and servicing the main entry and exit corridors of Stellenbosch that can be used for parking. 		
	Priority 4: Overall Cleanliness	<ul style="list-style-type: none"> Ongoing river rehabilitation programme. Setting up of communal vegetable gardens – i.e. principles used at the Lynedoch eco-village, and how waste management ties into, and benefits this. 		
Priority 5: More sustainable, consistent interventions for the overall health & well-being of the aged	Liaise with the local university around ongoing stimulating programme that can be facilitated.			

Table 48: Ward Priorities: Ward 11


Ward 11			
Ward Cllr	2018/19 Ward Priorities	Activity	Rating
 <p>Ward 11 Ald. Johanna Serdyn (Onder-Papegaaiberg)</p>	<p>Priority 1: Safety: safe neighbourhood with the back-up of e.g. security fences and a well-equipped neighbourhood watches.</p>	Cameras were installed as requested with the last one in Devon Valley.	😊
		Equipment was procured and handed over for the use by their Neighbourhood Watch.	😊
	<p>Priority 2: Infrastructure at intersections in ward needs to be upgraded: Merriman / R44, Alexander / R44, R310 /Devon valley & Vredenburg Rd / R310.</p>	Concept plans for upgrading of these intersection have been drawn up	😐
	<p>Priority 3: Rehabilitation of the Wetland area in conjunction with Huis Horison and other donors.</p>	Rehabilitation of the Wetland is in progress. The Municipality is currently in discussions with Huis Horizon.	😐
	<p>Priority 4: Greening of Ward 11.</p>	The Municipality is in the process of procuring pots and plants which will be placed on the centre island opposite Stellenbosch station.	😐
	<p>Priority 5: Replacement of trees identified in lower part of Dorp Street.</p>	Due to drought the municipality did not plant and will start planting during September 2019.	😐
Ward priorities for 2019/20			
	<p>Priority 1: Safety</p> <ul style="list-style-type: none"> ⚡ A safe neighbourhood with the back – up of eg. Security fences and a well-equipped neighbourhood watches, camera on the corner in Tarentaal and Devon valley entrance. 		
	<p>Priority 2: Infrastructre</p> <ul style="list-style-type: none"> ⚡ Intersections in ward need to be upgraded: Merriman/ R44, Alexander/R44, R310/ Devon valley and Vredenburg Rd/R310. ⚡ Dustbins at the following strategic points: Distellweg Road on the corner, at the side of the electrical box by Adam Tasweg, at the cemetery by Distellweg turnoff to Bosmans Crossing and Kent on Adam Tas Road. ⚡ Lighting from Sanhagen Road turnoff up to Azara on the R310 (Kuilriver). ⚡ Sidewalks: From cemetery to Distell, from Adam Tas intersection to Devon Valley road in front of the business and tar surfaces where necessary in Onder – Papegaaiberg. 		
	<p>Priority 3: Greening</p> <ul style="list-style-type: none"> ⚡ Rehabilitation of the wetland area in conjunction with Huis Horison and other donors. ⚡ Greening of Ward 11 and conservation of fona and flora in parks with proper signs. ⚡ Replacement of trees identified in lower part of Dorp Street. 		
	<p>Priority 4: Fencing of cemeteries and nature reserve.</p>		

Table 49: Ward Priorities: Ward 12


Ward 12			
Ward Cllr	2018/19 Ward Priorities	Activity	Rating
 <p>Ward 12 Cllr N Mananga – Gugushe (Kayamandi)</p>	Priority 1: Land for housing.	Watergang housing project: 6 units that were vandalized are under construction.	☹️
		Watergang TRA Project: Completed 270 units and 239 has been handed over to beneficiaries. The project is estimated to be completed by end of June 2019.	☹️
		Zone O Housing Project: LUPA application completed and submitted for approval. Layout plan has been advertised for comment.	☹️
		Town Centre Development: The consultants has been appointed and they are busy with geo-technical investigation and layout.	☹️
		Land for Housing: On 26 September 2018, Council authorised the Municipal Manager to further enter into preliminary discussions / negotiations with the relevant stakeholders, with the view of finding solutions for the future development of the Northern Extension. Discussion with the land-owner is in the process of reaching finality.	☹️
	Priority 2: Swimming pool.	In the process of planning for a water park in Kayamandi.	☹️
	Priority 3: Electricity for Enkanini.	A contractor has been appointed to install electricity, as well as to upgrade the services such as access to ablution and water points. Budget allocation of R10.9 million over 2 years.	😊
	Priority 4: Safety.	Stellenbosch Safety Initiative is in place. A 24/7 patrol system is not yet possible until such time that sufficient officers are appointed.	☹️
	Priority 5: Thusong Centre.	There is no land available to build any new facility.	☹️
		The Municipality has however budgeted for the upgrading of the existing community hall in Makupula Street. A total of R2.2 million has been allocated over the MTREF period.	☹️
Ward priorities for 2019/20			
Priority 1: Swimming Pool.			
Priority 2: Land for housing.			
Priority 3: Electricity and Rezoning in Enkanini.			
Priority 4: Thusong Centre.			
Priority 5: Finishing roads in Nkanini / Construction of Nkanini roads.			

Table 50: Ward Priorities: Ward 13


Ward 13			
Ward Cllr	2018/19 Ward Priorities	Activity	Rating
 <p>Ward 13 Cllr Faith Bangani-Menziwa (Kayamandi)</p>	Priority 1: Taxi Rank.	The layer works and the enclosure around the facility have been completed and operations have commenced.	😊
		The next phase is to complete the top structures with the 3 year MTREF period.	😐
	Priority 2: Hostels and shacks and back yard dwellers.	The Department: New Housing will start with obtaining land use rights for the development. A decanting site is paramount to the development of the Town Centre.	😐
		The consultants has been appointed and they are busy with geo-technical investigation and layout.	😐
	Priority 3: Old Age recreational centre.	Kayamandi ward councillors prioritised a community facility as part of their ward projects, both of which can be accessed by the elderly for activities.	😞
	Priority 4: Community Hall.	There is no land available to build any new facility.	😞
		The Municipality has however budgeted for the upgrading of the existing community hall in Makupula Street. A total of R2.2 million has been allocated over the 3 year MTREF period.	😐
	Priority 5: Day Hospital.	The Stellenbosch Municipal Council approved the exchange of land between the municipality and the church next to the current clinic.	😊
		This matter is still to be published for public comments and if successful, another item will go to Council to transfer the land to the Provincial Department of Health. This process is estimated to take 2-3 months to complete.	😐
	Ward priorities for 2019/20		
Priority 1: Hostels, Shacks and Backyard Dwellers.			
Priority 2: Old Age and Youth Recreational Centre.			
Priority 3: Community Hall.			
Priority 4: Day Hospital.			
Priority 5: Initiation School Site.			

Table 51: Ward Priorities: Ward 14


Ward 14				
Ward Cllr	2018/19 Ward Priorities	Activity	Rating	
 <p>Ward 14 Cllr Phelisa Sitshoti (Kayamandi)</p>	Priority 1: Land for housing.	On 26 September 2018, Council authorised the Municipal Manager to further enter into preliminary discussions / negotiations with the relevant stakeholders, with the view of finding solutions for the future development of the Northern Extension.	☹️	
	Priority 2: Housing.	Watergang housing project: 6 units that were vandalized are under construction.	☹️	
		Watergang TRA Project: Completed 270 units and 239 has been handed over to beneficiaries. The project is estimated to be completed by end of June 2019	☹️	
		Zone O Housing Project: LUPA application completed and submitted for approval. Layout plan has been advertised for comment.	☹️	
	Priority 3: Safety patrols (Neighbourhood watch safety patrols).	Ad-hoc patrols are done during shifts and from time to time joint operations are executed with SAPS/ Law Enforcement.	😊	
	Priority 4: Health (Clinic).	The Stellenbosch Municipal Council approved the exchange of land between the municipality and the church next to the current clinic.	😊	
		This process is estimated to take 2-3 months to complete. The Provincial Department of Health's Property Management department is in the process of commencing their planning	☹️	
	Priority 5: Employment.	The current number of people from Kayamandi employed in the EPWP since July 2018 - March 2019 is 468 is 730.	😊	
	Ward priorities for 2019/20			
	Priority 1: Swimming Pool.			
Priority 2: Water Tanks (for indigent).				
Priority 3: Thusong/ Multi – Purpose Centre				
Priority 4: Police Station (fully fledged).				
Priority 5: Health (Clinic).				



Table 52: Ward Priorities: Ward 15


Ward 15			
Ward Cllr	2018/19 Ward Priorities	Activity	Rating
 <p>Ward 15 Cllr Nosibulele Sinkinya (Kayamandi)</p>	Priority 1: Housing.	Watergang housing project: 6 units that were vandalized are under construction.	☹️
		Watergang TRA Project: Completed 270 units and 239 has been handed over to beneficiaries. The project is estimated to be completed by end of June 2019.	☹️
		Zone O Housing Project: LUPA application completed and submitted for approval. Layout plan has been advertised for comment.	☹️
		Town Centre Development: The consultants has been appointed and they are busy with geo-technical investigation and layout.	☹️
	Priority 2: Clinic.	The Stellenbosch Municipal Council approved the exchange of land between the municipality and the church next to the current clinic.	😊
		This process is estimated to take 2-3 months to complete. The Provincial Department of Health's Property Management department is in the process of commencing their planning.	☹️
	Priority 3: Multipurpose Centre.	There is no land available to build any new facility.	☹️
		The Municipality has however budgeted for the upgrading of the existing community hall in Makupula Street. A total of R2.2 million has been allocated over the MTREF period.	☹️
	Priority 4: CCTV Cameras (Mdala street in Zone K, Bassie street in Zone M, next to Kayamandi Clinic and Zone O Fire Street).	A camera will be erected at c/o Mdala – Masithandane Street near Amazink – this is in process.	☹️
		A camera has been installed close to the clinic at c/o Bassie – and Vineyard Streets.	😊
	Priority 5: Adult Based Education and Training (ABET) classes for	ABET classes are run in Kayamandi and Cloetesville at the local libraries.	😊
	Ward priorities for 2019/20		
Priority 1: Land for Housing.			
Priority 2: Day Hospital.			
Priority 3: Multi-Purpose Centre.			
Priority 4: Artificial Grass (Sport fields).			
Priority 5: Renovation of Hostels (Madamini C, D, E, F, H etc.).			

Table 53: Ward Priorities: Ward 16


Ward 16			
Ward Cllr	2018/19 Ward Priorities	Activity	Rating
 Ward 16 Cllr Elsabe Vermeulen (Cloetesville)	Priority 1: Housing and basic services for backyard dwellers.	Development of Erf 7001 and 8915 to address the request from the community for land for housing in Cloetesville. The project is included in the Municipal Housing Pipeline and a Call for Proposal was advertised. This project will consist of a mix-used development and the bids are currently being evaluated.	😊
	Priority 2: Maintenance of the Steps and New Housing.	The tender process will be concluded soonest in order to appoint a successful contractor to implement the rectification work.	😊
	Priority 3: 24-hour patrol for more visible law enforcement and better control measures for vagrants.	Stellenbosch Safety Initiative is in place. Regular patrols were done.	😊
	Priority 4: Better Lighting (Mass Poll lights) in the areas of Curry, Pine, Primrose, Eike Jakaranda, North-End, Silvia and Vredelust Street.	Planning for the next financial year will start soon and streets mentioned will be considered.	😊
	Priority 5: Job Creation initiatives for disabled and youth.	The current number of people from Cloetesville employed in the EPWP since July 2018 - March 2019 is 112 .	😊
Ward priorities for 2019/20			
Priority 1: Housing Land for housing. Basic services to backyard dwellers. The Steps/ New Orleans Upgrading.			
Priority 2: Safety More visible Law Enforcement in the community. Law Enforcement to assist with school patrols.			
Priority 3: Unemployment More EPWP projects for youth and disabled persons.			
Priority 4: Universal access to Swimming pool. Shopping centre. Disabled sign boards to be erected at the Sport field, Shopping centre and Cloetesville complex.			
Priority 5: Central community play park Complete fencing of park. More play park equipment.			



Table 54: Ward Priorities: Ward 17


Ward 17			
Ward Cllr	2018/19 Ward Priorities	Activity	Rating
 Ward 17 Cllr Paul Biscombe (Cloetesville)	Priority 1: Developing a business hub at the open space behind Rietenbosch School using the "shipping container shopping centre" concept for job opportunities.	Project is in full progress. Informal trading site to complete by June 2019.	☹️
	Priority 2: Creating job opportunities for unemployed youth (create an enabling environment).	The current number of people from Cloetesville employed in the EPWP since July 2018 - March 2019 is 112.	😊
	Priority 3: Beautification of sidewalk and open spaces in Cloetesville.	Project in progress and to be completed by June 2019.	☹️
	Priority 4: Housing. Soekmekaar Erf 7001, Open space behind Pieter Langeveld School and the open space in Wilger street.	The project is included in the municipal housing pipeline and a Call for Proposal was advertised. This project will assist of a mix-used development and the bids are currently being evaluated.	☹️
	Priority 5: Multi-purpose centre on the open space behind Rietenbosch School (Cloetesville) Erf 7181 and Erf 6668.	No budget is available for a Multi-purpose centre, however budget has been made available for upgrades to the Eike Town Hall. A total of R3 million has been allocated over the MTREF period.	☹️
		Better ways of utilising the Eike Hall space for multiple purposes will be explored.	☹️
	Ward priorities for 2019/20		
	Priority 1: Developing a business hub at the open space behind Rietenbosch School using the "shipping container shopping centre" concept for job opportunities.		
	Priority 2: Housing. Soekmekaar Erf 7001, Open space behind Pieter Langeveld School.		
	Priority 3: Beautification of sidewalk and open spaces in Cloetesville.		
	Priority 4: Creating job opportunities for unemployed youth (create an enabling environment).		
	Priority 5: Upgrading of Lang/Rhode Street flats.		

Table 55: Ward Priorities: Ward 18


Ward 18				
Ward Cllr	2018/19 Ward Priorities	Activity	Rating	
 <p>Ward 18 Cllr Emily Fredericks (Klapmuts)</p>	Priority 1: Housing.	Phase 1 of the project has been completed and approximately 75% of the housing units has been occupied.	😊	
		The plans for phase 2 has been approved and will be implemented as soon as all the beneficiaries in phase 1 has been relocated.	😐	
	Priority 2: Grave yard – Property.	Phase 1 will be to appoint a consultant for the identification of suitable land for a cemetery.	😐	
		After the identification of suitable land the process of rezoning and planning will take place. The budget allocation of R5 500 000 over 3 years, will be for the building of the cemetery.	😐	
	Priority 3: Education.	Not a municipal function. However, the Municipality does award external bursaries to deserving students.	😐	
	Priority 4: Lighting – Backsberg/ Spooky Town, Beyer and Alfred street.	Eskom completed the installation supply points during March 2019.	😊	
		Streetlights to be installed at Spookie Town (LED lights) and Informal Farmers Klapmuts (floodlights). Completion date end May 2019.	😐	
	Priority 5: Central out door park - Outdoor, piazza Amphitheatre.	Paradise park is the Central Park for Klapmuts area.	😐	
	Ward priorities for 2019/20			
	Priority 1: Housing.			
Priority 2: Education: Entrepreneurial training.				
Priority 3: Grave Yard – Property.				
Priority 4: Lighting – Backsberg/ Spooky Town, Beyer, Alfred and Collin Street.				
Priority 5: Outdoor park at the Veldsman houses and Koelpark.				

Table 56: Ward Priorities: Ward 19


Ward 19				
Ward Cllr	2018/19 Ward Priorities	Activity	Rating	
 <p>Ward 19 Cllr Jan Karel Hendricks (De Novo, Elsenburg & Kromme Rhee)</p>	Priority 1: Housing for the farm worker community.	The Planning phase for the further development of De Novo is ongoing and various studies are being undertaken by the appointed consultants	☹️	
		The current houses in De Novo will be rectified through a competitive bid process, the contractor could be accepted on site by end of July 2019, if all procurement process goes smoothly.	☹️	
	Priority 2: Job Creation / Training opportunities for the whole ward including De Novo.	Successful training of 26 youth (not just from this ward) in June 2018 has been completed.	😊	
		Appointed 4 artisan youth from July 2018 as part of the Youth Skills Development Programme on EPWP in the maintenance department of the municipality.	😊	
	Priority 3: Town establishment Elsesrivier Project - Elsenburg, Vaaldraai, Kromme Rhee and De Novo.	These towns have not been incorporated into the new Urban Edge. The Provincial Department of Human Settlements is directly responsible for these town.	☹️	
	Priority 4: Mobile / Satellite Clinic (Health).	This is not a local government competency however the Municipality will take this up with the Department of Health (provincial at the sector meeting).	☹️	
	Priority 5: Safety on Farms in ward 19.	Ad-hoc operations has been executed at Vaaldraai with SAPS.	☹️	
		Budget to be allocated for LPR cameras for 2019/20 financial year. These cameras will assist in identifying suspect vehicles entering the area as identified by SAPS.	☹️	
	Ward priorities for 2019/20			
	Priority 1: Housing for farm worker community.			
Priority 2: Job creation/ training opportunities and entrepreneurial skills workshops for the whole ward including De Novo.				
Priority 3: Town establishment Elsesrivier Project – Elsenburg, Vaaldraai, Kromme Rhee and De Novo.				
Priority 4: Mobile/ Satellite Clinic (Health). The following possibilities were listed: <ul style="list-style-type: none"> ⚡ Vaaldraai – Apply to utilise the building at the entrance. ⚡ De Novo- Waiting room (Apply to use waiting room). ⚡ Kromme Rhee- Clubhouse. ⚡ Bottelary Farm – currently using the hall as waiting room. 				
Priority 5: Safety on farms in ward 19 <ul style="list-style-type: none"> ⚡ Koelenhof. ⚡ Vaaldraai. ⚡ De Novo- Old Paarl Road. ⚡ Kromme Rhee. ⚡ Bottelary Road. 				

Table 57: Ward Priorities: Ward 20




Ward 20			
Ward Cllr	2018/19 Ward Priorities	Activity	Rating
 <p>Ward 20 Cllr Ansaaf Crombie (Vlottenburg & Raiithby)</p>	Priority 1: Longlands Housing.	All 3 contracts are near finality and at the verge of being signed.	😊
		Layout plans were submitted to the Planning Department for approval. The process to transfer the land has started and as soon as the Tri-party, MOA and SLA have been signed the project will commence.	😐
	Priority 2: Road entrance for Longlands & Digteby.	Development agreements had been finalised, and the road entrance construction will form part of the housing development.	😐
	Priority 3: Pedestrian crossing at Railway (Vlottenburg).	The Municipality has limited authority over Provincial Roads. A request has been submitted to the Provincial Department to assess pedestrian safety and implementation safety. We have made suggestions and recommendations to Province about safety improvement. In the interim the municipality has put measures in place, i.e. a traffic officer regulate traffic.	😐
	Priority 4: New reservoir (Polkadraai).	The consultant has been appointed. The SCM Process to be finalised for the start of a detailed design. A total of R50 000 000 has been allocated over the MTREF period.	😐
	Priority 5: Crime/Safety neighbourhood Watch.	Joint operations, ad-hoc raids as well as inspections are currently taking place in cooperation with SAPS.	😐
Ward priorities for 2019/20			
Priority 1: Longlands Housing.			
Priority 2: Road Entrance for Longlands and Digteby.			
Priority 3: Identification of land for a sport facility.			
Priority 4: New Polkadraai Reservoir.			
Priority 5: Crime/ Safety neighbourhood watch.			

Table 58: Ward Priorities: Ward 21

Ward 21			
Ward Cllr	2018/19 Ward Priorities	Activity	Rating
 <p>Ward 21 Cllr Rikus Badenhorst (Jamestown and Surrounding Farms)</p>	<p>Priority 1: Affordable housing in Jamestown with integrated public transport system.</p>	<p>The tender (B/SM 02/19) closed and the Call for Proposal has been evaluated by the technical team.</p>	😊
		<p>The criteria of Phase 2 of the Call for Proposal evaluation is currently being drafted and will be submitted to the potential bidders to complete, for submission to the Municipality. After the conclusion of Phase 2 of the Call for Proposal, the Bid Evaluation Committee will submit a report to the Bid Adjudication Committee for appointment of a Implementing Agent.</p>	😐
		<p>This project will commence during 2019/20 financial year.</p>	
		<p>Together with the planning of additional housing developments, transportation studies will also be conducted to develop the road network around the housing developments including adequate provision for public transport.</p>	😐
	<p>Priority 2: Local economic development hub.</p>	<p>The architect was appointed on 25 / 04 / 2019 to plan, design and project manage the construction of the hub.</p>	😐
	<p>Priority 3: Pedestrian walk way/ cycling route needs to be completed between Paradyskloof and Jamestown.</p>	<p>The completing of the NMT route between Jamestown and Paradyskloof necessitated the construction of a bridge over the Blaauklippen River.</p>	😐
		<p>The Municipality had attained the environmental approval, Provincial approval is currently being attained and finalised. The Municipality are now in the process of procuring services for construction.</p>	😊
		<p>Construction is expected to take place October 2019.</p>	😐
	<p>Priority 4: Zoning and management of nature areas.</p>	<p>An Environmental Management Plan for the management of the Paradyskloof nature area that has been advertised for public input during December 2018 / January 2019 (60-day period).</p>	😐
		<p>Comments received during this period has been considered and incorporated into a final document that has been presented to Council in the April 2019 for approval. It is envisaged that such a plan will be prepared for all municipal nature areas, irrespective of its conservation status.</p>	😐
Ward priorities for 2019/20			
Priority 1: Affordable housing in Jamestown with an integrated transport system.			
Priority 2: Local economic development hub.			

Ward 21			
Ward Cllr	2018/19 Ward Priorities	Activity	Rating
	Priority 3: Pedestrian walkway/ cycling route need to be completed between Paradyskloof and Jamestown.		
	Priority 4: Zoning and management of nature areas in ward 21, including farms 366, 369 and 502.		
	Priority 5: Upgrading of Parks.		

Table 59: Ward Priorities: Ward 22

Ward 22			
Ward Cllr	2018/19 Ward Priorities	Activity	Rating
 Ward 22 Cllr Esther Groenewald	Priority 1: The revised SRA By-law should be aligned with relevant legislation and the SID-Initiative should be implemented locally as a matter of urgency within all wards.	The SRA Policy and By-Law has been approved by Council. For a few years, 2 current SRA's are running well with practically 100% payment rate and a decrease in insurance claims.	😊
	Priority 2: The Municipality should budget for and enforce a Communication Policy that will lead to the improvement and dedicated sharing of relevant information with residents on a daily basis via email, SMS and/or WhatsApp.	A new Communication Policy was drafted and presented to the MayCo and after serving before the Portfolio Committee, was adopted by Council in August 2018.	😊
	Priority 3: A revision of the Planning application Bylaw, aligned with same of Cape Town, in which the role of the Ward Committee in the approval of building plans and rezoning applications be built in. Green areas within Stellenbosch should highlighted and all heritage applications should be treated in a special manner.	For rezoning applications, the Spatial Planning and Land Use management Act (SPLUMA) read in conjunction with the Western Cape Land Use Planning Act (LUPA) and the Stellenbosch Land Use Planning By-Law in terms of sections 35, 42 of SPLUMA and section 60 of the By-Law, all land use applications can only be considered (approve in whole/approve in part/refuse) by either the Authorised Employee or the Municipal Planning Tribunal. Both authorities are appointed by Municipal Council.	😐
	Priority 4: Ward 22 would like to see a workshop on the interpretation of Public Participation, as through the eyes and opinions of the Public. Dr. Francois Theron and a representative from Province should lead this workshop for the Ward Committees of all Wards.	Workshop completed.	😊
	Priority 5: Quarterly sessions between Officials and ward councillors regarding the roll out of the transport plan to be held.	Quarterly mobility forum has been established, providing a platform for engagement on transport related issues between councilors, municipal officials and relevant stakeholders working and residing within WC024.	😊



Ward 22			
Ward Cllr	2018/19 Ward Priorities	Activity	Rating
	<p>Priority 6: The declaration of a Nature Reserve is of utmost importance.</p>	<p>A draft management plan has been compiled and advertised for public comment. The Final plan was tabled in Council during April 2019.</p>	
Ward priorities for 2019/20			
	<p>Priority 1: Safety, by means of an integrated plan within Stellenbosch will be approved for all communities. This includes the use of a special unit that will focus on safety within residential areas, use of cameras and any other tools that may be needed, as well as the completion of a control room that will be manned by trained staff 24/7 and connected is at all emergency services within the Stellenbosch Municipal Area.</p>		
	<p>Priority 2: The establishment of an arboretum / tree park against the mountain slope of Dalsig / Brandwacht which can serve as declared reserve and special green belt for Stellenbosch residents, as well as tourists. Soil tests will be carried out beforehand and trees that are unique to the environment will take precedence over being planted. Focus should be placed on the protection of endangered plant and flower species found only in the area. Young people from Stellenbosch will be trained to work at various levels within the tree park. The arboretum will be laid out with pedestrian paths and it will be accessible to disabled people. Each tree will be marked with a nameplate, which will be done in Afrikaans, English, Xhosa and Braille. SU's participation / input to the layout of the park will be requested by the Mayor Rector Forum. Ward 22 will allocate funds annually to help with this.</p>		
	<p>Priority 3: Ward 22 strives to remain part of a Municipality where policies and regulations will be put in place, approved and implemented and according to which laws. Stability will be maintained by the municipal administration adhering to community requests and needs.</p>		

6.2.5 General Issues raised during the SDF/IDP/Budget Engagements– April 2019

The subject of stakeholder governance is embedded in the South African Constitution and implicates all the spheres of government. According to the Constitution (Section 151 (1) (e)) municipalities need to encourage the involvement of communities as well as community organisations in the planning of Local Government.

The Local Government: Municipal Systems Act further states that “A municipality must undertake developmentally-orientated planning so as to ensure that it strives to achieve the objects of local government set out in Section 152 of the Constitution; gives effect to its developmental duties as required by Section 153 of the Constitution and together with other organs of state contribute to the progressive realisation of the fundamental rights contained in sections 24, 25, 26, 27 and 29 of the Constitution”.

The 4th Generation IDP in principal deals with the most critical development needs of the municipal area. In doing so, the Municipality seeks to develop integration by balancing the economic, ecological and social pillars without compromising the institutional capacity available to the Municipality, and thereby coordinating implementation plans across sectors and spheres and government.

The main purpose is to have a strategic engagement with key sectoral partners across the greater Stellenbosch area, the benefit from and/or influence municipal areas of service delivery or contribute to the lives of Stellenbosch communities. These partners include industries, businesses, agriculture & tourism, various institutions, non-governmental organisation, community based organisations, faith - based organisations and sports councils.



To ensure a fruitful engagement, the focussed engagements were based on a themed approach whereby various sectors were grouped together in themes. Groups had break - always for a working session/discussion on the topic/theme presented and its implication on the Municipality.

These engagements aimed to encourage integrated planning and ensure that the Municipality's strategy is aligned with the strategic outlook of the respective sectors.

The objectives of the focussed engagements were to:

- Elicit input for the 2nd Review the 4th Generation IDP;
- To develop integration by balancing the economic, ecological and social pillars without compromising the institutional capacity;
- Strengthen the dialogue between municipal areas of deliverables and the key sectors across the Municipality;
- Better target and coordinate implementation plans with partners, sectors and different spheres of government; and to
- Identify the gaps and means for closing the existing gaps with our partners.

DRAFT

Figure 32: IDP Focussed Group Themes, April 2019





The Stellenbosch Municipality embarked on an mSDF/ IDP and Budget Public Participation process from 08 April to 2 May 2019.

In total, 22 ward meetings were held and three focussed group engagements. The focussed group engagements were structured around themes which complemented the objective of the municipality's five Strategic Focus Areas (SFAs). Interested and affected parties were all invited including the district municipality and provincial government departments.

With the exception of one ward (Ward 04), all ward meetings were held as originally scheduled. Ward 04, which include Priel, Johannesdal and Kylemore, was rescheduled to 02 May 2019 due to a request from the community.

The following main themes emerged from the public participation engagements:

(a) Housing

Stellenbosch Municipality continues in their efforts in addressing the plight of the disadvantaged through housing opportunities. The need for housing remains a major challenge as resources and allocations from National and Provincial Government remains limited and the backlog tremendous.

Communities expressed their dissatisfaction with the slow pace of delivering housing opportunities. Though communication around the process of housing opportunities has been much better. The various housing projects, currently underway, were well communicated and communities were sensitised with regards to the role and responsibility of the municipality and other spheres of government in this regard. The provision of housing opportunities in the Vlothenburg area is in an advanced stage. Some of the outstanding contracts must still be finalised which will ensure that the municipality can initiate the instillation of basic services.

Some housing opportunities are also being explored in the Ida's Valley area, Botmaskop. This potential development will free up land to provide housing opportunities at a larger scale and will make a significant contribution to the municipality's Strategic Objective, Dignified Living.

Backyard dwellers also made a passionate plea to the municipality to provide access to housing opportunities and/or basic services. Backyarders face extreme instances of vulnerability and high levels of dependency on the goodwill of landlords who deny them access to water, sanitation and/or electricity, as key basic human needs. As a measure of response to some of these compounding challenges the municipality has revised the Electricity by-law to enable backyarders independent access to their own electricity meters. However, only the homeowner may apply for this.

Whilst the municipality remains committed to exploring housing opportunities, the availability of land remains a burning issue, which is receiving constant attention.

(b) Local Economic Development (LED)

Businesses and informal traders expressed their concerns w.r.t. inadequate consultations when identifying and constructing LED hubs. Businesses and informal traders were encouraged to participate in public consultations when potential projects are being identified and not to wait until the commencement of projects.

Community members also expressed the need to continuously support SMMEs and to provide mentoring programmes to equip entrepreneurs with business skills. The municipality indicated that various programmes are in place to assist SMMEs with business skills. Interested parties is welcome to contact the LED Department in this regard for possible inclusion in the various programmes.

The community furthermore expressed their concerns that local labour is not used by contractors appointed through the municipal supply chain management process. It should however be noted that the municipality has made it a requirement to use local labour as part of the tender requirements. This principle applies irrespective of the origin of suppliers. The municipality also indicated that unskilled



labour in the area where the contract will be implemented must receive preference. This is monitored on a regular basis to ensure that service providers comply with the provision in the tender.

(c) Transport

Transport management, public and non-motorised mobility options received legitimate attention in several of the municipality's engagements. All of the recommendations made in this regard will be carefully considered as part of the Integrated Transport Plan (ITP), the Roads Master Plan (RMP), the Non-Motorised Transport Plan (NMTP), the Universal Access Policy and any other future mobility strategies relevant to the general public.

The high accident rate on the R45 also received attention in adjacent wards. The community requested that the municipality liaise with the relevant provincial departments to construct and/or institute speed calming measures. The relevant Provincial Department has confirmed that road signs will be replaced to introduce a reduction in speed, e.g. a 100km/h sign on the R45 will be replaced with a reduced speed limit of 80km/h; those with 80km/h will be reduced with a 60km/h road sign; and areas which displays a limit of 60km/h will be reduced to 40km/h. The possibility of installing speed cameras on this road will also be investigated. In addition, six road signs will also be installed on the R45 to warn motorists that they are entering a high accident prone zone.

On the Longlands Road the community indicated that a pedestrian crossing should be constructed to ensure safe passage for pedestrians and school children. As this is a provincial road, the municipality undertook to liaise with the relevant Provincial Department to look at the feasibility of speed calming measures to ensure the safety of pedestrians.

(d) Safety and Security

The provision of safety and security received much needed attention during the consultative engagements. Municipal Law Enforcement Officials were cited as not being visible within the community. That they do not respond to complaints and that law enforcement officials generally do not attend to illegal activities at municipal facilities e.g. play parks, sport facilities and other municipal open spaces. Attention to all issues raised with regards to safety and security are receiving diligent attention in the various safety and security strategies employed by the municipality.

As a means to deter criminal activities, Municipal Law Enforcement Officials should be visible in all areas as the Stellenbosch Municipal area is known for its high tourism activity. These various tourism activities contributes generously to the employability of the local communities. As such, the municipality is collaborating and assisting on various initiatives such neighbourhood watches and the South Africa Police Service (SAPS). However, it must be noted that Municipal Law Enforcement Officials are only mandated to enforce municipal by-laws and that they do not replace the SAPS notwithstanding the strong working relationship with the Municipality and the SAPS.

The installation of safety cameras in residential and rural areas to combat illegal activities will receive attention. License plate recognition (LRP) cameras were installed at some of the towns' entrances. More of these cameras will be installed as funding becomes available. Hot spot areas, however, will receive preference.

Lighting of municipal open spaces and better street lightning will also receive the necessary attention. There is funding available to provide adequate lighting in high risk areas. These areas will receive lighting based on a risk priority basis.

Illegal street racing, dangerous driving of taxi drivers and general enforcement of traffic laws remains a vocal point in the community. Traffic law enforcement does receive the necessary attention as the organisational structure was reviewed to address capacity constraints.



(e) Social Infrastructure

The provision and maintenance of sport facilities and community halls were highlighted as key elements of social cohesion. Derelict sport facilities and community halls will receive the necessary attention based on the available funding.

The municipality realises that creating opportunities for the youth through sport is very important. Sport has the ability to unite, uplift and create opportunities in a unique and positive way. Through the three year MTREF period, the municipality will be investing in the upgrading of various sport facilities, equipment as well as maintaining existing facilities.

Sport facilities and community halls are community assets for which the community must take ownership for. Vandalism at these facilities must be brought to the municipality's attention in order for the municipality to deal decisively with instances of vandalism.

In an effort to curb the surge of vandalism, a new security tender is now in place. The appointed service provider has a good track record in providing security services. The municipality trusts that less instances of vandalism will be reported at the various sport facilities and community halls.

The provision of Thusong Centres remains a widespread request by the community. It must be feasible to construct a Thusong Centre and the reach of the Thusong Centre should not be limited to a specific ward and or community. It should be noted that this is a provincial function and all requests are being submitted to the relevant provincial department.

(f) Cultural Heritage Preservation

The historic and natural assets of Stellenbosch must be protected. This is a shared sentiment in the whole of the Stellenbosch Municipal area. Stakeholders suggested that a heritage case plan to be drafted and submitted to Council.

Stellenbosch currently has a Heritage Inventory which is being updated regularly.

The Municipal Spatial Development Framework (*mSDF*) should be clear on heritage preservation in the Stellenbosch area whilst the municipality is endeavouring to provide new and upgrade existing Municipal infrastructure and unlock future developments. Greenlands should be protected and non-arable land should be looked at for possible development.

Bio-diversity of the Stellenbosch Municipal area were also a key focal point of discussion during the focussed group engagements. Interested and affected parties emphasised the need to protect the rich bio-diversity of the area as this is what makes the Stellenbosch and Franschoek areas special to tourists. The Environmental Management Framework is currently out for public participation. All the bio-diversity issues will be addressed in this document.

6.3 Thusong Programme

The aim of the Thusong Programme is to ensure equitable and effective access to government services and information, through strategic partnerships and engagements with the three spheres of government and relevant stakeholders.

The rationale for the Thusong Programme is set within the development-communication paradigm. This paradigm reflects a democratic approach to a public communication and information system. It aims to put the information needs of citizens first in the communication process. Some of the salient features of this approach relate to the expressed need for face-to-face interaction between government and the people.

The primary focus of development communication and information is to empower the poor and disadvantaged. These communities have limited access to information and are the main target of



government's socio-economic programmes. The Thusong Programme is viewed as a means to operationalise the development communication approach as well as to address information and service imbalances at a local level by bringing government closer to the people.

The Thusong Programme has been tailored to ensure that citizens of the Western Cape Province can seamlessly access a wide range of integrated public services irrespective of where they live. Therefore, the Thusong Programme has been expanded in the Western Cape Province to include the following projects: Thusong Mobiles, Thusong Service Centres, Thusong Service Satellite Centres and Thusong Zones.

Through the mobile Thusong programme, Stellenbosch Municipality is delivering on the values it embraces. Although the focus is currently only on Thusong mobiles, the idea is to extend the programme in the Municipal area

DRAFT



CHAPTER 7

Legacy Projects & Service Delivery Implementation Plans

7.1 Introduction

The Municipality has a number of medium- and longer term sector plans that direct the implementation of the different functional areas. These plans form an integral part of the Integrated Development Plan (IDP).

Although the time-periods for sector plans and the IDP differ (e.g. the *mSDF* has a 20 year horizon, IDP has a 5 year horizon and sector plan can be revised annually), the IDP and sector plans inform each other mutually. Like the IDP, sector plans are subject to periodic review. Alignment between sector plans and the IDP allows for more effective budgeting integration.

Other service delivery implementation processes include:

- ✿ Integrated Zoning Scheme (IZS);
- ✿ Spatial Development Framework;
- ✿ Air Quality Management Plan;
- ✿ Stellenbosch Integrated Human Settlements Plan (Housing Pipeline);
- ✿ Infrastructure Sector Plans include the Comprehensive Integrated Transport Plan (CITP);
- ✿ Integrated Waste Management Plan (IWMP);
- ✿ Electrical Master Plan;
- ✿ Water Services Development Plan (WSDP);
- ✿ Long Term Water Conservation and Water Demand Management Strategy;
- ✿ Safety and Security Strategy;
- ✿ Disaster Management Plan;
- ✿ Local Economic Development Strategy;
- ✿ Community Development Strategy;
- ✿ Human Resources Strategy; and
- ✿ ICT Strategy.

The Municipal Council also embarked on legacy projects to mark for 5 year political term, as initiatives to target specific areas of development. These legacy projects serve as a symbolic representation of visible legacy of work undertaken during this political term.

The overarching financial planning process culminated in the finalisation of the municipal budget which prioritises development and recognises the importance of addressing critical infrastructure backlogs impinging on the objectives for economic development. Well maintained infrastructure is of considerable strategic importance for the municipality to realise the vision for the greater Stellenbosch area to be a place of living, working and learning. The Local Economic Development Strategy also needs to be closely related to the financial planning process. The sections below expand on key sector plans of the Stellenbosch Municipality.



7.2 Legacy Projects

The following legacy projects was undertaken by the current political leadership, which remains applicable for the duration of the political term under leadership of the respective portfolios of the Mayoral Committee Members.

Table 60: Legacy Projects

Portfolio	Ref no.	Legacy Project/s	Specific Initiatives
Planning and Local Economic Development (Cllr Esther Groenewald)	LP1	Municipal Spatial Development Framework (mSDF) amendment and review	mSDF Amendments and full review.
	LP2	Innovative system to streamline and expedite building plan approvals	Implementation of an electronic building plan application solution
	LP3	Finalise land use management backlogs	50% reduction in backlog applications by 2020
	LP4	Local Economic Development	Agricultural Land Plan adopted by Council
LED Hubs identified and constructed			
Informal Trading Sites identified and constructed			
Audit of People on farms and back-yard dwellers			
Rural Management and Tourism (Cllr Salie Pieters)	LP5	Tourism strategy	Electronic Tourism Boards (Stellenbosch CBD and Franschoek)
	LP6	Adopted Rural Management Plan	Rural Management Plan adopted by Council by 30 June 2020
Integrated Human Settlements (Deputy Executive Mayor, Cllr Nyamiso Jindela)	LP7	Social housing project implementation	Annual review of the 5 year Housing Pipeline
			Jamestown Housing (bulk sewer 408 opportunities)
			Longlands Housing Subsidy implemented
			Zone O re-blocking
			Ida's Valley housing projects implemented
			Langrug upgrade concluded by June 2021
			Land for Housing Langrug Franschoek identified
			Klapmuts upgrade of informal settlement
			Watergang Development
			Informal Settlement Strategy developed and implemented
LP8	Upgrading of the Cloeteville flats	Upgrading of the Steps (Cloeteville)	
LP9	Soekmeaar development	Low cost housing	
LP10	Kayamndi CBD upgrade	Upgrading of the Kayamandi Town Centre	
LP11	Revenue enhancement	PPP – Feasibility Study concluded	



Portfolio	Ref no.	Legacy Project/s	Specific Initiatives	
Financial Services (Cllr Patricia Crawley)			Municipal Vehicle Pool Established	
			Klapmuts Development	
			Revenue Enhancement Strategy implemented	
			Audit Management	
	LP12	Long term financial plan and expenditure framework	Long Term Financial Plan developed and implemented CP3 Model Implemented	
Parks, Open Spaces & Environ. (Cllr Xoliswa Mdemka)	LP13	Beautification of the towns	Nature Resource Programme implemented	
			Upgrade and maintenance of cemeteries	
			Revise grass cutting cycle programme	
			Urban forestry policy implemented	
			Complete the astro-turf, CBD	
			Land for Cemeteries identified	
	LP14	Upgrades of parks	Upgrade of parks and open spaces, Cloetesville Audit parks and open spaces	
	Youth, Sport and Culture (Cllr Manie Pietersen)	LP15	Youth, Sport and Culture	Re-surface Ida's Valley
				Netball courts upgraded
Complete Lanquedoc sport facilities				
Complete the Kayamandi Astroturf				
Boreholes for Ida's Valley and Franschoek sport grounds				
Security at sport grounds and facilities				
Mayoral youth and skills programme				
Infrastructure (Cllr Quinton Smit)	LP16	Non-motorised Transport Plan (Park and Ride)	NMT transport and plan (Park and Ride) implemented	
	LP17	Long term infrastructure plan	Long Term Infrastructure Plan developed	
	LP18	Standard paving for sidewalks in Franschoek and Stellenbosch	Update the Pavement Management Plan	
	LP19	Roads	Finalising Skoolstraat	
			Traffic Congestion Management (R44)	
		Underground Parking		



Portfolio	Ref no.	Legacy Project/s	Specific Initiatives	
			Safe walkway to the station (lovers lane)	
			Pavements and sidewalks	
			Re-surfacing parking areas	
			Signage	
			Street markings	
			Taxi Rank upgrade	
	LP20	Electricity		Lights/masts Onder-Pappagaaiberg
				Enkanini Electrification
				Electricity take-over Pniel
				Lighting, sidewalks (Klapmuts)
	LP21	Waste Management		Implementation of Waste Minimisation Projects
				Extension of landfill site
	LP22	Water and Sanitation		Waste Water Treatment Works upgraded
				Catchment pits, Kayamandi
				Upgrade Sewer System
Plankenberg River Maintenance				
Pigs and the River, Onder-Pappagaaiberg, Klapmuts				
Community and Protection Services (Cllr Jan de Villiers)	LP23	Repositioning of the protection services	Reposition Law Enforcement and Safety	
	LP24	Land Invasion Unit	Establishment of a Land Invasion Unit	
	LP25	Turn around for traffic services	Turn Around Strategy for Traffic Services	
	LP26	Safety and Security		Safety Cameras Stellenbosch CBD
				Speed and safety cameras, Franschhoek
				LPR Cameras (Cloetesville and Ida's Valley)
	LP27	Area cleaning	Consolidation of Area Cleaning and Solid Waste	
	LP28	Cemeteries	Cemetery Extension	
LP29	Street People	Street People Policy (Replace with Homeless People Policy) and By-Law SRA By-Law		
Corporate Services (Cllr A Frazenburg)	LP30	Customer care initiative to become responsive to community concerns	Operational Call Centre	
			PABX	



Portfolio	Ref no.	Legacy Project/s	Specific Initiatives
			TV Systems
	LP31	Human Resources and Organisational Structure	HR Policies Review (Recruitment and Selection, Standby, Smoking, TASK, Essential User Scheme) Organisational Re-Design Review System of Delegations Re-evaluation of staff job descriptions by the Regional TASK Committee Property management and facility management – monitoring lease agreements and creating synergy between finance to ensure follow-up

7.3 Service Delivery Implementation Plans and Strategies

7.3.1 Municipal Spatial Development Framework

(a) The Purpose of the Spatial Development Framework

Spatial Development Frameworks (SDFs) are policy statements that seek to influence the overall *spatial* distribution of current and future land use within a municipality or other described region to give effect to the vision, goals and objectives of the municipal Integrated Development Plan (IDP) or related business plans of government.

In the case of Stellenbosch Municipality, the SDF must answer the following questions: “How is Stellenbosch going to develop over the next ten to thirty years? What kind of development will take place, where will it take place, and who will be responsible for what aspect of the development?”

(b) Why the SDF is Important?

Future growth, expansion and innovation cannot be allowed to unfold in haphazard ways as this is likely to result in expensive outward low density sprawl of housing and commercial areas and the related destruction of valuable eco-system and agricultural resources. This kind of development is also likely to exacerbate spatial divisions and exclude citizens with lesser materials resources from opportunity to live in proximity to work, commercial opportunity, and social facilities.

Ad hoc development removes the certainty that everyone needs to make long-term investment decisions, including municipal leadership – planning for associated infrastructure – and key players like the property developers, financial investors, development planners, municipal officials dealing with associated approval processes, and ordinary households.

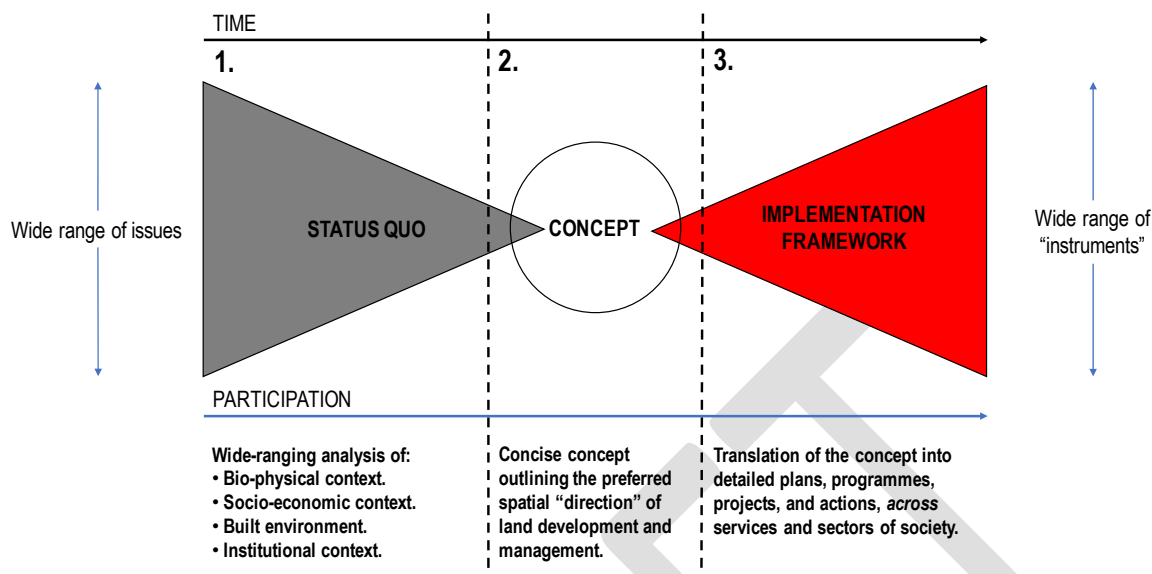
(c) The Subject Matter of SDFs

At its core, SDFs deal with the art and science of shaping places at different scales (or areas of influence, from large regions to municipal jurisdictions or neighbourhood precincts). The SDF aims to:

- Enable a vision for the future of regions and places that is based on evidence, local distinctiveness and community derived objectives;
- Translate this vision into a set of policies, priorities, programmes, and land allocations together with the public-sector resources to deliver them;
- Create a framework for private investment and regeneration that promotes economic, environmental and social well-being for a specific region or area; and

- Coordinate and deliver the public-sector components of this vision with other agencies and processes to ensure implementation.

Figure 33: Process for preparing an SDF



Broadly, the preparation of the SDF involved three phases. While the first phase is predominantly analytical, setting out the "status quo" in relation to spatial matters concerning the study area, the second and third phases are more creative, encompassing the preparation of the definitive guidelines reflecting policy choices.

Phase 1	In more detail, the first phase includes a review of higher level plans and policy, an analysis of the status quo in terms of four themes (the bio-physical, socio-economic, built environment, and institutional contexts), and the perspective of citizens and interest groups on challenges and opportunities. This phase culminates in a synthesis of key challenges, opportunities, and spatial implications to be addressed in the SDF.
Phase 2	The analysis phase is followed by preparing a spatial concept for the future development of the SDF area (based on a vision related to the synthesis of key challenges and key opportunities). SDF principles and strategies are spatially presented in a conceptual manner. The concept is then elaborated into a fully-fledged SDF plan indicating where various activities should occur and in what form.
Phase 3	The third phase comprises preparation of an implementation framework, including detailed plans, programmes, guidelines, projects and actions, across services and sectors of society. The Implementation framework also aligns the capital investment and budgeting process moving forward.

(d) The Legislative Framework for SDFs

With the enactment of the Spatial Planning and Land Use Management Act (SPLUMA) in 2013, a new planning regime was introduced in South Africa. It replaced disparate Apartheid era laws with a coherent legislative system designed to spatially transform the country in its democratic era.

In broad terms, SPLUMA differentiates between two components of the planning system:

- Spatial Development Frameworks; and
- The Land Use Management System (LUMS).

As indicated above, SDFs are guiding and informing documents that indicate the desired spatial form and define strategies and policies to achieve this. They inform and guide the LUMS, which includes town planning or zoning schemes, allocating development rights, and the procedures and processes for maintaining the maintenance of or changes in development rights.



SPLUMA requires national, provincial, and municipal spheres of government to prepare SDFs that establish a clear vision which must be developed through a thorough inventory and analysis based on national spatial planning principles and local long-term development goals and plans.

SDFs are thus mandatory at all three spheres of government. Sub-section 12(2) of SPLUMA confirms that all three spheres must participate in each other's processes of spatial planning and land use management and each sphere must be guided by its own SDF when taking decisions relating to land use and development.

Section 12 (1) of SPLUMA sets out general provisions which are applicable to the preparation of all scales of SDFs. These provisions require that all SDFs must:

- ✿ Interpret and represent the spatial development vision of the responsible sphere of government and competent authority;
- ✿ Be informed by a long-term spatial development vision;
- ✿ Represent the integration and trade-off of all relevant sector policies and plans;
- ✿ Guide planning and development decisions across all sectors of government;
- ✿ Guide a provincial department or municipality in taking any decision or exercising any discretion in terms of this Act or any other law relating to spatial planning and land use management systems;
- ✿ Contribute to a coherent, planned approach to spatial development in the national, provincial and municipal spheres;
- ✿ Provide clear and accessible information to the public and private sector and provide direction for investment purposes;
- ✿ Include previously disadvantaged areas, areas under traditional leadership, rural areas, informal settlements, slums and land holdings of state-owned enterprises and government agencies and address their inclusion and integration into the spatial, economic, social and environmental objectives of the relevant sphere;
- ✿ Address historical spatial imbalances in development;
- ✿ Identify the long-term risks of spatial patterns of growth and development and the policies and strategies necessary to mitigate those risks;
- ✿ Provide direction for strategic developments, infrastructure investment, promote efficient, sustainable and planned investments by all sectors and indicate priority areas for investment in land development;
- ✿ Promote a rational and predictable land development environment to create trust and stimulate investment;
- ✿ Take cognisance of any environmental management instrument adopted by the relevant environmental management authority;
- ✿ Give effect to national legislation and policies on mineral resources and sustainable utilisation and protection of agricultural resources; and
- ✿ Consider and, where necessary, incorporate the outcomes of substantial public engagement, including direct participation in the process through public meetings, public exhibitions, public debates and discourses in the media and any other forum or mechanisms that promote such direct involvement.

Chapter 2 of SPLUMA sets out the development principles that must guide the preparation, adoption and implementation of any SDF, policy or by-law concerning spatial planning and the development or use of land. The table below summarises the five SPLUMA principles and what they mean.

Table 61: SPLUMA and Development Principles

Principle	Meaning
Spatial justice	<ul style="list-style-type: none"> • Past spatial and other development imbalances must be redressed through improved access to and use of land. • SDFs (and associated policies) must address the inclusion of persons and areas that were previously excluded, with an emphasis on informal settlements, and areas characterised by widespread poverty and deprivation. • Spatial planning mechanisms, including land use schemes, must incorporate provisions that enable redress in access to land by disadvantaged communities and persons. • Land use management systems must include all areas of a municipality and specifically include provisions that are flexible and appropriate for the management of disadvantaged areas and informal settlements. • Land development procedures must include provisions that accommodate access to secure tenure and the incremental upgrading of informal areas. • In considering an application, a Municipal Planning Tribunal may not be impeded or restricted in the exercise of its discretion solely because the value of land or property is affected by the outcome of the application.
Spatial sustainability	<ul style="list-style-type: none"> • Promote land development that is within the fiscal, institutional and administrative means of government. • Give special consideration to the protection of prime and unique agricultural land. • Uphold consistency of land use measures in accordance with environmental management instruments. • Promote and stimulate the effective and equitable functioning of land markets. • Consider all current and future costs to all parties for the provision of infrastructure and social services in land developments. • Promote land development in locations that are sustainable, limit urban sprawl, and result in communities that are viable.
Efficiency	<ul style="list-style-type: none"> • Land development must optimise the use of existing resources and infrastructure. • Decision-making procedures must be designed to minimise negative financial, social, economic or environmental impacts. • Development application procedures must be efficient, streamlined, and timeframes adhered to by all parties.
Spatial resilience	<ul style="list-style-type: none"> • Development application procedures must be efficient, streamlined, and timeframes adhered to by all parties.
Good administration	<ul style="list-style-type: none"> • All spheres of government must ensure an integrated approach to land use and land development. • All government departments must provide their sector inputs and comply with any other prescribed requirements during the preparation or amendment of SDFs. • The requirements of any law relating to land development and land use must be met timeously.

At the Provincial sphere of government, aligned with SPLUMA, the Western Cape Land Use Planning Act, 3 of 2014 (LUPA) further outlines minimum standards for SDFs, both in preparation process, and content.

The time frames for the preparation of an SDF overlaps with that of the municipal IDP. At the municipal level IDPs, which include budget projections, financial and sector plans, are set every five years correlating with political terms of office in local government. SDFs should be subject to a major review every five years, with less comprehensive reviews annually.⁷

In support of SPLUMA, the Department of Rural Development and Land Reform prepared detailed process and content “Guidelines for the Development of Provincial, Regional and Municipal Spatial Development Frameworks and Precinct Plans”. The Stellenbosch Municipality follows these guidelines in its work on the SDF.

(e) The Policy Framework for the SDF

Numerous policy frameworks, both focused the work of government holistically, the spatial arrangement of activities or specific sectors. These are explored fully in the approved SDF as well as the IDP. In the sections below, only the most specific policy informants are summarised, namely the National Development Plan (NDP), the Western Cape Government’s Provincial Spatial Development

⁷ This does not detract from the SDF including for a longer term spatial development vision, projecting ten to twenty years into the future.



Framework (PSDF), the Greater Cape Metro (GCM) and Regional Spatial Implementation Framework (RSIF).

(f) The National Development Plan 2030

The National Development Plan (NDP), developed by the National Planning Commission and adopted in 2012, serves as the strategic framework guiding and structuring the country's development imperatives and is supported by the New Growth Path (NGP) plus other national strategies.

In principle, the NDP is underpinned by, and seeks to advance, a paradigm of development that sees the role of an enabling government creating the conditions, opportunities and capabilities conducive to sustainable and inclusive economic growth that makes poverty alleviation and the sharp reduction of inequality possible by 2030. The NDP sets out the pillars through which to cultivate and expand a robust, entrepreneurial and innovative economy that will address South Africa's primary challenge of significantly rolling back poverty and inequality.

The legacy of Apartheid spatial settlement patterns that hinder inclusivity and access to economic opportunities, as well as the poor location and under-maintenance of major infrastructure, are two of the nine identified core challenges facing the country's development. Aimed at facilitating a virtuous cycle of expanding opportunity for all, the NDP proposes a programme of action that includes the spatial transformation of South Africa's towns, cities and rural settlements given the "enormous social, environmental and financial costs imposed by spatial divides".

(g) The Provincial Spatial Development Framework

The spatial agenda advocated by the PSDF is summarised the table below.

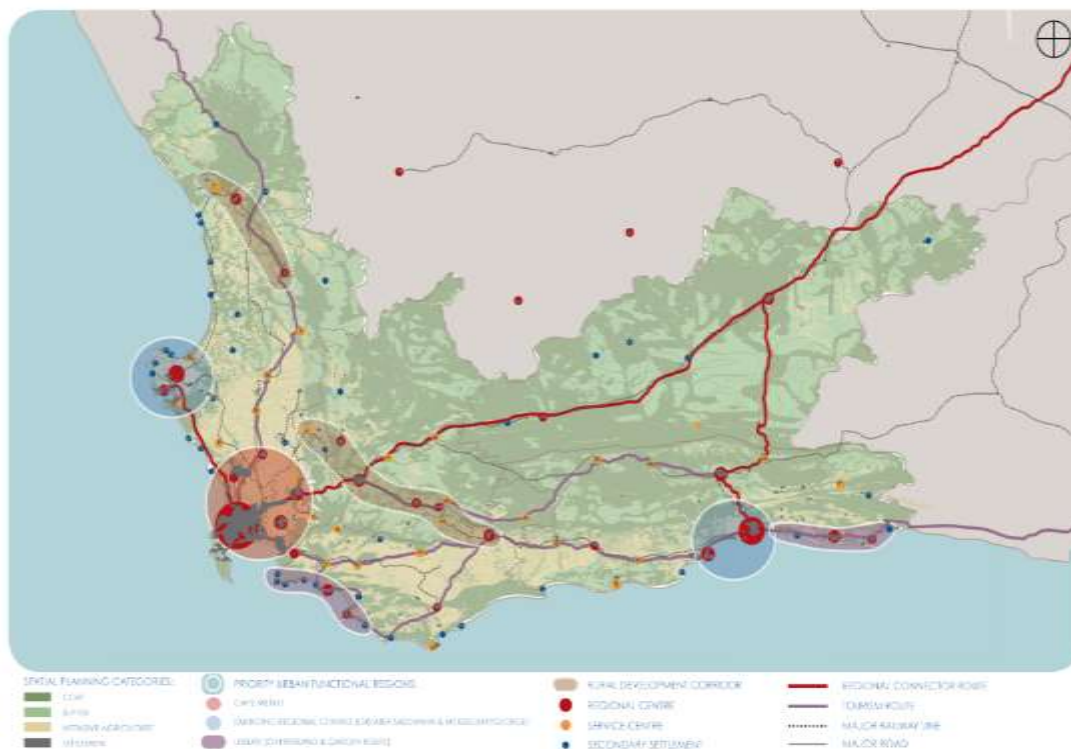
Table 62: PSDF Spatial Agenda

Focus	What it involves
<p>Growing the Western Cape economy in partnership with the private sector, non-governmental and community based organisations.</p>	<ul style="list-style-type: none"> • Targeting public investment into the main driver of the Provincial economy (i.e. the Cape Metro functional region, the emerging Saldanha Bay/ Vredenburg and George/ Mossel Bay regional industrial centres, and the Overstrand and Southern Cape leisure and tourism regions). • Managing urban growth pressures to ensure more efficient, equitable sustainable spatial performance. • Aligning, and coordinating public investments and leveraging private sector and community investment to restructure dysfunctional human settlements. • Supporting municipalities in managing urban informality, making urban land markets work for the poor, broadening access to accommodation options, and improving living conditions. • Promoting an urban rather than suburban approach to settlement development (i.e. diversification, integration and intensification of land uses). • Boosting land reform and rural development, securing the agricultural economy and the vulnerability of farm workers, and diversifying rural livelihood and income earning opportunities.
<p>Using infrastructure investment as primary lever to bring about the required urban and rural spatial transitions.</p>	<ul style="list-style-type: none"> • Aligning infrastructure, transport and spatial planning, the prioritisation of investment and on the ground delivery. • Using public transport and ICT networks to connect markets and communities. • Transitioning to sustainable technologies, as set out in the WCIF. • Maintaining existing infrastructure.

For the agglomeration of urban activity, the Cape Metro functional region, as well as the emerging regional centres of the Greater Saldanha functional region and the George/ Mossel Bay functional region, are prioritised. The priority tourism/ leisure corridors are the Overstrand and Garden Route leisure corridors (the priority tourism routes are the N2-corridor, R62 between Worcester and Oudtshoorn, the N7 corridor and R43). Two priority rural development corridors – areas of agricultural and rural development opportunity – have been identified. The first is on the west coast – stretching

from Lutzville in the north to Clanwilliam in the south. The second rural development corridor stretches from Tulbagh in the north-west to Swellendam in the southeast.

Figure 34: The Greater Cape Metro Regional Spatial Implementation Framework



The Greater Cape Metro (GCM) Regional Spatial Implementation Framework (RSIF) aims to build consensus between the spheres of government and state-owned companies on what spatial outcomes the GCM should strive for, where in space these should take place, and how they should be configured. The GCM covers the municipal jurisdictions of Cape Town, Saldanha Bay, Swartland, Drakenstein, Stellenbosch, Breede Valley, Theewaterskloof, and Overstrand.

The regional settlement concept proposed by the GCM RSIF is built on the following key tenets:

- ✦ Containing settlement footprints by curtailing the further development of peripheral dormitory housing projects;
- ✦ Targeting built environment investments within regional centres, specifically in nodes of high accessibility and economic opportunity;
- ✦ Targeting these locations for public and private residential investment, especially rental housing, to allow for maximum mobility between centres within the affordable housing sector;
- ✦ Using infrastructure assets (specifically key movement routes) as “drivers” of economic development and job creation;
- ✦ Promoting regeneration and urban upgrading within strategic economic centres as well as high-population townships across the functional region;
- ✦ Shifting to more urban forms of development within town centres including higher densities and urban format social facilities;
- ✦ Connecting these nodes within an efficient and flexible regional public transport and freight network; and
- ✦ Maintaining valuable agricultural and nature assets.

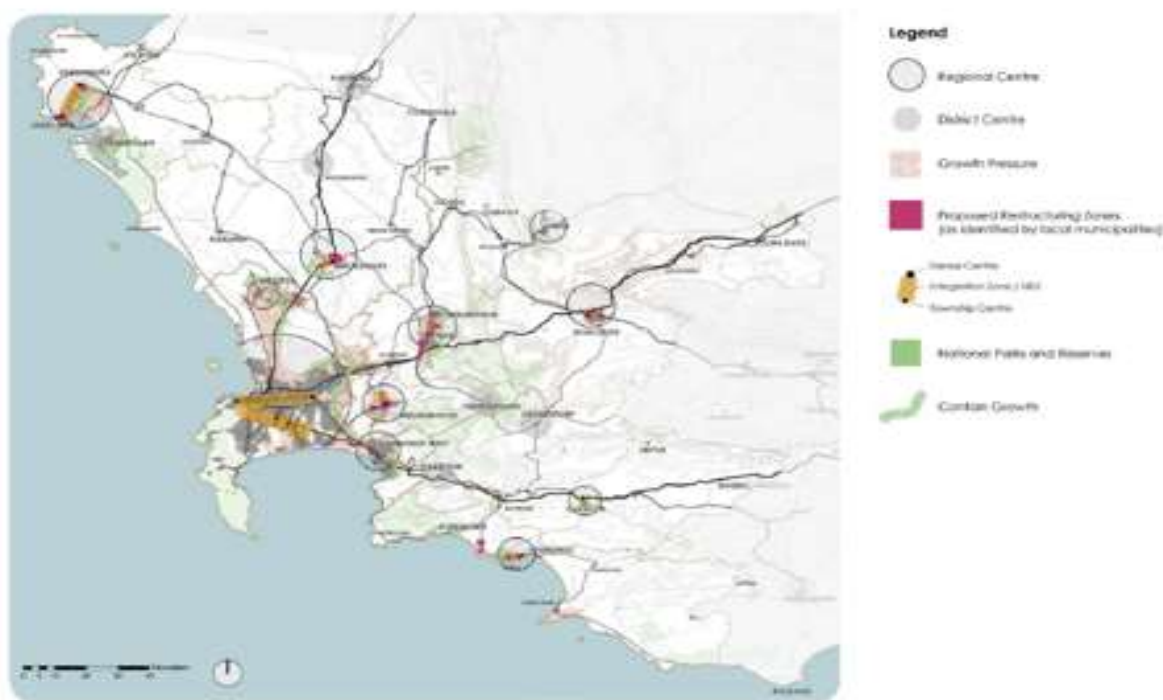
In terms of role and function, Paarl and Wellington is the Northern Winelands service, administrative, tertiary education, agri-processing and distribution, and tourist centre, with very high/ high growth potential.

Stellenbosch is identified as the Southern Winelands service, administrative, tertiary education and research, and agri-processing centre, as well as home to multi-national enterprise headquarters, a key tourism destination, and focus for technology industry, with very high growth potential.

In relation to Klapmuts, the RSIF recognises that:

- ✦ Existing infrastructure in the area (i.e. N1, R101, R44 and the Paarl-Bellville railway line and station), which dictate the location of certain transport, modal change or break-of-bulk land uses;
- ✦ Klapmuts is a significant new regional economic node within metropolitan area and spatial target for developing a “consolidated platform for export of processed agri-food products (e.g. inland packaging and “containerisation port”) and “an inter-municipal growth management priority”; and
- ✦ The Klapmuts areas crosses boundaries between Stellenbosch and Drakenstein Municipality and is located on the boundary of City of Cape Town. Intergovernmentally the area bears importance for all three municipalities, provincial government and national government. Incorporating the entire Klapmuts area into the boundaries of Stellenbosch Municipality has strong benefits for streamlined planning, policy cohesion and inter-governmental cooperation.

Figure 35: The GCM RSIF in plan form



Without re-stating the varied challenges of the municipality outlined in full in the IDP and sector documents, the table below lists specific spatial challenges addressed by work on the SDF, following the broad themes contained in the SPLUMA Guidelines.

Table 63: Spatial Challenges

Theme	Spatial Challenges
Bio-physical context	<ul style="list-style-type: none"> • The ongoing loss of agricultural opportunity through urban development and land use change of high value agricultural land. • Development which threatens the integrity and value of high worth nature, scenic, cultural, and heritage landscapes and places. • The poor state of rivers within the municipal area.
Socio-economic context	<ul style="list-style-type: none"> • The current population of approximately 175 000 is very unequal with the municipality having one of the highest Gini-Coefficients in South Africa. 53% of households are



Theme	Spatial Challenges
	<p>classified as low-income, with 20% of these having no registered income. Unemployment stood at around 20% in 2011, and continues to rise.</p> <ul style="list-style-type: none"> • Despite a relatively positive and resilient economic trend showing some employment growth in the managerial and skilled sectors, job losses continue in the low and semi-skilled sectors. This is of critical concern for the region's sustainability. • Although Stellenbosch Municipality has a slightly lower unemployment rate than the Western Cape and the country, its unemployment rate of more than 20% represents a significant social challenge. • Almost 23% of the population is under 15 in age, indicating that a large percentage of the population will be entering the labour market in the next two decades.
Built environment context	<ul style="list-style-type: none"> • 60% of households do not have access to a car, and are dependent on unsupported informal public transport or travel on foot. Many trip needs remain unsatisfied or are undertaken with great hardship. For these captive populations, access to ever more dispersed activity is increasingly difficult, yet virtually all available funding is allocated to providing general road infrastructure rather than the development of transport systems and approaches that serve the most effective and sustainable movement of people and goods. • There has been continuous growth in weekday commuter trips from the Cape Town Metropole and surrounding areas into Stellenbosch. This in part reflects increased employment opportunities but also the shortage of affordable local accommodation requiring many employees to commute from distant locations with cheaper housing. • 70% of all trips entering Stellenbosch town are by private car. There is worsening peak period congestion, with average traffic speeds pushed down to 13km/h (below cycling speed) and a throughput per lane of only 600 persons per hour due to the very low vehicle occupancies. • Local (<5km) peak period person trips within the town of Stellenbosch total twice the number of longer distance (>5km) passenger commute trips. 95% of all NMT trips within the Stellenbosch town are made by low income residents. In contrast over 80% of all local trips by choice-user are made by car. There is great potential for reducing private motor vehicle travel through targeting short trips and market sectors (e.g. University students) to switch to cycling and walking, which will help to significantly improve general traffic flow. • Significant unmet and future demand for housing (across housing typologies and income brackets). • Large old industrial complexes in well-located areas are disused or underutilised. • Inadequate sanitation, stormwater and solid waste infrastructure in some lower income areas/ informal settlements are contributing to river pollution.
Institutional context	<ul style="list-style-type: none"> • The limited capital budget of the Municipality, given the extent and depth of community needs. • The limited professional resources of the Municipality, specifically in relation to the rigorous, and dedicated full-time management of large scale projects.

7.3.2 Strategic Component of the mSDF

(a) Vision

In support of the Municipality's vision of the Greater Stellenbosch area as the "Valley of Opportunity and Innovation", the vision of work on the SDF is "Settlements, nature and agricultural areas supportive of opportunity and innovation".

(b) Strategic focus

The table below illustrates how work on the SDF relates – in terms of its focus and contribution – to achieving the five municipal strategic focus areas as contained in the IDP.

Table 64: IDP strategic focus areas and the SDF

IDP Strategic Focus Area	Related Concerns of the SDF	SDF Strategic Direction
Valley of Possibility	The way settlements, nature and agricultural are spatially developed and managed to enhance individual and collective livelihood opportunities and enterprise development, and overcome inequity and exclusion.	<ul style="list-style-type: none"> • Containment of settlements to protect nature/ agricultural areas and enable public and non-motorised transport and movement. • A focus on public and non-motorised transport and movement.
Green and Sustainable Valley	The way settlements, nature and agricultural areas are spatially developed and managed to maintain and enhance natural resources and ensure future balance between human settlement and its use of natural resources and opportunity.	Protection of nature areas, agricultural areas, and river corridors.



IDP Strategic Focus Area	Related Concerns of the SDF	SDF Strategic Direction
Safe Valley	The way settlements, nature and agricultural areas are spatially developed and managed to ensure individual and collective safety in living, in movement, at work, institutions, and play.	Denser settlements with diverse activity to ensure surveillance.
Dignified Living	The way settlements, nature and agricultural areas are spatially developed and managed to ensure equal access to shelter, facilities and services, notwithstanding material wealth, age, gender, or physical ability.	A specific focus on the needs of "ordinary" citizens, experiencing limited access to opportunity because of restricted available material resources.
Good Governance and Compliance	The way settlements, nature and agricultural areas are spatially developed and managed to ensure individual and collective participation – based on accessible information and open processes – in matters related to spatial planning and land use management.	Presenting information, including opportunities and choices in a manner that assists its internalisation by all.

As it is not specifically mentioned in the strategic focus areas – perhaps as it is more an approach or "way of thinking and doing" about matters generally than a strategic focus area; a note on innovation is justified, specifically in relation to spatial planning and the SDF.

(c) Overarching concept

The overarching SDF concept for Stellenbosch Municipality is as follows:

"We must actively manage all the settlements that make up Stellenbosch Municipality. Each settlement has a role to play in offering housing, work and other opportunities, and can accommodate people across socio-economic sectors.

The overall settlement structure of the municipality should be maintained and enhanced to become a hierarchical system of inter-connected, nodal settlements linked by road, rail and high speed voice and data telecommunications.

In internal form, settlements must be contained and become denser; to protect nature and agriculture, enable the thresholds required for business development, make infrastructure service provision more efficient, and public transport, walking and cycling possible to access work, public facilities, and commercial areas."

(d) The envisaged role and function of different settlements

The envisaged role and function of different settlements – in terms of the spatial concept for the Municipality – as well as the spatial management focus for each, is outlined in the table below.

Conceptual plans – containing both analysis and proposals – for each settlement is contained in the SDFs approved in 2013 and 2017.

Table 65: The role and function of different settlements

Settlement	Role/ Function	Spatial Management Focus
Stellenbosch	The main settlement of Stellenbosch Municipality, and a leading place of living, administrative functions, educational services, and commercial services centre in the Province and country.	<ul style="list-style-type: none"> • Compaction, densification, and integration to protect nature/ agriculture and assist in NMT and public transport. • Redevelopment of "brownfield" sites within the town. • Partnerships with key land owners to ensure integrated development. • Upgrading of poorer area/ informal settlements. • Sensitive expansion for new development (without inhibiting the compaction and NMT/ public transport agenda). • Integration of university expansion.
Franschhoek	A secondary service centre and focus for "lifestyle living" and tourism.	<ul style="list-style-type: none"> • Compaction, densification, and integration to protect nature/ agriculture. • Sensitive expansion for new development (without inhibiting the compaction agenda). • Upgrading of poorer area/ informal settlements.



Settlement	Role/ Function	Spatial Management Focus
Klapmuts	Potential regional industrial/ logistics centre.	<ul style="list-style-type: none"> Integration for NMT/ public transport between south and north (across the N1) in anticipation of industrial/ logistics development to the north. Sensitive management of new residential opportunity to the south of the N1 to ensure residential opportunity for workers accessing new work opportunity north of the N1. Explore establishing Klapmuts as a single development unit for ease of development and seamless policy integration across the entire area.
La Motte	Small rural settlement.	<ul style="list-style-type: none"> Possible sensitive expansion for new development towards the R45.
Wemmershoek	Small rural settlement.	<ul style="list-style-type: none"> Limited development opportunity adjacent to existing development.
Groot Drakenstein	Potential formal rural settlement.	<ul style="list-style-type: none"> Limited development opportunity along major routes.
Dwars River Valley	Small rural settlement (a grouping of previous mission and farm villages).	<ul style="list-style-type: none"> Sensitive integration of the four villages (considering historic character). Exposure to Helshoogte Road for entrepreneurship opportunity.
Muldersvlei Crossroads	Small rural settlement (well-located but not a cohesive settlement).	<ul style="list-style-type: none"> Densification and infill of existing subdivisions. No lateral expansion is envisaged.
Koelenhof	Small rural settlement.	<ul style="list-style-type: none"> Densification and infill of existing subdivisions. No lateral expansion is envisaged.
James Town/ De Zalze	Collection of distinct settlements surrounded by nature and agriculture.	<ul style="list-style-type: none"> Consolidation of vacant development parcels. Maintain nature/ agricultural surround.
Vloffenburg	Small rural settlement.	<ul style="list-style-type: none"> Limited infill development.
Spier	Small rural settlement (focused on Spier and its tourism/ events offering).	<ul style="list-style-type: none"> Future development to be contained within the existing Spier precinct (between the Eerste River and R310).
Lynedoch	Small rural settlement.	<ul style="list-style-type: none"> Consolidation of eco-village, including infill development within the existing settlement.
Raithby	Small rural settlement.	<ul style="list-style-type: none"> Opportunity for infill development within the existing settlement.

(e) Partnerships

Arguably, the municipal budget on its own cannot cover the expanse of the SDF vision or implement associated strategies and plans. Also, many matters critical to implementing the SDF, fall outside the direct control or core business of the municipality. For example, the municipality does not necessarily own the land associated with projects critical to achieve SDF objectives. Partnerships are therefore essential with different agencies and individuals working in concert with the municipality to implement agreed objectives. In addition, partnerships are required between individual corporations and owners of land. It is increasingly evident that individual land owners are finding it increasingly difficult to develop their existing resources to its full potential individually. Specifically, the transport and movement implications of individual proposals require strong and dedicated integration.

There appears to be an opportunity for the municipality to establish new partnerships with business, to drive major integrated projects including inclusive development of the Adam Tas Corridor. Fortunately, Stellenbosch has established (private sector) institutions with an astounding track record in achieving urban development/ management objectives (e.g. Historiese Huise) which provides a rich opportunity for successful partnership. Their work can be expanded, to assist in meeting new challenges, in partnership with the municipality.

(f) Heritage Landscape Plan

The South African Heritage Resources Act, 1999 (Act 25 of 1999) (NHRA) inter alia provides for:

- an integrated and interactive system for the management of national heritage resources;
- the promotion of good governance at all levels, and the empowerment of civil society to nurture and conserve their heritage resources so that they may be bequeathed to future generations; and
- setting out the general principles for heritage resources identification and management.



The NHRA sets out responsibilities and the competence of heritage and local authorities for the identification and management of the national estate.

There is a three-tier system for heritage resources identification and management, in which national level functions are the responsibility of SAHRA, provincial level functions are the responsibility of provincial heritage resources authorities (in the Western Cape, Heritage Western Cape (HWC) is the relevant authority) and local level functions that are the responsibility of local authorities. Heritage and local authorities are accountable for their actions and decisions relative to heritage identification and management.

The NHRA requires that a planning authority (such as a local municipality) must at the time of the revision of a town or regional planning scheme, or the compilation or revision of a spatial plan, prepare an inventory of the surviving tangible heritage resources comprised in the area of its jurisdiction. With this in mind and by way of tender, the Stellenbosch Municipality appointed consultants in that regard in December 2015. An inventory of heritage resources spanning the full range of wilderness, rural and urban domains within the municipality is being prepared in accordance with best international and national practice.

A Phase 1 report on the project, entitled Approach, Concepts, Method and Preliminary Findings was produced in April 2016 and a Phase 2a report entitled *Preliminary Draft Heritage Inventory of Large-Scale Landscape Areas in the Rural Domain of the Stellenbosch Municipality Informing Proposed Heritage Areas* was produced and approved by Heritage Western Cape in January 2017. Together with other project documents, both these reports have been available to the interested public at large via the website of the Stellenbosch Heritage Foundation:

www.stellenboschheritage.co.za/cape-winelands-heritage-survey-2).

A more complete and detailed draft 2 heritage inventory, inclusive of Grading of significance of each resource irrespective of its location in wilderness, rural or urban contexts was finalised and made available for public comment during March 2018 ending on 6 April 2018. All comments will be considered in the final report which will be submitted to the HWC for its approval during May 2018.

As enabled by the NHRA and promoted by HWC, the heritage inventory proposes extensive and graded Heritage Areas where appropriate development will be designated relative to the character that prevails and its heritage significance.

A local authority must provide for the protection of a heritage area through the provisions of its planning scheme or by-laws under the NHRA, provided that any such protective provisions shall be jointly approved by the provincial heritage resources authority, the provincial planning authority and the local authority, and provided further that the special consent of the local authority shall be required for any alteration or development affecting a heritage area. Heritage conservation is only possible through the establishment of an appropriate heritage resource inventory and a related management plan, for the entire municipal area for two main reasons:

- Firstly so that the surviving heritage resources and their significance are properly identified and managed in the broad public interest: all in accordance with, as well as in terms of the aims of the Stellenbosch Municipality and of affected communities and groups; and
- Secondly, such heritage inventory and management plan are necessary so that current and future development needs, considered at many scales and time-frames, may be shaped effectively, and with due regard to the significant heritage resources that have survived and that should be respected.

Through the Stellenbosch Heritage Foundation a heritage inventory was completed for the historical core of Stellenbosch, submitted to Heritage Western Cape and approved. A further heritage inventory was completed for the Stellenbosch University and approved by Heritage Western Cape.



7.3.3 Integrated Zoning Scheme (IZS)

(a) Background

In terms of Chapter 5 of the Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA) each municipality is required to adopt and approve a single land use scheme for the municipal, subsequent to public consultation. Similarly the Land Use Planning Act require that a municipality regulate the development, adoption, amendment and review of a zoning scheme for the municipal area.

The effect of the new order planning legislation (Spatial Planning and Land Use Management Act, 2013 (SPLUMA) and Western Cape Land Use Planning Act, 2014 (LUPA)) entails that the municipality has full responsibility for land use planning in its area of jurisdiction and must adopt and approve a single zoning scheme for the entire area.

The Draft Integrated Zoning Scheme aims to develop a single integrated zoning scheme for the Council's land development objectives. Land use management is a means of establishing or implementing any statutory measure to manage, restrict or regulate the use/development of land within the municipal area. Land use management systems of the municipality consist of various mechanisms of which the Stellenbosch Municipal Spatial Development Framework (SMSDF), heritage registers and conservation plans, official municipal land use policies and by-laws, as well as integrated Zoning Scheme by-law form the main or core components.

Together with this requirement, a Municipal Land Use Planning By-law was adopted to regulate the land use administrative processes. I.t.o. SPLUMA the land use scheme must:

- (a) include appropriate categories of land use zoning and regulations for the entire municipal area, including areas not previously subject to a land use scheme;
- (b) take cognisance of any environmental management instrument adopted by the relevant environmental management authority, and must comply with environmental legislation;
- (c) include provisions that permit the incremental introduction of land use management and regulation in areas under traditional leadership, rural areas, informal settlements, slums and areas not previously subject to a land use scheme;
- (d) include provisions to promote the inclusion of affordable housing in residential land development;
- (e) include land use and development incentives to promote the effective implementation of the spatial development framework and other development policies;
- (f) include land use and development provisions specifically to promote the effective implementation of national and provincial policies; and
- (g) give effect to municipal spatial development frameworks and integrated development plans.

Section 24 (3) of SPLUMA furthermore provides that a land use scheme may include provisions relating to:

- (a) the use and development of land only with the written consent of the municipality;
- (b) specific requirements regarding any special zones identified to address the development priorities of the municipality; and
- (c) the variation of conditions of a land use scheme other than a variation which may materially alter or affect conditions relating to the use, size and scale of buildings and the intensity or density of land use.

The zoning of a property determines the land use rights for which it can be used, such as residential, business, industrial, open space or recreational purposes. The zoning of a property also prescribes the restrictions within which the land may be developed for example height of buildings, distances from street, floor area, parking and access. The overarching objective of zoning schemes is to maintain,

protect and upgrade the general welfare, public health and safety of all the inhabitants of a defined area.

A Zoning Scheme is a municipal by-law which allocates development rights to properties within the municipal jurisdiction, outlining all of the development rules applicable to the various types of properties. The zoning scheme contains regulations pertaining to restrictions on such rights and how they may be exercised. Components of a Zoning Scheme include the following:

Figure 36: Components of a Zoning Scheme



Firstly, the **Zoning Scheme by-law** describes how land may be used and developed. This provides for the zoning of land and the adoption of new zones. It should therefore provide for the different zones which determine how land may be used (e.g. residential, commercial, industrial, open spaces, etc.). It also contains development parameters which determine how may developed (e.g. building lines, height, coverage, parking, etc.). Secondly, a **zoning register** is kept to record all planning applications approved by the municipality. Finally, **zoning maps** are developed which spatially records the zoning of land (and all re-zoning of land).

The purpose of the Draft Integrated Zoning Scheme is to:

- ✿ Describe how land may be used (the land use);
- ✿ Describe how land may be developed (form and scale of buildings);
- ✿ Allow certain development and land uses in certain locations;
- ✿ Prevent certain development and land uses in other locations;
- ✿ Allow/enable urban growth and development according to development principles in SPLUMA and LUPA (spatial justice; spatial sustainability; spatial resilience; spatial efficiency; and good governance);
- ✿ Address environmental, heritage, economic, health and welfare issues related to property development;
- ✿ Manage development in the light of municipal services and infrastructure; and
- ✿ Manage development in the light of public and private transport and parking provision.

Table 66: Different use of the Integrated Zoning Scheme

Different Uses of the Integrated Zoning Scheme	
Primary Use rights	Undertaken or constructed without any further approval from the Municipality.
Additional Uses	Technical approval and may be conducted to a limited extent subject to conditions and a Site Development Plan.
Consent Uses	<u>Higher impact, depending on the circumstances:</u> may only be undertaken after an application is made and approved and conditions imposed.

Source: Draft Integrated Zoning Scheme

In accordance with SPLUMA the Draft IZS developed a base zone with general guidelines applicable to all areas within the base zone, and a number of overlay zones. An overlay zone is a regulatory tool that creates special zoning districts, placed over an existing base zone(s), which identifies special provisions in addition to those in the underlying zone.



The draft Integrated Zoning Scheme (IZS) went through two rounds of public participation. After the comments from interested and affected parties were reviewed, the document was edited, where applicable. The final draft Stellenbosch Zoning Scheme, October 2018 will be submitted to Council for consideration and adoption during May 2019.

7.4 Air Quality Management Plan (AQMP) for Stellenbosch Municipality

The Stellenbosch Local Municipality Air Quality Management Plan (AQMP) has been completed with the input of the DEA&DP.

7.4.1 A Vision and Mission

Aligned with the Cape Winelands District Municipality (CWDM) vision for air quality management the vision for the Stellenbosch Municipality, as defined in the AQMP is: Air quality in the Stellenbosch Municipality is clean and healthy.

The mission statement to achieving the stated vision is:

Air quality in the Stellenbosch Municipality is co-operatively managed for the benefit of present and future generations according to the principles of sustainable development to safeguard health and quality of life, promoting economic and social development.

7.4.2 Challenges and threats

The AQMP has identified motor vehicle emissions, industrial and manufacturing emissions, agricultural emissions, residential fuel burning and biomass burning emissions and emissions from the landfill and wastewater treatment plants as main sources of air pollution. The brown haze which forms over Cape Town during the winter months, largely attributed to motor vehicle emissions, extends northwards on occasion and affects air quality over the southern parts of the Stellenbosch Municipality. These sources are relatively small and air quality in Stellenbosch is generally good with respect to the typical pollutants. However, agricultural activities, including seasonal burning and the use of pesticides present challenges for air quality management.

7.4.3 Goals

The goals to achieve the mission of the AQMP are listed below and their linkages to the Western Cape Provincial AQMP (D: EA&DP, 2010) and the CWDM AQMP (CWDM, 2012) are highlighted. The three goals for the Stellenbosch Municipality AQMP are:

- ⚙️ **Goal 1:** Air quality governance meets requirements to effectively implement the AQMP: This goal addresses the regulatory framework and the institutional capacity required in the Stellenbosch Municipality to carry out the air quality function. This links directly to the goal the AQMP for the Western Cape to 'Ensure effective and consistent air quality management' and the goal in the CWDM AQMP of 'Effective air quality management';
- ⚙️ **Goal 2:** Reduce atmospheric emissions of harmful pollutants: This goal aims to manage activities that impact on air quality to reduce the emissions of harmful pollutants and associated impacts on human health and well-being. This links directly to the Provincial AQMP goal to 'Ensure effective and consistent compliance monitoring and enforcement' and 'To ensure that health-based air quality standards are attained and continually met'. It also links to the CWDMAQMP goal of 'Effective air quality management' through an 'Emission reduction strategy'; and
- ⚙️ **Goal 3:** Systems and tools are established to effectively implement the AQMP: This goal refers to the systems and tools required for effective AQMP implementation, the cornerstone of which is an Air Quality Management System (AQMS). The development of an AQMS links directly to the Provincial AQMP goal 'To ensure effective and consistent air quality management' through the development of AQM systems. It also links to the CWDM AQMP goal to develop and AQMS. An AQMS is the fundamental unit towards the management of air quality in an area, incorporating



the necessary technical elements that provide information on the status of air quality (D: EA&DP, 2010). Included in this goal is the need for stakeholders to actively participate in AQM in the Stellenbosch Municipality, which links to the Provincial AQMP goal 'To continually engage with stakeholders to raise awareness with respect to air quality'. It also links to the CWDM AQMP goal to 'Promote communication in relation to Air Quality Management'.

7.4.4 Time frames

- ✿ The timeframes defined for the Implementation of the AQMP are:
- ✿ Immediate: First 3 months of AQMP adoption;
- ✿ Short term: First 12 months of AQMP adoption;
- ✿ Medium Term: 2 to 3 years; and
- ✿ Long term: Year 4 and 5.

The following Immediate items were included in the AQMP, all with reference to Goal 1 above:

Objective	Activity	Responsibility
1. Sufficient capacity & competence exist to perform the air quality management function.	Identify capacity & competency needs.	Council
2. The AQMP is included in the IDP.	Prepare air quality input for inclusion in the IDP Ensure adequate funding in the IDP for AQMP implementation.	Air Quality Officer, Council
3. A regulatory framework exists in the Municipality for air quality management.	Develop air quality by-law.	Air Quality Officer, Council

Stellenbosch Municipality relies on data from the Province's monitoring station situated at Cape Winelands District Municipality in Stellenbosch town to determine air quality or atmospheric emissions. This data is reported on by the relevant Environmental Health Official from Cape Winelands District Municipality.

7.5 Integrated Human Settlement Plan

7.5.1 Overview

Stellenbosch Municipality originally approved a Human Settlements Plan (HSP) in 2008. This plan was established to provide a road map for the provision of all forms of housing for a ten year period. This period is about to expire and therefore HSP is being reviewed. The review of the HSP will include amongst others its alignment with the Urban Development Strategy (UDS), the Spatial Development Framework (MSDF) and the Housing Pipeline.

In the absence of an approved Human Settlements Plan, the Pipeline serves as the housing implementation strategy for the Municipality.

7.5.2 The Housing Pipeline

The Provincial Department of Human Settlements (PDoHS) requires that every municipality must have a housing pipeline. The housing pipeline is premised on a ten year horizon and serves as planning and budgeting tool for the implementation of Human Settlements initiatives.

Notwithstanding the above, it is required that the housing pipeline must be annually reviewed. The latest review of the housing pipeline was approved by Council in March 2019. This revision includes the following:

- ✿ A period of 10 financial years (2019/20 - 2027/28). Provides for 12 098 units on a spread of Housing Intervention programmes that comprise of serviced sites, Informal Settlements Upgrade,



integrated residential developments (mix-used development), Institutional Housing, Rectifications and Social Housing; and

- Provides for a comprehensive list of housing projects with quantitative data on the projects Goals.

The objective of the housing pipeline is to provide more emphasis on the following housing types or programmes:

- Upgrading of Informal settlements;
- Social housing (the National Minister of Human Settlements approved Stellenbosch as a restructuring town and restructuring zones end November 2016);
- Mixed use housing (formalised home ownership Employer housing (especially farm worker housing);
- Affordable housing (GAP housing); and
- Serviced sites.

The estimated cost of this programme will be approximately R9.5 billion over 10 years.

7.5.3 Legacy and Priority Projects

Priority projects which were identified in the housing pipeline as approved Council during March 2019 are:

- Upgrading of informal settlements, (Mandela City, Klapmuts and Langrug, Franschhoek);
- Access to Basic Services (ABS);
- Jamestown, Farm 527 (phases 2, 3 and 4);
- Rezoning of Enkanini, Kayamandi;
- Longlands Development;
- Upgrading of Zone O;
- Ida's Valley - A key aspect of this project was to utilise municipal land provided at reduced cost for formal home-ownership in order to cross-subsidise other housing types;
- Enumeration of People on Farm and Backyarders;
- Rectification of Cloetesville subsidy houses (The Steps, Orlean Lounge and Smartie Town)
- Soekmekaar Project Development (Erf 7001);
- Upgrade of Kayamandi CBD; and
- Northern extension (Including acquisition of land).

7.5.4 Upgrading of Informal Settlements

The Municipality has established a dedicated informal settlement department to manage and coordinate the upgrading of informal settlements. The broad objectives of the department are to:

- Develop emergency housing sites geared to accommodate evictees amongst others;
- Upgrade informal settlements by the provision of basic services; In-situ upgrading of informal settlements;
- Enumerate/ undertake demographic surveys of identified informal settlements;
- Facilitate tenure security in informal settlements;
- Assist in short-term job creation through linkages with EPWP and longer term job creation through upgrading programmes;
- Facilitate capacity-building and training for residents and stakeholders through direct service provision and partnerships with outside agencies; and
- Manage the provision of services and development programmes to informal settlements.



7.5.5 Social Housing

During March 2017, the National Minister of Human Settlements approved Stellenbosch as a Restructuring Town. This approval included the confirmation of the various Restructuring Zones within the Municipality.

The aim of this programme is to ensure improved quality of lives for communities through a Rental housing programme. This process of integration speaks to the importance of:

- Economic sustainability: affordability, access to economic opportunities, and promoting job creation via the multiplier effect associated with building medium density housing stock. etc.;
- Social sustainability: social integration between various income groups, access to educational, recreational and health facilities, etc.; and
- Ecological sustainability: conservation of scarce resources.

7.5.6 Current housing projects

Table 67: Housing projects under construction - 2018/19

#	Project Name	Project Phase	Number of Subsidized Opportunities
1	Stellenbosch Ida's Valley (286 opportunities on erf 11330)	Construction	113 Gap houses
2	Klapmuts (Upgrading of Mandela City - Phase 1) 505 service sites	Construction	183
3	Longlands, Vlottenburg (144 Serviced sites)	Contractual matters to be finalised	144
4	Kayamandi Watergang Temporary units with toilets	Construction	332
5	Cloesteville: Rectification of Smartie Town houses	Construction	106
6	Cloesteville: Rectification of The Steps/Orlean Lounge Houses Temporary units with toilets	Appointment of services provider/Construction	166

Table 68: Housing projects in the pipeline - in planning or construction phase 2019/20

#	Project Name	Project Phase	Number of Subsidized Opportunities
1	Stellenbosch Ida's Valley (286 opportunities on erf 11330)	Construction	89 subsidy houses 84 Gap houses
2	Stellenbosch Ida's Valley opportunities on erf 9445)	Construction	166 Gap houses
3	Longlands, Vlottenburg (144 Serviced sites)	construction	144 service sites 106 subsidy houses
4	Cloesteville: Erf 7001	Proposal call	To be determined during Township establishment
5	Cloesteville: Rectification of Smartie Town houses	Construction	106
6	Cloesteville: Rectification of The Steps/Orlean Lounge Houses	Appointment of services provider/Construction	161
7	Klapmuts (Upgrading of Mandela City - Phase 2) (505 service sites)	Construction	To be finalised in accordance with new layout
8	Upgrading of Zone O in Kayamandi (±710 services)	Planning	710
9	Stellenbosch Jamestown (Phases 2, 3 & 4)	Planning Phase 2 (Proposal Call)	To be determined during Township establishment
10	Social Housing (affordable rental accommodation) in Stellenbosch Town-CBD	Feasibility studies	To be determined from studies



The approved Housing Pipeline is available on request at the Directorate: Planning and Economic Development.

7.6 Comprehensive Integrated Transport Plan

The National Land Transport Act (NLTA), Act 5 of 2009, requires "Type 1" planning authorities (the country's major cities and towns (including Stellenbosch Municipality), to prepare Comprehensive Integrated Transport Plans (CITP). Generally a CITP is considered as a mechanism by which planning authorities can plan for, develop, manage, integrate and provide for all modes of transport in their areas of jurisdiction.

CITP's must, inter alia:

- ✦ Enhance the effective functioning of cities, towns and rural areas through integrated planning of transport infrastructure and facilities, transport operations including freight movement, bulk services and public transport services within the context of IDP and land development objectives;
- ✦ Direct employment opportunities and activities, mixed land use and high density residential development into high utilisation public transport corridors interconnected through development nodes (thereby discouraging urban sprawl);
- ✦ Give higher priority to public transport than private transport by ensuring the provision of adequate public transport services and applying travel demand management measures in a manner that provides incentives for sustainable mobility management; Maintain and further develop road infrastructure so as to improve travel by all road-based modes of transport where appropriate;
- ✦ Acknowledge and, where necessary, plan for the role of appropriate non-motorised forms of transport such as walking and cycling. Stellenbosch completed a five-year CITP in 2010. The work was supported through structured public participation with other spheres of government, industry stakeholders and citizens; and
- ✦ The CITP is compiled for a five year period and the latest completed CITP has been prepared and adopted by Council for the 2016-2020 period. This CITP will also be updated on an annual basis.

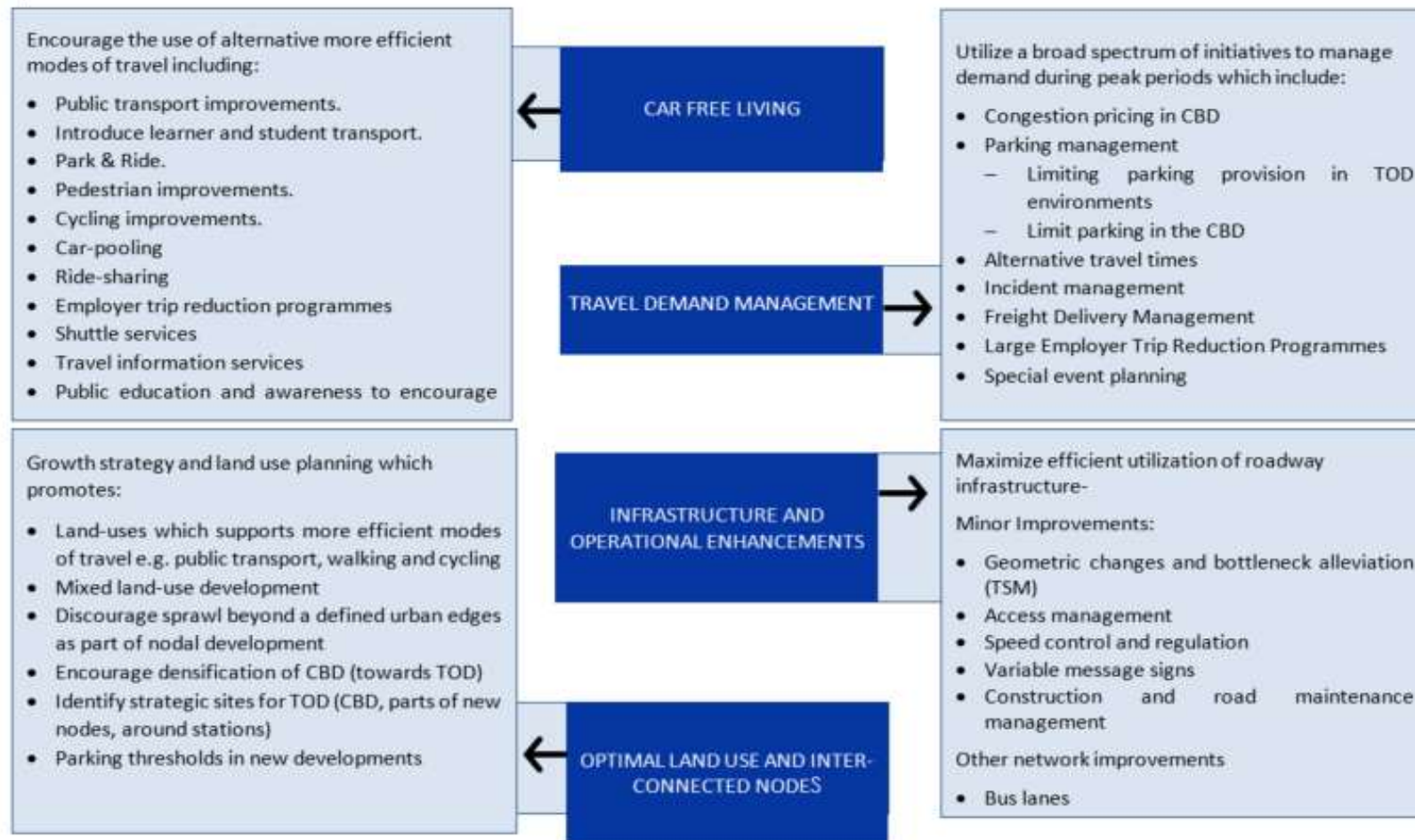
7.6.1 Strategic Intervention

The following areas of strategic intervention have been proposed for Stellenbosch:

- ✦ "Towards Car Free Living" which refers to strategies that encourage more effective modes of travel such as public transport, NMT and other mechanisms to increase the number of passengers per vehicle;
- ✦ "Travel Demand Management" which refers to strategies that manage overall demand for travel during peak periods such congestion pricing and parking management;
- ✦ "Infrastructure and Operational Enhancements" which refer to capacity improvements to transport infrastructure but only as part of the overarching transport philosophy in Stellenbosch. Therefore it could include infrastructure interventions such as by-passes or bus/high occupancy lanes; and
- ✦ "Optimal Land-Use and Interconnected nodes" which refers to integrated land use and transport planning which supports and promotes transit orientated development (TOD).



Figure 37: Strategic Interventions reflected in the IDP



7.6.2 Institutional Capacity Building

The National Land and Transport Act (NLTA) defines a Planning Authority as “a Municipality in relation to its planning functions”. The primary function of a Planning Authority is dealt with in section 36 of the NLTA which requires that all Planning Authorities must prepare an Integrated Transport Plans (ITP) for a five year period.

In terms of the “Minimum Requirements for the Preparation of Integrated Transport Plans” published by the Department of Transport, three levels of Planning Authority are distinguished. The level of Planning Authority determines the complexity of the ITP to be prepared. Generally, Metropolitan Municipalities (Category A) are level 1 Planning Authorities and must prepare Comprehensive ITP's (CITP), District Municipalities (Category B) are level 2 Planning Authorities and must prepare District ITP's (DITP) and Local Municipalities (Category C) are level 3 Planning Authorities and must prepare Local ITP's (LITP).

There are many planning authorities that for the past 10 years have been overseeing consultants or even internally preparing their own ITPs. However, there are also still many municipalities that have not fully taken on this function due to limited capacity or limited funding. They have relied on the Provincial Governments to assist and lead this ITP process. They have limited understanding of the importance of the ITP or knowledge of the process required. It is for this reason that the Province has included a capacity building component to this round of ITP updates and as such it was also requested of Stellenbosch Municipality to undertake a capacity building exercise as part of updating their CITP.

The budget for the next MTREF period provides for transport planning in terms of the strategic interventions identified in the CITP. The critical challenges with regards to transport in Stellenbosch are reflected in the fact that Stellenbosch has to prepare a Comprehensive Integrated Transport Plan (CITP), whereas other local municipalities only have to prepare a Local Integrated Transport Plans. The Stellenbosch Municipality's capacity to deal with these exceptional challenges is currently being assessed and the service delivery mechanisms may be substantially improved over the following two years. The Western Cape Department of Public Works, Roads and Transport has also identified Stellenbosch as a priority town to address its transport challenges, and has to this extend signed a memorandum of agreement with the Municipality to avail additional funds for investigations, infrastructure and institutional capacity.

Other Initiatives, identified in the CITP, undertaken by Stellenbosch Municipality aimed at addressing transportation needs are:

- ✿ Transient Orientated Design (TOD) - currently at conceptual stage;
- ✿ Western Bypass Project - conceptual stage complete;
- ✿ The Municipality had recently (Dec 2017) completed an Initial Operational and Business Plan for its Transport Network Services which sets the framework for the provision of an integrated public transport system; and
- ✿ To aid capacity building:
 - The Provincial Sustainable Transport Programme was introduced, with an aim to improve public transport and non-motorised transport, in an attempt to reduce the demand for private vehicle use.
 - The Municipality has established a Transport Working Group, where the Municipality's transportation challenges are tabled and discussed.

The Comprehensive Integrated Transport Plan (CITP) and the Roads Master Plan – (RMP) is currently being updated and estimated to be complete by August 2018.



7.7 Integrated Waste Management Plan (IWMP)

Stellenbosch Municipality had a third generation IWMP drafted, which was done by Green Cape. This 3rd Generation IWMP is applicable for the period 2017-2022 in order to align this with the 4th Generation IDP, according to its intent and purpose. The fact that Stellenbosch Municipality is facing a waste crisis due to limited landfill disposal space, necessitated an immediate review, which commenced in the 2015/16 financial year. The plan was last reviewed and updated in 2010, and this draft was discussed with senior management on 28 February 2018. The Draft IWMP will serve in council in July 2018, thereafter it will be advertised for public participation and tabled in Council for adoption in October 2018.

The plan has been prepared in terms of the requirements of the National Waste Management Strategy (March 2010) and considers:

- ✿ Waste disposal;
- ✿ Education and awareness raising;
- ✿ Enforcement and by-law requirements;
- ✿ Organisational arrangements;
- ✿ Waste information management;
- ✿ Waste minimisation, re-use and recycling;
- ✿ Waste collection and asset management; and
- ✿ Waste treatment.

The IWMP is presented in three parts:

- ✿ Part A contains baseline information and an in-depth review of the current status of the Stellenbosch Municipality;
- ✿ Part B is a summary of the gaps and needs; and
- ✿ Part C assesses the gaps and recommends suitable alternatives with concomitant priority status. Preferred alternatives are provided with an implementation plan and monitoring framework.

Priority issues identified are the following:

- ✿ Implementing proper staffing and allocation of financial and human resources for the Waste Management Department. This is currently addressed in the restructuring process, particularly with Area Cleaning functions having moved from Protection and Community Services to Infrastructure Services, effective 1 January 2018;
- ✿ Closing of existing landfill site and finding alternatives to achieve compliance with current legislation. The municipality is awaiting the final closure permit for Cells 1 and 2 from the regulating authority, and the Final Basic Assessment Report (FBAR) was submitted in November 2017. Once the final closure permit is received, actual rehabilitation and capping will commence;
- ✿ Minimising waste and providing education to ensure more responsible waste management. The separation-at-source initiative is outsourced to a service provider, effective 1 December 2016. It is expected of the service provider to collect source separated recyclables, further separate these bags at the mini Material Recovery Facility established adjacent to the landfill site and take it off-site to recycling contractors. It is also expected of the service provider to market the separation-at-source programme in areas previously not offered this service;
- ✿ Reducing waste quantities to the landfill. The municipality, through its contract staff and service provider operating and managing the landfill, has managed to ensure that only WCO24 waste generated are accepted at the landfill. In addition, more aggressive separation-at-source, chipping of greens and crushing of builder's rubble, and beneficiation of the chipped greens and crushed rubble, has resulted in a marked decrease in waste landfilled;
- ✿ Managing waste information and in particular waste data at the landfill site and providing adequate services at the landfill site to ensure proper management of the site. Monthly reports and data are forwarded to the provincial authorities to update the IPWIS system, and it is



important for all waste handlers, collectors, recyclers and waste processors to report waste volumes/tonnages handled to the municipality in order for the municipality to accurately report back to provincial authorities;

- ✿ Building capacity of staff equipped to deal with critical waste management aspects;
- ✿ Establishing a regional facility and alignment with Cape Winelands District Municipality planning. It is unlikely that suitable landfill airspace in a regional context is available in the Cape Winelands area to serve both Stellenbosch and Drakenstein Municipalities. It is for this reason that the additional airspace at Devon Valley must be strongly considered, as well as the upgrade at the Klapmuts Waste Transfer Station. A planning and design study is currently underway for the Stellenbosch Transfer station, whose main focus will be diversion of organic waste from landfill;
- ✿ Involving industry in waste minimisation and responsible waste management. The recycling service provider is currently raising awareness to the private sector to be included in the separation-at-source programme, and has had major inroads with the winery sector. A separate collection of food waste from the restaurant industry is at present tested in order to divert this for beneficiation;
- ✿ Reviewing tariff policy and fee structure to ensure cost recovery. This has been linked with CPIX over the past few years, but a thorough costing exercise is planned for the 2018/19 financial year in order to inform the tariff that is appropriate for rendering this service;
- ✿ Reviewing and updating of fleet requirements and alignment with current needs. Three new refuse collection vehicles were procured in the 2016-17 financial year and the next replacement is due in the 2018/19 financial year. The municipality has piggy-backed on the RT46 National Treasury tender for e-fuel and maintenance of fleet; and
- ✿ Assessing Drakenstein Municipality's Waste-to-Energy model and perhaps feeding into it. Although it seems unlikely that this process will proceed in the short-term future, it is important to keep this in mind as an alternative for waste transfer. On the flipside, it is important for the municipality to plan infrastructure that may accommodate waste from the neighbouring municipalities should their processes not materialise (in time).

The Devon Valley waste disposal site and its life span can be significantly increased should the Eskom power lines be re-routed. Council has already approved the commencement of the process with Eskom. The cost of this re-routing could amount to approximately R50m, but the benefit is estimated to be R1.5bn. It is envisaged that future landfill airspace could be increased by between 18-40 years, depending on the rate of waste diversion from landfill.

Another focus area for the municipality is waste minimisation. Alternatives that are being proposed include economic and political instruments such as green taxes, recycling subsidies and financial incentives for waste generators (e.g. pay-as-you-throw policy measures). This must be considered when assessing the waste costing model.

The inclusion of public-private partnerships, community involvement and alternative technologies is crucial and an appropriate mix must be found to address the needs of the Municipality accurately. The lower socio-economic sector has become involved through the Swopshop programme, which have been successfully launched in Klapmuts and Kayamandi. Schools have also been targeted, and to date 5 of 62 schools are on board with recycling initiatives which are reported to the municipality. It is hoped to have all 62 involved by the end of the 2018/19 financial year.

There is a fundamental need to capacitate the community, the private sector and also municipal officials on best practice in waste management. Various alternatives in this regard have been proposed, but it is important to apply, an integrated approach. The Crushing of builders' rubble pilot programme is a good example as such, where our Development Services department must create the supply of material, and the Transport and Roads Department the demand for crushed material. This is one of few such programmes in the country where the product is quality tested, meet the required specification and is 50% of the cost of virgin material, besides taking transportation into account.



In terms of our current recycling process, Stellenbosch Municipality has a “two-bag system” which occurs in middle to higher income areas and is rendered once a week (with clear bags). These recyclables are now collected as a pilot programme by an outsourced service provider, and the collected materials processed at the mini Materials Recovery Facility adjacent to the landfill site. A materials recovery facility (MRF) is currently in the construction phase, and Municipal Infrastructure Grant (MIG) funds has been allocated for part of the construction in the 2018/19 financial year.

All licensed waste disposal facilities are audited quarterly internally, and one external audit is conducted annually on both facilities. The external audit report clearly demonstrates major improvements over a 3 year cycle (2013 – 2015). A functional Residents Monitoring Committee meets quarterly, and has complimented the municipality for the positive impact and compliances instituted over the past few years. The Klapmuts Waste Transfer Stations in the process of being upgraded, and a new weighbridge has been installed at the entrance of the facility, and a contract supervisor and contract foreman was appointed to address controls and compliance at the facility. The municipality has fenced the entire area in the past financial year to prevent unauthorised entry. Security remains a major challenge at this facility though, and the continuous electrical cable theft is unduly delaying implementation of projects. The Franschoek mini-drop-off facility will also be upgraded and neatened to improve the aesthetics of the facility.

7.8 Electrical Master Plan

The previous Electrical Master Plan was completed in September 2015 and will be updated in September 2019 to align it with the new Spatial Development Framework to be reviewed by May 2019. The plan aims to provide the Stellenbosch Municipality with a clear view and long-term plan for the development of electrical infrastructure required to support the envisaged demand growth in Stellenbosch and surrounding areas. The municipality also evaluated the long-term viability of existing infrastructure and expansion and refurbishment requirements thereof, where new infrastructure should be located and which components, either existing or new, will be required.

Apart from spatial changes the Electrical Master Plan is to contain the following main elements:

- ✿ Documented assessments of primary equipment at all 66/11 kV substations and 11 kV switching substations within the municipal area;
- ✿ Site-specific assessments to provide a systematic estimate of the life remaining in substation facilities, and planning to extend the life of facilities to meet future needs;
- ✿ Development of a geographical load forecast based on regional demographic and historical load growth patterns, as informed by the SDF. (The anticipated long-term load forecast was directly used as input to the expansion plan.);
- ✿ Development of network strengthening and expansion options and technical evaluations to ensure that load and performance criteria are met over the short, medium and term (2025);
- ✿ Preparation of cost estimates of the technically viable expansion and strengthening options; and
- ✿ The Electrical Master Plan is regularly updated and is used in medium-term project planning, prioritisation and budgeting.

The Master Plan will be reviewed once the approved Spatial Development Framework (SDF) has been made available, to ensure that the Master Plan speaks to this explicitly.



7.9 Water Services Development Plan

As a Water Services Authority (WSA), the Stellenbosch Municipality has a duty in terms of Sections 12 and 13 of the Water Services Act (Act No 108 of 1997) to prepare and maintain a Water Services Development Plan (WSDP). The municipality prepared a comprehensive WSDP in 2007. A service provider has been appointed for the update of the WSDP. Updating of the plan is not yet finalised and will be finalised during 2018. The Annual Water Services Audit has been updated during 2017.

As part of the WSDP package, the municipality maintains:

- Water and sewer master plans;
- Water resources study;
- Annual water audit;
- A water safety plan;
- A drinking water quality sampling programme;
- A water demand management (WDM) strategy; and
- Key findings of the WSDP are outlined below.

Poverty reduction and improved water management are closely linked. Section 4B of the Constitution lists water and sanitation services, limited to potable water supply systems and domestic waste water and sewerage disposal systems, as a local government function.

Basic water is defined as 25 litres of potable water per day supplied within 200 meters of a household.

Due to on-going drought and very low rainfall recorded in recent years, the municipalities in the Western Cape had to enforce water restrictions.

Stellenbosch Municipality supplies water to the consumers in their area of jurisdiction through the following five water supply systems:

- Stellenbosch (Jonkershoek and Theewaterskloof tunnel);
- Franschhoek;
- Wemmershoek (treated water imported from City of Cape Town);
- Blackheath (treated water imported from City of Cape Town); and
- Faure (treated water imported from City of Cape Town).

The total population supplied with water in the Stellenbosch Municipal area amount to approximately 168 737 people. Water is also supplied to a fairly extensive industrial area.

Stellenbosch Local Municipality manages three water treatment works, namely Ida's Valley, Paradyskloof and Franschhoek. The potable water supply from these works amounts to 16.76 Ml/d on average and a further 7.69 Ml/d was obtained from the City of Cape Town during the financial year, ensuring a supply of approximately 24.46 Ml/d to the Municipality's area of responsibility.

Areas supplied from the Wemmershoek water treatment works include half of Franschhoek town, La Motte, Wemmershoek, Pniel, Boschendal, Johannesdal, Kylemore, Lanquedoc, Klappmuts, Koelenhof, Elsenburg, Devon Valley and Muldersvlei. Areas supplied from Blackheath water treatment works include Polkadraai, Spier and Vlottenburg. Areas supplied from Faure water treatment works are Faure, Jamestown, De Zalze, Raithby and Lynedoch. Although these water treatment works fall within the sphere of responsibility of the City of Cape Town, their impact with regard to water quality and quantity needs to be monitored and considered by Stellenbosch Municipality.

Stellenbosch Municipality supplies potable water to the entire municipal area through a network and infrastructure consisting of 56 reservoirs / holding tanks and water towers, 36 water pump stations, 35 pressure reducing valve installations, 667 kilometres of pipeline and 79 water supply zones. The network is fully controlled and operated by a telemetry system.



The bulk water input into the water network for 2017/18 was 8 661 Ml, with an annual average daily demand of 23 729 kl/day. 40% of the water supplied is purified from own water sources at the Ida's Valley and Franschoek water treatment plants. The balance is supplied by the City of Cape Town and the Paradyskloof water treatment plant, where raw water supplied by the Department of Water and Sanitation is purified. Potable water supplied from the City of Cape Town is analysed on a monthly basis by the City of Cape Town.

Ida's Valley and Paradyskloof water treatment works are equipped with some analytical capabilities and routine plant analyses are performed in-house. A full water quality monitoring programme is further performed for the Municipality by an accredited external laboratory/contractor. Maintenance of equipment are performed in-house and by specialist contractors.

7.9.1 Basic services and level of service

- ✿ There is no basic water and sanitation services backlog in the urban areas of the municipality. A small number of the households on farms are still without basic water and sanitation services.
- ✿ The clinics, hospitals and schools in the municipal area have adequate and safe water supply and sanitation services.
- ✿ All indigent households receive free basic water (the first six kilolitres of water) and sanitation services.
- ✿ All the formal households in urban areas of the municipality are provided with water connections and waterborne sanitation facilities inside the houses (higher level of service). Communal standpipes and ablution facilities are provided in the informal areas as a temporary emergency service. Communal standpipes represent the weakest part of a network's water supply services. Standpipes are often constructed in ways that cannot withstand excessive use (and abuse) and are often neglected in terms of operation and maintenance, adversely affecting the health of its already vulnerable and poor users.
- ✿ A sustainable type of water and sanitation facility needs to be provided to the households on those farms with current services below RDP standard. Stellenbosch Municipality is committed to supporting the private landowners as far as possible with regard to addressing the current services backlog on farms, as identified through the Cape Winelands Rural Survey of Service Levels.
- ✿ From a water services perspective, the most significant challenges are the augmentation of the existing water sources, the replacement and upgrading of old infrastructure to accommodate development, the provision of sustainable basic services to informal settlements, and to ensure the provision of basic services to rural communities located on private farms.

7.9.2 Maintenance of infrastructure

- ✿ Both water infrastructure and sanitation infrastructure require serious remedial investment. About 38,6% of the water supply infrastructure is in a poor or very poor condition and the condition backlog is in the order of R324,8 million. The bulk of the backlog is made up of the water reticulation pipeline assets. About 43.4% of the sanitation infrastructure is in a poor or very poor condition and the condition backlog is in the order of R283,4 million. The bulk of the backlog consists of the sewer reticulation assets and the Stellenbosch.
- ✿ Waste Water Treatment Works.
- ✿ An Infrastructure Asset Register is in place for all water and sanitation infrastructure. It is critical that an Infrastructure Asset Management Plan is developed and implemented, based on the principle of preventative maintenance to ensure that damage to assets is prevented before it occurs. Assets must be rehabilitated and/or replaced before the end of their economic life and the necessary capital funds must be allocated for this purpose. Maintenance activities have been increasingly focused on reactive maintenance as opposed to preventative maintenance.



7.9.3 Current infrastructure projects

- ✦ The upgrading of the Paradyskloof WTWs and the Stellenbosch WWTWs is currently taking place. The other WWTWs are also being refurbished, with a Risk Reduction Action Plan that is being implemented, in order to improve the performance of the existing WWTWs and to ensure that the treated effluent discharged from the WWTWs complies with the legal requirements.

7.9.4 Water Demand Management

- ✦ Although the Municipality has a five block step tariff system that discourages wasteful or inefficient use of water, the implementation of comprehensive water demand management interventions has been limited, primarily owing to a lack of human resource capacity to undertake the necessary work, and budget constraints.
- ✦ The Municipality needs to actively implement the WDM strategy in order to reduce the current percentage of non-revenue water as far as possible and to keep the future water demand as low as possible.

7.9.5 Climate Change

- ✦ In terms of adapting for climate change, water systems will need to be more robust and new or alternative sources of supply may need to be found. Increased skills will be required from water managers and long-term water projections are required. Although an overall decrease in rainfall is not generally forecast, increased variability in the climate and frequency of extreme events, as well as increased temperature and wind could have an impact on water sources, particularly surface waters. It is therefore advisable for the Municipality to maintain a conservative approach to the management of water sources, including the following actions:
 - Establish assurance of supply levels of all water sources.
 - Increase assurance of supply of the water resources by ensuring that there is at least 10% additional capacity (headroom), when considering the maximum 24-hour demand on the peak month of the year.
 - Do not undertake new developments unless a proper investigation of the implication on water sources and sustainability in the long term has been undertaken.
 - Vigorous implementation of WDM measures, especially in terms of increased water efficiency, frequent monitoring of the water supply system from the sources to the consumers, and regular and adequate system maintenance and repairs.
 - Blue Drop Awards have been awarded for four of the Municipality's five water supply systems. Three awards were received in conjunction with the City of Cape Town, which supplies water to these systems – from where Stellenbosch manages distribution to end users. A further Blue Drop Award (the fourth consecutive award) recognised the Stellenbosch water supply system for water treated by the Municipality's Ida's Valley and Paradyskloof water treatment plants. The Department of Water Affairs acknowledged this exceptional performance by awarding a silver award to Stellenbosch.

The Municipality did not receive a Blue Drop Award for the Franschhoek water supply system which receives water from its own Franschhoek water treatment works. This was expected because of certain infrastructure challenges in this system. Projects have been initiated to address these issues.

7.9.6 Level of Service

In the rural area the responsibility lies with the landowner to manage storm water over his land. In the urban area the responsibility lies with the local Municipality. The objective in storm water management is to be able to accommodate a 1:5 year storm in the residential areas and 1:2 in the urban areas as contemplated in the Guideline for Human Settlements Planning and Design. The Water Act (Act 36 of 1998) determines that flood lines should be indicated on development plans. Flood line determination has been done in the past but this information is outdated. The municipality is currently busy compiling a hydrological model to determine the latest flood lines on the rivers in Stellenbosch



and Franschoek for the urban area. It is a development condition for all future developments to do a floodline determination.

7.9.7 Maintenance of Infrastructure

The system is currently maintained on an ad hoc basis during the dry season. A Winter Preparedness plan is rolled out before the onset of winter to clean all storm water infrastructure. Critical areas have been identified and maintenance teams are deployed when high rainfall is predicted. Localised flooding is experienced during high runoff events. The networks in these problem areas are constantly upgraded to reduce the likelihood of flooding. Priority is given to areas where houses are flooded or likely to be flood.

7.9.8 Risk Mitigation

In Stellenbosch erosion of riverbanks is currently a problem and the river maintenance plans and the hydrological model that are currently being determined will give guidance to the interventions that is required to reduce the risk. In some instances the riverbank erosion will impact on private property. The floodline determination of the La Cotte River in Franschoek proved that some of the properties along the riverbanks are at risk in the 1:50 and 1: 100 flood events. An environmental process is currently underway to determine the way forward.

7.9.9 Risk Mitigation – Drought Response Plan

Water is probably the most fundamental and indispensable of natural resources – fundamental to life, the environment, food production, hygiene and for power generation.

Due to on-going drought and very low rainfall recorded in recent years, the municipalities in the Western Cape had to enforce water restrictions. Stellenbosch Municipality implemented Level 1 water restrictions from the 1st of November 2015 to achieve a 10% water consumption decrease. This was due to low supply dam levels and low rainfall figures during the rainy season.

This was followed with the implementation of Level 2 restrictions from March 2016 due to extreme heat conditions and even lower supply dam levels in Stellenbosch and City of Cape Town. The Level 2 restrictions included the increased tariffs for water consumption to achieve a 20% savings on the water consumption.

In Stellenbosch more stringent water restrictions in line with a level 3 water restrictions were imposed with effect from 1 December 2016 due to the lower than the norm dam levels. Water restrictions in line with Level 3B were implemented 1 February 2017 and the proposal evaluated to include on the spot fines for transgressions of the water restrictions. Currently Stellenbosch has introduced level 6B water restrictions in line with CoCT.

According to Stellenbosch Municipality water savings and restrictions must be seen as necessary in the light of the decreased supply dam levels, specific for the Western Cape. Stellenbosch Municipal also implemented these water restrictions in line with City of Cape Town implemented water restrictions.

The severity of the Drought has also triggered the Municipality to embark on a comprehensive water master plan study that takes a new look at available water resources and investigate alternative water sources to augment the Municipal's existing water supply in the drought. Groundwater is now seen as a potential water source and will be investigated and evaluated after the new water resources study is completed.

Stellenbosch Municipality embarked on a drive to minimise water losses and commenced with a water leak repair programme at indigent properties. These properties are equipped with a smart meter device restricting consumption to 400 litres per day per household.

On the first day of every month the smart meter counter restarts on zero with a new allocation of 400 litres of water per day. A 30 day month will have a total allocation of 12 000 litres of water. This smart



meter will protect the owner from unnoticed leaks on the private property and subsequent high water accounts.

The success of this initiative is largely dependent on the co-operation of the consumer taking ownership of the new smart meter. The use of the water demand management device (smart meter) has been implemented nationally with huge success and reduction in water losses.

The project is currently underway and has been received with a positive reaction from the community.

The new Water Services By-Laws were also finalised and approved by council and promulgated. This will contribute to increase management and control of water and sanitation related aspects with in the Municipality.

The Stellenbosch Disaster Management Committee, of which the water services forms part of, compiled a 90 day action plan to give direction to the first steps to react to the drought situation. Sustainable water supply is one of the water services long-term goals and the reality of the drought had led to a different the approach of master planning. This led to a new look at all alternative water resources and a new water resources master plan study. Part of the action plan was an action list that was executed to a first phase until the Drought Action Plan will be implemented.

A Drought Response Plan was also drawn up with a range of influencing factors taken into consideration. The 10-Step Drought Planning Process, founded by Dr Donald A. Wilhite, has been utilised in the development the Drought Management Plan for the SM. This Plan is an organisational tool to be used for planning, decision making and guiding the implementation of a pro-active drought response as mitigation against the effects of the drought.

This Drought Management Plan is intended to provide Municipal Officials tasked with or involved in water and sanitation related services with guidance when decision and actions need to be taken to effectively reduce the impacts of drought. The Plan included preventative as well as emergency response actions and will include actions pre-/during and post-the drought event. The Plan also allows Municipal Officials to motivate for and acquire/access to emergency funding for projects and initiatives to be implemented without necessarily having to go via the conventional procurement processes in order to ensure a timeous response.

During the last official Blue Drop certification (2012), Stellenbosch Municipality achieved Blue Drop certifications for four of its five water supply systems, with a total Blue Drop score of 95.56%. The Municipality achieved a platinum award for the Stellenbosch Water Supply System for achieving Blue Drop accreditation three times, every year since the programme's inception in 2009.

The following planning documents are continuously updated to include the latest planning: the Water Master Plan, Drought Response Plan, Water Services Audit Report and the Pipe Replacement Study and Model and all projects and daily operations are done in line with the aforementioned studies and guidelines.

7.9.10 Backlogs in water and sanitation Services

A municipality as a Water Services Authority (WSA) has a duty to all its customers or potential customers in its area of jurisdiction to progressively ensure efficient, affordable, economical and sustainable access to water and sanitation services to promote sustainable livelihoods and economic development. To ensure this it is important that the backlogs within the water and sanitation infrastructure should be addressed. Backlogs could be defined in three broad categories:

- ✿ Backlogs regarding access to basic water and sanitation services. (Basic water and sanitation services in terms of RDP standards);
- ✿ Conditional backlogs (lack of maintenance); and
- ✿ Capacity backlogs (increase in consumers).

7.9.11 Backlogs - Access to basic levels of Services

- ✿ All indigent households receive free basic water (the first ten kilo-litres of water) and sanitation services.
- ✿ All the formal households in urban areas of the municipality are provided with water connections and waterborne sanitation facilities inside the houses (higher level of service). Communal standpipes and ablution facilities are provided in the informal areas as a temporary emergency service. Communal standpipes represent the weakest part of a network's water supply services. Standpipes are often constructed in ways that cannot withstand excessive use (and abuse) and are often neglected in terms of operation and maintenance, adversely affecting the health of its already vulnerable and poor users.
- ✿ A sustainable type of water and sanitation facility needs to be provided to the households with current services levels below RDP standard. Stellenbosch Municipality is committed to supporting the private landowners as far as possible with regard to addressing the current services backlog on farms.

7.9.12 Conditional and Capacity Backlogs of Infrastructure

Resolving inequality and growing the economy will require access to water and sanitation services for the 20 000 new residential units proposed for Stellenbosch Municipality. This will require a doubling of infrastructural service points over the next 10 years.

7.9.13 Water

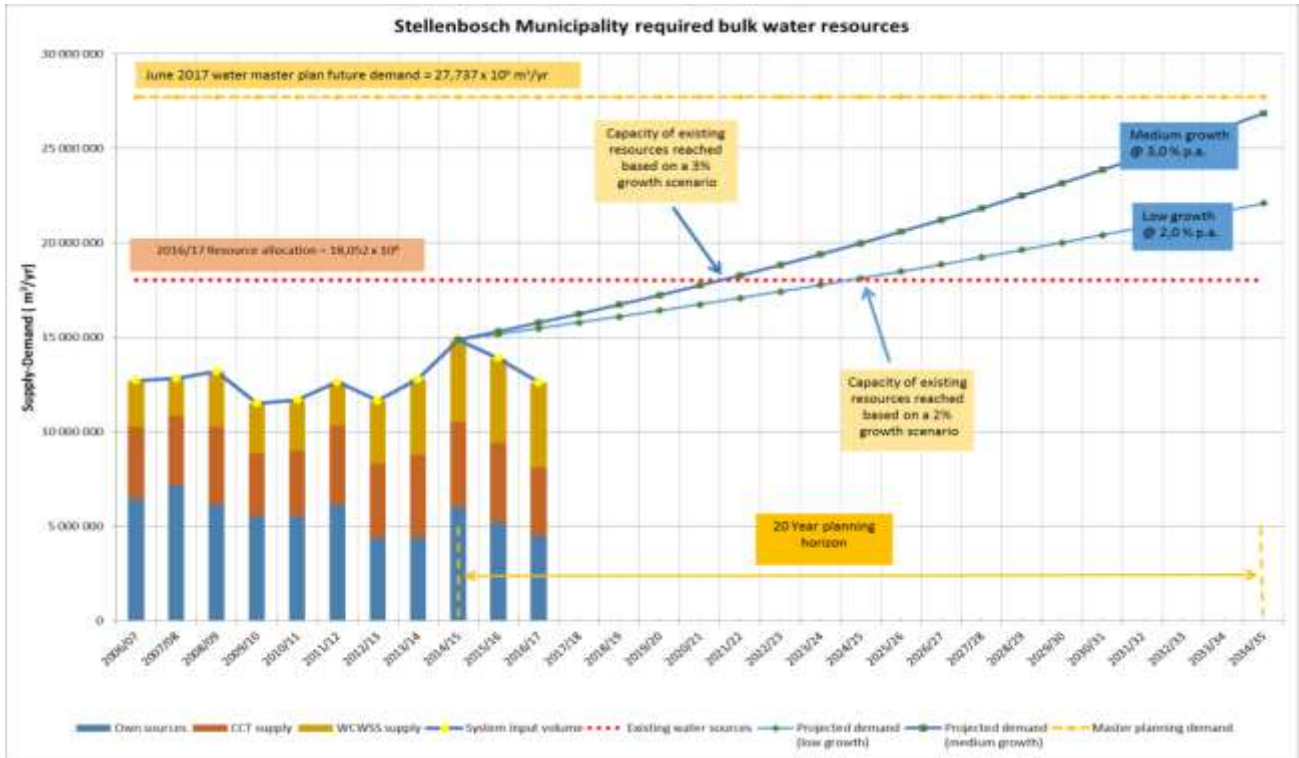
Achieving a sustainable future for Stellenbosch will depend on its ability to make best use of available resources for the benefit of all. In previous financial year reports it was estimated that about 39% of water supply infrastructure were in a poor condition and conditional backlogs were in the order of R325 million. To address these backlogs and confirm future development, approximately R 169 million was allowed for in the next three years capital budget. The water services department aims to reach the expenditure targets by the end of the financial year. Projects undertaken to address backlogs include, amongst others: Water and sanitation pipe replacement, the upgrade of bulk water-, waste water pipelines and reservoirs in Cloetesville, Franschhoek, Kayamandi, Jamestown and Stellenbosch.

7.9.14 Waste Water

Previous reports indicated that 43% of the Stellenbosch sanitation infrastructure had been in a poor or very poor condition and the condition backlog was estimated in the order of R283 million.

An amount of R 260 million was allowed for in next three years capital budget to address these backlogs and ensure sanitation infrastructure for future development. The upgrade of Stellenbosch and Klappmuts WWTW is well underway and the upgrade of the Wemmershoek WWTW had been completed. Upgrade to the Pniel WWTW is also planned for the near future. It is the intention of Stellenbosch water services department to reach the expenditure targets for the year. Construction of WWTW was completed by January 2018.

Figure 38: Water supply and accommodating growth



Updated growth in demand: 20 year planning horizon

Detailed water balance and future water demand projection models were developed as part of the WSDP process, in order to plan adequately for the augmentation of the existing water sources.

Groundwater is now seen as a potential water source and will be investigated and evaluated after the new water resources study is completed.

7.9.15 Borehole Drilling in WC024

Part of the drought mitigation plan was to manufacture and install water purification plants in the Stellenbosch Municipality water networks at strategic positions. The containerised water purification plants treat water up to SANS 0241 standards before it is included in the water supply networks.



DRAFT



Table 69: Water Losses July 2017 to June 2018

Stellenbosch water losses: Jul 2016 to Jun 2017			
Bulk water			
Treated water purchased (kl):	12 220 307		
Bulk water losses (trunk main losses), (kl)	0	0.0%	(this is just an estimate, but should be calculated in future through proper meter)
Reticulation system			
Network input (kl)	12 220 307		
Billed metered (kl)	9 156 793	74.9%	(this is all water sold based on data from the treasury system. We however expect
Non indigent metered (kl)	7 531 488	61.6%	Billed metered consumption by paying consumers
Indigents metered (kl)	1 625 305	13.3%	Billed metered consumption by Indigents
Billed unmetered (kl)	415 131	3.4%	
Unbilled metered (kl)	366 609	3.0%	
Unbilled unmetered (kl)	24 441	0.2%	(estimates based on the SWIFT analysis performed by GLS on the latest treasury estimates as calculated by GLS (Informal areas 2016)
Informal areas (kl)	462 601	3.8%	
Apparent losses (kl)	611 015	5.0%	(this can be illegal connections and other meter inaccuracies. More detail work will
Real losses (kl)	1 183 717	9.7%	(real losses within the reticulation network)
Losses of the total system (bulk water bought minus water sold)	2 648 383	21.7%	
Current annual real losses (Real network losses & bulk water losses)			

During the 2017/18 financial year, the Municipality recorded 21.7% non-revenue water.

7.10 Long Term Water Conservation and Water Demand Strategy

The Long term Water Conservation and Demand Management Strategy was approved by Council on Tuesday, 25 February 2014. Water Conservation and Demand Management (WC/WDM) is mostly more cost effective and has less environmental impact when compared with developing new sources of supply, provided there is scope for implementing WC/WDM measures. The payback period for the implementation of WC/WDM in this municipality is 3 years which is considerably less than the 20 years that one would expect with major infrastructure projects. A service provider has been appointed for the update of the WCWDS. Updating of the plan is not yet finalised and will be finalised in 2018.

It is therefore an effective way of delaying the development of infrastructure for new water resources and reducing the need to new and upgrade bulk infrastructure.

WC/WDM involves measures which:

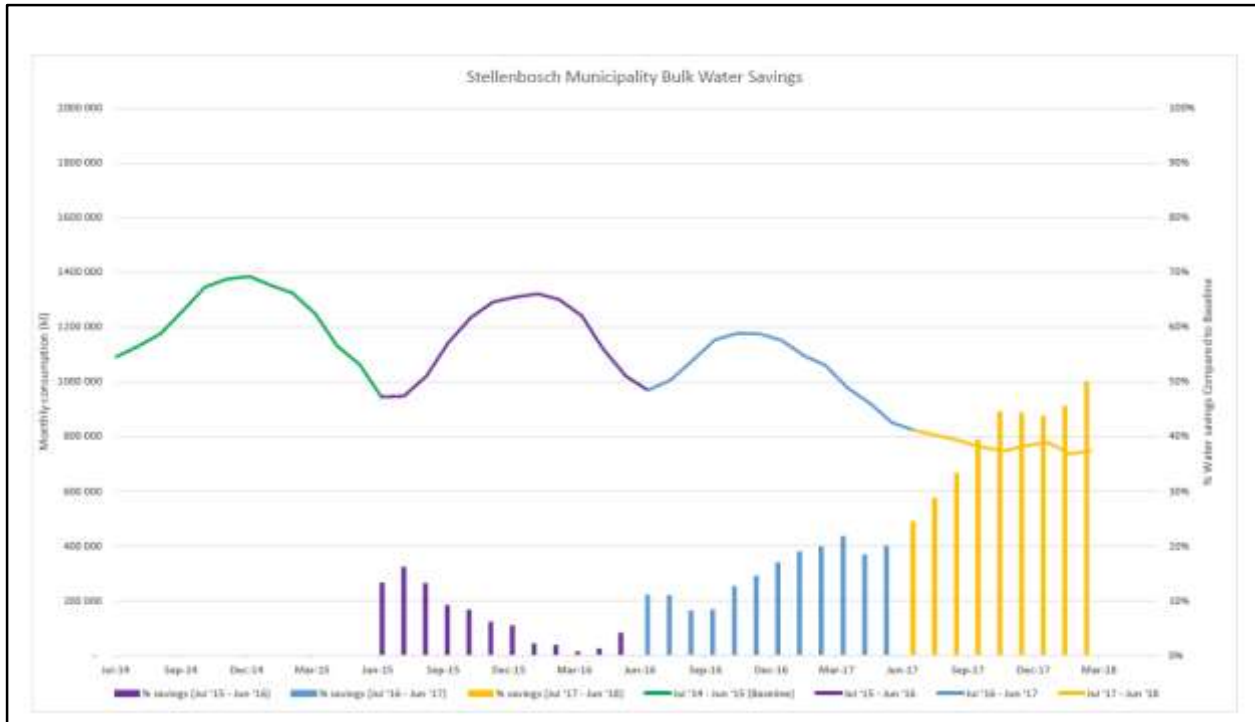
- ✿ Reduce real water losses in the water network;
- ✿ Reduce the consumption of the municipality and consumers;
- ✿ Increase the re-use of water by the municipality and consumers;
- ✿ Increase the use of alternatives to potable water by the Municipality and consumers; and
- ✿ Implement and use Management Information Systems to monitor and control water consumption.

Figure 39: Stellenbosch Water Balance Sheet for 2016/17.

System input volume			12 220 307	100%
(water demand in reticulation system)				
Potable water system	Revenue water 78.3%	Billed metered (normal)	7 531 488	61.6%
		Billed metered (indigent)	1 625 305	13.3%
		Billed unmetered	415 131	3.4%
	Non-revenue water 21.7%	Unbilled metered	366 609	3.0%
		Unbilled unmetered	24 441	0.2%
		Informal areas not metered	462 601	3.8%
		Losses in bulk supply system	0	0.0%
	UAW 14.7%	Apparent losses	611 015	5.0%
		Real network losses	1 183 717	9.7%
	Non-revenue water (NRW)			2 648 383
Real network losses			1 183 717	9.7%

The current bulk water input into the water network is 24,000 kiloliters per day (kl/d) with a level of unaccounted for water (UAW) of 14.7%.

Figure 40: Stellenbosch Bulk Water savings



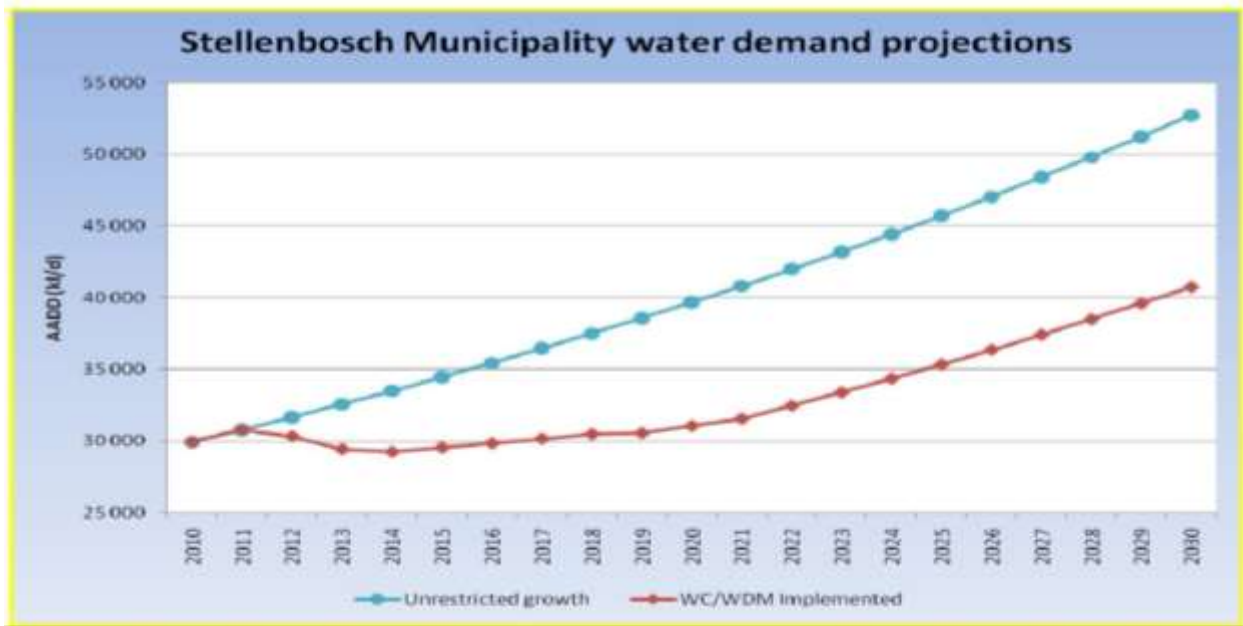
A comprehensive WC/DM strategy which includes a 10 year financial plan has been developed. The strategy has two goals. The municipality will:

- ✿ Prioritise the implementation of Water Conservation (WC) and Water Demand Management (WDM) strategy; and
- ✿ Ensure on-going planning, management, monitoring and enabling environment.

This report recommends that the municipality adopt WC and WDM as a key service delivery strategy. The WC/WDM Strategy outlines what initiatives need to be taken each year, an estimated budget for each initiative and the water savings that can be expected. The strategy will need to be updated annually incorporating the measures already implemented and those still to be implemented. It is expected that a total savings of 7,846 kl/d (26%) can be achieved over the next 10 years.

The unrestricted growth in water demand versus the growth in water demand assuming WC&WDM is implemented as shown in the figure below.

Figure 41: Unrestricted versus WDM growth in demand



Note that each town in the Municipality has water supplies independent of each other. When implementing WC/WDM in the municipality it is critical to implement in those towns where the existing supply will become inadequate for the demand the soonest. This will enable the municipality to delay the implementation of expensive infrastructure. The total budget required is R42.4 million over 10 years.

The Municipality embarked on a Drought Intervention programme that accelerated and expanded some of the WC/WDM plans and programmes.



Figure 42: Updated growth in demand: 20 year planning horizon

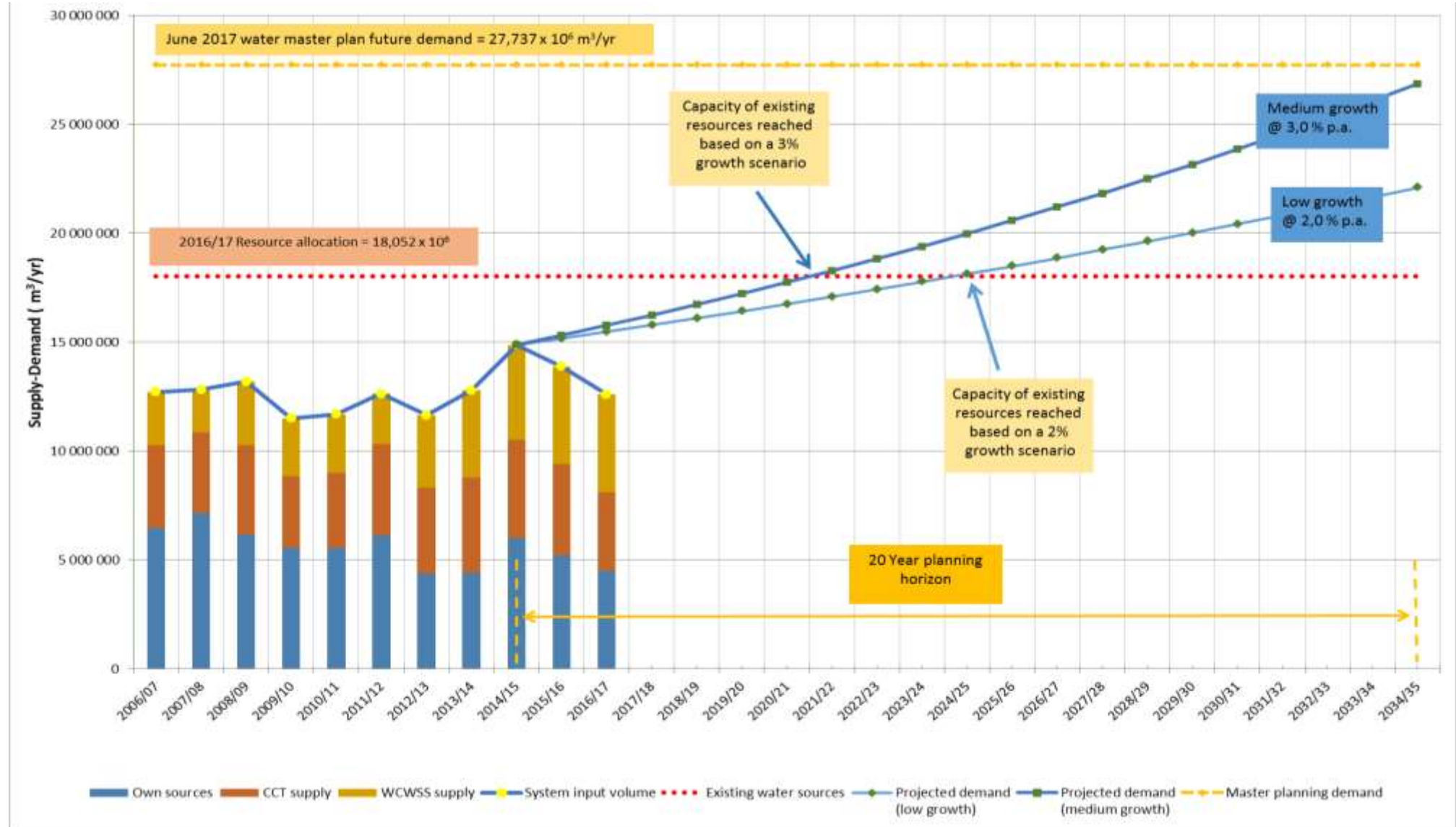


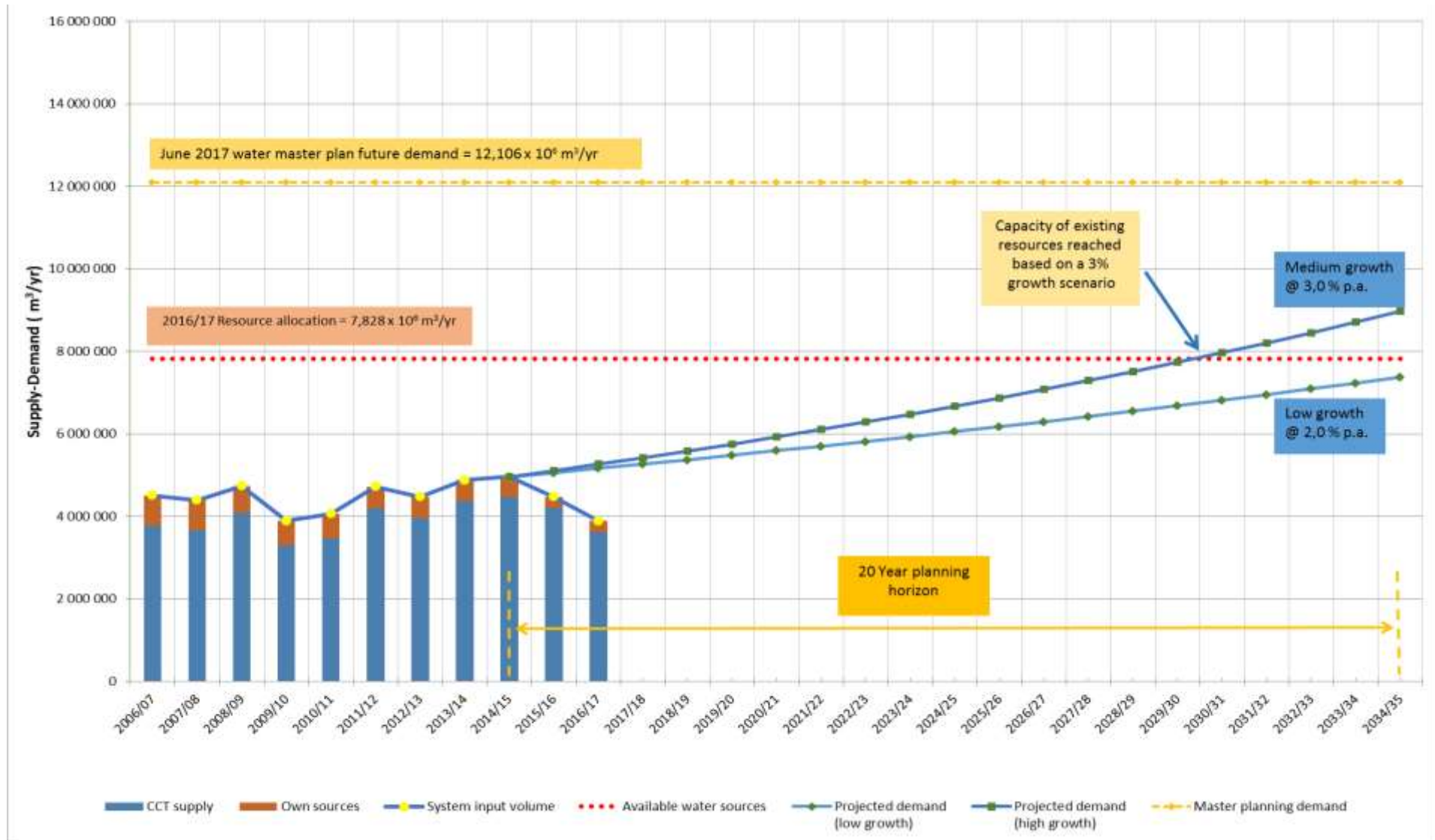


Figure 43: Updated growth in demand: 20 year planning horizon





Figure 44: Updated growth in demand: 20 year planning horizon





7.11 Safety and Security Strategy

7.11.1 Vision

The Safety plan aims to establish Stellenbosch as the safest town in the country by the year 2025. A safer environment for all the citizens of the Greater Stellenbosch area and its visitors where respect for law and order is maintained.

7.11.2 Mission

Through multi-disciplinary integrated planning and co-operative governance, maintain a zero tolerance approach towards achieving a safer environment for all residents of/and visitors to the Greater Stellenbosch Municipal area.

7.11.3 Objective

Stellenbosch Municipality has identified five strategic objectives that have become their focal points namely:

- Valley of possibility;
- Green and Sustainable Valley;
- Safe Valley;
- Dignified living; and
- Good governance and compliance.

In order to give effect to these objectives (Pillars) the safety plan aims to put civic pride and responsibility in place instead of crime and destructive behavior. It also aims to promote a safe, clean, green and healthy environment, in which the citizens and visitors to the Greater Stellenbosch area prefers to live and conduct business.

7.11.4 Background

Inadequate visible patrols create an opportunity for potential criminals to thrive and seize the opportunity to commit crime. The general public perceives the municipal law enforcement officers to have the same powers and functions as the police which is not the case.

It has been recognised that the municipal law enforcement officers have limited powers as derived from Government Notice R209 in Government Gazette 23143 dated 19 February 2002. Stellenbosch Municipality has developed and adopted a renewed Safety Plan for the WC024 area of Stellenbosch. This Safety Plan is been reviewed on an annual basis and updated to fulfil the on-going demand and challenges for a safer environment to all residents, visitors and tourists.

A Community Safety Forum (CSF) is in place consisting of members of the *community, community policing forums, neighbourhood watch, Department of Community Safety (DOCS), security partners, SAPS, internal stakeholders* (Traffic, Law Enforcement, Fire and Disaster Management) and *councillors* which meets on a quarterly basis. To enable and facilitate the strategic objective of a safer valley, the Stellenbosch Safety Initiative (SSI) was established, which is also referred to the Safety and Security Stakeholders Forum. The successful implementation of the SSI establishes more co-operation and trust amongst the different stakeholders and opens opportunities in attracting more resources from the public and private sectors including the community. A task team was established through the SSI consisting of operational members. This task team meets on a bi-weekly basis to plan and execute operations and gives feedback to the Forum on a quarterly basis of successes and achievements.



7.11.5 Strategy

From a law enforcement perspective it is necessary to play a supportive role in the fight against crime. Section 152 (1) (d) and (e) of the Constitution places a direct responsibility on local government to promote a safe and healthy environment and to encourage the involvement of communities and community organisations in the matters of local government.

To be able to implement our strategy we need to acquaint ourselves with the following.

- Demographic snapshot of the community;
- Focus on designing to eradicate crime;
- Engaging the community;
- Stakeholders;
- The Crime Prevention Action Plan; and
- Making Stellenbosch safer together.

To enable this, credible community statistics and snapshots are required to be appropriately responsive. For example, it is important to know the population demographics of our area to be able to plan accordingly. As demographics changes over time, taking into account the migratory patterns, sparsely developed new settlements, projections of the urban and rural divide, growth in informal settlement areas, student population, etc. the law enforcement strategy must adapted to remain responsive. This figurative number will assist in aligning the demand and challenges for adequate personnel, equipment and vehicles to render an effective service.

Sufficient staff and adequate equipment and vehicles are paramount to rendering an effective service throughout the entire WC024 area. This will enhance visible patrols in each ward which will be a definite crime deterrent and will be a priority for a crime prevention strategy.

The planning and design of places and buildings can assist in reducing crime by the application of improvements of lighting, fencing and surveillances of areas as well as land use. People's behaviour can be influenced by the design of that environment and reduce opportunities for potential criminals.

Extensive stakeholder consultation is part and parcel of the municipality's approach in developing a collective strategy against crime. Our key partners in developing the Community Safety Plan, include:

- South African Police Services;
- Department of Community Safety (DoCS);
- Community and Neighborhood watches;
- Community Policing Forums (CPFs);
- Private and Corporate businesses;
- Stellenbosch Farm watch;
- Correctional Services;
- Department of Justice;
- Campus Control University of Stellenbosch; and
- Stellenbosch Municipality
 - Law Enforcement
 - Traffic Services
 - Fire and Rescue
 - Disaster Management.

Building collaborative relationships with our community stakeholders and highlighting Council's commitment to maintain strong partnerships with primary Law Enforcement Agencies, remains the foundation of ensuring safety throughout the Greater Stellenbosch.



7.12 Disaster Management Plan

7.12.1 Introduction

It is generally accepted that disasters are having an increasing impact on our lives, property, environment, infrastructure, and economic and social activities. Globally, severe weather and other natural phenomena, as well as human activities, are exacting a heavy toll on us and the environment we depend on.

The results of disasters are human suffering, and damage to the resources and infrastructure on which humans rely for survival and quality of life. In the aftermath of a disaster, it is critical to rapidly determine the exact nature of the impacts and what will be required to restore the situation, or preferably to improve the situation by reducing vulnerability to future impacts.

It is even more important to intervene pro-actively, before disasters occur, to influence the process by which disaster and operational risks develop, due to increasing vulnerability, resulting in decreasing coping capacity.

7.12.2 Overview

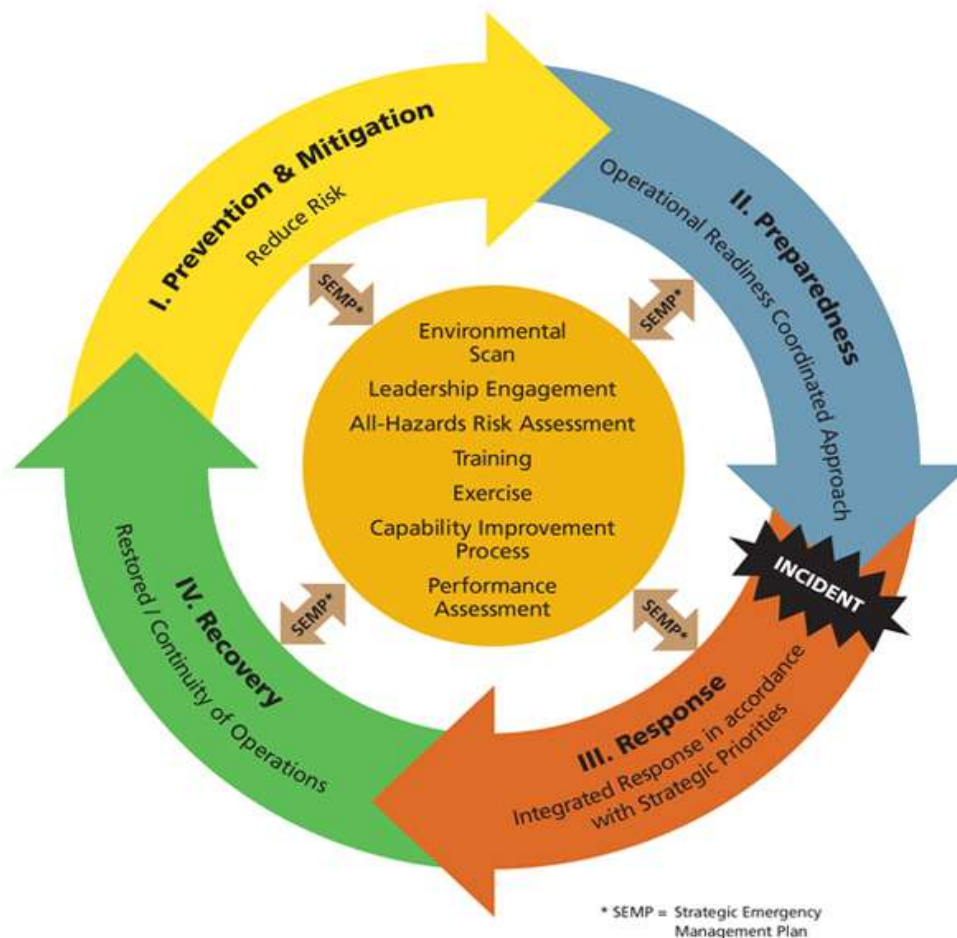
As defined by the Disaster Management Act, No. 57 of 2002 (DMA), Disaster Risk is defined as the possibility, or chance, of harmful consequence, or expected loss (of lives, people injured, property, livelihoods, economic activity disrupted or environment damaged) resulting from interactions between natural and human-induced hazards and vulnerable conditions.

It is important to note that not all disasters happen with a sudden onset, such as flash floods, earthquakes or tsunamis. It is often the slow onset disasters (e.g. environmental degradation, drought, changes in flood prone areas / flood lines) that pose the higher risk if not identified and planned for in the Disaster Management process.

The DMA defines DM as a "continuous and integrated multi-sectoral, multi-disciplinary process of planning and implementation of measures aimed at:

- ✿ preventing or reducing the risk of disasters;
- ✿ mitigating the severity or consequences of disasters;
- ✿ emergency preparedness;
- ✿ a rapid and effective response to disaster, and
- ✿ post-disaster recovery and rehabilitation."

Figure 45: Life cycle of Disaster Management – the DRM continuum



The first step for action is to make risk reduction a priority with a strong institutional basis for implementation. In South Africa, Disaster Risk Management is now regarded as 'everybody's business', emphasising the responsibilities of all role-players, and is especially not limited to those historically associated with DM.

The DMA also recognises that disasters know no boundaries and that plans and strategies should be finalised in conjunction with neighboring municipalities and higher/lower spheres of government to curb, where practical, the onslaught of disaster risk.

7.12.3 Objectives

The overall objective of developing a Disaster Management Plan is the establishment of a uniform approach to assessing and monitoring disaster risks, implementation of integrated disaster risk management plans and risk reduction programmes and effective and appropriate disaster response and recovery to inform disaster risk management planning and disaster risk reduction.

The Disaster Management Plan is reviewed annually. The latest Disaster Management Plan was approved in Council on 28 November 2018.

7.12.4 Purpose

The purpose of Stellenbosch Municipality: Disaster Management is to ensure co-ordination of multi-disciplinary and multi-sectoral risk reduction through integrated institutional capacity for Disaster Risk Management, Risk Assessment, Response and Recovery and implementation of measures aimed at:

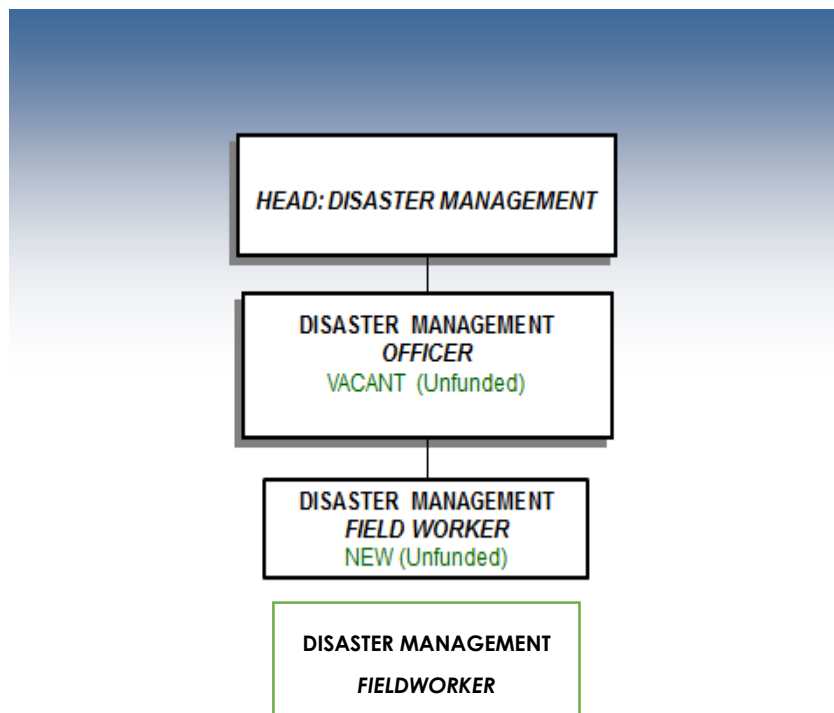
- Preventing or reducing the risk of disasters;

- ⚙ Mitigating the severity or consequences of disasters;
- ⚙ Emergency preparedness;
- ⚙ A rapid and effective response to disasters; and
- ⚙ Post- disaster recovery and rehabilitation.

7.12.5 Institutional capacity

The Disaster Management organogram of the Municipality is as follow:

Figure 46: Disaster Management organogram



The permanent staff is augmented with 2 EPWP workers. Despite the serious shortcomings this unit coordinates relief efforts and brings normality back to communities throughout the jurisdiction.

Disaster Management contributes immensely to various subject matters. With the knowledge the unit is encouraged and inspired to new heights in reducing disaster risks and building resilience among the broader communities it serves.

The Municipality must review and make provision for the urgent upgrading of the Disaster Management Department and bring it in line with the needs of our fledgling and progressive democracy, wherein our communities within the WCO24 deserve the constitutional right to a safe and healthy environment.

7.12.6 Nodal points

The Department is assigned the task of directing and facilitating the Disaster Management process. Each Municipal Department within the Municipality must assign a person/s or section within the department to be the nodal point for disaster risk management activities. Nodal points will be empowered and supported by their departments to establish, manage, and participate in departmental planning.

7.12.7 Advisory Forum

Cape Winelands District Municipality has a well-oiled Municipal Disaster Management Advisory Forum in place as prescribed by section 51 of the DM Act where the B-municipalities engage on a quarterly



basis. In addition the B's participating in the Bi-annual Advisory forum where various external entities partake.

7.12.8 Municipal Disaster Management Consultative Forum (MDMCAF)

In terms of Part 3: Powers and Duties of municipalities and municipal entities (Section 51(1)), there is no mandatory requisite for a Local Municipality to establish a Municipal DM Consultative Forum.

Stellenbosch Municipality has established the necessary institutional arrangements to give effect to the principles of co-operative governance, integrated and co-ordinated Disaster Management participation at local level.

Although experiences has proven that the interest of internal role-players is lacking, the Municipality aims to strengthen ties with all stakeholders, including the private sector, NGOs, technical experts, communities, traditional leaders and volunteers for their active participation.

A disaster policy was drafted that will be presented to Council for approval soon. The Municipality acknowledges the need to coordinate major events and incidents from a centralised control center and is moving steadfastly in making it a reality. The planning of the center is almost done after which the structural alterations will commence. This will create the ideal platform for the Joint Operating Committee (JOC) from where it can conduct its business.

7.12.9 Risk assessment

Current hazards identified which posed a risk on the WCO24.

Table 70: Disaster Management Risk Assessment

No.	Current hazards identified which posed a risk on the WCO24
1.	Drought
2.	Fire – Veld & Runaway Fires
3.	Dam Wall Failure: Ida's Valley
4.	Floods
5.	Chemical spills: Hazmat incidents
6.	Explosive storage: (fuel, gas)
7.	Environmental pollution: (air, water, ground contamination, pesticides)
8.	IT – Failure of system: Access to info
9.	Infrastructure Decay : No / dysfunctional infrastructure / service delivery (sewerage, toilets, grey water, electricity)
10.	Transport incidents (road, railway accidents)
11.	Rock Falls
12.	Aircraft accidents
13.	Seismic: Earthquakes
14.	Erosion
15.	Communicable disease: (H1N1 Influenza (Swine Flu)
16.	Insufficient hydrants
17.	Power failure
18.	Strikes / Social conflict
19.	Climate change: (high/strong winds, severe heat/cold)
20.	Poverty
21.	Chlorine stations
22.	Structural decay
23.	Population density – informal areas
24.	Crime
25.	Substance abuse
26.	High Winds

7.12.10 Focus on risk reduction

Risk reduction initiatives are essential as they form the first 'real' barrier that, if nothing else, acts as a



buffer by lowering the vulnerability of the area impacted. Furthermore, reduction is pre-emptive and is based on the perceived 'anticipated' risk supplemented by historical data.

A disaster risk assessment is the first step towards risk reduction. Disaster risk assessments, supported by effective monitoring, are essential for:

- effective risk management planning;
- sustainable development planning;
- identifying potential threats that can undermine a development's success and sustainability, making it possible to incorporate risk reduction measures into project design prior to implementation;
- identifying high risk periods and conditions, and
- activating response and preparedness actions.

The key elements of the 2019 programme included:

- targeting communities at greatest risk from fire (people with disabilities, elderly etc.);
- partnering with local municipality and fire departments;
- developing strong collaborations with individuals and community organisations,
- using local coordinators (e.g. ward councillors);
- employing local youth to install the fire alarms through the Expanded Public Works Programme;
- conducting door-to-door visits (e.g. using a home visitation programme);
- combining the smoke alarm installations with fire safety education;
- providing incentives and recognition for staff and volunteers; and
- monitoring and evaluating the programme (site visits, surveys, data collection).

By analysing vulnerabilities and current response capacity, Stellenbosch Municipality could more effectively plan and respond to emergencies. As a result build safer, more resilient communities by implementing municipal policy development and risk reduction interventions and strategies, providing some final reflections.

Relevant national organs of state must execute systematic disaster risk assessments in the following instances:

- prior to the implementation of any risk reduction, preparedness or response programme;
- as an integral part of the planning phase for large-scale housing, infrastructure or commercial/industrial developments of national significance; and
- as an integral component of the planning phase for nationally significant initiatives that affect the natural environment, and when social, economic, infrastructural, environmental, climatic or other indicators suggest changing patterns of risk.

Risk assessments must be undertaken to ensure that development initiatives maximize their vulnerability reduction outcomes. The relationship between development and Disaster (Risk) is illustrated in the Figure below.

Figure 47: 7 Global targets for Disaster Risk Management



(a) Physical planning measures

Physical planning measures include the location of public sector facilities that can reduce the vulnerability of an area, such as schools, hospitals, major infrastructural elements like wastewater treatment works and power transformers. However, the consideration of disaster risks in spatial planning is extremely important. The development of residential areas and the supporting infrastructure should always aim to reduce risk.

(b) Engineering/construction measures

Two types of engineering measures are possible. The first option results in stronger individual structures which are more resistant to hazards, while the second option creates structures to protect and alleviate against hazards, e.g. dams.

(c) Economic measures

Risk reduction measures that increase the capacity of a community to cope with future losses create resilience in dealing with losses and recovering from it. An example includes incentive grants. Economic development should be one of the main focuses of regional planning.

(d) Management and institutional measures

Institutional measures are very important and a longer term initiative, requiring institutional buy-in. Education, training, professional and technical competence, as well as budget allocations, are



crucial for success. It includes measures such as the regulation of building below flood lines.

(e) Societal measures

Public awareness is a key component of reducing risk. The creation of a safety culture is encouraged, where the community reaches consensus that risk reduction measures are desirable, feasible and affordable.

7.12.11 Drought/water scarcity

A drought plan for Stellenbosch Municipality was developed to mitigate against the prevailing water scarcity that is currently being experienced in the Western Cape.

In a collaborative effort all departments of the Municipality are creating awareness via the following media:

- SmS;
- Bulk Email release;
- Local newspaper release;
- Message alert printed on the utility bill;
- Awareness programmes; and
- Weather Forecast via TV.

Though efforts are made to visit and reach about 157 educational institutions, the main concern remains with people's attitude towards the consumption and usage of water. Disaster Management and Disaster Management Volunteers EPWP embarked on a scheduled programme for Water Wise Awareness, Fire Safety and Emergency Number.

Other risk reduction strategies include the following:

Table 71: Risk reduction strategies

Provide an advocacy platform for all through the Municipal Advisory Forum	All governments, Disaster Management practitioners, NGOs, civil society groups, businesses, academic and scientific institutions, and other interested groups will be able to demonstrate support, highlight achievements and challenges in so doing with a particular focus on life-saving measures.
Provide innovate thinking to achieve goals	Apply innovative approaches to disaster risk reduction through effective strategies to enable communities to be more resilient, should an occurrence/disaster strike.
Develop community participation programmes	Provide community level awareness raising through education, training and involvement to building a professional level cadre at all levels. Change community norms and values, which are often tied to risk and protective factors and in turn create a wider base of support for changing behaviour.
Develop multi-disciplinary relationships	Engage and reinforce through increased partnership and expanded risk reduction networks

7.12.12 Recovery & Rehabilitation

Each disaster presents emergency services with the opportunity to review, improve and learn from our experiences. It also provides the opportunity for the various departments and stake holders to work together as partners, and provide the opportunity where improvements could be made and how to further consolidate partnerships.



It also provide provision to deal with preparedness and early warnings, disaster assessment, integrated response and recovery plans, relief measures, rehabilitation and reconstruction process and monitoring of incidents and significant events, disaster review and reports.

Formal agreements exist regarding the Action Performance indicator matters related to business continuity and human resource management in order to ensure limited duplication.

7.12.13 Information Management and communication

Early Warning systems and information dissemination currently in use and are:

- Landline;
- Mobile;
- PA System;
- Loud haling;
- Bulk SmS system;
- Telemetry System;
- Radio trunking;
- Siren; and
- GIS.

7.12.14 Training, education and awareness

Awareness programmes and the creation of widespread understanding about disaster reduction have always been crucial elements in risk management strategies. The Disaster Management Department has through its on-going community outreach programmes cemented its roots amongst various communities, especially the vulnerable.

7.12.15 On-going Programmes

Table 72: On-going programmes

Flood Response	Recruit and training groups in vulnerable areas to be on alert and avail themselves to assist DM during an occurrence/disaster/programmes.
Signage	Provide Information Safety Signage at Critical Points i.e. assembly points, emergency contact numbers.
Safety Programmes at Schools/ ECD Centers / Old Age Home/ Religious Fraternities, other	Develop sustainable programmes to disseminating information on risk avoidance, hazards and their effects and disaster prevention activities.
Fire Safety	Engage with informal trade and owners of Spaza shops in combatting fires which could occur at their premises.
Streets outreach	The activities include canvassing, setting up information tables, or distributing information or supplies. By introducing sporting codes as part of the outreach provide coalition between emergency services and the target audience
Youth outreach	Based on the principle "We teach a child, we reach a household" has become the norm in Stellenbosch and is an effective way to transfer knowledge and empower the young, fragile, disabled and vulnerable.

7.12.16 Projects/ Funding requested

The following projects have been identified for consideration during the IDP and Budgetary Process.

Table 73: Projects and funding requested

Project	Amount	Capex	Opex
Updated disaster plan	200 000		200 000
Public Awareness & Training	20 000		20 000
Gazebo	20 000	20 000	



Project	Amount	Capex	Opex
Trailer (Mobile) transportation of material	15 000	15 000	
Burners (LPG) and tri-pods	20 000	20 000	
Training (First Aid)	10 000		10 000
Mascot used during awareness	20 000	20 000	
Awareness: Fold up tables	3 000	3 000	
Awareness: Camping chairs	2 000	2 000	
Fire Readiness Campaign – wrist bands display emergency number	20 000		20 000
Winter Readiness Campaign – Winter Warm Blanket Drive, Reflector bands for scholars (rural)	20 000		20 000
Annual International Disaster Risk Reduction Day (13 October 2019)	30 000		30 000
Annual Disability Awareness Month Campaign (3 November till 3 December)	20 000		20 000
Water tankers	80 000	80 000	
Total	480 000	160 000	320 000

7.12.17 Conclusion

The risks involved in disasters are determined by our 'everyday' living conditions through the vulnerabilities created by such conditions.

Disasters are therefore a complex mix of natural and other hazards and human action (and vulnerabilities). They consist of a combination of factors that determine the potential for people to be exposed to particular types of hazard. The impact of the disaster also depends fundamentally on how social and political systems interact in different societies.

These factors determine how groups of people differ in relation to income (economy), health, employment, housing and social environment. Resilience can also be impacted (positively or negatively) by risk reduction initiatives and measures.

Disaster Management therefore entails a holistic and considered approach which includes, amongst others, risk management planning, advisory services and engineering innovation. Assessing risk is the first step towards planning for it. Risk reduction measures must be inter-sectoral, inter-departmental and be part of a continuous process.

Disaster Management is a coordinating function, recognising that solutions towards risk reduction are a team effort – therefore, 'everybody's business'.

7.13 Local Economic Development Strategy

Local Economic Development (LED) is not an explicit municipal function as defined in the Constitution of the Republic of South Africa, 1996. Instead it is an obligation imposed on local government in terms of Sections 152 and 153 of The Constitution, which determine amongst others that the objects of local government are to promote social and economic development to strive, within its financial and administrative capacity, to achieve the objects set out in The Constitution, Amongst others through budgeting and planning processes to give priority to the basic needs of the community, and to promote the social and economic development of the community.

Stellenbosch Municipality is thus legally compelled to promote social and economic development in its area of jurisdiction and should play the leading role in municipal sector planning. The focus on individual sectors and spatial planning as the key focus areas, rather than on social and economic development results tends to delink economic growth benefits (increase in indicators like GDP, per capita income, etc.) into local economic development benefits (Improvement in the life expectancy rate, infant mortality rate, literacy rate and poverty rate).



Local economic development is the means of systematic identification, development and utilisation of economic opportunity, to benefit local businesses and create opportunities for local communities in order to improve the lives of residents. (Where there is positive link between economic growth and local economic development).

- ✿ As the private sector grows inclusively, poverty is reduced sustainably through job creation, and public sector income also increases.
- ✿ The growth of the informal economy reduces the demand for jobs while increasing the number of entrepreneurs and potential contributors to the private sector demand.

The health of the entire economy is important. The economy does not divide neatly into 'formal sector' and 'informal sector'. Rather, the different sectors, such as manufacturing, tourism, services, and construction, are on a continuum which has a more formal and a more informal end. The great challenge to local government, in its support for economic development, is to enable the creation of as many opportunities for work as possible, at different points long the continuum, while ensuring health and safety, orderly planning and management. All work, whether in the more formal or more informal ends of the continuum, has to be valued, and especially when unemployment is as high as reported for the Stellenbosch municipal area, and when there is a highly probable link between unemployment and crime. The numbers of people relying on the informal economy for work can and will increase and the formal economy struggles to grow and make meaningful progress in global markets.

Give the above Local Economic Development is therefore a multi-stakeholder effort in support of creating economic opportunities to for both the private sector and the local community.

7.13.1 Strategic approach

The strategic approach to LED in broad is to create opportunities at both ends of the continuum in the following ways:

- ✿ To maximise prospects of sustained economic growth, stakeholders must be permitted to strengthen their competitiveness and collaboration within the local business environment. Networking, local government responsiveness to business needs, effective service delivery and business oriented organisational structuring will be used to address this aspect;
- ✿ New business development or investment and expansion of existing businesses will be actively promoted, as the consequence of increased investment more often than not resulting in new jobs and local economic growth. Spatial development framework planning, the Integrated Zoning Scheme, aligned municipal infrastructure services provision and municipal financial management tools will be used to address this aspect;
- ✿ It appears that the formal economy is rapidly becoming more informal, as seen in the increase in the number of occupational practices and businesses run from residential premises. The informal economy offers diverse opportunities for absorbing those who have lost their jobs, and for new entrants into the economy. The integrated zoning scheme, aligned municipal infrastructure services provision and municipal financial management tools will be used to address this aspect;
- ✿ Create an enabling environment. An enabling environment refers to "a set of policies, institutions, support services and other conditions that collectively improve or create a general business setting where enterprises and business activities can start, develop and thrive." Spatial Development framework planning, the integrated zoning scheme, aligned municipal infrastructure services provision and municipal financial management tools will be used to address this aspect; and
- ✿ The formal and informal parts of the economy are mutually interdependent. The good health of one depends on the good health of the other. It is difficult to promote growth of smaller



enterprises, if the overall rate of economic growth is slow. Dedicated networking projects to create opportunities for the informal economy to contribute to the demands of the formal economy will be used to address this aspect.

7.13.2 Operations

The implementation of the strategic approach is informed by multiple stakeholders, engagements and consists of multiple tactics which are informed by regular engagements with stakeholders. These public participation engagements include sector stakeholder engagements and Integrated Development Plan engagements with all 22 wards within the Stellenbosch Municipal jurisdiction. The strategy is constantly evolving as more relevant information on the local economy and local community becomes available.

To maximise prospects of sustained economic growth, stakeholders must strengthen the systemic competitiveness of the local business environment for key sectors. Investors seek such a competitive place to do business from. Once they invest (new or expansion) the consequence more often than not are new jobs and growth.

Table 74: STRATEGY 1: Ensure effective local business networking and sector consultation to improve the Municipality's responsiveness to local businesses, entrepreneurs and the economic environment

STRATEGY 1: Ensure effective local business networking and sector consultation to improve the Municipality's responsiveness to local businesses, entrepreneurs and the economic environment.	
Programme:1	Mayor meets Business
Description	Regular meetings with different sectors of the local economy.
Progress	On-going.

Table 75: STRATEGY 2: Establish a networking and mentoring system to ensure SMME development

STRATEGY 2: Establish a networking and mentoring system to ensure SMME development.	
Programme :1	Business Outreach Programme
Description	Regular seminars and workshops facilitated by the Municipality and Private Sector Partners
Progress	On-going.
Programme: 2	Mentorship Programmes
Description	Annual mentorship programme in collaboration with a retired professional business people from Belgium and local business people.
Progress	On-going.

Table 76: STRATEGY 3: Proactively identify opportunities for new investment and expansion.

STRATEGY 3: Proactively identify opportunities for new investment and expansion.	
Programme: 1	Red Tape Reduction
Description	Fast track land development approvals and authorisations to reduce turnaround time for investors.
Progress	On-going.
Programme: 2	Identification of new niche markets and other opportunities in the local economy.
Description	Inclusion of new economic opportunities in the IDP and Economic Development Strategy identified during the municipal public engagement processes for evaluation of feasibility and implementation with stakeholders.



STRATEGY 3: Proactively identify opportunities for new investment and expansion.	
Progress	<p>The following projects were received for inclusion in the IDP and economic development strategy if there is alignment:</p> <p>Establishing new niche sectors in agri-processing in line with Project Khulisa. It is proposed the cultivation of new agricultural product and beneficiation process of HEMP on municipal agricultural land to contribute towards job creation, economic transformation and develop.</p> <p>Land reform opportunities on public land for agricultural development in the following areas:</p> <ul style="list-style-type: none"> ✚ Klapmuts; ✚ De Novo; ✚ Koelenhof; ✚ Simonsberg; ✚ Klein Drakenstein; ✚ Meerlust Forestry; ✚ Wemmershoek; ✚ Dassenberg; and ✚ Maasdorp.

Table 77: STRATEGY 4: Create an enabling environment in the informal economy.

STRATEGY 4: Create an enabling environment in the informal economy.	
Programme 1	Informal Markets
Description	Establish informal trading markets, community markets and farmers' markets at appropriate venues, with a focus on high-intensity pedestrian and tourism routes and places.
Progress	<p>R4, 3 million was received from the National Department of Small Business Development for 50% towards the cost of the Ida's Valley, Franschhoek, Cloetesville, Kayamandi informal trading sites. Ida's Valley informal Market has been completed. Site handover to the contractors for Franschhoek, Cloetesville and Kayamandi took place in April 2018.</p> <p>Construction on the Groendal and Klapmuts informal markets will take place in the 2018/19 financial year</p> <p>Municipality has allocated R11.5 million of its 2018/19 capital budget to local economic development as well as R7.950 million in 2019/20 and R4.250 million in 2020/21. This allocation is for the establishment of Informal Trading Sites in Kayamandi (R4.9 million), Klapmuts (R4.0 million) and Groendal (R2.7 million), a Local Economic Hub for Jamestown (R4.3 million), establishment of informal trading markets in Bird Street (R3.3 million) and a Heritage Tourism Centre in Jamestown (R1.5 million)</p>
Programme 2	Local Economic Development Hubs.
Description	Establish local economic development hubs and allow for the outsourcing of the management of the Hubs to improve efficiency and to strengthen local business opportunities. These hubs will provide to provide entrepreneurs, start-up businesses or growth-orientated SMME's access to appropriate rental space, affordable businesses services, flexible leases and access to the mainstream economic activities, where better market access could improve their success ratios.
Progress	Four hubs have been advertised for Calls for Proposals. The proposals have been evaluated and will serve at Council for approval. These hubs are situated in Groendal, Franschhoek, Stellenbosch (Old Clinic and Landbou).
Programme 3	Entrepreneurs in Waste
Description	Promote the development of waste reuse, recycling and reduction networks by involving emerging entrepreneurs in the solid waste management system.
Progress	To date the Municipality is piloting a project with tricycles in waste. This entails a few entrepreneurs operating tricycles to do waste recycling
Programme 4	Development of Public Open Spaces
Description	Facilitate the development of recreational attractions in selected natural environments and established cooperatives in local communities to participate in the development, management and marketing of these attractions.
Progress	Two sites has been identified as pilot projects to develop business plans: Jan Marais Park Pniel River Park

Table 78: STRATEGY 5: Manage and develop tourism as one of the key economic sectors

STRATEGY 5: Manage and develop tourism as one of the key economic sectors	
Programme 1	Tourism Development
Description	Facilitate the development of tourism attractions in all sectors and at all levels of the local economy.
Progress	<p>A Strategic Tourism Business Plan is in development to:</p> <ul style="list-style-type: none"> ❖ Strategic Tourism Business Plan- to identify and guide processes and role-players to properly develop the natural endowments of the area as transformative tourism catalysts; ❖ Integrated route/trail development- MTB, Hiking, Running, horse-riding; ❖ Accommodation, food, maintenance and security on trails and routes; ❖ Development of activities around, and inclusion of Ida's Valley Dam and Berg River dam into route/trail development; ❖ Development of old Donkey Trail over Jonkershoek into Dwarsrivier Valley; and ❖ Development of Tourism internships through the EPWP programme. <p>Develop "off-road" (non-motorised) connection between Franschoek and Dwarsrivier and Stellenbosch.</p> <p>Development of open public space as artisanal trading and cultural performance space to enable transformative market access.</p> <p>Co-ordinate and create linkages between role-players in the development of the MICE sector (meetings incentives, conferences and exhibitions), which is a very important mechanism to counter seasonality</p> <p>Sport tourism- this sector covers the high-performance sector- off-season training for high performance teams and individuals from overseas who will stay and train for lengthy periods, as well as adventure sport, rock climbing, paragliding, and recreational sport- trail running, slack-packing</p> <p>New niches has been identified such as mountain bike trails, business conferencing</p>
Programme 2	Development of a Tourism Policy
Description	Ensure implementation of strategies to develop and transform the tourism sector, and ensure equitable and appropriate funding.
Progress	To be commissioned in 2018/19 financial year

Table 79: STRATEGY 6: Facilitate rural development and farmer support

STRATEGY 6: Facilitate rural development and farmer support	
Programme 1	Access to Municipal Agricultural Land
Description	Facilitate the development of new farming operations for emerging farmers on municipal land and through cooperation with existing farms.
Progress	<p>As part of the Agri-Park project Stellenbosch Council approve the establishment of a Farmers Production Support Unit on a portion of land as part of a 65 hectares of land which is under lease to 10 emerging farmers.</p> <p>Funding of R1,6 million has been allocated by the Department of Agriculture for the implementation of an additional pipeline for the small farmers on the Annandale Road.</p>
Programme 2	Collaboration
Description	Collaborate with the Departments of Agriculture, Rural Development and Land Affairs around land and farming matters.
Progress	A policy for the Management of Municipal Agricultural Land has been approved by Council The aim of the policy is to provide access to land to emerging farmers and the establishment of an Advisory Body to advise the Municipality on the development of its agricultural land.
Programme 3	Halaal Industrial Park
Description	As part of the Provincial Strategic Goal to grow the economy and create jobs, the Province has identified the Halaal Industry as one of the key areas to support in the Agri processing Sector of the economy. As one of the subsequent projects, a business case and investor prospectus has been developed for each of three potential Halaal Industrial Park sites.
Progress	Two areas in the Stellenbosch Municipal area has been identified as possible sites for a proposed Halaal Industrial Park. The feasibility studies on both sides have been completed and intergovernmental engagements are currently taking place to decide on the preferred site.

Table 80: STRATEGY 7: Facilitate the participation of local and small businesses in the provision of municipal services

STRATEGY 7: Facilitate the participation of local and small businesses in the provision of municipal services	
Programme 1	Implementation of Smart Procurement strategies
Description	A tool for business development and contractor development through the Supply Chain Management process.

**Table 81: STRATEGY 8: Facilitate income generating opportunities for the unemployed.**

STRATEGY 8: Facilitate income generating opportunities for the unemployed.	
Programme 1	Expanded Public Works Programme
Description	The provision of income generating opportunities and skills development by making use of labour intensive methods is public funded.
Progress	EPWP funding for the 2018/19 financial year totals R5.722 million, an increase from the R4.820 million in 2017/18 (and R1.758 million in 2016/17). The Municipality created 1 439 part-time jobs in 2016/17 from the EPWP grant allocation, 106 full-time equivalent jobs are planned for 2017/18.

7.14 Community Development Strategy

The Department of Community Development must also give effect to the Constitution of South Africa 1996 (Section 152 – the objects of local government) in that it must see to the objects of local government (To promote social and economic development; and to promote a safe and healthy environment).

Moreover, Schedule 4b and 5b also lists functions of local government to include the following which has relevance to Community Development functions:

- Child care facilities;
- Building regulations (with reference to SANS 10400S);
- Municipal Planning (with reference to ECD registration applications and provision to be made for social infrastructure inclusive of education and health services);
- Municipal public works (accessibility);
- Local amenities (with reference to the contribution to social development);
- Local sport fields (with reference to the contribution to social development);
- Municipal parks and recreation (with reference to the contribution to social development); and
- Municipal roads (accessibility).

The Intergovernmental Relations Framework Act, 2005 (No. 13 of 2005) (IGRFA) which defines the relationship between the three spheres of government and facilitates co-ordination in the implementation of policy and legislation, includes coherent government, effective provision of services, monitoring implementation of policy and legislation and realisation of national policies. Because these services are primarily provided by national and provincial spheres of government, but significantly affect local communities and residents, this department/function plays a pivotal role.

The Systems Act 32 (2000) further demonstrates in chapter 4 the mandate of the department to develop a culture of community participation (16 (1)b) in order to contribute to building the capacity of— (i) the local community to enable it to participate in the affairs of the municipality (networks and forums) and must do so with specific emphasis on the inclusion of (17(2)) the specific needs of (a) people who cannot read or write; (b) people with disabilities; (c) women; and (d) other disadvantaged groups.

The White Paper on Local Government (1998:23-26) identifies four interrelated characteristics of the role and function of Local Government related to community development:

- Maximising social development and economic growth: The role and function of Local Government is to promote the development of communities so that basic needs of the poor and vulnerable are met. It involves regulation of service delivery. This means that Local Government is not directly responsible for services, but rather to take steps (i.e. strategies) to encourage good service delivery that addresses the specific needs of the specific community. It could therefore be viewed as a facilitation role. Partnerships between organisations could be encouraged, training opportunities could be provided and facilities could be developed to support existing service providers in the community;



- ✿ Integrating and coordinating: Coordination should include national and provincial departments, trade unions, community groups and private sector institutions. "Developmental Local Government must provide a vision and leadership for all those who have a role to play in achieving local prosperity." An IDP could contribute to proper coordination;
- ✿ Democratizing development: Local Government practices should be aimed at the involvement of "...citizens and community groups in the design and delivery of municipal programmes". Coordination should lead to democratic "...leadership, encouragement, practical support and resources for community action". Another key aspect is that democratic development should aim to involve all community groups; and
- ✿ Leading and learning: Community development should lead to networks, partnerships and coalitions. It includes training opportunities and awareness programmes. The ultimate aim is to empower communities and to create opportunities for sustainable change and growth. The emphasis is therefore on capacity building within communities.

The above characteristics are aimed at the improvement of service delivery within the constraints of available resources. As mentioned before, partnerships with businesses and Non-profit Organisation's (NGO's) become a key aspect of this developmental model (White Paper on Local Government, 1998:35). These services are aimed at specific vulnerable groups and social issues, also highlighted in policy documents.

Further to the above the Department gives effect to the strategic goal of Dignified Living in the IDP of Stellenbosch Municipality through:

- ✿ The implementation of critical key performance areas and processes associated with the creation of a conducive environment for community / social development forging relations with international, national, provincial and local stakeholders and the generation of current social data; and
- ✿ The development of six vulnerable groups (youth, gender, children, elderly, people living on the street, people living with disability) within the municipal area through strategy and policy development and monitoring and reporting on the intended goals of the department's key performance areas.

Table 82: Youth related functions and current programmes

The Department's main Youth related functions and current programmes		
Programme	Impact	Budget
Job readiness Programmes and capacity building sessions in partnership with DSD and local NGO's.	Reaching about 120 youth.	R 30 000
Accredited Artisan Youth Skills Development and Learner and Driver License training.	Reaching 150 youth per annum.	R 1 900 000
Annual Career exhibition for high school learners in partnership with DoE.	Reaching 1 000 youth from all schools.	R 40 000
DCAS District Drama Festival in partnership with DCAS.	Reaching 3 youth groups. 2018-2019 Saw Makapula High School reaching the finals in the Art Scape Theatre.	R 10 000
JPI 27: Establish Stellenbosch Municipality as a centre of innovation in terms of youth empowerment: Sport art and cultural programmes in partnership with DCAS, DoE, DoH, DCS, DSD.	Action Plan Development for interventions at Pniel Primary School and Makapula High School. Establish and strengthen relationships between representatives from schools and different government departments.	R 20 000



Table 83: Gender related functions and current programmes

The Department's main Gender related functions and current programmes		
Programme	Impact	Budget
Young motherhood programme: In partnership with DSD, DoE and NGO's	Reaching 40 women	R10 000
Fatherhood programme: In partnership with DSD, SAPS and NGO's	Reaching 40 men	R10 000
Women's Day: Domestic Violence against women and children	Reaching 60 women	R15 000
16 Days of Activism - launch	Reaching 30 representatives	R 10 000
Girl Re-usable sanitary towel project in partnership with BFF Safetygroup, Sisi and DoE.	Reaching 427 female learners	R 5 000

Table 84: Children related functions and current programmes

The Department's main Children related functions and current programmes	
Programme	
<ul style="list-style-type: none"> ⌘ Department of Social Development ⌘ Serving: 134 ECD's within the Stellenbosch Municipal Area with a budget of R80 000 per annum ⌘ Capacity building of ECDs through the following training programmes: Nutrition and Hygiene, FAS, Fire Safety, Good Governance, Financial Management and Facility Registration ⌘ Allocation of suitable infrastructure for operations of ECD and partial care facilities where available. ⌘ Assistance with registration: Internal support with planning processes, fire safety certificates. - External – DSD, CWDM – health requirements ⌘ Monthly GIS Mapping and updating of ECD facilities ⌘ Partnering with organisations such as JAM SA to ensure optimal ECD facility development ⌘ Municipal Policy Implementation (Policy has been approved. ⌘ Child safety programmes ⌘ Financial Training for GiA Applications and DSD subsidy applications 	

Table 85: Elderly and disability programmes

Main Programmes		
Programme	Impact	Budget
Disability Programmes		
International Disability Day and other joint programmes	350 people per annum	R25 000
Municipal Universal Access Implementation Plan	Serving all residents of the municipality	R 38 000
Elderly Programmes		
Golden Games	11 groups and 400 individuals per annum	R 30 000
Elderly Club Development	11 groups per annum	R 30 000
People living on the street		
Policy Implementation	Awareness Raising of the Give Responsibly Campaign Development of local SOP to deal with mentally ill persons on the street involving SAPS, DoH, Municipal Law Enforcement and Justice	R 20 000
Grant-in-aid Programmes		
Support of local organisations	100 organisations serving vulnerable groups and needs identified through the IDP process per annum	R 2 000 000 per annum
Social Relief		
Social relief of distress	Ave 4 per month	R 1 500 000 per annum
Ward Projects	Community development related projects w.r.t. gender/children/disability/elderly programmes consisting of about 70 projects per annum	R 1 300 000



7.14.1 Policy development and alignment

- Policy alignment with UA policy over the next couple of years. Will effect standards of service delivery and service all residents of the municipality with no associated cost at the moment.
- Implementation of a Street People Policy for implementation in partnership with local service providers.

The Department's main Grant-in-aid related functions and current programmes include the following:

- The Grant in Aid programme include three capacity building workshops (financial management (1) and "how to apply" workshops (2), assessment of applications and compliance to MFMA requirements, preparation of budget documentation and contracting with successful applications prior to donations being made. Total time span of process = 7 months per annum);
- The annual review of the Grant in Aid policy has led to the inclusion of the development of a community network for services for street people.

The Department's main related functions and current programmes related to Social relief of distress include the following:

- Hot meals;
- Accommodation;
- Food parcels;
- Dignity items;
- Blankets and mattresses;
- Coordination of social services required per incident with DSD and SASSA; and
- Monitoring and documentation of services rendered per incident.

The Department's main Ward Projects related functions and current programmes include the following:

- Hourly human resources equivalent of almost 1 fulltime position. (Senior Admin Officer) due to site meetings, planning meetings (pre and post with ward committees and individual councillors), event management up to reporting on expenses, statistics and whether the objectives were met. Assistance with drawing up of project plans also required; and
- Facilitation of Ward Allocation Policy Development.

The Department's main Transversal issues related functions and current programmes include the following:

- Substance Abuse – no specific programmes currently. EC Alcohol Related Harms reduction policy – Green Paper: Require municipal support in the organisation of local coordinated responses from NGO's to government departments in order to develop and implement local responses;
- Capacity building of local groups/ structures and organisations – see under the different functions listed above;
- Networking and Coordination (R 15 000);
- Stellenbosch Civil Advocacy Network (SCAN) (replaced the Stellenbosch Welfare Coordinating Committee);
- MSAT (Health) incorporated into SCAN;
- Stellenbosch Disability Forum; and
- ECD Forums in Kayamandi, Franschoek, Cloetesville, Klapmuts and Ida's Valley.

The Community Development Strategy, developed by the Department of Community Development, was approved by Council in October 2014 and reviewed in August 2017. The review focused on measuring implementation of the strategy rather than suggesting major changes to the strategy document. Apart from the literature review, focus group discussions were held with various



stakeholders including DoE, SAPS, Doha and DSD and local NGO's and church groupings. This strategy looks at formal agreements between Stellenbosch Municipality and provincial departments, but also outlines the focus areas of these agreements.

The Strategy is divided into three sections. The first contains the literature review and the Goals of this review. The second section contains the goals of the focus group discussions conducted. The important issue here is to look at how Stellenbosch Municipality (with its available resources) can reach or come as close as possible to addressing the issues identified as part of the literature review and focus group discussions. The strategy thus has the following goals:

Goal 1: To facilitate transparent communication between Provincial Government Departments, Local Government and the community of Stellenbosch LM (external and internal focus). The development of the Joint Planning Initiatives provided an approach of intergovernmental communication and planning that could form the basis of collaboration on projects. Continuous cooperation between DSD, DoE and DCAS on existing programmes furthers the relationship between Stellenbosch Municipality and provincial counterparts laying the foundation for good working relationships. Although a step in a positive direction it is often experienced that provincial departments are bound by pre-existing programmes and budgets and are not flexible to adjust to community needs.

General Evaluation: Goal 1: The object is to ensure information flow relating to needs of communities and provincial service delivery. The problem with this objective within a line department is that it can become confusing to communities and provincial departments as the approved communication and alignment of community needs is vested within the IDP process and thus department. Participation in the IDP process by the Community Development Department is crucial and active involvement with the approved JPI processes can assist to better the communication. Progress has been made in relation to co-ownership in the planning process at Makapula High School. It is expected to collaboratively develop an action plan with inputs from the different provincial departments and the different layers at the school. (Governing Body, educators and learners.)

Goal 2: To facilitate and coordinate the development and sustainment of networks and partnerships (external focus). A renewed interest in bringing the different service providers within the social sector has led to 1. The development of the Stellenbosch Disability Network. This forum currently provides excellent opportunity for sharing of information, but has also lead to a couple of joint initiatives and 2. A new look at the role and function of SWOKK (Stellenbosch Welfare Organisation Coordinating Committee). Although dormant for the past two years representatives of different role players in the social sector including the university and the municipality has started to take a critical look at the role and function of a network of this nature. We are hoping that this will lead to a format that will leave space for existing networks to continue with the work they are doing, but to also be able to provide a view of what is happening within Stellenbosch across boundaries that influences human and community development. Developments in this regard has led to the adoption of a new networking structure called the Stellenbosch Civil Advocacy Network (SCAN) which has led to exciting electronic monthly newsletters and quarterly engagements focusing on different issues.

General Evaluation Goal 2: Since the development of the strategy in 2014, a number of networks have started. These include: e-bosch, Stellenbosch Disability Network and the JPI 27 working group. Participation in all networks is problematic due to limited capacity within the department. Sustainability of networks is also problematic as it is vulnerable to individual agendas of organisations or individuals. Building capacity within communities to sustain these networks and provision of a platform for information sharing could contribute to alleviate the burden on civil society to sustain the networks. It requires strong administrative skills and the ability to separate the need of the organisation from that of the bigger issue. It is a slow and painstaking process, but a worthwhile goal to keep working towards. Recent work done in relation to the development of a municipal Street People policy and collaborative approach towards addressing the issues of persons living on the street has



contributed to the implementation of the Stellenbosch, Give Responsibly Campaign. Although there is no formal network for persons living on the street, the campaign is a first collaborative response to making local services accessible to persons living on the street. It also provides a unified response to the issue from the side of the public in that all participating organizations can be supported by supporting one campaign.

Goal 3: To facilitate and coordinate opportunities to build the capacity of community members and resources (internal and external focus). The municipality has built their Grant in Aid programme to a level where it not only provides financial support to organisations, but also built capacity within organisation focusing on financial management and governance. Other initiatives include training of ECD practitioners in partnership with DSD.

General evaluation: Goal 3: The department has a strong history of capacity building in most of its programmes. It is an underlying principle to all work that we do. The current budget is sufficient to include this goal without having to source additional funding. The accredited youth skills development programme can however become costly, but in terms of the overall municipal budget it should not be seen as problematic. Utilising the EPWP programme and partners who ensure relationships with the local hospitality industry to ensure employment contribute to the value of the programme and budget spent.

The department started with active promotion of the EPWP and CWP programme to assist local NGO's who struggle with capacity issues.

There are still opportunities for further development to include the identified capacity building programmes not yet addressed. Current departmental human capacity is a problem. Communication and alignment with the Community Safety Department and other NGO's through Grant in Aid could be a vehicle through which this gap can be addressed.

Goal 4: Internal mainstreaming of social issues and vulnerable groups (internal focus) The municipality has adopted an Universal Access Policy speaking to the mainstreaming of projects within the municipality that will not only speak to persons with disabilities, but will also address issues experienced by elderly persons and mothers with children. A study on the accessibility of municipal infrastructure and facilities were completed which lead to an implementation plan that not only focus on physical access, but also operational deliverables that will look at process and product related in-accessibility. The department is hoping to have this plan approved by council in the near future.

General Evaluation: Goal 4: Mainstreaming of social / community development issues is problematic. The department has spent a lot of time and energy on creating a common understanding on UA among directorates, but it is still seen as the function and responsibility of the Community Development Department. Policy development and incorporation into performance management seems like a way to address this, but even then it is still unsure as to how successful this is. Line department comments on social related policies experience the following reactions:

- No comment;
- Support for the policy as they feel that it does not have implications for them; and
- Strong rejection of the policy and non-committal type of responses if departments are pushed to identify their role in the policy.

Goal 5: To facilitate and coordinate resource management to ensure accessibility of service delivery in Stellenbosch LM (internal and external focus). Stellenbosch Municipality has recently acquired the software that will enable it to map not only municipal services and needs experienced by the community, but where we will also be able to map social assets. The first completed layer includes the mapping of all registered and unregistered ECD's within the community. Capacity constraints within the department has led to little further development.



Goal 6: To evaluate the Goals of the strategy. Capacity remains a problem within the department. The focus on alignment of the organogram with mSCOA defined municipal functions leaves the department with little bargaining room when it comes to motivation for additional capacity. The previous way of addressing the short coming through the EPWP programme did not survive as funding for EPWP was not approved through municipal funding and the department is reliant on national funding which are limited due to competition for the funding internally. It is becoming clearer that municipalities will have to define their role with regards to community / social development more clearly.

One of the Joint planning initiatives established between the Provincial Department of Local Government as well as other spheres of government is to establish the Stellenbosch Municipality as a centre of innovation in terms of youth empowerment with the focus on Sports, Arts and culture programmes. This initiative developed as a pilot programme in two schools (Pniel Primary and Makupula High School). The first intervention included a needs analysis based on the same format as the IDP ward needs analysis. It included the views of learners, teachers and parents to establish the focus of interventions as envisaged by the different representatives making up the school community that would bring about change to affect learner performance in the schools. The Goals of the study will be utilised to update the Community Development Strategy with a specific focus on the communities surrounding the schools.

On-going programmes of the department of Social development to contribute towards the Joint planning initiative as well as to Social Crime prevention include the following:

- ✦ **Golden Games:** The Golden Games is a national event where persons older than 60 compete in various sporting codes on a provincial basis. This is an annual event. The aim is to keep the elderly active for longer within their respective communities. The aim of the event is also to raise awareness amongst the elderly regarding their human rights. The games are done in collaboration with the Department of Cultural affairs and sport; CWDM and the B-municipalities in our region;
- ✦ **Indigenous games:** The programme came to a halt with the vacant position not being filled; and
- ✦ **Drama Festival:** This is an annual regional event in partnership with the Department of Cultural Affairs and Sport and B-municipalities within the Cape Winelands region as well as the District Municipality. The youth are being developed in the performing arts starting with various workshops such as the script writing, performance, etc. The length of the programme is scheduled for a year, from May as it builds up to the annual Suid-Oosterfees that takes place in Cape Town.

Community Development Department is significantly under resourced and not able to simultaneously undertake the functions or participate in the current programmes as listed above:

- ✦ Priority is given to social relief of distress, for which purpose an appropriate vehicle, storage space and office accommodation is required;
- ✦ On-going priority is given to matters related to childcare facilities. Considering that the norm from a land use planning perspective is for the establishment of one such facility for every 600 households, it is clear that the current staff cannot attend to all the existing formalised facilities, let alone the informal facilities requiring formalisation; and
- ✦ Additional staff and an organisational restructuring is required in order for the Department to efficiently execute its functions, alternatively its disaster management functions need to be moved and the organisational structure focused on the on-going priorities.



7.15 Human Resources Strategy

7.15.1 Introduction

A high quality and responsive Stellenbosch Municipality, with a focus on skills identification, supply, demand, retention, employability and social mobility, is essential if we are to realise our IDP ambitions. As such Stellenbosch Municipality needs to be pre-emptive in terms of its human resource requirements and more responsive to service delivery improvement and best practise. The strategic role of HRM&D (Human Resource Management and Development) is ultimately to facilitate performance improvement through people. The table below provides a clarification of roles and involves the following:

- Understanding the business environment within which HRM&D operates;
- Partnering with management in effective people practices;
- Enabling change and transition;
- Engaging constructively with internal and external stakeholders groups; and
- Delivering on service level commitments.

DRAFT



Table 86: Clarifying the role of HRM&D vis-à-vis Manager and employees

HRM	Line	Employees
<ul style="list-style-type: none"> • Develops HRM&D strategies, principles, policies and procedures in line with business requirements • Ensures consistency and standardisation of processes and practices across the municipality • Provides expert advisory services • Ensure application of appropriate best practice HRM&D service • Partners line management in effective people practices • Enables change and transition • Facilitates assimilation of culture and values • Build capacity of line managers to effectively manage people • Ensure good corporate governance around HRM&D practices • Delivers on service level agreements • Measures and reports on the effectiveness of HRM&D services within municipality • Interaction and negotiations with trade unions and feedback. 	<ul style="list-style-type: none"> • Partners with HRM&D in developing and implementing HRM&D strategies to achieve results • Manage people according HRM&D principles, policies and procedures • Complies with HRM&D legal requirements • Proactively engages and partners with HRM&D around business and people challenges and solutions • Initiate and leads change • Drives the organisational values • Takes responsibility for being informed of HRM&D matters and building own people management skills • Follows fair and procedural HRM&D practices and processes • Ensures high performance through effective performance management and retention practices • Communicates and gives feedback on service level expectations • Tracks and measures the impact of HRM&D strategies in functional areas • Measure and reports on the effectiveness of people management within functional areas. 	<p>Partners with line and HRM&D to:</p> <ul style="list-style-type: none"> • Remain relevant to local government by taking responsibility for own performance development and career planning • Taking advantage for appropriate opportunities for development • Remain informed of HRM&D policy and procedure • Discuss expectations • Take personal accountability for and support change initiatives • Live the organisational values • Participate in HRM&D surveys and feedback mechanisms • Provides feedback to / and liaises with Unions and relevant employee forums.



7.15.2 Conclusion

This HRM&D Framework provides Stellenbosch Municipality with the structure to plan, implement, monitor and improve its HRM&D standards. This framework does not operate in isolation and will be central to all activities involving the human resources of Stellenbosch Municipality. It is therefore not a HR document but must be “owned” by Council, management, staff and trade unions. Since the field of HR management is a dynamic discipline, it is envisaged that this framework will change and develop over time to reflect the realities of our environment.

Table 87: Key Strategies

Strategic Objective	Key strategies	Alignment with HR Standards
Valley of Possibility	<ul style="list-style-type: none"> ✦ Ensuring that infrastructure and services planning and resourcing occurs over the long term in a sustainable manner, and draws on the expertise of other service delivery agencies, the private sector, and the University. 	Strategic HR Management
A Green and Sustainable Valley	<ul style="list-style-type: none"> ✦ Focusing more strongly on the environmental planning and management function, including appropriate resourcing. 	Strategic HR Management Talent Management Learning and Development
A Safe Valley	<ul style="list-style-type: none"> ✦ Securing adequate permanently employed HR, facilities and equipment (specifically fleet) to undertake the specialist functions of traffic management, fire and rescue services, and disaster and event management on a 24/7 basis and to comply with legal standards. ✦ Establishing adequate, integrated law enforcement capacity, present in every ward of the Municipality. 	Strategic HR Management Learning and Development
Dignified Living	<ul style="list-style-type: none"> ✦ Ensuring the delivery of a comprehensive range of services to vulnerable groups, and the coordinated cooperation of service providers at all levels in the delivery and management of services to these groups 	Learning and Development
Good Governance and Compliance	<ul style="list-style-type: none"> ✦ Ensuring that functional areas have the capacity and readiness to deliver services in terms of short-, medium- and longer-term objectives and targets. ✦ Ensuring that all staff has the opportunity for leadership development within their functional areas, and municipal management generally. ✦ Ensuring regular performance management of staff at all levels within the organisation. ✦ Undertaking strategic planning for the longer and shorter terms, the Municipality as a whole, and local areas ✦ Implementing regular auditing of processes. ✦ Celebrating excellence in service delivery, external and internal to the Municipality. ✦ Renewing intergovernmental efforts to establish a municipal court in Stellenbosch. 	Strategic HR Management Talent Management Learning and Development Performance Management/ Reward and Recognition Strategic HR Management HR Risk Management Reward and Recognition Talent Management



7.16 ICT Strategy

7.16.1 Background

Information and Communication Technology (ICT) Systems and Services are playing an ever-increasing role as a strategic enabler of organisational transformation and service delivery in the public sector. There is also a growing acknowledgement at corporate governance level that ICT services and systems form an integral part of the municipal service delivery value chain. The continuous alignment of ICT Services and Systems with the strategic goals and objectives of the Municipality, as well as statements of direction from National Government and the Western Cape Provincial Government impose major challenges on the ICT Department and its resources.

To date, ICT Departments in local government are still too operationally focused and given the existing resources in the ICT Department, it becomes increasingly difficult to transform strategic concepts into workable solutions within budget and within agreed time frames. The dynamic nature of Information and Communications Technology, as well as investments made in ICT related services and systems warrant a continuous re-assessment of such investments and system functionalities to ensure that value for money is achieved at all times.

7.16.2 ICT Challenges Going Forward

In recent years, the business imperatives to enable ICT Departments in local government to remain constantly aligned with the strategic goals and objectives of the municipality as well as the statements of direction from National Government, are vastly different from previous years.

The ability of the ICT Department to remain constantly aligned with the Municipal IDP goals and objectives in this fast changing ICT environment are faced with three separate, but inter-dependent challenges, namely:

- Regulatory Compliance;
- Disparate ICT Business Application Systems; and
- ICT Industry Trends.

7.16.3 Regulatory Compliance

Recent statements of direction from National Government implies a strategic approach must be introduced by all local government entities to migrate its existing portfolio of legacy ICT services and systems to a business systems architecture that will enable improved access to data and information, as well as the potential to share certain ICT related services and systems between the various spheres of government.

The approved National Broadband Strategy, will provide the legal platform “to pave the way for service integration and inter-operability”.

mSCOA Implementation strategy from National Treasury to enable a consolidation of 13x multi-vendor system functionalities across all 278 municipalities' country wide, by, establishing a portfolio of preferred business application systems for all municipalities based on best practice Business Systems Architecture Frameworks.

The eventual success of mSCOA will not only be determined by the alignment between business processes and business systems, but also by a fundamental understanding of the ICT business systems design architectures as well as ICT infrastructure architectures to be deployed at the hosting sites to ensure optimum performance and 24/7 availability. mSCOA also aims to respond to the increased focus of the Auditor General of South Africa (AGSA) to ensure that value for money is achieved at all times when investments are made by the ICT Department for Systems and Services. The Municipal



Finance Management Act, 56 of 2003, Section 116(1) and (2) furthermore make reference to very specific compliance requirements when contracting with external Service Providers which must be adhered to at all times.

Finally the ICT Municipal Corporate Governance Policy Framework (ICTMCGPF) developed by the DPSA contributes to the institutionalisation of ICT Governance as an integral part of Corporate Governance within Municipalities.

7.16.4 Disparate ICT Business Application System

This self-inflicted problem can only be resolved if the ICT Department has a broader understanding of all the dynamics that impact on the delivery of quality services to all our communities and residents. On 30 March 2016, Council took a strategic resolution to extend all ICT contracts for only six (6) months pending research and assessment of alternative ERP solution in compliance with National Treasury requirements.

Subsequently, Zimele was appointed through the proper SCM tender process to conduct the research and assessment of an alternative ERP solution and produce a business case for Council approval and all ICT contracts were approved for 6 months from (1 July 2016 – 31 December 2016).

An Enterprise Resource Planning system (ERP) is an application that replaces many standalone systems of individual departments – such as finance, budget, procurement, customer billing, project accounting, grants management, payroll and human resource management. It integrates the functions into a single, automated system that runs off a single database.

ERP systems provide for policies and procedures to be built into the system and for it to be updated as necessary. This will greatly reduce our dependence on policy and procedure manuals for knowledge transfer and provide a much more efficient means to handle knowledge retention, especially as experienced staff retires. This will create a people enabling environment that expands employees' knowledge of the municipality objectives, processes and systems.

Council took note that the new central government regulation e.g. the Municipal Standard Charter of Accounts (mSCOA) that has also recommended that the Stellenbosch Municipality relook the efficiency and effectiveness of the current ICT systems in order to comply with the regulations. Council approved that the Accounting Officer proceed in terms of the process plan to investigate an ERP solution for the municipality and in alignment with provincial and national guidelines.

7.16.5 Legacy ICT Systems

The portfolio of Business Application Systems currently deployed in the Stellenbosch Municipality, in many instances, have exactly the same functionalities, resulting in ongoing increases in, and payment of annual licensing fees and support fees without receiving any substantive value added services as part of the existing Agreements. Also, ongoing data integration between disparate business application systems results in increased complexities whilst attempting to maintain data integrity between systems.

A seamless and real-time integration between ICT systems are in line with best practice in the ICT industry, as well as the strategic intent of National Treasury to encourage Local Government Institutions to establish a more cost effective and sustainable portfolio of ICT Business Applications Systems.

7.16.6 Multiple ICT Vendor Contracts

The day-to-day management of vendor service contracts remains a major challenge for all municipalities. Vendor contracts are usually very one-sided and do not properly mitigate the potential risks, legally or otherwise, to which municipalities might be exposed to during the term of such contracts.



The on-going payment of annual license fees and support fees to multiple service providers for legacy systems that are totally disparate in terms of systems architecture and integration requirements cannot continue indefinitely.

On the 23 November 2016, Council took a strategic resolution to amend all ICT contracts through Section 116 (3) for 18 months (starting from the 1 January 2017 to 30 June 2018) to ensure mSCOA compliance by 1 July 2017, whilst testing the market for an ERP system, and work towards a go-live and roll-out of the said system by 1 July 2018.

7.16.7 ICT Industry Trends

Latest Technology trends are the trade mark of the ICT Industry and for local government not to exploit the business opportunities to enhance our service delivery and collaboration with our communities and residents, will be a self-inflicted legacy of estrangement between the Municipality and its communities and residents. The most recent and imminent trends in the ICT Industry are the following:

Cloud Computing (Remote hosting) which will bring its own unique challenges to balance systems integration complexities, security measures and potential cost savings.

Convergence of ICT technologies enabling corporate data and information exchange in a seamless processing environment. Also referenced in the industry as Multi-media – Anytime from anywhere.

Social Media – enabling instant collaboration/communication between individuals and between groups. Also referenced in the industry as SMS, Twitter, Blogs, e-mails, photo's, videos and more.

The Internet of Things (IoT) is the network of physical objects—devices, vehicles, buildings and other items—embedded with electronics, software, sensors, and network connectivity that enables these objects to collect and exchange data.

Although Social-media is not yet fully integrated with the municipal IDP and Departmental SDBIP's, it is of strategic importance that these services and systems remain on the executive agenda as part of the overall organisational growth strategies.

Also, given the natural progression of social media in the communities and the associated empowerment of individuals and peer groups in the communities, the strategic importance of these technologies may no longer be ignored by local government.

Given the current availability of skills and resources in the ICT Department consultative skills will be required to fully exploit the business benefits of these technologies for the Stellenbosch Municipality.

7.16.8 ICT Turn-Around Strategy

- ✦ Alignment with IDP Goals and Objectives.
- ✦ Best practice methodologies must be introduced by the ICT Department by investing its time and resources to improve operational efficiencies in service delivery, rather than spending most of its time and resources to establish and maintain correctives measures just to "survive another financial cycle".

7.16.9 New Main Agreement

In consultation with the Legal Department, the ICT Department is in the process to develop a customised Main Agreement for all ICT related services and systems that are fully compliant with all regulatory requirements as per the MFMA and all relevant Auditor General Requirements when contracting with external service providers for ICT related services and systems.



7.16.10 Deployment of an ERP Solution

Due to the complexities inherent to such an organisational transformation venture, a best practice methodology must be followed over the next budget cycle, to deploy an ERP solution that will be operationally efficient and will be strategically aligned with the goals and objectives of the municipality as well as the statements of direction from National Treasury.

The best approach will be to develop a Business Architecture Framework and establish an ICT Business Systems Architecture Framework, collectively being an ERP Solution that is highly flexible and sustainable over the medium to longer term.

Priorities and time-lines to establish the required organisational transformation will be dependent on business needs and available funding over the next three years.

The financial implications to establish an ERP solution is currently unknown. However, there will be trade-offs between the ERP investment costs and the savings to be realised from the consolidation of ICT Systems and Services under one Business Systems Architecture Framework.

DRAFT



7.17 The Relationship Between Service Delivery Plans & Strategies

Sector plans need to support and reinforce each other to have meaning and assist in sustainable development of the Municipal area. The table below illustrates how different key sector plans inform and direct each other.

Table 88: Relationship between sector plans

Sector Plan	Spatial Development Framework	Integrated Zoning Scheme	Human Settlements Plan	Integrated Transport Plan	Infrastructure Master Plans
Municipal Spatial Development Framework (mSDF)		<ul style="list-style-type: none"> ‡ Designates areas for the accommodation of developmental needs ‡ Indicates areas desirable for densification / specific land use / integrated networks ‡ Indicates areas desirable for conservation ‡ Spatially reflects Council's approved nature and form of urban development ‡ Identifies special areas for application of overlay zones 	<ul style="list-style-type: none"> ‡ Identifies areas for satisfaction of human settlement needs ‡ Designates areas for developmental needs ‡ Indicates areas desirable for specific nature and form of urban development ‡ Indicates areas desirable for conservation ‡ Spatially reflects distribution of community facilities ‡ Identifies areas to be protected from settlement (e.g. heritage, agriculture and natural) ‡ Designates housing priority / restructuring areas ‡ Integrates settlement patterns with infrastructure plans 	<ul style="list-style-type: none"> ‡ Identifies areas for satisfaction of human settlement needs ‡ Indicates areas desirable for conservation ‡ Spatially reflects distribution of community facilities ‡ Identifies areas to be protected from settlement (e.g. heritage, agriculture and natural) ‡ Designates housing priority / restructuring areas ‡ Indicates areas desirable for densification / specific land use / integrated networks ‡ Spatially reflects Council's approved nature and form of urban development 	<ul style="list-style-type: none"> ‡ Identifies municipal growth direction ‡ Identifies areas to be protected from development (e.g. heritage, agriculture and natural) ‡ Identifies priority development areas ‡ Identifies infrastructure priority areas



Sector Plan	Spatial Development Framework	Integrated Zoning Scheme	Human Settlements Plan	Integrated Transport Plan	Infrastructure Master Plans
Integrated Zoning Scheme	<ul style="list-style-type: none"> ⌘ Pro-actively provides for implementation of Council's developmental objectives (given sufficient detail in decision-making) ⌘ Translates nature and form of urban development needed into supportive bylaws ⌘ Responsive bylaw, i.e. means to implement spatial development objectives 		<ul style="list-style-type: none"> ⌘ Provides for overlay zones meeting the specific requirements of different human settlements ⌘ Provides land use management system for improved settlement administration 	<ul style="list-style-type: none"> ⌘ Provides land use management system that supports efficient transport systems ⌘ Allows for modelling of networks and systems 	<ul style="list-style-type: none"> ⌘ Provides land use management system that supports efficient infrastructure provision ⌘ Indicates extent of land use rights requiring services ⌘ Allows for modelling of networks and systems
Human Settlements Plan	<ul style="list-style-type: none"> ⌘ Identifies current settlements and interventions that should be accommodated in future planning ⌘ Determines settlement needs ⌘ Quantifies extent of demand for various housing typologies 	<ul style="list-style-type: none"> ⌘ Identifies nature and form of human settlement development that is affordable ⌘ Identifies special areas for application of overlay zones 		<ul style="list-style-type: none"> ⌘ Identifies current settlements and interventions that should be accommodated in future planning ⌘ Determines settlement needs ⌘ Quantifies extent of demand for various housing typologies 	<ul style="list-style-type: none"> ⌘ Identifies current settlements and interventions which should be accommodated in future planning ⌘ Determines settlement infrastructure needs ⌘ Quantifies extent of demand for services according to various housing typologies
Integrated Transport Plan	<ul style="list-style-type: none"> ⌘ Determines most efficient responses to transport challenges. ⌘ Identifies transport and traffic priority areas. ⌘ Shapes future planning according to most appropriate modal 	<ul style="list-style-type: none"> ⌘ Identifies ideal route / road classification. ⌘ Determines development parameters, e.g. parking ratios, access and standards. 	<ul style="list-style-type: none"> ⌘ Identifies transport and roads priority areas. ⌘ Determines development parameters, e.g. parking ratios, access and standards 		<ul style="list-style-type: none"> ⌘ Determines most efficient responses to transport challenges. ⌘ Identifies transport and traffic priority areas. ⌘ Shapes future planning according to most appropriate modal



Sector Plan	Spatial Development Framework	Integrated Zoning Scheme	Human Settlements Plan	Integrated Transport Plan	Infrastructure Master Plans
	<p>changes and challenges.</p> <ul style="list-style-type: none"> ‡ Identifies need for services not provided by the Municipality, e.g. SANRAL, Provincial Roads, PRASA, Transnet. 	<ul style="list-style-type: none"> ‡ Identifies special areas for application of overlay zones. 	<ul style="list-style-type: none"> ‡ Shapes settlement planning according to most appropriate modal changes and challenges. 		<p>changes and challenges.</p>
<p>Infrastructure Master Plans</p>	<ul style="list-style-type: none"> ‡ Identifies existing infrastructure capacity / constraints. ‡ Identifies interventions required to support growth / infill. ‡ Designates priority infrastructure development areas / corridors. ‡ Provides for services not provided by the Municipality, e.g. Telkom, Eskom, raw water supply. 	<ul style="list-style-type: none"> ‡ Identifies existing infrastructure capacity / constraints ‡ Identifies interventions required to support growth / infill. ‡ Designates priority infrastructure development areas / corridors. 	<ul style="list-style-type: none"> ‡ Identifies existing infrastructure capacity or / constraints. ‡ Identifies interventions required to support growth / infill. ‡ Provides for services not provided by the Municipality, e.g. Telkom, Eskom, raw water supply. 	<ul style="list-style-type: none"> ‡ Identifies existing infrastructure capacity or / constraints. ‡ Identifies interventions required to support growth / infill. ‡ Provides for services not provided by the Municipality, e.g. SANRAL, Provincial Roads, PRASA, Transnet. 	



CHAPTER 8

Financial Plan

To achieve delivery on the Fourth Generation IDP strategic focus areas and objectives, it is essential to align the municipal budget with the strategy. The sections below expand on aspects of the Stellenbosch Municipality's medium-term financial planning and the extent to which it is possible to align the budget to all the priorities of the wards, given our financial constraints and the need to concentrate on basic service delivery.

8.1 Introduction

The long-term financial viability of municipalities depends largely on:

- ✦ the extent to which improved and sustainable revenue capacity can be achieved; and
- ✦ the sound **financial management of its resources**.

These imperatives necessitate proper multi-year financial planning. Future impacts of revenue and expenditure streams and the financial implications for the community (i.e. the potential influence on rates, tariffs and service charges) must be identified and assessed to determine the sustainability of planned interventions, programmes, projects and sundry service delivery actions.

8.2 Capital and Operating Budget Estimates

8.2.1 Budget Assumptions

The selected key assumptions relating to this budget are as follows:

- ✦ Government grants for the years 2020/21 to 2021/2022 are as per the Division of Revenue Act and Provincial Gazette (capital and operational).
- ✦ The inflation **rate has been estimated at 5.2% for 2019/2020**.

8.2.2 Operating Budget estimates

A municipality is a non-profit organisation and it should break even after contributing to the different funds and reserves and meeting normal operating expenses. With the structuring of rates and tariffs both the user-pay principal and full cost recovery principle are applied. It should be noted that the surplus is calculated in terms of the accrual principle and therefore is not 100% cash-backed.



Table 89: Operating Budget estimates

	(Current) 2018/19 Budget	Year 1 2019/20 Budget	Year 2 2020/21 Budget	Year 3 2021/22 Budget
Revenue Sources				
Property Rates	344 306 916	356 121 877	382 455 700	408 452 200
Electricity	558 984 220	639 886 270	692 917 172	749 030 545
Water	190 542 089	201 974 611	217 102 900	231 084 600
Sewerage	97 078 132	113 503 000	122 278 100	130 585 600
Refuse	61 167 898	69 224 664	77 147 100	84 761 800
Rental of facilities	17 765 541	18 831 474	19 961 200	21 159 000
Fines	102 132 446	108 260 389	113 673 400	119 357 000
Licences and Permits	5 092 474	5 398 023	5 721 900	6 065 300
Operational and Capital grants	271 048 330	313 427 000	253 264 000	262 840 000
Sundry Income	90 276 219	93 107 479	88 632 800	91 388 300
	1 738 394 265	1 919 734 787	1 973 154 272	2 104 724 345
Operating Expenditure				
Employee related cost	548 996 595	603 267 891	628 564 403	665 252 462
Remuneration Councillors	18 822 740	19 936 393	21 114 580	22 363 453
Depreciation	198 818 727	206 956 224	215 430 402	224 255 470
Finance Charges	20 476 730	39 877 000	54 668 390	66 655 177
Bulk Purchases	383 281 710	406 458 271	441 586 178	479 627 447
Contracted Services	251 074 405	237 956 940	251 946 629	254 544 248
Other Expenditure	297 633 543	293 794 505	311 951 062	335 653 615
Operating Expenditure	1 719 104 450	1 808 247 224	1 925 261 644	2 048 351 872
Surplus/(Deficit)	19 289 815	111 487 563	47 892 628	56 372 473
Appropriations	-19 289 815	-111 487 563	-47 892 628	-56 372 473
Surplus/(Deficit)-Year				



Table 90: Capital budget estimates

	(Current) 2018/19 Budget	Year 1 2019/20 Budget	Year 2 2020/21 Budget	Year 3 2021/22 Budget
Funding Sources				
Capital Replacement Reserve	297 476 204	207 189 000	203 165 231	229 638 700
Grants Provincial	65 967 026	78 561 582	28 311 528	29 890 000
Grants National	40 107 000	62 526 000	45 636 000	49 309 000
External Loans	160 000 000	160 000 000	120 000 000	100 000 000
Other	-	50 000 000	17 500 000	17 500 000
Total Funding Sources	563 550 230	558 276 528	414 612 759	426 337 700
Expenditure				
Municipal Manager	285 000	35 000	40 000	40 000
Planning & Development Services	13 517 538	9 950 000	5 001 800	183 800
Infrastructure Services	446 427 247	378 856 528	353 625 959	369 238 900
Community and Protection Services	28 915 955	64 315 000	28 245 000	27 675 000
Corporate Services	32 345 000	104 970 000	27 550 000	29 050 000
Financial Services	450 000	150 000	150 000	150 000
Capital Expenditure	563 550 230	558 276 528	414 612 759	426 337 700



8.3 Financial Management Arrangements

For the effective and efficient financial management of the municipality, all role-players, inclusive of the municipal councillors, must provide an environment conducive to good management. Local government legislation and National Treasury circulars articulate and provide regulatory structure. Council and officials define this environment by developing and accepting policy guidelines to govern financial decision-making and fiscal discipline.

The management arrangements of Stellenbosch Municipality are reflected in the policy documents listed the table below:

Table 91: Management Arrangements

Document	Purpose	Status
Delegation Register	To provide for administrative, managerial and institutional arrangements in respect of the delegation of responsibilities.	In place
Credit Control and Debt Collection Policy	To establish consolidated, sound and practically executable credit control measures to be applied in respect of all property owners and consumers. To regulate the actions pertaining to arrear accounts, including extensions granted, written arrangements to pay-off arrears, the monitoring thereof and legal actions associated with unpaid accounts	In place
Indigent Policy	To subsidize indigent households with a specified level of income enabling them to pay for a basic package of municipal service.	In place
Irrecoverable Debt Policy	To provide a framework for the writing off of irrecoverable debt, in order to ensure that Council is in a position where it is not carrying debt that has prescribed or which is irrecoverable on its books.	In place
Tariff Policy	<ul style="list-style-type: none"> To provide a framework to determine rates and tariffs to finance expenditure. 	In place
Rates Policy	To ensure that all the stipulation of the Municipal Property Rates Act are effected administratively and also lay-out and stipulate all the requirements for rebates for all qualifying property owners.	In place
Special Rating Areas Policy	To strike an appropriate balance between facilitating self/funded community initiatives that aim to improve and/or upgrade neighborhoods.	In place
Supply Chain Management Policy	<ul style="list-style-type: none"> To provide a system of procurement that gives effect to the principles of: <ul style="list-style-type: none"> fairness equity transparency competitiveness cost effectiveness 	In place
Budget Implementation and Monitoring Policy	Sets out the budgeting principles which Stellenbosch Municipality will follow in preparing each annual budget. To give effect to the requirements and stipulations of the Municipal Finance Management Act (MFMA) and Municipal Budget and Reporting Framework in terms of the planning, preparation and approval of the annual and adjustments budgets.	In place
Borrowing, Funding and Reserves Policy	To provide a framework to ensure that the annual budget of Stellenbosch Municipality is fully funded and that all funds and reserves are maintained at the required level to avoid future year non-cash-backed liabilities.	In place



Document	Purpose	Status
Cash Management and Investment Policy	To regulate and provide directives in respect of the investment of funds and to maximise returns from authorized investments, consistent with the primary objective of minimising risk.	In place
Travel and Subsistence Policy	To set out the basis for the payment of subsistence, travel allowance, hourly rate when applicable for the purpose of official travelling.	In place
Accounting Policy	To provide the accounting framework applicable to the finances of the municipality and is informed by the Municipal Finance Management Act (Act no 56 of 2003).	In place
Grant-in-aid Policy	To provide the framework for grants-in-aid to NGOs, CBOs or NPOs and bodies that are used by government as an agency to serve the poor, marginalised or otherwise vulnerable as envisaged by Sections 12 and 67 of the MFMA	In place
Development Contributions for Bulk Engineering Services	<ul style="list-style-type: none"> Local government has the discretionary power when granting development approvals to impose conditions in relation to the provision of engineering services and the payment of money that is directly related to requirements resulting from those approvals in respect of the provision of the necessary services to the land to be developed. To provide the framework for the calculation of these contributions 	In place
Petty Cash Policy	To stipulate clear processes and procedures to ensure that all transactions are processed effectively and efficiently in a bid to ensure prudent financial control. All purchases below R2 000 are regulated by this policy.	In place
Asset Management Policy	Municipal Manager as Accounting Officer of municipal funds, assets and liabilities is responsible for the effective implementation of the asset management policy which regulates the acquisition, safeguarding, maintenance of all assets and disposal of assets where the assets are no longer used to provide a minimum level of basic service as regulated in terms of section 14 of the MFMA.	In place
Liquidity Policy	documented policy sets out the minimum risk management measures that Stellenbosch Municipality has to implement and adhere to in order to ensure that its current and future liquidity position is managed in a prudent manner.	In place
Virementation Policy	policy sets out the virement principles and processes which the Stellenbosch Municipality will follow during a financial year. These virements will represent a flexible mechanism to effect budgetary amendments within a municipal financial year.	In place



8.4 Financial Strategies and Programmes

The optimal use of available resources, the maximum raising of revenue and the sustainable delivery of services are the key elements to a successful financial strategy. The Municipality has developed and implemented various strategies in this regard. The table below summarises the key strategies:

Table 92: Key strategies

Strategy	Currently In Place
Revenue raising strategies	<ul style="list-style-type: none"> • Extending of the pre-paid electricity meters programme. • Bringing pre-payment meter vending points within close proximity of all consumers. • Ensuring optimal billing for services rendered and cash collection. • Ensuring effective credit control and debt collection • In the structuring of tariffs, continuing with the user-pay principle and full cost recovery. • Revaluating of all properties as per the Municipal Property Rates Act, at market-related values. • Outsourcing of pay-point facilities.
Asset management strategies	<ul style="list-style-type: none"> • Completed process of unbundling all infrastructure assets and compiling a new improved asset register. • Conducting audits on all moveable assets of the organisation. • Improving the over-all management of fixed property
Financial management strategies	<ul style="list-style-type: none"> • Continuing cash flow management. • Outsourcing of pay-point facilities. • Implementing of liquidity policy and the relevant monitoring tool.
Capital financing strategies	<ul style="list-style-type: none"> • Continuing sustainable use of Own Financial Sources (CRR). • Using of bulk service contributions to fund extensions. • Accessing national and provincial funding through proper requests, business plans and motivations. • Leveraging of private finance.
Operational financing strategies	<ul style="list-style-type: none"> • Introducing free basic services within the limits of affordability. • Implementing of proper tariff structures for all the services. • Ensuring that Economic and Trading Services are cost-reflective.
Strategies that would enhance cost-effectiveness	<ul style="list-style-type: none"> • Investigating possibilities for utilising new technology to save costs. • Implementing new systems/equipment acquired to address capacity shortages. • Implementing electronic bank reconciliation.

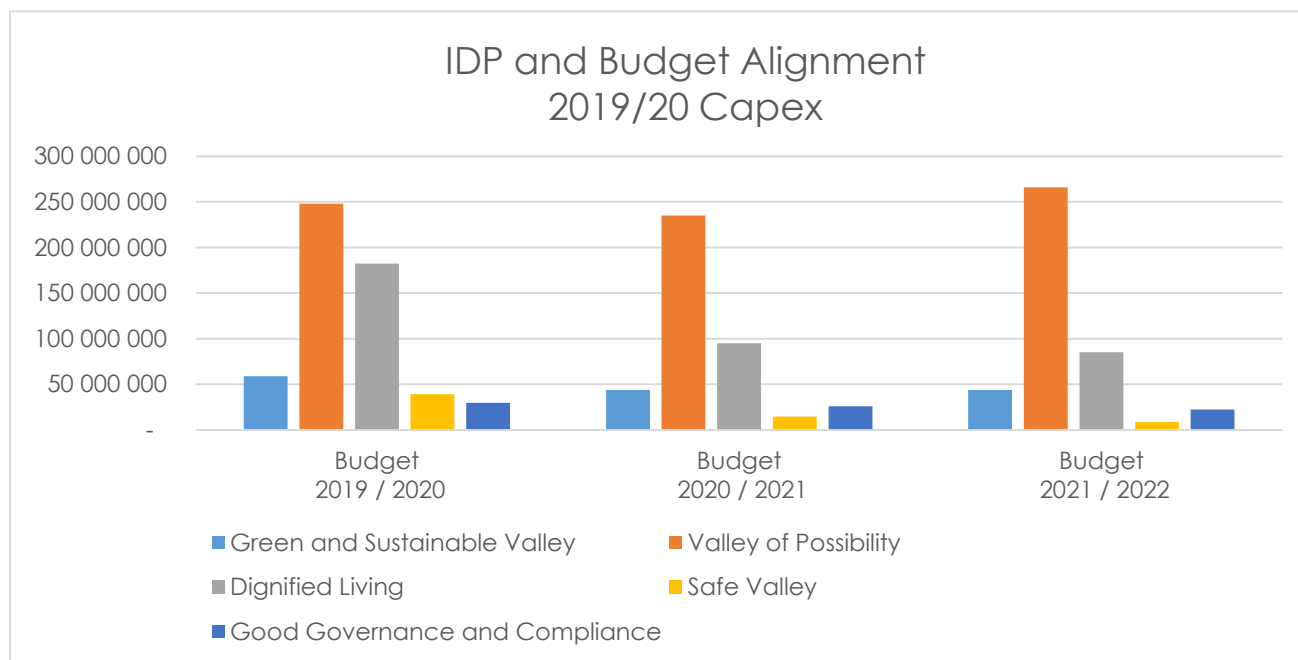
8.5 Medium-Term Capital Expenditure per Strategic Goal

The proposed capital expenditure per strategic focus area over the medium term is illustrated in the table below:

Table 93: Capital Expenditure per Strategic Focus Area

Strategic Goal	2019/20	2020/21	2021/22
Green and Sustainable Valley	58 780 000	43 915 000	43 815 000
Valley of Possibility	247 945 000	235 079 431	265 870 000
Dignified Living	182 361 528	94 976 528	85 320 900
Safe Valley	39 320 000	14 650 000	8 750 000
Good Governance and Compliance	29 870 000	25 991 800	22 581 800

Figure 48: Capital Expenditure per Strategic Goal



Source: Draft Capital Budget, 2019/20

The most capital intensive strategic focus area is Valley of Possibility with an allocation of R247 million in the upcoming financial year, totalling R748 million over the MTREF. Sanitation projects dominates this strategic objective receiving an investment of R114 million in 2019/20, but is anticipated to decrease over the outer years.

The second most capital intensive strategic focus area is Dignified Living, with a total allocation of R362 million for the duration of the MTREF. Project highlights include:

- 298 serviced sites in Klapmuts;
- IFDP/FLISP developments in Ida's Valley;
- the development of the Kayamandi Town Centre; and
- improvements around the Langrug area.

The Green and Sustainable Valley strategic focus area receives the 3rd highest capital investment with the total MTREF budget amounting to R146 million. Water Conservation takes centre stage as part of the broader Green and Sustainable Valley Strategy, in order to intensify water demand management whilst the drought persists.

The municipality is also making a concerted effort to improve ICT infrastructure platforms, allocating R12.5 million for this purpose over the multi-year budget period.



8.6 Medium-Term Operational Expenditure

The proposed Operational Expenditure per Strategic Focus Area over the medium term is illustrated in the table below.

Table 94: Operational Expenditure per Strategic Goal

Operational Expenditure	2019/20	2020/21	2021/22
Green and Sustainable Valley	134 692 934	142 683 744	148 675 232
Valley of Possibility	928 925 042	1 000 259 231	1 059 411 773
Dignified Living	175 098 234	184 027 528	191 076 460
Safe Valley	260 234 780	274 792 377	301 690 320
Good Governance and Compliance	308 896 234	323 098 764	347 098 087

8.7 Medium-Term Operational Revenue per Strategic Goal

The proposed Operational Revenue per Strategic Focus Area over the medium term is illustrated in the table below.

Table 95: Operational Revenue per Strategic Goal

Operational Revenue	2019/20	2020/21	2021/22
Green and Sustainable Valley	92 234 567	97 456 231	103 245 678
Valley of Possibility	1 166 850 715	1 176 660 226	1 258 583 695
Dignified Living	89 234 578	94 678 452	99 765 231
Safe Valley	120 736 475	127 451 240	134 763 920
Good Governance and Compliance	450 678 452	476 908 123	508 365 821



Table 96: Capital Budget 2019/20 – 2021/22

Project name	Directorate	Strategic Objectives	Proposed budget 2019/20	Proposed budget 2020/21	Proposed budget 2021/22
MUNICIPAL MANAGER					
Furniture, Tools and Equipment	Office of the Municipal Manager	Good Governance and Compliance	35 000	40 000	40 000
			35 000	40 000	40 000
PLANNING AND ECONOMIC DEVELOPMENT					
Furniture, Tools and Equipment	Economic Development and Tourism	Good Governance and Compliance	45 000	35 000	-
Establishment of Informal Trading Sites: Klapmuts	Economic Development and Tourism	Valley of Possibility	3 000 000	-	-
Establishment of Informal Trading Sites: Groendal	Economic Development and Tourism	Valley of Possibility	2 000 000	-	-
Local Economic Development Hub Jamestown	Economic Development and Tourism	Valley of Possibility	-	4 500 000	-
Establishment of Informal Trading Sites: Kayamandi	Economic Development and Tourism	Valley of Possibility	4 500 000	-	-
Upgrading of the Kayamandi Economic Tourism Corridor	Economic Development and Tourism	Valley of Possibility	150 000	250 000	-
Furniture, Tools and Equipment	New Housing	Good Governance and Compliance	50 000	51 800	58 800
Furniture, Tools and Equipment	Spatial Planning: Planning and Development	Good Governance and Compliance	55 000	35 000	-
Furniture, Tools & Equipment	Land Use Management	Good Governance and Compliance	150 000	130 000	125 000
			9 950 000	5 001 800	183 800
COMMUNITY AND PROTECTION SERVICES					
Extension of Cemetery Infrastructure	Parks and Cemeteries	Dignified Living	1 500 000	1 500 000	3 000 000
New Cemetery: Klapmuts	Parks and Cemeteries	Dignified Living	500 000	-	5 000 000
Purchase of Equipment	Parks and Cemeteries	Good Governance and Compliance	200 000	-	-
Enlarge Office Space (Jan Marais Reserve)	Community and Protection Services: General	Good Governance and Compliance	1 500 000	250 000	-
Furniture, Tools and Equipment	Community and Protection Services: General	Good Governance and Compliance	50 000	50 000	50 000
Implementation of Ward Priorities	Community Development	Good Governance and Compliance	2 025 000	-	-



Project name	Directorate	Strategic Objectives	Proposed budget 2019/20	Proposed budget 2020/21	Proposed budget 2021/22
Furniture Tools and Equipment	Community Development	Good Governance and Compliance	35 000	35 000	50 000
SRD Vehicle	Community Development	Valley of Possibility	300 000	-	-
Upgrading: Cloetesville Library	Community Services: Library Services	Valley of Possibility	1 000 000	-	-
Franschhoek: Furniture Tools and Equipment	Community Services: Library Services	Good Governance and Compliance	65 000	65 000	-
Pniel: Furniture, Tools and Equipment	Community Services: Library Services	Good Governance and Compliance	-	-	35 000
Ida's Valley: Furniture, Tools and Equipment	Community Services: Library Services	Good Governance and Compliance	55 000	55 000	-
Libraries: CCTV	Community Services: Library Services	Safe Valley	400 000	300 000	-
Libraries: Small Capital	Community Services: Library Services	Valley of Possibility	75 000	85 000	-
Library Books	Community Services: Library Services	Valley of Possibility	150 000	160 000	170 000
Plein Street: Furniture, Tools and Equipment	Community Services: Library Services	Good Governance and Compliance	60 000	-	-
Vehicles	Community Services: Library Services	Good Governance and Compliance	-	300 000	250 000
Upgrading: Kayamandi Library	Community Services: Library Services	Valley of Possibility	-	250 000	-
Cloetesville: Furniture, Tools and Equipment	Community Services: Library Services	Good Governance and Compliance	45 000	50 000	-
Groendal: Furniture, Tools and Equipment	Community Services: Library Services	Good Governance and Compliance	65 000	75 000	-
Kayamandi: Furniture, Tools and Equipment	Community Services: Library Services	Good Governance and Compliance	45 000	-	-
Replacement of geysers	Community Services: Library Services	Good Governance and Compliance	-	-	100 000
Specialized Vehicle	Fire and Rescue Services	Safe Valley	2 500 000	800 000	-
Vehicle Fleet	Disaster Management	Good Governance and Compliance	400 000	-	-
4x4 bakkie	Environmental Management: Nature Conservation	Good Governance and Compliance	-	-	400 000
Specialized Vehicle	Environmental Management: Nature Conservation	Green and Sustainable Valley	-	-	1 100 000
Workshop : FTE	Environmental Management: Nature Conservation	Good Governance and Compliance	100 000	100 000	100 000
Vehicle Fleet	Environmental Management: Nature Conservation	Good Governance and Compliance	-	-	800 000
Upgrading of Jonkershoek Picnic Site	Environmental Management: Nature Conservation	Good Governance and Compliance	750 000	2 000 000	-



Project name	Directorate	Strategic Objectives	Proposed budget 2019/20	Proposed budget 2020/21	Proposed budget 2021/22
Air and Noise Control: FTE	Environmental Management: Nature Conservation	Green and Sustainable Valley	10 000	20 000	20 000
Papegaaiberg Nature Reserve	Environmental Management: Nature Conservation	Green and Sustainable Valley	2 000 000	1 000 000	-
Mont Rochelle Nature Reserve: Upgrade of Facilities.	Environmental Management: Nature Conservation	Green and Sustainable Valley	1 500 000	-	-
Urban Greening: Beautification: Main Routes and Tourist Routes	Parks and Cemeteries	Green and Sustainable Valley	150 000	150 000	250 000
Irrigation Systems	Parks and Cemeteries	Green and Sustainable Valley	-	-	100 000
Storage Containers: Fertilisers & Pesticides.	Parks and Cemeteries	Green and Sustainable Valley	35 000	-	-
Vehicle Fleet	Environmental Management: Urban Greening	Good Governance and Compliance	-	-	350 000
Major Fire Pumper	Fire and Rescue Services	Safe Valley	4 500 000	-	-
Upgrading of Stellenbosch Fire Station	Fire and Rescue Services	Safe Valley	5 000 000	-	-
Furniture, Tools and Equipment	Fire and Rescue Services	Good Governance and Compliance	100 000	-	-
Hydraulic Ladder Fire Truck	Fire and Rescue Services	Safe Valley	12 000 000	-	-
Rescue equipment	Fire and Rescue Services	Safe Valley	300 000	300 000	-
Upgrading of Halls	Recreation, Sports Grounds & Halls	Valley of Possibility	-	-	250 000
Vehicle Fleet	Recreation, Sports Grounds & Halls	Good Governance and Compliance	-	-	250 000
Furniture, Tools and Equipment	Recreation, Sports Grounds & Halls	Good Governance and Compliance	250 000	250 000	200 000
Install Computerized Access Security Systems and CCTV Cameras At Municipal Buildings	Law Enforcement and Security	Safe Valley	1 000 000	950 000	950 000
Law Enforcement Tools and Equipment	Law Enforcement and Security	Safe Valley	600 000	350 000	350 000
Law Enforcement: Vehicle Fleet	Law Enforcement and Security	Safe Valley	2 000 000	2 500 000	1 000 000
Security Upgrades	Law Enforcement and Security	Safe Valley	200 000	250 000	250 000
Furniture Tools and Equipment	Law Enforcement and Security	Good Governance and Compliance	350 000	300 000	300 000
Pound Upgrade	Law Enforcement and Security	Safe Valley	-	-	1 000 000
Install and Upgrade CCTV Cameras In WC024	Law Enforcement and Security	Safe Valley	1 000 000	1 500 000	1 500 000
Furniture, Tools and Equipment	Parks and Cemeteries	Good Governance and Compliance	50 000	50 000	50 000
Purchase of Specialised Vehicles	Parks and Cemeteries	Good Governance and Compliance	2 000 000	1 000 000	1 000 000
Upgrading of Parks	Parks and Cemeteries	Green and Sustainable Valley	2 350 000	1 650 000	1 650 000



Project name	Directorate	Strategic Objectives	Proposed budget 2019/20	Proposed budget 2020/21	Proposed budget 2021/22
Landscaping of Circles in Stellenbosch	Parks and Cemeteries	Green and Sustainable Valley	-	-	150 000
Purchase of Specialised Equipment	Parks and Cemeteries	Good Governance and Compliance	100 000	-	-
River development	Parks and Cemeteries	Green and Sustainable Valley	-	-	250 000
Integrated Parks	Parks and Cemeteries	Green and Sustainable Valley	5 000 000	-	-
Artificial grass on parks and gardens	Parks and Cemeteries	Green and Sustainable Valley	-	-	300 000
Fencing on Various Parks and Gardens	Parks and Cemeteries	Green and Sustainable Valley	-	-	200 000
Pathways on Parks & gardens	Parks and Cemeteries	Green and Sustainable Valley	50 000	-	100 000
Spray/Water Parks	Parks and Cemeteries	Green and Sustainable Valley	1 000 000	5 000 000	1 000 000
Vehicle Fleet	Recreation, Sports Grounds & Halls	Good Governance and Compliance	250 000	250 000	-
Recreational Equipment Sport	Recreation, Sports Grounds & Halls	Valley of Possibility	80 000	-	-
Sight Screens/Pitch Covers Sports Grounds	Recreation, Sports Grounds & Halls	Valley of Possibility	200 000	-	-
Upgrade of Irrigation System	Recreation, Sports Grounds & Halls	Green and Sustainable Valley	-	-	200 000
Furniture, Tools and equipment	Recreation, Sports Grounds & Halls	Good Governance and Compliance	100 000	-	-
Sport: Community Services Special Equipment	Recreation, Sports Grounds & Halls	Valley of Possibility	200 000	-	-
Upgrade of Sport Facilities	Recreation, Sports Grounds & Halls	Valley of Possibility	4 000 000	3 000 000	3 000 000
Upgrade of swimming pool	Recreation, Sports Grounds & Halls	Valley of Possibility	2 000 000	500 000	-
Upgrading of Tennis Courts: Ida's Valley & Cloetesville	Recreation, Sports Grounds & Halls	Valley of Possibility	550 000	-	-
Borehole: Rural Sportsgrounds	Recreation, Sports Grounds & Halls	Green and Sustainable Valley	550 000	550 000	550 000
Fencing: Sport Grounds (WC024)	Recreation, Sports Grounds & Halls	Valley of Possibility	1 000 000	1 000 000	1 000 000
Upgrading of Lanquedoc Sports Grounds	Recreation, Sports Grounds & Halls	Valley of Possibility	600 000	-	-
Mobile Radios	Traffic Services	Safe Valley	200 000	200 000	200 000
Furniture, Tools and Equipment	Traffic Services	Good Governance and Compliance	300 000	200 000	200 000
Replacement of Patrol Vehicles	Traffic Services	Safe Valley	920 000	1 200 000	-
			62 690 000	28 245 000	27 275 000



Project name	Directorate	Strategic Objectives	Proposed budget 2019/20	Proposed budget 2020/21	Proposed budget 2021/22
CORPORATE SERVICES					
Corporate Services: General	Implementation of Ward Priorities	Good Governance and Compliance	320 000		
New Community Hall Klapmuts	Properties and Municipal Building Maintenance	Dignified Living	1 000 000	-	-
Structural Improvement: General	Properties and Municipal Building Maintenance	Valley of Possibility	1 000 000	1 000 000	1 500 000
Structural Upgrade: Heritage Building	Properties and Municipal Building Maintenance	Dignified Living	500 000	500 000	200 000
Upgrading Fencing	Properties and Municipal Building Maintenance	Good Governance and Compliance	300 000	300 000	300 000
Upgrading of Franschoek Municipal Offices	Properties and Municipal Building Maintenance	Good Governance and Compliance	500 000	-	-
Structural Upgrading: Community Hall La Motte	Properties and Municipal Building Maintenance	Valley of Possibility	1 700 000	300 000	-
Furniture Tools and Equipment: Property Management	Properties and Municipal Building Maintenance	Dignified Living	250 000	250 000	250 000
Flats: Interior Upgrading	Properties and Municipal Building Maintenance	Valley of Possibility	3 000 000	1 500 000	-
Rebuild: Kleine Libertas Theatre	Properties and Municipal Building Maintenance	Dignified Living	4 000 000	5 000 000	3 000 000
Structural improvements at the Van der Stel Sport grounds	Properties and Municipal Building Maintenance	Dignified Living	200 000	1 000 000	1 000 000
Flats: Cloetesville Fencing	Properties and Municipal Building Maintenance	Dignified Living	-	-	100 000
Upgrading of Eike Town Town Hall	Properties and Municipal Building Maintenance	Dignified Living	1 000 000	2 000 000	-
Upgrading of Traffic Offices: Stellenbosch	Properties and Municipal Building Maintenance	Dignified Living	2 000 000	6 000 000	2 000 000
La Motte Clubhouse	Properties and Municipal Building Maintenance	Dignified Living	3 700 000	300 000	-
Public Ablution Facilities: Franschoek	Properties and Municipal Building Maintenance	Dignified Living	500 000	500 000	-
Upgrading of Stellenbosch Town Hall	Properties and Municipal Building Maintenance	Dignified Living	2 000 000	1 000 000	-
Kayamandi: Upgrading of Makapula Hall	Properties and Municipal Building Maintenance	Dignified Living	200 000	1 000 000	1 000 000
Upgrading of Community Facilities: Jonkershoek	Properties and Municipal Building Maintenance	Valley of Possibility	200 000	1 000 000	1 000 000
Purchasing of land	Properties and Municipal Building Maintenance	Dignified Living	77 500 000	-	-
Upgrade Millenium Hall Pniel	Properties and Municipal Building Maintenance	Green and Sustainable Valley	-	300 000	3 000 000



Project name	Directorate	Strategic Objectives	Proposed budget 2019/20	Proposed budget 2020/21	Proposed budget 2021/22
Ida's Valley Community Hall	Properties and Municipal Building Maintenance	Green and Sustainable Valley	-	-	500 000
Structural Improvement: Beltana	Properties and Municipal Building Maintenance	Green and Sustainable Valley	-	500 000	10 000 000
Purchase and Replacement of Computer/software and Peripheral devices	Information and Communications Technology (ICT)	Good Governance and Compliance	500 000	500 000	600 000
Public WI-FI Network	Information and Communications Technology (ICT)	Green and Sustainable Valley	600 000	600 000	600 000
Upgrade and Expansion of IT Infrastructure Platforms	Information and Communications Technology (ICT)	Green and Sustainable Valley	4 500 000	4 000 000	4 000 000
			104 970 000	27 550 000	29 050 000
INFRASTRUCTURE SERVICES					
Basic Services Improvements: Langrug	Infrastructure Plan, Dev and Implement	Dignified Living	4 300 000	5 500 000	5 500 000
Langrug Dam	Infrastructure Plan, Dev and Implement	Valley of Possibility	3 500 000	-	-
Ida's Valley IRDP / FLISP	Infrastructure Plan, Dev and Implement	Dignified Living	8 500 000	5 000 000	-
Computer - Hardware/Equipment: Human Settlements & Property	Infrastructure Plan, Dev and Implement	Good Governance and Compliance	50 000	50 000	50 000
Furniture, Tools and Equipment: Human Settlements and Property	Infrastructure Plan, Dev and Implement	Good Governance and Compliance	20 000	20 000	23 000
Enkanini ABS	Infrastructure Plan, Dev and Implement	Valley of Possibility	250 000	250 000	250 000
Enkanini subdivision, consolidation and rezoning	Infrastructure Plan, Dev and Implement	Dignified Living	-	-	5 000 000
Kayamandi Town Centre - Civil Infrastructure	Infrastructure Plan, Dev and Implement	Valley of Possibility	2 000 000	3 000 000	5 000 000
Kayamandi: Watergang and Zone O	Infrastructure Plan, Dev and Implement	Valley of Possibility	3 650 000	5 000 000	4 000 000
Cloetesville IRDP Planning	Infrastructure Plan, Dev and Implement	Dignified Living	260 000	280 000	6 790 000
Klapmuts: Erf 2181 (298 serviced sites)	Infrastructure Plan, Dev and Implement	Dignified Living	6 451 528	6 451 528	-
Jamestown: Mountainview Installation of water and sewer services	Infrastructure Plan, Dev and Implement	Dignified Living	100 000	-	-
Access to Basic Services	Infrastructure Plan, Dev and Implement	Dignified Living	250 000	265 000	280 900
Smartie town, Cloetesville	Infrastructure Plan, Dev and Implement	Dignified Living	5 500 000	-	-



Project name	Directorate	Strategic Objectives	Proposed budget 2019/20	Proposed budget 2020/21	Proposed budget 2021/22
Housing Projects	Infrastructure Plan, Dev and Implement	Dignified Living	500 000	500 000	500 000
Jamestown: Housing	Infrastructure Plan, Dev and Implement	Dignified Living	600 000	7 980 000	10 500 000
Upgrading of The Steps/Orlean Lounge	Infrastructure Plan, Dev and Implement	Dignified Living	7 000 000	7 500 000	-
Longlands Vloottenburg: Housing Internal Services	Infrastructure Plan, Dev and Implement	Dignified Living	4 000 000	-	-
Northern Extension: Feasibility	Infrastructure Plan, Dev and Implement	Dignified Living	500 000	3 500 000	3 500 000
Town Centre Stellenbosch (Social Housing)	Infrastructure Plan, Dev and Implement	Valley of Possibility	-	-	3 000 000
Skips (5,5Kl)	Waste Management: Solid Waste Management	Dignified Living	400 000	400 000	200 000
Stellenbosch WC024 Material Recovery Facility	Waste Management: Solid Waste Management	Green and Sustainable Valley	22 000 000	-	-
Transfer Station: Stellenbosch	Waste Management: Solid Waste Management	Green and Sustainable Valley	1 000 000	10 000 000	10 000 000
Vehicles	Waste Management: Solid Waste Management	Green and Sustainable Valley	3 000 000	3 000 000	3 000 000
Expansion of the landfill site (New cells)	Waste Management: Solid Waste Management	Good Governance and Compliance	2 000 000	8 000 000	16 000 000
Waste Minimization Projects	Waste Management: Solid Waste Management	Green and Sustainable Valley	1 000 000	-	-
Integrated Waste Management Plan	Waste Management: Solid Waste Management	Green and Sustainable Valley	-	-	100 000
Landfill Gas To Energy	Waste Management: Solid Waste Management	Green and Sustainable Valley	-	500 000	500 000
Upgrade Refuse disposal site (Existing Cell)- Rehab	Waste Management: Solid Waste Management	Green and Sustainable Valley	1 500 000	2 000 000	1 000 000
Waste Management Software	Waste Management: Solid Waste Management	Green and Sustainable Valley	-	-	200 000
Waste to Energy - Implementation	Waste Management: Solid Waste Management	Green and Sustainable Valley	-	3 000 000	1 000 000
Waste to Energy - Planning	Waste Management: Solid Waste Management	Green and Sustainable Valley	500 000	-	-
Waste Biofuels	Waste Management: Solid Waste Management	Green and Sustainable Valley	-	-	300 000
Furniture, Tools and Equipment : Solid Waste	Waste Management: Solid Waste Management	Green and Sustainable Valley	35 000	45 000	45 000
Street Refuse Bins	Waste Management: Solid Waste Management	Green and Sustainable Valley	300 000	2 000 000	2 000 000
Upgrade of WWTW Wemmershoek	Water and Wastewater Services: Sanitation	Good Governance and Compliance	5 000 000	15 000 000	-
Sewerpipe Replacement: Dorp Straat	Water and Wastewater	Valley of Possibility	9 000 000	12 000 000	6 000 000



Project name	Directorate	Strategic Objectives	Proposed budget 2019/20	Proposed budget 2020/21	Proposed budget 2021/22
	Services: Sanitation				
Upgrade Auto-Samplers	Water and Wastewater Services: Sanitation	Dignified Living	100 000	100 000	150 000
Specialized vehicle: Jet Machine	Water and Wastewater Services: Sanitation	Valley of Possibility	1 000 000	-	-
Industrial Effluent Monitoring	Water and Wastewater Services: Sanitation	Valley of Possibility	500 000	750 000	1 000 000
Upgrade of WWTW: Pniel & Decommissioning Of Franschhoek	Water and Wastewater Services: Sanitation	Dignified Living	40 000 000	44 684 431	50 000 000
Ida's Valley Merriman Outfall Sewer	Water and Wastewater Services: Sanitation	Valley of Possibility	10 000 000	-	-
New Development Bulk Sewer Supply WC024	Water and Wastewater Services: Sanitation	Dignified Living	2 000 000	2 000 000	2 000 000
Vehicles	Water and Wastewater Services: Sanitation	Dignified Living	-	-	1 000 000
Sewer Pumpstation & Telemetry Upgrade	Water and Wastewater Services: Sanitation	Good Governance and Compliance	1 000 000	1 000 000	1 000 000
New Plankenburg Main Outfall Sewer	Water and Wastewater Services: Sanitation	Dignified Living	10 000 000	-	-
Sewerpipe Replacement	Water and Wastewater Services: Sanitation	Valley of Possibility	3 000 000	3 000 000	4 000 000
Furniture, Tools and Equipment : Sanitation	Water and Wastewater Services: Sanitation	Dignified Living	1 200 000	1 200 000	1 200 000
Kayamandi Bulk Sewer	Water and Wastewater Services: Sanitation	Good Governance and Compliance	-	500 000	10 000 000
Update Sewer Master Plan and IMQS	Water and Wastewater Services: Sanitation	Dignified Living	1 500 000	1 500 000	1 500 000
Dorp Street Bulk Sewer Upgrade	Water and Wastewater Services: Sanitation	Dignified Living	-	-	500 000
Effluent Recycling of Waste Water 10MI per day	Water and Wastewater Services: Sanitation	Dignified Living	-	-	500 000
Northern Extension: Phase 2 Sanitation Infrastructure	Water and Wastewater Services: Sanitation	Dignified Living	-	-	2 000 000
Update Sewer Master Plan	Water and Wastewater Services: Sanitation	Dignified Living	-	-	500 000
Upgrade of WWTW: Klapmuts	Water and Wastewater Services: Sanitation	Dignified Living	100 000	500 000	15 000 000
Klapmuts Bulk Sewer Upgrade	Water and Wastewater Services: Sanitation	Valley of Possibility	-	1 000 000	10 000 000
Bulk Sewer Outfall: Jamestown	Water and Wastewater Services: Sanitation	Dignified Living	30 000 000	30 000 000	6 000 000
Bulk water supply Klapmuts	Water and Wastewater Services: Water	Dignified Living	10 000 000	15 000 000	5 000 000



Project name	Directorate	Strategic Objectives	Proposed budget 2019/20	Proposed budget 2020/21	Proposed budget 2021/22
Water Conservation & Demand Management	Water and Wastewater Services: Water	Valley of Possibility	10 000 000	5 000 000	5 000 000
Bulk water Supply Pipe : Cloeteville/ Ida's Valley	Water and Wastewater Services: Water	Green and Sustainable Valley	-	-	1 000 000
Reservoirs and Dam Safety	Water and Wastewater Services: Water	Valley of Possibility	1 500 000	1 500 000	1 500 000
Upgrade and Replace Water Meters	Water and Wastewater Services: Water	Valley of Possibility	2 500 000	2 500 000	3 000 000
Update Water Master Plan and IMQS	Water and Wastewater Services: Water	Valley of Possibility	1 500 000	1 500 000	1 500 000
WSDP (tri-annually)	Water and Wastewater Services: Water	Valley of Possibility	400 000	400 000	400 000
Bulk water Supply Pipe Line & Pump stations: Franschoek	Water and Wastewater Services: Water	Valley of Possibility	6 000 000	12 000 000	-
Chlorination Installation: Upgrade	Water and Wastewater Services: Water	Valley of Possibility	500 000	500 000	500 000
New Developments Bulk Water Supply WC024	Water and Wastewater Services: Water	Valley of Possibility	2 000 000	2 000 000	2 000 000
Waterpipe Replacement	Water and Wastewater Services: Water	Valley of Possibility	5 000 000	6 000 000	7 000 000
Water Telemetry Upgrade	Water and Wastewater Services: Water	Valley of Possibility	500 000	500 000	750 000
Furniture, Tools and Equipment : Reticulation	Water and Wastewater Services: Water	Valley of Possibility	100 000	100 000	100 000
Vehicles	Water and Wastewater Services: Water	Good Governance and Compliance	1 000 000	1 000 000	1 000 000
Upgrade of Franschoek Reservoirs and Pipelines	Water and Wastewater Services: Water	Good Governance and Compliance	-	-	1 000 000
Dwarsriver Bulk Supply Augmentation and Network Upgrades	Water and Wastewater Services: Water	Valley of Possibility	-	1 000 000	30 000 000
Water Treatment Works: Ida's Valley	Water and Wastewater Services: Water	Valley of Possibility	2 000 000	11 000 000	15 000 000
Bulk Water Supply Pipe: Ida's Valley/ Papegaaiberg and Network Upgrades	Water and Wastewater Services: Water	Valley of Possibility	-	-	1 000 000
Northern Extension: Phase 2 Water Infrastructure	Water and Wastewater Services: Water	Valley of Possibility	-	-	2 000 000
Bulk water supply pipe and Reservoir: Kayamandi	Water and Wastewater Services: Water	Valley of Possibility	15 000 000	7 500 000	-
Upgrading of Koelenhof Water Scheme	Water and Wastewater Services: Water	Valley of Possibility	-	500 000	15 000 000
New Reservoir: Polkadraai	Water and Wastewater Services: Water	Valley of Possibility	20 000 000	20 000 000	10 000 000
Bulk Water Supply Pipeline & Reservoir - Jamestown	Water and Wastewater Services: Water	Valley of Possibility	1 000 000	10 000 000	10 000 000



Project name	Directorate	Strategic Objectives	Proposed budget 2019/20	Proposed budget 2020/21	Proposed budget 2021/22
Water Treatment Works: Paradyskloof	Water and Wastewater Services: Water	Valley of Possibility	-	500 000	14 000 000
New Reservoir Rosendal	Water and Wastewater Services: Water	Valley of Possibility	1 000 000	15 000 000	6 000 000
Reseal Roads -Franschhoek CBD	Roads and Stormwater	Valley of Possibility	1 000 000	-	-
Reseal Roads -Onder Papegaaiberg	Roads and Stormwater	Valley of Possibility	1 000 000	-	-
Resealing (WC024)	Roads and Stormwater	Valley of Possibility	1 000 000	1 000 000	-
Upgrade Stormwater Water Conveyance System	Roads and Stormwater	Valley of Possibility	1 000 000	2 000 000	-
Lanquedoc Access road and Bridge	Roads and Stormwater	Valley of Possibility	2 000 000	-	-
Furniture, Tools and Equipment : Tr&Stw	Roads and Stormwater	Valley of Possibility	300 000	300 000	300 000
R44 Access Upgrades	Roads and Stormwater	Good Governance and Compliance	5 000 000	-	-
Adhoc Reconstruction Of Roads (WC024)	Roads and Stormwater	Valley of Possibility	4 000 000	6 000 000	6 000 000
Reseal Roads - Cloetesville	Roads and Stormwater	Valley of Possibility	1 000 000	-	3 000 000
Reseal Roads – Ida's Valley	Roads and Stormwater	Valley of Possibility	1 000 000	-	2 750 000
Upgrade Gravel Roads - Devon Valley	Roads and Stormwater	Valley of Possibility	1 500 000	-	-
Technopark Access Road	Roads and Stormwater	Valley of Possibility	5 000 000	-	-
Reseal Roads Stellenbosch	Roads and Stormwater	Valley of Possibility	2 000 000	-	-
Schuilspaat Road Link	Roads and Stormwater	Valley of Possibility	2 000 000	-	-
Specialised Vehicle	Roads and Stormwater	Valley of Possibility	3 000 000	-	-
Structural Rehabilitation - Bridges	Roads and Stormwater	Good Governance and Compliance	5 000 000	-	-
Reseal Roads Kylemore	Roads and Stormwater	Valley of Possibility	1 000 000	-	-
Reseal Roads Paradyskloof	Roads and Stormwater	Valley of Possibility	1 000 000	-	-
Main Road Intersection Improvements: Franschhoek	Traffic Engineering	Valley of Possibility	1 700 000	-	-
Main Road Intersection Improvements: Pniel / Kylemore	Traffic Engineering	Valley of Possibility	-	-	400 000
Directional Information Signage	Traffic Engineering	Valley of Possibility	200 000	200 000	-
Furniture, Tools and Equipment : Traffic Engineering	Traffic Engineering	Valley of Possibility	100 000	100 000	-
Signalisation implementation	Traffic Engineering	Good Governance and Compliance	200 000	250 000	-
Specialised Equipment: Roadmarking Machine + Trailer	Traffic Engineering	Good Governance and Compliance	-	-	300 000



Project name	Directorate	Strategic Objectives	Proposed budget 2019/20	Proposed budget 2020/21	Proposed budget 2021/22
Traffic Calming Projects: Implementation	Traffic Engineering	Valley of Possibility	1 500 000	2 000 000	-
Traffic Management Improvement Programme	Traffic Engineering	Safe Valley	500 000	500 000	-
Traffic Signal Control: Upgrading of Traffic Signals	Traffic Engineering	Safe Valley	500 000	500 000	-
Accident Information System	Traffic Engineering	Safe Valley	750 000	250 000	250 000
Pedestrian Crossing Implementation	Traffic Engineering	Safe Valley	1 000 000	100 000	-
Vehicles	Traffic Engineering	Safe Valley	-	-	250 000
Road Transport Safety Master Plan - WC024	Traffic Engineering	Safe Valley	250 000	250 000	-
Universal Access Implementation	Traffic Engineering	Safe Valley	100 000	100 000	-
Main Road Intersection Improvements: Stellenbosch	Traffic Engineering	Valley of Possibility	12 000 000	-	-
Specialised Vehicle	Traffic Engineering	Valley of Possibility	-	-	500 000
Asset Management: Traffic Signaling Systems	Traffic Engineering	safe Valley	-	-	700 000
Non Motorised Transportation (NMT) Implementation	Transport Planning	Good Governance and Compliance	3 000 000	2 000 000	2 000 000
Northern Extension: Public Transport Network	Transport Planning	Green and Sustainable Valley	-	-	2 000 000
Kayamandi Pedestrian Crossing (R304, River and Railway Line)	Transport Planning	Valley of Possibility	2 000 000	500 000	-
Bicycle Lockup Facilities	Transport Planning	Safe Valley	-	-	200 000
Bus and Taxi Shelters	Transport Planning	Safe Valley	200 000	200 000	200 000
Comprehensive Integrated Transport Master Plan	Transport Planning	Safe Valley	900 000	1 000 000	600 000
Update Roads Master Plan for WC024	Transport Planning	Green and Sustainable Valley	1 000 000	1 000 000	1 000 000
Jamestown South Transport Network	Transport Planning	Valley of Possibility	1 000 000	2 000 000	-
Taxi Rank: Klipmuts	Transport Planning	Valley of Possibility	2 500 000	1 500 000	-
Taxi Rank: Kayamandi	Transport Planning	Valley of Possibility	1 500 000	-	-
NMT Asset Management & NMT Public Transport	Transport Planning	Valley of Possibility	1 500 000	-	-
Buildings & Facilities Electrical Supply - Stellenbosch	Electrical Services	Good Governance and Compliance	500 000	500 000	100 000
DSM Geyser Control	Electrical Services	Valley of Possibility	500 000	100 000	100 000
New 66kV substation – Dwars River	Electrical Services	Green and Sustainable Valley	1 100 000	2 700 000	14 000 000
General Systems Improvements - Stellenbosch	Electrical Services	Valley of Possibility	4 000 000	3 000 000	3 000 000
Meter Panels	Electrical Services	Valley of Possibility	400 000	500 000	500 000



Project name	Directorate	Strategic Objectives	Proposed budget 2019/20	Proposed budget 2020/21	Proposed budget 2021/22
Replace Ineffective Meters & Energy Balance of mini-substations	Electrical Services	Green and Sustainable Valley	500 000	600 000	-
Vehicle Fleet	Electrical Services	Green and Sustainable Valley	-	-	1 000 000
Infrastructure Improvement - Franschhoek	Electrical Services	Good Governance and Compliance	1 500 000	1 500 000	2 000 000
Lighting on Public Places	Electrical Services	Valley of Possibility	1 000 000	1 000 000	1 000 000
General System Improvements - Franschhoek	Electrical Services	Safe Valley	2 000 000	2 000 000	2 000 000
System Control Centre & Upgrade Telemetry	Electrical Services	Valley of Possibility	1 000 000	1 000 000	500 000
Ad-Hoc Provision of Streetlighting	Electrical Services	Good Governance and Compliance	1 000 000	1 000 000	1 000 000
Automatic Meter Reader	Electrical Services	Safe Valley	400 000	400 000	400 000
Network Cable Replace 11 Kv	Electrical Services	Green and Sustainable Valley	3 000 000	3 000 000	3 000 000
Energy Balancing Between Metering and Mini-Substations	Electrical Services	Valley of Possibility	500 000	500 000	500 000
Energy Efficiency and Demand Side Management	Electrical Services	Valley of Possibility	2 000 000	2 000 000	-
Small Capital: Fte Electrical Engineering Services	Electrical Services	Green and Sustainable Valley	250 000	300 000	350 000
Kwarentyn Sub cables: 11kv 3 core 185mmsq PILC(Table19) copper cabling, 3.8km	Electrical Services	Valley of Possibility	-	-	5 500 000
Integrated National Electrification Programme	Electrical Services	Valley of Possibility	11 160 000	4 000 000	4 000 000
Integrated National Electrification Programme (Enkanini)	Electrical Services	Valley of Possibility	4 480 000	6 400 000	-
Furniture, Tools & Equipment	Executive Support: Engineering Services: General	Valley of Possibility	110 000	100 000	-
Update of Engineering Infrastructure GIS Data	Executive Support: Engineering Services: General	Good Governance and Compliance	200 000	300 000	-
Implementation of Ward Priorities	Executive Support: Engineering Services: General	Good Governance and Compliance	490 000	-	-
			378 856 528	353 625 959	369 238 900
FINANCIAL SERVICES					
Furniture, Tools & Equipment	Financial Services: General	Good Governance and Compliance	150 000	150 000	150 000
			150 000	150 000	150 000



8.8 National and Provincial Investment

The following tables depict the National and Provincial allocations to the municipality over the MTREF period. It should be noted that the information is subject to change depending on fiscal constraints and the availability of resources⁸.

The table below sets out the allocations by national government for the MTREF period for Stellenbosch Municipality.

As indicated in the table below the total National allocation for Stellenbosch amounts to R207,230 million for the 2019/20 financial year.

Table 97: National and Provincial Investment

National Allocations / Provincial (R'000)	2019/20	2020/21	2021/22
Stellenbosch			
Equitable share	136 177	149 804	165 076
Expanded Public Works Programme Integrated Grant for Municipalities	5 227	-	-
Integrated National Electrification Programme (Municipal) Grant	15 640	8 000	9 000
Local Government Financial Management Grant	1,550	1,550	1,550
Integrated Urban Development Grant	46 886	37 636	40 309
Municipal Systems Improvement Grant	1 500	2 000	2 000
Total	207 230	198 990	217 935

The table below sets out the allocations by provincial government for the MTREF period for Stellenbosch Municipality.

As indicated in the table below the total Provincial allocation for Stellenbosch Municipality amounts to R53 697 million for the 2019/20 financial year.

WCG Departments and funding (R'000)	2019/20	2020/21	2021/22
Cultural Affairs and Sport			
Community Library services grant	12 454	13 577	14 324
Environmental Affairs and Development Planning			
RSEP/VPUU municipal projects	1 500	2 500	-
Human Settlements			
Human Settlements Development grant (Beneficiaries)	37 900	36 920	29 290
Provincial Treasury			
Western Cape Financial Management	380	-	-

⁸ Source: Western Cape Government: Provincial Treasury. Budget Estimates of Provincial Revenue and Expenditure, 2018. ISBN 978-0-621-46107-7. Published March 2018.



WCG Departments and funding (R'000)	2019/20	2020/21	2021/22
Capacity Building Grant	224	238	252
Western Cape Financial Management	255	-	-
Transport and Public Works			
Financial assistance to municipalities for maintenance and construction of transport infrastructure	384	439	439
Integrated transport planning	600	600	600
Total	53 697	54 274	44 905

DRAFT



CHAPTER 9

Implementation, Monitoring and Review (5 Years)

The Municipal Systems Act (MSA) 32 of 2000 mandates South African municipalities to formulate a five-year Integrated Development Plan (IDP) plan to inform the municipal budget and guide all development within the municipal area. The IDP is considered the Municipality's principal strategic plan that deals with the most critical development needs of the municipal area as well as the most critical governance needs of the organisation.

As the principal planning instrument that guides and informs the municipal budget, the planning process has to provide a forum for identifying, unpacking and resolving the real issues that face the residents of Stellenbosch. Clearly identifying these issues in consultation with communities, makes it possible for the Municipality to propose realistic and workable solutions that can be budgeted for, implemented and monitored in a controlled environment. These issues may be over-arching issues that affect the whole municipality or may only affect specific communities. It is therefore crucially important that the IDP be developed after the completion of a public participation process in which community stakeholders were thoroughly consulted. The plan is also developed in partnership with the provincial and national government.

At the heart of the IDP lies the improvement in the provision of basic municipal services and expanding livelihood opportunities for the people of the Stellenbosch Municipality. The IDP also focusses on expanding and transforming municipal capacity, enterprise development and crucially, exploring new ways of working and living together. This is especially relevant in an ever changing environment.

9.1 Detailed Service Delivery Plans

Parallel with the completion of the fourth generation IDP revision, work has commenced to prepare the SDBIPs for the 2019/20 budget year for the various functional areas and directorates of the Municipality. The SDBIP will unpack the IDP strategic focus areas and predetermined objectives into more detailed programmes, projects, budgets, and performance targets and measurement criteria. Section 1 of the MFMA defines the SDBIP as:

“a detailed plan approved by the mayor of a municipality in terms of section 53(1)(c)(ii) for implementing the municipality's delivery of services and the execution of its annual budget and which must include (as part of the top-layer) the following:

- (a) projections for each month of-*
 - (i) revenue to be collected, by source; and*
 - (ii) operational and capital expenditure, by vote;*
- (b) service delivery targets and performance indicators for each quarter”.*

The Service Delivery and Budget Implementation Plan (SDBIP) is an implementation plan of the approved Integrated Development Plan (IDP) and Medium Term Revenue and Expenditure Framework. Therefore, only projects that are budgeted for are implemented. The SDBIP serves to address the development objectives as derived from the approved IDP.



The format of the Service Delivery Budget Implementation Plan (SDBIP) is prescribed by MFMA Circular Number 13 issued by National Treasury. In terms of the said Circular Number 13 the Service Delivery Budget Implementation Plan (SDBIP) must provide a picture of service delivery areas, budget allocations and enable monitoring and evaluation. It specifically requires the Service Delivery Budget Implementation Plan (SDBIP) to include, inter alia, the following:

- Monthly projections of revenue to be collected for each source;
- Monthly projections of expenditure (operating and capital) and revenue for each vote;
- Quarterly projections of service delivery targets and performance indicators for each vote;
- Ward information for expenditure and service delivery; and
- Detailed capital works plan broken down by ward over three years.

- **MFMA Circular No. 13**

The SDBIP serves as a “contract” between the administration, council and community expressing the goals and objectives set by council as quantifiable outcomes that can be implemented by the administration over the next twelve months. The SDBIP provides the vital link between the mayor, council (executive) and the administration and facilitates the process for holding management accountable for its performance. The SDBIP is a management, implementation and monitoring tool that will assist the mayor, councillors, municipal manager, senior managers and community.

In accordance with Section 53 of the MFMA, the mayor of a municipality must take all reasonable steps to ensure that the municipality's service delivery and budget implementation plan is approved by the mayor within 28 days after the approval of the budget. It also indicate that the annual performance agreements as required in terms of Section 57(1)(b) of the MSA for the municipal manager and all senior managers are linked to the measurable performance objectives approved with the budget and to the service delivery and budget implementation plan.

- **High Level SDBIP Targets and Indicators**

Quarterly projections of service delivery targets and performance indicators for each vote, is one of the five components of the top-layer SDBIP that must be made public as detailed in MFMA Circular 13.

The top level of the SDBIP includes measurable performance objectives in the form of service delivery targets and performance indicators that are provided to the community, that is, what impacts it seeks to achieve. These are drawn from the IDP programmes, services and activities that are relevant to each specific directorate as well as the statutory plans that the Directorate are responsible for. The SDBIPs therefore are the key mechanisms for monitoring the different responsibilities and targets that each Directorate must fulfil in meeting service delivery needs provided to the community.

- **Reporting on the SDBIP**

Various reporting requirements are outlined in the MFMA, both the mayor and the accounting officer have clear roles to play in preparing and presenting these reports. The SDBIP provides an excellent basis for generating the reports required by the MFMA. The report then allows the Council to monitor the implementation of service delivery programmes and initiatives across the Municipality's boundaries.

- **Monthly Reporting**

Section 71 of the MFMA stipulates that reporting on actual revenue targets and spending against the budget should occur on a monthly basis. This reporting must be conducted by the accounting officer of a municipality no later than 10 working days, after the end of each month. Reporting must include the following:



- Actual revenue, per source;
- Actual borrowings;
- Actual expenditure, per vote;
- Actual capital expenditure, per vote; and
- The amount of any allocations received.

If necessary, explanation of the following must be included in the monthly reports:

- Any material variances from the municipality's projected revenue by source, and from the municipality's expenditure projections per vote;
- Any material variances from the service delivery and budget implementation plan; and
- Any remedial or corrective steps taken or to be taken to ensure that the projected revenue and expenditure remain within the municipality's approved budget.

• **Quarterly Reporting**

Section 52(d) of the MFMA compels the mayor to submit a report to the council on the implementation of the budget and the financial state of affairs of the municipality within 30 days of the end of each quarter. The quarterly performance projections captured in the SDBIP provides qualitative information to quarterly report.

• **Mid-year Reporting**

- Section 72 of the MFMA determines that by 25 January of each year the accounting officer must assess the performance of the municipality and report to the Council on inter alia its service delivery performance during the first half of the financial year and the service delivery targets and performance indicators set in the service delivery and budget implementation plan; and
- The section 72 report must include the following:
 - The monthly statements submitted in terms of section 71 for the first half of the financial year;
 - The municipality's service delivery performance, and the service delivery targets and performance indicators set in the service delivery and budget implementation plan; and
 - The past year's annual report, and progress on resolving problems identified in the annual report (s72);
 - Performance of service providers;
 - Make recommendations as to whether an adjustments budget is necessary (s72); and
 - Recommend revised projections for revenue and expenditure to the extent that this may be necessary (s72).

• **Monitoring and the Adjustment Budget Process**

The section 71 and 72 budget monitoring reports required under the MFMA should provide a consolidated analysis of the Municipality's financial position including year-end projections. The Executive Mayor must consider these reports under s54 of the MFMA and then make a decision as to whether the SDBIP should be amended. The Adjustments Budget concept is governed by various provisions in the MFMA and is aimed at instilling and establishing an increased level of discipline, responsibility and accountability in the municipality's finances. In simple terms, funds can be transferred within a vote but any movements between votes can only be agreed by an adjustments budget.

In accordance with the Stellenbosch Municipality's approved Performance Management Policy, KPI's can only be adjusted after the mid-year assessment and/or after the adjustments budget has been approved. KPI's should be adjusted to be aligned with the adjustment estimate and the reason for the change in KPI's should be documented in a report to the Executive Mayor for approval.



Additional KPI's can be added during the year with the approval of the municipal manager. The approval documents should be safeguarded for audit purposes. The 2019/20 Revised SDBIP is informed by a thorough assessment of the 2017/18 Annual Report, Auditor General's Report and the 2018/19 Adjustments Budget.

This policy is supported by MFMA Circular No. 13: Service Delivery and Budget Implementation Plan which stipulates that being a management and implementation plan (and not a policy proposal), the SDBIP is not required to be approved by the council – it is however tabled before council and made public for information and for purposes of monitoring. The SDBIP should be seen as a dynamic document that may (at lower layers of the plan) be continually revised by the municipal manager and other top managers, as actual performance after each month or quarter is taken into account.

- **Internal Auditing of Performance Reports**

The Municipality's internal audit function will need to be continuously involved in auditing the performance reports based on the organisational and directorate/departmental scorecards. As required by Regulation, they will be required to produce an audit report on a quarterly basis, to be submitted to the Municipal Manager and Performance Audit Committee. The MFMA and the Municipal Planning and Performance Management Regulations require that the municipal council establish an audit committee consisting of a minimum of three members, where the majority of members are not employees of the municipality. No Councillor may be a member of an audit committee. Council shall also appoint a chairperson who is not an employee.

- **Annual Performance Reviews**

At least annually, the Executive Mayor will be required to report to the full council on the overall municipal performance. It is proposed that this reporting take place using the municipal scorecard in an annual performance report format as per the Municipal Systems Act. The said annual performance report will form part of the municipality's Annual Report as per section 121 of the Municipal Finance Management Act.

9.2 Project Prioritisation

In the prioritisation of programmes and projects to be included in the SDBIPs, the following criteria will be applied:

- The extent to which the programme or project demonstrates measurable support for the strategic goals, focus areas and objectives of the Fourth generation IDP (as aligned to global, national, provincial and district policy directives);
- The location of the project in relation to previously disadvantaged areas and/or the extent to which such areas will benefit from the project;
- The clear identification of beneficiary communities and the expected positive impacts on beneficiary communities;
- The extent to which the project will support other programmes and/or projects of the municipality and its service delivery partners;
- The extent to which the project supports the EPWP;
- The extent to which the project is intended to enhance a previous project, extends a previous project, or completes an incomplete project;
- The extent to which the project is supported by other funding allocations, or supports such allocation to provide for richer, more integrated human settlement outcomes or accelerated delivery;
- The extent to which future operational resources for the project have been secured (including both human and financial resources);



- The extent to which prerequisite land planning, and associated statutory land and environmental processes are in place or have been completed; and
- The extent to which detail project milestone and cash-flow planning, and processes for procuring resources are completed and/or highlighted.

DRAFT



9.3 Five-Year Top Level Service Delivery and Budget Implementation Plan (SDBIP)

The SDBIP gives effect to the Integrated Development Plan (IDP) and is essentially the management and implementation tool setting out the quarterly service delivery targets.

The Top Layer SDBIP has been reviewed to include the main service delivery indicators of the Municipality and to take into account the recommendations made by the Auditor General. It should be noted that where indicators were removed from the Top Layer SDBIP, it has been moved to the Departmental SDBIP and will be monitored through the respective Directors' performance scorecards.

The following table reflects the 5 Year Implementation Plan of the Integrated Development Plan:

SFA 1 – VALLEY OF POSSIBILITY																			
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Actual 2017/ 18	Target 2018/19	Target 2019/20	Target 2020/21	Target 2021/22	Outer years 2022 - 2027	NKPA link	NDP link	PSO link	CWDM link	PDO link	Delivery Indicator
KPI001	MFA 4: New Housing (PMU)	Planning and Economic Development	Number of serviced sites for low cost housing provided	Percentage of erven serviced	Programme	All	190 per annum	117	N/A	N/A	N/A	N/A	N/A	NKPA 4	NDP 1	PSO 1	CWDM 1	PDO 1.1	Output
KPI002	MFA 4: New Housing (PMU)	Planning and Economic Development	Number of temporary housing units constructed in the Temporary Relocation Area by June 2018	Construct 270 temporary units (Temporary Relocation Area – TRA)	Project (Capex)	All	270 per annum	111	N/A	N/A	N/A	N/A	N/A	NKPA 8	NDP 2	PSO 4	CWDM 2	PDO 4.1	Output
KPI003	MFA 2: Transport, Roads and Stormwater	Planning and Economic Development	Number of bus and taxi shelters constructed	Constructed Bus and Taxi shelters based on completion photos	Project (Capex)	All	2 per annum	7	N/A	N/A	N/A	N/A	N/A	NKPA 6	NDP 2	PSO 4	CWDM 2	PDO 1.2	Output



SFA 1 – VALLEY OF POSSIBILITY																			
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Actual 2017/ 18	Target 2018/19	Target 2019/20	Target 2020/21	Target 2021/22	Outer years 2022 - 2027	NKPA link	NDP link	PSO link	CWDM link	PDO link	Delivery Indicator
KPI004	MFA 8: Spatial Planning / Environmental, Heritage and Cultural Management	Planning and Economic Development	Spatial mapping of all current and planned social infrastructure (parks, crèches) as identified by June 2018	Spatial map containing all current and planned social infrastructure (parks, crèches) as updated annually by June 2018	Key Initiative	All	1 per annum	1	N/A	N/A	N/A	N/A	N/A	NKPA 11	NDP 4	PSO 5	CWDM 1	PDO 1.3	Output
KPI005	MFA 1: Local Economic Development	Planning and Economic Development	2 informal trading sites developed by June 2018	2 informal trading sites developed	Project (Capex)	All	2 per annum	1	N/A	N/A	N/A	N/A	N/A	NKPA 4	NDP 1	PSO 1	CWDM 1	PDO 1.1	Output
KPI006	MFA 2: Transport, Roads and Stormwater	Planning and Economic Development	Number of bus terminals and taxi ranks constructed	Constructed taxi rank by April 2018. Photographs on Iignite	Project (Capex)	All	4 per annum	4	N/A	N/A	N/A	N/A	N/A	NKPA 6	NDP 2	PSO 4	CWDM 2	PDO 1.2	Output
KPI007	MFA 1: Local Economic Development	Planning and Economic Development	The number of jobs created through the Municipality's local economic development initiatives including capital projects (NKPI Proxy - MSA, Reg. S10(d))	Number of job opportunities created by 30 June	Programme	All	500 per annum	695	106	300	400	500	300	NKPA 4	NDP 1	PSO 1	CWDM 1	PDO 1.1	Outcome
KPI008	MFA 3: Land-Use Management	Planning and Economic Development	Land-use applications submitted to the Municipal Planning Tribunal within 120 days	Percentage of land-use applications submitted to the Municipal Planning Tribunal within 120 days after receipt of application	Programme	All	90% per annum	4 reports submitted	90%	90%	90%	90%	90%	NKPA 9	NDP 8	PSO 4	CWDM 1	PDO 1.1	Outcome



SFA 1 – VALLEY OF POSSIBILITY																			
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Actual 2017/ 18	Target 2018/19	Target 2019/20	Target 2020/21	Target 2021/22	Outer years 2022 - 2027	NKPA link	NDP link	PSO link	CWDM link	PDO link	Delivery Indicator
KPI009	MFA 1: Local Economic Development	Planning and Economic Development	Training opportunities provided for Small, Medium and Micro Enterprises (SMMEs)	Number of training opportunities provided quarterly for entrepreneurs and SMMEs	Programme	All	4 per annum	4	4	4	4	4	4	NKPA 4	NDP 1	PSO 1	CWDM 1	PDO 1.2	Output
KPI010	MFA 8: Spatial Planning / Environmental, Heritage and Cultural Management	Planning and Economic Development	Revised Spatial Development Framework (SDF) submitted to Council	Number of Revised SDFs submitted to Council by 31 May	Programme	All	1 per annum	1	1	1	1	1	N/A	NKPA 11	NDP 4	PSO 5	CWDM 1	PDO 1.3	Output
KPI011	MFA 1: Local Economic Development	Planning and Economic Development	Expenditure of the Kayamandi Town Centre capital project measured quarterly in terms of the approved Capital Budget spent	Percentage of the Kayamandi Town Centre Capital Budget actually spent by 30 June	Project (Capex)	All	90% per annum	N/A	90%	N/A	N/A	N/A	N/A	NKPA 4	NDP 1	PSO 1	CWDM 1	PDO 1.2	Input
KPI012	MFA 4: New Housing (PMU)	Planning and Economic Development	Revised Housing Pipeline submitted to MayCo	Number of Revised Housing Pipelines submitted to MayCo by 31 March	Programme	All	1 per annum	1	1	1	1	1	1	NKPA 8	NDP 2	PSO 4	CWDM 2	PDO 4.1	Output
KPI013	MFA 4: New Housing (PMU)	Planning and Economic Development	Human Settlements Plan submitted to Council	Number of Human Settlements Plans submitted to Council by 30 June	Programme	All	1 per annum	N/A	1	N/A	N/A	N/A	N/A	NKPA 8	NDP 2	PSO 4	CWDM 2	PDO 4.1	Output
KPI014	MFA 3: Land-Use Management	Planning and Economic Development	Urban Development Strategy submitted to Council	Number of Urban Development Strategies submitted to Council by 30 June	Key Initiative	All	1 per annum	N/A	1	N/A	N/A	N/A	N/A	NKPA 11	NDP 4	PSO 5	CWDM 1	PDO 1.3	Output



SFA 2 - GREEN AND SUSTAINABLE VALLEY																			
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Actual 2017/ 18	Target 2018/19	Target 2019/20	Target 2020/21	Target 2021/22	Outer years 2022 - 2027	NKPA link	NDP link	PSO link	CWDM link	PDO link	Delivery Indicator
KPI015	MFA 9: Community Services	Infrastructure Services	Curtail domestic and industrial water consumption by 45% and agricultural water consumption by 60%, measured in terms of the equivalent average consumption of 5 years	Domestic and industrial water consumption curtailed by 45%, measured in terms of the equivalent average consumption of 5 years from 2010/11 until 2014/15	Key Initiative	All	45% per annum	51.60%	N/A	N/A	N/A	N/A	N/A	NKPA 6	NDP 2	PSO 4	CWDM 2	PDO 4.4	Outcome
KPI016	MFA 12: Solid Waste Management	Infrastructure Services	External Audit of the Stellenbosch Municipality Waste Disposal Facilities conducted	Number of external audits of the Stellenbosch Municipality Waste Disposal Facilities conducted by 30 June	Programme	All	1 per annum	2	1	1	1	1	1	NKPA 8	NDP 2	PSO 4	CWDM 1	PDO 2.1	Output
KPI073	MFA 12: Solid Waste Management	Infrastructure Services	Implementation of identified waste minimisation projects	Number of waste minimisation projects implemented by 30 June	Programme	All	2 per annum	N/A	N/A	2	2	2	2	NKPA 8	NDP 2	PSO 4	CWDM 1	PDO 2.1	Output
KPI017	MFA 12: Solid Waste Management	Infrastructure Services	Waste Management By-Law adopted by Council	Number of Waste Management By-Laws adopted by Council by 30 June	Key Initiative	All	1 per annum	0	1	N/A	N/A	N/A	N/A	NKPA 9	NDP 3	PSO 5	CWDM 2	PDO 2.2	Output



SFA 2 - GREEN AND SUSTAINABLE VALLEY																			
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Actual 2017/ 18	Target 2018/19	Target 2019/20	Target 2020/21	Target 2021/22	Outer years 2022 - 2027	NKPA link	NDP link	PSO link	CWDM link	PDO link	Delivery Indicator
KPI018	MFA 10: Building Development Control	Planning and Economic Development	Building applications processed within the prescribed/ legislated period	Percentage of building plans processed within the prescribed / legislated period	Programme	All	90% per annum	4 reports submitted	90%	90%	90%	90%	90%	NKPA 9	NDP 8	PSO4	CWDM 1	PDO 1.1	Outcome
KPI019	MFA 9: Community Services	Infrastructure Services	Waste water quality managed and measured annually into the SANS Accreditation physical and micro parameters	Percentage waste water quality compliance as per analysis certificate measured quarterly	Programme	All	80% per annum	73%	70%	75%	75%	80%	80%	NKPA 6	NDP 2	PSO 4	CWDM 2	PDO 4.4	Outcome
KPI078	MFA 10: Building Development Control	Community and Protection Services	Submission of the revised Facility Management Plan to MayCo	Number of revised Facility Management Plans submitted to MayCo by 31 May	Programme	All	1 per annum	N/A	N/A	1	1	1	1	NKPA 9	NDP 8	PSO4	CWDM 1	PDO 1.1	Output



SFA 3 - SAFE VALLEY																			
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Actual 2017/ 18	Target 2018/19	Target 2019/20	Target 2020/21	Target 2021/22	Outer years 2022 - 2027	NKPA link	NDP link	PSO link	CWDM link	PDO link	Delivery Indicator
KPI020	MFA 14: Law Enforcement, Security Services and Land Invasion	Community and Protection Services	Extend CCTV coverage to all wards	Number of CCTV cameras installed within the WCO24 across various wards	Programme	All	12 per annum	103	N/A	N/A	N/A	N/A	N/A	NKPA 3	NDP 2	PSO 3	CWDM 1	PDO 3.3	Output
KPI021	MFA 14: Law Enforcement, Security Services and Land Invasion	Community and Protection Services	Quarterly progress reports to a Committee of Council/ MayCo on Safety Initiatives in the greater Stellenbosch	Number of Stellenbosch Safety Initiative projects undertaken reported to a Committee of Council/ MayCo	Key Initiative	All	4 per annum	4	N/A	N/A	N/A	N/A	N/A	NKPA 4	NDP 3	PSO 4	CWDM 2	PDO 3.4	Output
KPI022	MFA 14: Law Enforcement, Security Services and Land Invasion	Community and Protection Services	Safety network database identified and developed by December 2017	Developed database by December 2017	Key Initiative	All	1 per annum	1	N/A	N/A	N/A	N/A	N/A	NKPA 5	NDP 4	PSO 5	CWDM 3	PDO 3.5	Output
KPI023	MFA 14: Law Enforcement, Security Services and Land Invasion	Community and Protection Services	Signed MOUs with SAPS to extent municipal law enforcement security cluster by December 2017	Signed MOU by December 2017	Key Initiative	All	1 per annum	1	N/A	N/A	N/A	N/A	N/A	NKPA 6	NDP 5	PSO 6	CWDM 4	PDO 3.6	Output
KPI024	MFA 13: Fire and Disaster Management	Community and Protection Services	Ward based risk assessments by June 2018	Completed risk assessment result of all wards by June 2018	Key Initiative	All	1 per annum	1	N/A	N/A	N/A	N/A	N/A	NKPA 7	NDP 6	PSO 7	CWDM 5	PDO 3.7	Output



SFA 3 - SAFE VALLEY																			
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Actual 2017/ 18	Target 2018/19	Target 2019/20	Target 2020/21	Target 2021/22	Outer years 2022 - 2027	NKPA link	NDP link	PSO link	CWDM link	PDO link	Delivery Indicator
KPI025	MFA 13: Fire and Disaster Management	Community and Protection Services	Revised Disaster Management Plan submitted to MayCo	Number of Revised Disaster Management Plans submitted to MayCo by 31 May	Programme	All	1 per annum	1	1	1	1	1	1	NKPA 9	NDP 8	PSO 5	CWDM 3	PDO 3.1	Output
KPI026	MFA 14: Law Enforcement, Security Services and Land Invasion	Community and Protection Services	Revised Safety and Security Strategy submitted to MayCo	Number of revised Safety and Security Strategies submitted to MayCo by 30 June	Programme	All	1 per annum	N/A	1	1	N/A	N/A	N/A	NKPA 7	NDP 6	PSO 7	CWDM 5	PDO 3.7	Output
KPI027	MFA 15: Traffic Services	Community and Protection Services	Revised Traffic Management Plan submitted to MayCo	Number of Revised Traffic Management Plans submitted to MayCo by 30 September	Programme	All	1 per annum	N/A	N/A	1	N/A	N/A	N/A	NKPA 7	NDP 6	PSO 7	CWDM 5	PDO 3.7	Output



SFA 4 - DIGNIFIED LIVING																			
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Actual 2017/ 18	Target 2018/19	Target 2019/20	Target 2020/21	Target 2021/22	Outer years 2022 - 2027	NKPA link	NDP link	PSO link	CWDM link	PDO link	Delivery Indicator
KPI028	MFA 22: Water Services	Infrastructure Services	Number of new water connections meeting minimum standards	50 new taps installed by 30 June 2018	Programme	All	50 per annum	50	N/A	N/A	N/A	N/A	N/A	NKPA 8	NDP 2	PSO 4	CWDM 2	PDO 4.4	Output
KPI029	MFA 22: Water Services	Financial Services	Provide consumer accounts iro clean piped water to formal residential properties which are connected to the municipal water infrastructure network as at 30 June 2018	Number of consumer accounts iro formal residential properties receiving piped water	Programme	All	24,000 per annum	26,506	N/A	N/A	N/A	N/A	N/A	NKPA 9	NDP 8	PSO 5	CWDM 3	PDO 5.8	Output
KPI030	MFA 19: Electrical Services	Financial Services	Provide consumer accounts iro electricity to formal residential properties connected to the municipal electrical infrastructure network for both credit and prepaid electrical metering as at 30 June 2018	Number of consumer accounts iro formal residential properties connected to the municipal electrical infrastructure network (credit and prepaid electrical metering)	Programme	All	24,000 per annum	26,506	N/A	N/A	N/A	N/A	N/A	NKPA 10	NDP 9	PSO 6	CWDM 4	PDO 5.9	Output
KPI031	MFA 20: Basic Service Delivery	Financial Services	Provide consumer accounts iro sanitation services to residential properties which are connected to the municipal waste water (sanitation/sewera ge) network as at	Number consumer accounts iro of residential properties which are billed for sewerage in accordance with the SAMRAS financial system	Programme	All	24,000 per annum	26,506	N/A	N/A	N/A	N/A	N/A	NKPA 11	NDP 10	PSO 7	CWDM 5	PDO 5.10	Output



SFA 4 - DIGNIFIED LIVING																				
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Actual 2017/ 18	Target 2018/19	Target 2019/20	Target 2020/21	Target 2021/22	Outer years 2022 - 2027	NKPA link	NDP link	PSO link	CWDM link	PDO link	Delivery Indicator	
			30 June 2018																	
KPI032	MFA 20: Basic Service Delivery	Financial Services	Provide consumer accounts iro of refuse removal, refuse dumps and solid waste disposal to all residential account holders once a week until 30 June 2018	Number consumer accounts iro of formal residential properties for which refuse is removed	Programme	All	24,000 per annum	26,506	N/A	N/A	N/A	N/A	N/A	NKPA 12	NDP 11	PSO 8	CWDM 6	PDO 5.11	Output	
KPI033	MFA 20: Basic Service Delivery	Financial Services	Number of households with access to basic services (water, sanitation, refuse removal)	Number of households receiving basic water, sanitation and refuse from the municipal infrastructure network	Programme	All	10 per annum	10	N/A	N/A	N/A	N/A	N/A	NKPA 13	NDP 12	PSO 9	CWDM 7	PDO 5.12	Output	
KPI034	MFA 21: Community Development	Community and Protection Services	Facilitate the registration of early childhood development centres on a quarterly basis	Quarterly ECD forum/Dept of Social Development registration workshops	Programme	All	4 per annum	4	N/A	N/A	N/A	N/A	N/A	NKPA 3	NDP 4	PSO 3	CWDM 1	PDO 3.3	Output	
KPI035	MFA 21: Community Development	Community and Protection Services	Review Grant in aid policy and submit it to Council by June annually	Policy submitted to Council	Programme	All	1 per annum	1	N/A	N/A	N/A	N/A	N/A	NKPA 4	NDP 5	PSO 4	CWDM 2	PDO 3.4	Output	



SFA 4 - DIGNIFIED LIVING																			
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Actual 2017/ 18	Target 2018/19	Target 2019/20	Target 2020/21	Target 2021/22	Outer years 2022 - 2027	NKPA link	NDP link	PSO link	CWDM link	PDO link	Delivery Indicator
KPI036	MFA 18: Housing Administration	Planning and Economic Development	Alignment of Municipal and Provincial Government housing waiting lists by December 2017	Aligned Waiting lists submitted to the Director	Programme	All	2 per annum	2	N/A	N/A	N/A	N/A	N/A	NKPA 8	NDP 2	PSO 4	CWDM 2	PDO 4.4	Output
KPI037	MFA 20: Basic Service Delivery	Planning and Economic Development	Provision of waterborne toilet facilities	Number of waterborne toilet facilities provided by 30 June	Programme	All	50 per annum	50	20	25	30	50	40	NKPA 2	NDP 2	PSO 4	CWDM 2	PDO 4.4	Output
KPI038	MFA 17: Informal Settlements	Planning and Economic Development	Report to MayCo on the identification of land for emergency housing	Number of reports on the identification of land for emergency housing submitted to MayCo by 30 June	Key Initiative	All	1 per annum	N/A	1	N/A	N/A	N/A	N/A	NKPA 9	NDP 8	PSO 4	CWDM 1	PDO 1.1	Output
KPI039	MFA 20: Basic Service Delivery	Financial Services	Provision of free basic water to registered indigent households (NKPI Proxy - MSA, Reg. S10(a), (b))	Percentage of registered indigent households receiving free basic water, measured quarterly	Programme	All	100% per annum	N/A	100%	100%	100%	100%	100%	NKPA 6	NDP 2	PSO 4	CWDM 2	PDO 4.4	Outcome
KPI040	MFA 19: Electrical Services	Infrastructure Services	Limit unaccounted for electricity to less than 9% annually {(Number of Electricity Units Purchased and/or Generated - Number of Electricity Units Sold(incl. Free basic	Percentage average electricity losses by 30 June	Programme	All	<9% per annum	5.70%	<9%	<9%	<9%	<9%	<9%	NKPA 9	NDP 8	PSO 5	CWDM 3	PDO 4.4	Outcome



SFA 4 - DIGNIFIED LIVING																				
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Actual 2017/ 18	Target 2018/19	Target 2019/20	Target 2020/21	Target 2021/22	Outer years 2022 - 2027	NKPA link	NDP link	PSO link	CWDM link	PDO link	Delivery Indicator	
			electricity)) / Number of Electricity Units Purchased and/or Generated) x 100}																	
KPI041	MFA 22: Water Services	Infrastructure Services	Water quality managed and measured quarterly into the SANS 241 physical and micro parameters	Percentage water quality level as per analysis certificate measured quarterly	Programme	All	90% per annum	95.80%	90%	90%	90%	90%	90%	NKPA 2	NDP 2	PSO 4	CWDM 1	PDO 4.4	Outcome	
KPI042	MFA 22: Water Services	Infrastructure Services	Limit unaccounted water to less than 25%	Average percentage water losses measured as at by 30 June	Programme	All	<25% per annum	21.60%	<25%	<25%	<25%	<25%	<25%	NKPA 3	NDP 3	PSO 5	CWDM 2	PDO 4.5	Outcome	
KPI043	MFA 19: Electrical Services	Financial Services	Provision of free basic electricity to registered indigent households (NKPI Proxy - MSA, Reg. S10(a), (b)	Percentage of registered indigent households receiving free basic electricity, measured quarterly	Programme	All	100% per annum	N/A	100%	100%	100%	100%	100%	NKPA 6	NDP 2	PSO 4	CWDM 2	PDO 4.4	Outcome	
KPI044	MFA 20: Basic Service Delivery	Financial Services	Provision of free basic refuse removal to registered indigent households (NKPI Proxy - MSA, Reg. S10(a), (b)	Percentage of registered indigent households receiving free basic refuse removal, measured quarterly	Programme	All	100% per annum	N/A	100%	100%	100%	100%	100%	NKPA 7	NDP 3	PSO 5	CWDM 3	PDO 4.5	Outcome	



SFA 4 - DIGNIFIED LIVING																			
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Actual 2017/ 18	Target 2018/19	Target 2019/20	Target 2020/21	Target 2021/22	Outer years 2022 - 2027	NKPA link	NDP link	PSO link	CWDM link	PDO link	Delivery Indicator
KPI045	MFA 20: Basic Service Delivery	Financial Services	Provision of free basic sanitation to registered indigent households (NKPI Proxy - MSA, Reg. S10(a), (b))	Percentage of registered indigent households receiving free basic sanitation, measured quarterly	Programme	All	100% per annum	N/A	100%	100%	100%	100%	100%	NKPA 8	NDP 4	PSO 6	CWDM 4	PDO 4.6	Outcome
KPI074	MFA 20: Basic Service Delivery	Financial Services	Formal households provided with access to water	Number of formal households provided with access to water, measured quarterly	Programme	All	100% per annum	N/A	26 000	26 000	26 000	26 000	26 000	NKPA 8	NDP 4	PSO 6	CWDM 4	PDO 4.6	Output
KPI075	MFA 20: Basic Service Delivery	Financial Services	Formal households provided with access to electricity	Number of formal households provided with access to electricity, measured quarterly	Programme	All	100% per annum	N/A	24 000	24 000	24 000	24 000	24 000	NKPA 8	NDP 4	PSO 6	CWDM 4	PDO 4.6	Output
KPI076	MFA 20: Basic Service Delivery	Financial Services	Formal households provided with access to refuse removal	Number of formal households provided with access to refuse removal, measured quarterly	Programme	All	100% per annum	N/A	26 000	26 000	26 000	26 000	26 000	NKPA 8	NDP 4	PSO 6	CWDM 4	PDO 4.6	Output
KPI077	MFA 20: Basic Service Delivery	Financial Services	Formal households provided with access to sanitation	Number of formal households provided with access to sanitation, measured quarterly	Programme	All	100% per annum	N/A	26 000	26 000	26 000	26 000	26 000	NKPA 8	NDP 4	PSO 6	CWDM 4	PDO 4.6	Output



SFA 5 - GOOD GOVERNANCE AND COMPLIANCE																			
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Actual 2017/ 18	Target 2018/19	Target 2019/20	Target 2020/21	Target 2021/22	Outer years 2022 - 2027	NKPA link	NDP link	PSO link	CWDM link	PDO link	Delivery Indicator
KPI046	MFA 33: Expenditure	Financial Services	The percentage of each directorate's capital budget spent on capital projects by 30 June annually	% of the Municipality's capital budget spent by 30 June annually {(Total Actual capital Expenditure/Approved Capital Budget) x 100}	Programme	All	90% per annum	86.6%	N/A	N/A	N/A	N/A	N/A	NKPA 9	NDP 8	PSO 5	CWDM 3	PDO 5.9	Input
KPI047	MFA 23: Human Resources	Corporate Services	Revised organisational structure submitted to Council for approval by December	Reviewed organisational structure submitted to Council	Programme	All	1 per annum	1	N/A	N/A	N/A	N/A	N/A	NKPA 9	NDP 8	PSO 5	CWDM 3	PDO 5.6	Output
KPI048	MFA 30: Supply Chain Management	Financial Services	Update and implement the preferential procurement policy by 30 June annually	Reviewed policy submitted to Council	Programme	All	1 per annum	1	N/A	N/A	N/A	N/A	N/A	NKPA 4	NDP 1	PSO 1	CWDM 1	PDO 1.2	Output
KPI049	MFA 23: Human Resources	Financial Services	Establish an asset management section as part of the organisation structure by 30 June 2018	Establish asset management section	Key Initiative	All	1 per annum	1	N/A	N/A	N/A	N/A	N/A	NKPA 9	NDP 8	PSO 5	CWDM 3	PDO 5.9	Outcome
KPI050	MFA 31: Budget	Financial Services	Implement the Municipal Standard Chart of Accounts	Quarterly updates on the implementation progress of MSCOA to a Committee of Council/MayCo	Programme	All	4 per annum	4	N/A	N/A	N/A	N/A	N/A	NKPA 9	NDP 8	PSO 5	CWDM 3	PDO 5.9	Output



SFA 5 - GOOD GOVERNANCE AND COMPLIANCE																			
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Actual 2017/ 18	Target 2018/19	Target 2019/20	Target 2020/21	Target 2021/22	Outer years 2022 - 2027	NKPA link	NDP link	PSO link	CWDM link	PDO link	Delivery Indicator
KPI051	MFA 27: Integrated Development Planning	Office of the Municipal Manager	Develop a public participation policy and submit it to a Committee of Council/ MayCo by June 2018	Public participation policy submitted to a Committee of Council/ MayCo	Key Initiative	All	1 per annum	0	1	N/A	N/A	N/A	N/A	NKPA 9	NDP11	PSO5	CWDM3	PDO 5.4	Output
KPI052	MFA 23: Human Resources	Corporate Services	Audit of all municipal leased properties (excluding rental stock) by March 2018	Audited outcome on leased properties	Key Initiative	All	1 per annum	0	N/A	N/A	N/A	N/A	N/A	NKPA 9	NDP 8	PSO 5	CWDM 3	PDO 5.9	Output
KPI053	MFA 27: Integrated Development Planning	Planning and Economic Development	Develop an Integrated Zoning Scheme and submit it to Committee of Council/ MayCo by 30 June 2018	Developed Integrated Zoning Scheme submitted to a Committee of Council/ MayCo	Key Initiative	All	1 per annum	0	N/A	N/A	N/A	N/A	N/A	NKPA 11	NDP 4	PSO 5	CWDM 1	PDO 1.3	Output
KPI054	MFA 30: Supply Chain Management	Financial Services	Percentage of bid specifications submitted (Total of draft specifications submitted/ Total of bids listed on the Demand Management Plan *100)	Minutes of the Bid Specification Committee	Programme	All	50% per annum	50%	N/A	N/A	N/A	N/A	N/A	NKPA 4	NDP 1	PSO 1	CWDM 1	PDO 1.2	Outcome
KPI055	MFA 31: Budget	Financial Services	Financial viability measured in terms of the available cash to cover fixed operating expenditure (NKPI Proxy - MSA, Reg. S10(g)(iii))	Cost coverage as at 30 June annually [(Cash and Cash Equivalents - Unspent Conditional Grants - Overdraft) + Short Term Investment) /	Programme	All	4 per annum	7.61	4	4	4	4	4	NKPA 9	NDP 8	PSO 5	CWDM 3	PDO 5.8	Output



SFA 5 - GOOD GOVERNANCE AND COMPLIANCE																			
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Actual 2017/ 18	Target 2018/19	Target 2019/20	Target 2020/21	Target 2021/22	Outer years 2022 - 2027	NKPA link	NDP link	PSO link	CWDM link	PDO link	Delivery Indicator
				Monthly Fixed Operational Expenditure excluding (Depreciation)															
KPI056	MFA 31: Income	Financial Services	Achieve an average payment percentage of 96% by 30 June annually (Gross Debtors Opening Balance + Billed Revenue - Gross Debtors Closing Balance - Bad Debts Written Off) / Billed Revenue x 100	(Gross Debtors Opening Balance + Billed Revenue - Gross Debtors Closing Balance - Bad Debts Written Off) / Billed Revenue x 100	Programme	All	96% per annum	98.08%	96%	96%	96%	96%	96%	NKPA 10	NDP 9	PSO 6	CWDM 4	PDO 5.9	Outcome
KPI057	MFA 31: Budget	Financial Services	Actual expenditure on the approved Capital Budget for the Municipality by 30 June (NKPI - MSA, Reg. S10(c))	Percentage of approved Capital Budget for the Municipality actually spent by 30 June	Programme	All	90% per annum	86.6%	90%	90%	90%	90%	90%	NKPA 11	NDP 10	PSO 7	CWDM 5	PDO 5.10	Input
KPI058	MFA 23: Human Resources	Office of the Municipal Manager	The percentage of people from employment equity target groups employed (to be appointed) in the three highest levels of management in compliance with the municipality's approved employment equity plan	Number of appointments made in the three highest levels of management in compliance with the Municipality's approved employment equity plan, measured by 30 June	Programme	All	75% per annum	50%	75%	75%	75%	75%	75%	NKPA 9	NDP 8	PSO 5	CWDM 3	PDO 5.6	Outcome



SFA 5 - GOOD GOVERNANCE AND COMPLIANCE																			
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Actual 2017/ 18	Target 2018/19	Target 2019/20	Target 2020/21	Target 2021/22	Outer years 2022 - 2027	NKPA link	NDP link	PSO link	CWDM link	PDO link	Delivery Indicator
KPI059	MFA 23: Human Resources	Corporate Services	The percentage of actual payroll budget spent on implementing the municipal Workplace Skills Plan (NKPI Proxy-MSA, Reg. S10(f))	Percentage of Municipality's payroll budget actually spent on implementing its workplace skills plan ((Total Actual Expenditure/ 1% of Total Annual payroll Budget) x100), measured by 30 June	Programme	All	0.85% per annum	0.13%	0.85%	0.85%	0.85%	0.85%	0.85%	NKPA 10	NDP 9	PSO 6	CWDM 4	PDO 5.7	Input
KPI060	MFA 31: Budget	Financial Services	Financial viability measured in terms of the Municipality's ability to meet its service debt obligations (NKPI Proxy - MSA, Reg. S10(g)(i))	Debt coverage ratio ((Total operating revenue - operating grants received) / (Debt service payments due within the year)) measured annually	Programme	All	15% per annum	14%	15%	15%	15%	15%	15%	NKPA 9	NDP 8	PSO 5	CWDM 3	PDO 5.6	Outcome
KPI061	MFA 31: Budget	Financial Services	Financial viability measured in terms of the outstanding service debtors (NKPI Proxy - MSA, Reg. S10(g)(ii))	Service debtors to revenue ratio – (Total outstanding service debtors / revenue received for services) measured annually	Programme	All	27% per annum	10.9%	27%	27%	27%	27%	27%	NKPA 10	NDP 9	PSO 6	CWDM 4	PDO 5.7	Outcome
KPI062	MFA 29: Legal Services, compliance and control environment	Office of the Municipal Manager	Revised Risk-Based Audit Plan (RBAP) submitted to the Audit Committee	Number of Revised RBAPs submitted to the Audit Committee by 30 June	Programme	All	1 per annum	1	1	1	1	1	1	NKPA 9	NDP 8	PSO 5	CWDM 3	PDO 5.5	Output



SFA 5 - GOOD GOVERNANCE AND COMPLIANCE																			
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Actual 2017/ 18	Target 2018/19	Target 2019/20	Target 2020/21	Target 2021/22	Outer years 2022 - 2027	NKPA link	NDP link	PSO link	CWDM link	PDO link	Delivery Indicator
KPI063	MFA 29: Legal Services, compliance and control environment	Office of the Municipal Manager	Audit Action Plan submitted to the Audit Committee	Number of Audit Action Plans submitted to the Audit Committee by 28 February	Programme	All	1 per annum	1	1	1	1	1	1	NKPA 9	NDP 8	PSO 5	CWDM 3	PDO 5.5	Output
KPI064	MFA 29: Legal Services, compliance and control environment	Office of the Municipal Manager	Revised Risk Register submitted to the Risk Management Committee	Number of Revised Risk Registers submitted to the Risk Management Committee by 30 June	Programme	All	1 per annum	1	1	1	1	1	1	NKPA 10	NDP 9	PSO 6	CWDM 4	PDO 5.6	Output
KPI065	MFA 24: Information and Communication Technology	Corporate Services	Revised Information and Communication Technology (ICT) Backup Disaster Recovery Plan submitted to the ICT Steering Committee	Number of Revised ICT Backup Disaster Recovery Plans submitted to the ICT Steering Committee by 31 March	Programme	All	1 per annum	1	1	1	1	1	1	NKPA 9	NDP 8	PSO 5	CWDM 3	PDO 5.1	Output
KPI066	MFA 24: Information and Communication Technology	Corporate Services	Revised Strategic ICT Plan submitted to the ICT Steering Committee	Number of Revised Strategic ICT Plans submitted to the ICT Steering Committee by 31 May	Programme	All	1 per annum	1	1	1	1	1	1	NKPA 10	NDP 9	PSO 6	CWDM 4	PDO 5.2	Output
KPI067	MFA 27: Integrated Development Planning	Office of the Municipal Manager	Draft Integrated Development Plan (IDP) submitted to Council	Number of Draft IDPs submitted to Council by 31 March	Programme	All	1 per annum	1	1	1	1	1	1	NKPA 11	NDP 4	PSO 5	CWDM 1	PDO 5.4	Output



SFA 5 - GOOD GOVERNANCE AND COMPLIANCE																			
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Actual 2017/ 18	Target 2018/19	Target 2019/20	Target 2020/21	Target 2021/22	Outer years 2022 - 2027	NKPA link	NDP link	PSO link	CWDM link	PDO link	Delivery Indicator
KPI068	MFA 29: Legal Services, Compliance & Control Environment	Financial Services	Revised Asset Management Policy submitted to Council	Number of Revised Asset Management Policies submitted to Council by 30 June	Programme	All	1 per annum	1	1	1	1	1	1	NKPA 9	NDP 8	PSO 5	CWDM 3	PDO 5.2	Output
KPI069	MFA 28: Performance Management	Corporate Services	Draft Centralised Customer Care Strategy submitted to MayCo	Number of Draft Centralised Customer Care Strategies submitted to MayCo by 28 February	Programme	All	1 per annum	N/A	1	N/A	N/A	N/A	N/A	NKPA 10	NDP 8	PSO 4	CWDM 1	PDO 2.1	Output
KPI070	MFA 27: Integrated Development Planning	Office of the Municipal Manager	IDP/Budget/SDF time schedule (process plan) submitted to Council	Number of IDP / Budget / SDF time schedules (process plan) submitted to Council by 31 August	Programme	All	1 per annum	1	1	1	1	1	1	NKPA 11	NDP 4	PSO 5	CWDM 1	PDO 5.4	Output
KPI071	MFA 29: Legal Services, Compliance & Control Environment	Infrastructure Services	Revised Electrical Master Plan submitted to Council	Number of Revised Electrical Master Plans submitted to Council by 30 June	Programme	All	1 per annum	N/A	1	1	1	1	1	NKPA 9	NDP 8	PSO 5	CWDM 3	PDO 4.4	Output
KPI072	MFA 24: Information and Communication Technology	Corporate Services	Development of a Draft Smart City Framework	Number of Draft Smart City Framework developed by 30 September	Key Initiative	All	1 per annum	N/A	N/A	1	N/A	N/A	N/A	NKPA 11	NDP 4	PSO 5	CWDM 1	PDO 5.4	Output

Note: The Five year Municipal Scorecard will be **updated** in accordance with the approved Top Layer (TL) Service Delivery and Budget Implementation Plan (SDBIP) 2019/20. The TL SDBIP 2019/20 must be approved by the Executive Mayor within 28 days after the adoption of the Municipal Budget, to be tabled in Council during May 2019.



CHAPTER 10

Implementation, Monitoring and Review – one year

The Municipal Finance Management Act No 56 of 2003 (MFMA) requires that municipalities prepare a Service Delivery and Budget Implementation Plan (SDBIP) as a strategic financial management tool to ensure that budgetary decisions that are adopted by municipalities for the financial year are aligned with their strategic planning tool, the Integrated Development Plan (IDP). The SDBIP is a contract between Council, administration and the community. It gives effect to the IDP and budget of the municipality.

The municipal budget shall give effect to the Strategic Focus Areas as contained in the IDP. The Top Layer (TL) Service Delivery and Budget Implementation Plan (SDBIP) shall contain details on the execution of the budget and information on programmes and projects. Quarterly, half-yearly and annual performance reports must also be submitted to Council as a means to monitor the implementation of the predetermined objectives as contained in the IDP.

The SDBIP is a one – year detailed implementation plan which gives effect to the IDP and Budget of the Municipality. It is a contract between the administration, Council and community expressing the goals and objectives set by Council as quantifiable outcomes that can be implemented by the administration over the next twelve months. This provides the basis of measuring the performance in service delivery against end year targets and implementing budget.

Indicators developed for the Stellenbosch Municipality addresses the Strategic Focus Areas of the Municipality. The Municipality utilises the one-year TL SDBIP to ensure that it delivers of its service delivery mandate by indicating clear indicators and targets. These indicators also forms the basis of the performance plans of the Directors, hence, the Directors are being evaluated on the approved TL SDBIP indicators.

The five necessary components are:

1. Monthly projections of revenue to be collected for each month;
2. Monthly projections of expenditure (operating and capital) and revenue for each vote;
3. Quarterly projections of service delivery targets and performance indicators;
4. Ward information for expenditure and service delivery; and
5. Detailed capital works plan broken down by ward over three years.

Note: This Chapter, the one year Municipal Scorecard, will be **updated** in accordance with the approved Top Layer (TL) Service Delivery and Budget Implementation Plan (SDBIP) 2019/20. The TL SDBIP 2019/20 must be approved by the Executive Mayor within 28 days after the adoption of the Municipal Budget, to be tabled in Council in May 2019.



SFA 1 – Valley of Possibility															
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Baseline (Actual result 2017/18)	Target 2019/20	TOP LAYER: Service Delivery and Budget Implementation Plan (SDBIP 2019/20)				POE	Delivery Indicator
										Q1	Q2	Q3	Q4		
KPI007	MFA 1: Local Economic Development	Planning and Economic Development	The number of jobs created through the Municipality's local economic development initiatives including capital projects (NKPI Proxy - MSA, Reg. S10(d))	Number of job opportunities created by 30 June	Programme	All	500 per annum	695	300 job opportunities created by 30 June	50	100	200	300	EPWP reporting system	Outcome
KPI008	MFA 3: Land-Use Management	Planning and Economic Development	Land-use applications submitted to the Municipal Planning Tribunal within 120 days	Percentage of land-use applications submitted to the Municipal Planning Tribunal within 120 days after receipt of application	Programme	All	90% per annum	4 reports submitted	90% of land-use applications submitted to the Municipal Planning Tribunal within 120 days after receipt of application	90%	90%	90%	90%	Proof of submission to the Municipal Planning Tribunal	Outcome
KPI009	MFA 1: Local Economic Development	Planning and Economic Development	Training opportunities provided for Small, Medium and Micro Enterprises (SMMEs)	Number of training opportunities provided quarterly for entrepreneurs and SMMEs	Programme	All	4 per annum	4	4 training opportunities provided quarterly for entrepreneurs and SMMEs	1 (1)	1 (2)	1 (3)	1 (4)	Minutes of meetings/ Attendance Registers	Output
KPI010	MFA 8: Spatial Planning / Environmental, Heritage and Cultural Management	Planning and Economic Development	Revised Spatial Development Framework (SDF) submitted to Council	Number of Revised SDFs submitted to Council by 31 May	Programme	All	1 per annum	1	1 Revised SDF submitted to Council by 31 May	N/A	N/A	N/A	1	Proof of submission to Council	Output
KPI012	MFA 4: New Housing (PMU)	Planning and Economic Development	Revised Housing Pipeline submitted to MayCo	Number of Revised Housing Pipelines submitted to MayCo by 31 March	Programme	All	1 per annum	1	1 Revised Housing Pipeline submitted to MayCo by 31 March	N/A	N/A	1	N/A	Proof of submission to MayCo	Output



SFA 2 - Green and Sustainable Valley															
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Baseline (Actual result 2017/18)	Target 2019/20	TOP LAYER: Service Delivery and Budget Implementation Plan (SDBIP 2019/20)				POE	Delivery Indicator
										Q1	Q2	Q3	Q4		
KPI016	MFA 12: Solid Waste Management	Infrastructure Services	External Audit of the Stellenbosch Municipality Waste Disposal Facilities conducted	Number of external audits of the Stellenbosch Municipality Waste Disposal Facilities conducted by 30 June	Programme	All	1 per annum	2	1 external audit of the Stellenbosch Municipality Waste Disposal Facilities conducted by 30 June	N/A	N/A	N/A	1	Audit report	Output
KPI073	MFA 12: Solid Waste Management	Infrastructure Services	Implementation of identified waste minimisation projects	Number of waste minimisation projects implemented by 30 June	Programme	All	2 per annum	New KPI	2 waste minimisation projects implemented by 30 June	N/A	1	N/A	1	Waste minimisation projects	Output
KPI018	MFA 10: Building Development Control	Planning and Economic Development	Building applications processed within the prescribed/legislated period	Percentage of building plans processed within the prescribed / legislated period	Programme	All	90% per annum	4 reports submitted	90% of building plans processed within the prescribed / legislated period	90%	90%	90%	90%	Building plan application register	Outcome
KPI019	MFA 9: Community Services	Infrastructure Services	Waste water quality managed and measured annually ito the SANS Accreditation physical and micro parameters	Percentage waste water quality compliance as per analysis certificate measured quarterly	Programme	All	80% per annum	73%	75% waste water quality compliance as per analysis certificate measured quarterly	N/A	N/A	N/A	75%	Report submitted by the service provider and report from GDS system	Outcome



SFA 3 - Safe Valley															
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Baseline (Actual result 2017/18)	Target 2019/20	TOP LAYER: Service Delivery and Budget Implementation Plan (SDBIP 2019/20)				POE	Delivery Indicator
										Q1	Q2	Q3	Q4		
KPI025	MFA 13: Fire and Disaster Management	Community and Protection Services	Revised Disaster Management Plan submitted to MayCo	Number of Revised Disaster Management Plans submitted to MayCo by 31 May	Programme	All	1 per annum	1	1 Revised Disaster Management Plan submitted to MayCo by 31 May	N/A	N/A	N/A	1	Proof of submission to MayCo	Output
KPI027	MFA 15: Traffic Services	Community and Protection Services	Revised Traffic Management Plan submitted to MayCo	Number of Revised Traffic Management Plans submitted to MayCo by 30 September	Programme	All	1 per annum	N/A	1 Revised Traffic Management Plan submitted to MayCo by 30 September	1	N/A	N/A	N/A	Proof of submission to MayCo	Output

DRAFT



SFA 4 - Dignified Living															
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Baseline (Actual result 2017/18)	Target 2019/20	TOP LAYER: Service Delivery and Budget Implementation Plan (SDBIP 2019/20)				POE	Delivery Indicator
										Q1	Q2	Q3	Q4		
KPI037	MFA 20: Basic Service Delivery	Planning and Economic Development	Provision of waterborne toilet facilities	Number of waterborne toilet facilities provided by 30 June	Programme	All	50 per annum	50	25 waterborne toilet facilities provided by 30 June	N/A	25	N/A	N/A	Completion certificates	Output
KPI039	MFA 20: Basic Service Delivery	Financial Services	Provision of free basic water to registered indigent households (NKPI Proxy - MSA, Reg. S10(a), (b))	Percentage of registered indigent households receiving free basic water, measured quarterly	Programme	All	100% per annum	N/A	100% of registered indigent households receiving free basic water, measured quarterly	100%	100%	100%	100%	Itron management report	Outcome
KPI040	MFA 19: Electrical Services	Infrastructure Services	Limit unaccounted for electricity to less than 9% annually {(Number of Electricity Units Purchased and/or Generated - Number of Electricity Units Sold (incl. Free basic electricity)) / Number of Electricity Units Purchased and/or Generated} x 100}	Percentage average electricity losses by 30 June	Programme	All	<9% per annum	5.70%	<9% average electricity losses by 30 June	N/A	N/A	N/A	<9%	Monthly Eskom Accounts and Vending Reports from service provider and Notes to the AFS and monthly and annual Consumption reports generated by the Finance Department	Outcome
KPI041	MFA 22: Water Services	Infrastructure Services	Water quality managed and measured quarterly into the SANS 241 physical and micro parameters	Percentage water quality level as per analysis certificate measured quarterly	Programme	All	90% per annum	95.80%	90% water quality level as per analysis certificate measured quarterly	90%	90%	90%	90%	Quarterly Supply System Drinking Water Quality Report - DWA Blue Drop System (BDS)	Outcome



SFA 4 - Dignified Living															
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Baseline (Actual result 2017/18)	Target 2019/20	TOP LAYER: Service Delivery and Budget Implementation Plan (SDBIP 2019/20)				POE	Delivery Indicator
										Q1	Q2	Q3	Q4		
KPI042	MFA 22: Water Services	Infrastructure Services	Limit unaccounted water to less than 25%	Average percentage water losses measured as at by 30 June	Programme	All	<25% per annum	21.60%	<25% average percentage water losses measured as at by 30 June	N/A	N/A	N/A	<25%	Quarterly water balance sheet and Monthly Consumption Report	Outcome
KPI043	MFA 19: Electrical Services	Financial Services	Provision of free basic electricity to registered indigent households (NKPI Proxy - MSA, Reg. S10(a), (b))	Percentage of registered indigent households receiving free basic electricity, measured quarterly	Programme	All	100% per annum	N/A	100% of registered indigent households receiving free basic electricity, measured quarterly	100%	100%	100%	100%	Itron management report	Outcome
KPI044	MFA 20: Basic Service Delivery	Financial Services	Provision of free basic refuse removal to registered indigent households (NKPI Proxy - MSA, Reg. S10(a), (b))	Percentage of registered indigent households receiving free basic refuse removal, measured quarterly	Programme	All	100% per annum	N/A	100% of registered indigent households receiving free basic refuse removal, measured quarterly	100%	100%	100%	100%	Itron management report	Outcome
KPI045	MFA 20: Basic Service Delivery	Financial Services	Provision of free basic sanitation to registered indigent households (NKPI Proxy - MSA, Reg. S10(a), (b))	Percentage of registered indigent households receiving free basic sanitation, measured quarterly	Programme	All	100% per annum	N/A	100% of registered indigent households receiving free basic sanitation, measured quarterly	100%	100%	100%	100%	Itron management report	Outcome



SFA 5 - Good Governance and Compliance															
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Baseline (Actual result 2017/18)	Target 2019/20	TOP LAYER: Service Delivery and Budget Implementation Plan (SDBIP 2019/20)				POE	Delivery Indicator
										Q1	Q2	Q3	Q4		
KPI055	MFA 31: Budget	Financial Services	Financial viability measured in terms of the available cash to cover fixed operating expenditure (NKPI Proxy - MSA, Reg. S10(g)(iii))	Cost coverage as at 30 June annually [(Cash and Cash Equivalents - Unspent Conditional Grants - Overdraft) + Short Term Investment) / Monthly Fixed Operational Expenditure excluding (Depreciation)	Programme	All	4 per annum	7.61	4	N/A	N/A	N/A	4	Resolution register	Outcome
KPI056	MFA 31: Income	Financial Services	Achieve an average payment percentage of 96% by 30 June annually (Gross Debtors Opening Balance + Billed Revenue - Gross Debtors Closing Balance - Bad Debts Written Off) / Billed Revenue x 100	(Gross Debtors Opening Balance + Billed Revenue - Gross Debtors Closing Balance - Bad Debts Written Off) / Billed Revenue x 100	Programme	All	96% per annum	98.08%	96%	N/A	N/A	N/A	96%	Debtors transaction summary: BS-Q909E extract generated from the Samras Financial System	Outcome
KPI057	MFA 31: Budget	Financial Services	Actual expenditure on the approved Capital Budget for the Municipality by 30 June (NKPI - MSA, Reg. S10(c))	Percentage of approved Capital Budget for the Municipality actually spent by 30 June	Programme	All	90% per annum	86.6%	90% of approved Capital Budget for the Municipality actually spent by 30 June	10%	30%	60%	90%	Report from the financial system	Input



SFA 5 - Good Governance and Compliance															
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Baseline (Actual result 2017/18)	Target 2019/20	TOP LAYER: Service Delivery and Budget Implementation Plan (SDBIP 2019/20)				POE	Delivery Indicator
										Q1	Q2	Q3	Q4		
KPI058	MFA 23: Human Resources	Office of the Municipal Manager	The percentage of people from employment equity target groups employed (to be appointed) in the three highest levels of management in compliance with the municipality's approved employment equity plan	Percentage of appointments made in the three highest levels of management in compliance with the Municipality's approved employment equity plan, measured by 30 June	Programme	All	75% per annum	50%	75% of appointments made in the three highest levels of management in compliance with the Municipality's approved employment equity plan, measured by 30 June	N/A	N/A	N/A	75%	Equity Report	Outcome
KPI059	MFA 23: Human Resources	Corporate Services	The percentage of actual payroll budget spent on implementing the municipal Workplace Skills Plan (NKPI Proxy-MSA, Reg. S10(f))	Percentage of Municipality's payroll budget actually spent on implementing its workplace skills plan ((Total Actual Training Expenditure/ 1% of Total Annual payroll Budget) x100), measured by 30 June	Programme	All	0.85% per annum	0.13%	0.85% of Municipality's payroll budget actually spent on implementing its workplace skills plan	N/A	N/A	N/A	0.85%	The SAMRAS menu VS-Q03Z (looked-up online) for votes 1/7180/1071 & 1/7180/1079 & 1/9909/1071	Input
KPI060	MFA 31: Budget	Financial Services	Financial viability measured in terms of the Municipality's ability to meet its service debt obligations (NKPI Proxy - MSA, Reg. S10(g)(i))	Debt coverage ratio ((Total operating revenue - operating grants received) / (Debt service payments due within the year)) measured annually	Programme	All	15% per annum	14%	15%	N/A	N/A	N/A	15%	Annual Financial Statements, supported by figures as per the SAMRAS financial system	Outcome



SFA 5 - Good Governance and Compliance															
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Baseline (Actual result 2017/18)	Target 2019/20	TOP LAYER: Service Delivery and Budget Implementation Plan (SDBIP 2019/20)				POE	Delivery Indicator
										Q1	Q2	Q3	Q4		
KPI061	MFA 31: Budget	Financial Services	Financial viability measured in terms of the outstanding service debtors (NKPI Proxy - MSA, Reg. S10(g)(ii))	Service debtors to revenue ratio – (Total outstanding service debtors / revenue received for services) measured annually	Programme	All	27% per annum	10.9%	27%	N/A	N/A	N/A	27%	Annual Financial Statements, supported by figures as per the SAMRAS financial system	Outcome
KPI062	MFA 29: Legal Services, compliance and control environment	Office of the Municipal Manager	Revised Risk-Based Audit Plan (RBAP) submitted to the Audit Committee	Number of Revised RBAPs submitted to the Audit Committee by 30 June	Programme	All	1 per annum	1	1 Revised RBAP submitted to the Audit Committee by 30 June	N/A	N/A	N/A	1	Proof of submission to the Audit Committee	Output
KPI063	MFA 29: Legal Services, compliance and control environment	Office of the Municipal Manager	Audit Action Plan submitted to the Audit Committee	Number of Audit Action Plans submitted to the Audit Committee by 28 February	Programme	All	1 per annum	1	1 Audit Action Plan submitted to the Audit Committee by 28 February	N/A	N/A	1	N/A	Proof of submission to the Audit Committee	Output
KPI064	MFA 29: Legal Services, compliance and control environment	Office of the Municipal Manager	Revised Risk Register submitted to the Risk Management Committee	Number of Revised Risk Registers submitted to the Risk Management Committee by 30 June	Programme	All	1 per annum	1	1 Revised Risk Register submitted to the Risk Management Committee by 30 June	N/A	N/A	N/A	1	Proof of submission to the Risk Management Committee	Output
KPI065	MFA 24: Information Communication Technology	Corporate Services	Revised Information and Communication Technology (ICT) Backup Disaster Recovery Plan submitted to the ICT Steering Committee	Number of Revised ICT Backup Disaster Recovery Plans submitted to the ICT Steering Committee by 31 March	Programme	All	1 per annum	1	1 Revised ICT Backup Disaster Recovery Plan submitted to the ICT Steering Committee by 31 March	N/A	N/A	1	N/A	Proof of submission to the ICT Steering Committee	Output



SFA 5 - Good Governance and Compliance															
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Baseline (Actual result 2017/18)	Target 2019/20	TOP LAYER: Service Delivery and Budget Implementation Plan (SDBIP 2019/20)				POE	Delivery Indicator
										Q1	Q2	Q3	Q4		
KPI066	MFA 24: Information Communication Technology	Corporate Services	Revised Strategic ICT Plan submitted to the ICT Steering Committee	Number of Revised Strategic ICT Plans submitted to the ICT Steering Committee by 31 May	Programme	All	1 per annum	1	1 Revised Strategic ICT Plan submitted to the ICT Steering Committee by 31 May	N/A	N/A	N/A	1	Proof of submission to the ICT Steering Committee	Output
KPI067	MFA 27: Integrated Development Planning	Office of the Municipal Manager	Draft Integrated Development Plan (IDP) submitted to Council	Number of Draft IDPs submitted to Council by 31 March	Programme	All	1 per annum	1	1 Draft IDP submitted to Council by 31 March	N/A	N/A	1	N/A	Proof of submission to Council	Output
KPI068	MFA 29: Legal Services, Compliance & Control Environment	Financial Services	Revised Asset Management Policy submitted to Council	Number of Revised Asset Management Policies submitted to Council by 30 June	Programme	All	1 per annum	1	1 Revised Asset Management Policy submitted to Council by 30 June	N/A	N/A	N/A	1	Proof of submission to Council	Output
KPI070	MFA 27: Integrated Development Planning	Office of the Municipal Manager	IDP/Budget/SDF time schedule (process plan) submitted to Council	Number of IDP / Budget / SDF time schedules (process plan) submitted to Council by 31 August	Programme	All	1 per annum	1	1 IDP / Budget / SDF time schedule (process plan) submitted to Council by 31 August	1	N/A	N/A	N/A	Proof of submission to Council	Output
KPI071	MFA 29: Legal Services, Compliance & Control Environment	Infrastructure Services	Revised Electrical Master Plan submitted to Council	Number of Revised Electrical Master Plans submitted to Council by 30 June	Programme	All	1 per annum	N/A	1 Revised Electrical Master Plan submitted to Council by 30 June	N/A	N/A	N/A	1	Proof of submission to Council	Output



SFA 5 - Good Governance and Compliance															
IDP Ref No	Municipal Focus Area (MFA)	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5 year target	Baseline (Actual result 2017/18)	Target 2019/20	TOP LAYER: Service Delivery and Budget Implementation Plan (SDBIP 2019/20)				POE	Delivery Indicator
										Q1	Q2	Q3	Q4		
KPI072	MFA 24: Information Communication Technology	Corporate Services	Development of a Draft Smart City Framework	Number of Draft Smart City Frameworks developed by 30 September	Key Initiative	All	1 per annum	N/A	1 Draft Smart City Framework developed by 30 September	1	N/A	N/A	N/A	Draft Smart City Framework	Output

DRAFT

5.	MATTERS SUBMITTED BY THE MUNICIPAL MANAGER
5.1	2019-2020 GRANT IN AID DONATIONS: EDMUND RICE CAMPS

Collaborator No: 654789
IDP KPA Ref No: Dignified Living: Municipal Focus Area 21
Meeting Date: 2 August 2019

1. SUBJECT: 2019-2020 GRANT IN AID DONATIONS: EDMUND RICE CAMPS

2. PURPOSE

To inform council of the status of the approved Grant in Aid donation for the 2019-2020 financial year.

3. DELEGATED AUTHORITY

FOR DECISION BY MUNICIPAL COUNCIL

4. EXECUTIVE SUMMARY

Council approved Grant in Aid donations as part of the Draft MTREF (Budget) 2019-2022 item at the 27th Council meeting on 29 May 2019. After approval of the donations, the Grant in Aid policy requires that a Memorandum of Agreement be signed with each of the recipient organizations prior to making payment. Agreements were signed with all approved organisations apart from Edmund Rice Camps and documentation have been prepared to give effect to the intended donations.

5. RECOMMENDATIONS

that council note that the approved donation of R 40 000.00 for Edmund Rice Camps will not be paid.

6. DISCUSSION / CONTENTS

6.1 Background

Edmund Rice Camps applied for Grant in Aid funding and complied with all policy requirements in December 2018. The organization was included in the list of recommended donations approved by council on 29 May 2019 as part of the budget documents.

All successful organizations were contacted via email to avail themselves for the signing of the MOA's on the 13th and 14th of June 2019. Edmund Rice Camps did not respond to the invitation.

6.2 Discussion

The Department tried to contact the organisation on the supplied contact information provided in the application documents. The person who applied was not available and upon contacting the indicated chairperson (Philippe Van Geyt), the department

was informed that the organisation no longer exist and that their activities has been taken over by The Justice Desk run by M Jessica Dewurst. **(ANNEXURE A)**

It was explained that council approved the application of Edmund Rice Camps and that the donation is not transferable to another organization. He indicated that he understands.

6.3 **Financial Implications**

The approved donation of R 40 000.00 will not be paid out.

6.4 **Legal Implications**

None

6.5 **Staff Implications**

None

6.6 **Previous / Relevant Council Resolutions**

Council resolved at the 27th Council Meeting on 29-05-2019:

- (c) that the proposed Grants-In-Aid allocations as set out in **APPENDIX 1 – PART 2 – SECTION J**, be approved;

6.7 **Risk Implications**

None

6.8 **Comments from Senior Management**

None requested

ANNEXURES

Annexure A: Email from ex-Chairperson: Edmund Rice Camps

FOR FURTHER DETAILS CONTACT:

NAME	Michelle Aalbers
POSITION	Manager Community Development
DIRECTORATE	Community and Protection Services
CONTACT NUMBERS	8408
E-MAIL ADDRESS	Michelle.aalbers@ Stellenbosch.gov.za
REPORT DATE	2019-07-03

DIRECTOR: COMMUNITY AND PROTECTION SERVICES

The contents of this report have not been discussed with the Portfolio Committee Chairperson.

ANNEXURE A

/O=STELLENBOSCH MUNICIPALITY/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23

From: Philippe Van Geyt <philippe@vg-ideas.co.za>
Sent: 03 July 2019 01:42 PM
To: Michelle Aalbers; Jessica Dewhurst
Subject: [EX] Re: Grant in Aid Donation: Edmund Rice Camps

Dear Michelle,

As (ex) Chairman of ERC I would like first of all to thank you very much for the allocated funding.

As you correctly mention between applying for the funding from the Stellenbosch municipality and the granting, ERC has stopped operating as a stand alone NGO and will move into the organisation of The Justice Desk. (We are currently in the process of closing down ERC)

The main reason is that no substantial long term funding was obtained for ERC.

The Justice Desk is run by Jessica (copied in), who was also a board member of ERC.

It would be fantastic if you could allocate these funds to The Justice Desk for the ERC camps which they will run from now on.

Although ERC will not be a separate organisation anymore its fantastic work will continue under the Justice Desk umbrella.

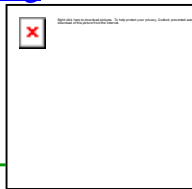
Kind and warm Regards,

Philippe Van Geyt

PS Check out the website www.ubusi.co.za and give us a like on facebook <https://www.facebook.com/ubusivg> and twitter @ubusivg



TRY IT YOU WILL LIKE IT



VG ideas Pty Ltd
 Unit 2 51 Muscat road, Saxenburg Park 1, 7580 Blackheath, South Africa
 PO Box 299, 7581 Blackheath South Africa
 Tel: +27(021)9059451 Cell +27(076)8382960
 email: Philippe@ubusi.co.za
www.ubusi.co.za

On Wed, Jul 3, 2019 at 1:20 PM Michelle Aalbers <Michelle.Aalbers@stellenbosch.gov.za> wrote:

Afternoon sir

Can you please confirm the following:

1. Edmund Rice Camps are no longer operational.
2. Jessica Dewhurst of The Justice Desk has taking over the activities of Edmund Rice Camps.



Kind regards,

Michelle Aalbers

Manager: Community Development

Community and Protection Services

T: +27 21 808 8408 | C: +27 83 560 5935

58 Andringa Street, Stellenbosch, 7600

www.stellenbosch.gov.za



Disclaimer and confidentiality note: The legal status of this communication is governed by the terms and conditions published at the following link: http://www.stellenbosch.gov.za/main_pages/disclaimerpage.htm



STELLENBOSCH
STELLENBOSCH • FNSEL • FRANSCHHOEK
MUNICIPALITEIT • UMHANGA • MUNICIPALITY



About Stellenbosch Municipality

Our mission is to deliver cost-effective services that will provide the most enabling environment for civil and corporate citizens.

Our head office is at Town House Complex, Plein Street, Stellenbosch, 7600, South Africa. For more information about Stellenbosch Municipality, please call +2721-808-8111, or visit <https://protect-za.mimecast.com/s/oE62CEIXgWhNGrAsPwc3e?domain=stellenbosch.gov.za>

Disclaimer:

The information contained in this communication from michelle.aalbers@stellenbosch.gov.za sent at 2019-07-03 13:20:45 is confidential and may be legally privileged. It is intended solely for use by philippe@ubusi.co.za and others authorized to receive it. If you are not philippe@ubusi.co.za you are hereby notified that any disclosure, copying, distribution or taking action in reliance of the contents of this information is strictly prohibited and may be unlawful. Powered by [Afrovation](#)

5.2	2019-2020 GRANT IN AID DONATIONS
------------	---

Collaborator No: 529636
 IDP KPA Ref No: Dignified Living: Municipal Focus Area 21
 Meeting Date: 02 August 2019

1. SUBJECT: 2019-2020 GRANT IN AID DONATIONS

2. PURPOSE

To obtain approval for a Grant in Aid donation for the 2019-2020 financial year.

3. DELEGATED AUTHORITY

FOR DECISION BY MUNICIPAL COUNCIL

4. EXECUTIVE SUMMARY

Council approved Grant in Aid donations as part of the Draft MTREF (Budget) 2019-2022 item at the 27th Council meeting on 29 May 2019. A further donation is being recommended for approval after it became apparent that the appeal of Nietvoorbij United Football Club was not included in the documents presented to Council on 29 May 2019.

5. RECOMMENDATIONS

that a Grant in Aid donation to the amount of R 40 000.00 to Nietvoorbij United Football Club be approved.

6. DISCUSSION / CONTENTS

6.1 The municipal budget was approved in draft form during the March 2019 Council meeting. It was then published for comments with a closing date of 30 April 2019.

During this period the municipality received comments and appeals on the recommended Grant in Aid donations which were submitted to Council for consideration in May 2019.

6.2 Discussion

The appeal of Nietvoorbij United Football Club was referred to the Budget Office and submitted to the municipality before 30 April 2019 and thus within the prescribed period. Their appeal was based on the fact that the applicant did not provide a creditor control form. This, however, was proven to not be the case as the applicant did submit the form along with the application to comply with all Grant in Aid policy requirements.

The appeal was not included in the budget documents due to the the fact that the applicant emailed the appeal to an official who was on leave and who did not set an out-of-office reply on her emails. Due to an incorrect email used it also did not reach the Manager Community Development.

The omitance of the appeal was brought under the attention of the Manager Community Development after the other official returned from leave and after the Council meeting of May 2019.

The appeal was upheld and it is recommended that the donation of R 40 000 be paid to Nietvoorbij United Football Club.

6.2.1 The above will not influence the approved budget because in the process of preparing MOA's with all successful applicants, the Department Community Development became aware that an approved donation to Edmund Rice Camps

cannot be paid as the organization disbanded in the period between application and approval. The amount of R 40 000 is thus available on the approved budget. An item informing council of the disbandment of Edmund Rice Camps has also been prepared for council. (Refer Item: **2019-2020 GRANT IN AID DONATIONS: Edmund Rice Camps**).

6.3 Financial implications

Due to the non-payment of the donation for Edmund Rice Camps, the approval of a donation of R 40 000 to Nietvoorbij United Football Club will not impact on the approved budget for Grant in Aid 2019-2020 donations.

6.4 Legal Implications

None

6.5 Staff Implications

None

6.6 Previous / Relevant Council Resolutions

Council resolved at the 27th Council Meeting on 29-05-2019:

- (d) that the proposed Grants-In-Aid allocations as set out in **APPENDIX 1 – PART 2 – SECTION J**, be approved;

6.7 Risk Implications

None

6.8 Comments from Senior Management

6.8.1 Chief Financial Officer

The funding for the Grant in Aid donation will be provided for in the Medium Term Revenue and Expenditure Framework (MTREF/Budget).

ANNEXURES

Annexure A: 2019-2020 Grant In Aid Donation Register

FOR FURTHER DETAILS CONTACT:

NAME	Michelle Aalbers
POSITION	Manager Community Development
DIRECTORATE	Community and Protection Services
CONTACT NUMBERS	8408
E-MAIL ADDRESS	Michelle.aalbers@stellenbosch.gov.za
REPORT DATE	2019-07-30

DIRECTOR: COMMUNITY AND PROTECTION SERVICES

The contents of this report have not been discussed with the Portfolio Committee Chairperson.

ANNEXURE A

GRANT-IN-AID 2019/2020: APPENDIX 1

No	Organisation Name	Category A	Category B			Recommendation	Notes
		Funds proposed	Funds proposed YEAR 1 (2019-2020)	Funds proposed YEAR 2 (2020-2021)	Funds proposed YEAR 3 (2021-2022)		
SOCIAL DEVELOPMENT							
GENERAL							
1	Bottelary Heuwels Renosterveld Bewarea	0.00				NOT RECOMMENDED	REQUIRE PROOF OF EXPENDITURE FOR PREVIOUS FUNDING RECEIVED.
2	Cape Winelands FM	0.00				NOT RECOMMENDED	NO FINANCIAL STATEMENTS
3	Child Welfare South Africa: Stellenbosch	40 000.00				RECOMMENDED	CORRECTION: DID NOT REQUIRE FEEDBACK AS DID NOT RECEIVE FUNDS IN PREVIOUS YEAR
4	Kin Culture NPC	40 000.00				RECOMMENDED	
5	Kylemore Gemeenskapontwikkelingsforum	0.00				NOT RECOMMENDED	NO FINANCIAL STATEMENTS
6	Legacy Community Development	0.00				CONDITIONAL RECOMMENDATION	REQUIRE FINAL FEEDBACK REPORT BY APRIL 2019. LATEST FIN STATEMENTS ONLY AVAILABLE AFTER CLOSING DATE. REQUIRE SUBMISSION APRIL 2019.

7	Songo.Info Trust	0.00				NOT RECOMMENDED	NO REGISTRATION DOCUMENTS
8	Vinyard Houses	40 000.00				RECOMMENDED	
		120 000.00	0.00	0.00	0.00		
ECD							
9	Aitsa Aftercare Centre	40 000.00				RECOMMENDED	
10	Azasakhe Daycare	0.00				NOT RECOMMENDED	APPLICATION AND BANK FORM INCOMPLETE, NO FINANCIAL STATEMENTS, CONSTITUTION QUESTIONABLE
11	Early Education Centre, The	40 000.00				RECOMMENDED	
12	Franschhoek Early Childhood Development Forum	40 000.00				RECOMMENDED	
13	Franschhoek Transformation Charter: Babethane	40 000.00				RECOMMENDED	
14	Happiness Kideo Educare	0.00				NOT RECOMMENDED	NO APPLICATION. ONLY SUBMITTED FEEDBACK REPORT PAST DUE DATE.
15	Ikhaya Pre Primary	0.00				NOT RECOMMENDED	APPLICATION INCOMPLETE. SUPPORTING DOCS IN NAME OF VISION AFRICA.
16	Indiphakamele Creche	0.00				NOT RECOMMENDED	BANK FORM AND FINANCIALS INCOMPLETE
17	Isibane Sempumelelo	0.00				NOT RECOMMENDED	BANK FORM NOT SIGNED
18	Khanyisa Creche	0.00				NOT RECOMMENDED	CREDITOR CONTROL FORM INCOMPLETE, REQUIRE FEEDBACK REPORT BY APRIL 2019
19	Lilies Creche	40 000.00				RECOMMENDED	

20	Lithalethu Educare Centre	40 000.00				RECOMMENDED	
21	Little Builders	0.00				NOT RECOMMENDED	OUTSTANDING BANK FORM, FIN STATEMENTS AND PROOF OF REGISTRATION
22	Little Butterflies	40 000.00				RECOMMENDED	
23	Liyema Creche	0.00				NOT RECOMMENDED	REQUIRE BREAKDOWN OF COMPLETE ANNUAL FINANCIAL STATEMENTS
24	Lubabalo Creche Centre	40 000.00				RECOMMENDED	
25	Luthando Educare	0.00				CONDITIONAL RECOMMENDATION	REQUIRE FEEDBACK BY APRIL 2019
26	Masifunde Creche	0.00				CONDITIONAL RECOMMENDATION	REQUIRE FEEDBACK BY APRIL 2019
27	Masizakhe Creche	0.00				NOT RECOMMENDED	FIN STATEMENT NOT SUBMITTED
28	Minkie's Educare Centre	0.00				NOT RECOMMENDED	CONSTITUTION NOT SUBMITTED
29	Mzamo Partial Care Centre	40 000.00				RECOMMENDED	
30	Nolithas Creche	40 000.00				RECOMMENDED	
31	Noxolo Educare	40 000.00				RECOMMENDED	
32	Okuhle Connie's Educare Centre	40 000.00				RECOMMENDED	
33	Phakamani Educare	40 000.00				RECOMMENDED	
34	Samnkies Creche	0.00				NOT RECOMMENDED	BANK FORM NOT SIGNED

35	Sibongumusa ECD Centre	40 000.00				RECOMMENDED	
36	Simni Educare Centre	40 000.00				RECOMMENDED	
37	Siyanda Playgroup	0.00				NOT RECOMMENDED	PROOF OF REGISTRATION AND FINANCIALS INCOMPLETE
38	Siyangoba Creche	40 000.00				RECOMMENDED	
39	Siyavuya Creche	0.00				NOT RECOMMENDED	BANK FORM INCOMPLETE AND NOT SIGNED
40	Siyazama Creche	0.00				NOT RECOMMENDED	BANK FORM NOT SIGNED
41	Sizamile Creche	0.00				NOT RECOMMENDED	APPLICATION AND BANK FORM AND CONSTITUTION NOT IN THE SAME NAME. NOTE CONDITIONAL RECOMMENDATION OF CHILD WELFARE.
42	Tembalethu Creche	0.00				NOT RECOMMENDED	BANK FORM NOT SIGNED
43	Thanduxolo Daycare	0.00				NOT RECOMMENDED	BANK FORM INCOMPLETE, REQUIRE PROOF OF NPO REG, FEEDBACK REPORT BY APRIL 2019
44	Umtha Wemfundo Educare	0.00				NOT RECOMMENDED	CORRECTION: DID NOT PROVIDE PROOF OF EXPENDITURE ON PREVIOUS FUNDS RECEIVED
45	Umthombo Wemfundo Educare	0.00				NOT RECOMMENDED	APPLICATION FORM NOT SIGNED BY CHAIRPERSON
46	Unakho Day Care for Disable	40 000.00				RECOMMENDED	
47	Yethu Educare	0.00				CONDITIONAL RECOMMENDATION	REQUIRE FEEDBACK BY APRIL 2019

48	Zenzele Educare	40 000.00				RECOMMENDED	
		720 000.00	0.00	0.00	0.00		
DISABILITY							
49	Care Career Connection NPC	0.00				NOT RECOMMENDED	CORRECTION: DID NOT PROVIDE PROOF OF EXPENDITURE ON PREVIOUS FUNDS RECEIVED
50	Change Abilities	40 000.00				RECOMMENDED	
51	Huis Horison	40 000.00				RECOMMENDED	
52	Maties Parasport	0.00				NOT RECOMMENDED	FIN STATEMENTS FOR 9 MONTH PERIOD AND NOT SIGNED OFF, NO REGISTRATION DOCUMENTS
53	Stellenbosch Work Centre for Adult Persons with Disabilities	0.00				CONDITIONAL RECOMMENDATION	REQUIRE FEEDBACK BY APRIL 2019
54	Winelands Parasport NPC	0.00				NOT RECOMMENDED	BANK FORM NOT SIGNED, APPLICATION REQUIRE SIGNATURE OF CHAIRPERSON. REQUEST FUNDING FOR PERIOD THAT THE FUNDING IS NOT AVAILABLE.
		80 000.00	0.00	0.00	0.00		
ELDERLY							
55	ACVV Franschhoek	0.00				CONDITIONAL RECOMMENDATION	REQUIRE FEEDBACK BY APRIL 2019
56	Idas Valley Golden Boys and Girls	0.00				NOT RECOMMENDED	BANK FORM INCOMPLETE
57	Utopia	0.00				NOT RECOMMENDED	NO PROPOSAL INDICATING NEEDS

58	Young Ideas	0.00				NOT RECOMMENDED	CONSTITUTION, REGISTRATION, AND FINANCIAL STATEMENTS OMITTED, INCOMPLETE APPLICATION AND NO PROPOSAL
		0.00	0.00	0.00	0.00		
YOUTH							
59	Climb Higher Youth Development Centre	0.00				NOT RECOMMENDED	BANK FORM NOT SIGNED AND NOT LATEST FIN STATEMENTS
60	Emund Rice Camps	40 000.00				RECOMMENDED	
61	Franschhoek High School	0.00				NOT RECOMMENDED	REQUIRE BANK FORM
62	Green Door Literacy and Creative Education Community Project	0.00				CONDITIONAL RECOMMENDATION	REQUIRE FINAL FEEDBACK BY APRIL 2019
63	Groendal Secondary	0.00				NOT RECOMMENDED	REQUIRE PROOF OF EXPENDITURE FOR PREVIOUS FUNDING RECEIVED.
64	Help 2 Read	40 000.00				RECOMMENDED	
65	Ikusasa	0.00				NOT RECOMMENDED	APPLICATION SIGNED BY ONE, BANK FORM NOT SIGNED, CONSTITUTION AND BOARD MEMBER LIST PROVIDED CONTAIN DIFFERENT ROLES.
66	Inspired 2 Become	0.00				NOT RECOMMENDED	FEEDBACK FOR GRANT FUNDING SPENT OUTSIDE OF WCO 24, FINANCIALS DRAFT COPY.

67	Kuyasa Horizon	0.00	0.00	0.00	0.00	NOT RECOMMENDED	LATE SUBMISSION. OUTDATED FINANCIAL STATEMENT AND REQUIRE PROOF OF EXPENDITURE OF PREVIOUS FUNDING RECEIVED.
68	Masakhe Foundation	0.00				NOT RECOMMENDED	APPLICATION INCOMPLETE
69	Prochorus Community Development	0.00				NOT RECOMMENDED	BANK FORM INCOMPLETE AND NOT SIGNED
70	Training 4 Changes	0.00				NOT RECOMMENDED	FEEDBACK CONTAIN RECEIPT FROM APPLICANT - NOT SUFFICIENT PROOF OF EXPENDITURE.
71	Ubuntu Hiking	0.00				NOT RECOMMENDED	APPLICATION FORM NOT SIGNED
72	United Christian Student's Association of SA, The	0.00				NOT RECOMMENDED	APPLICATION NOT SIGNED BY TWO, REQUIRE ADDITIONAL DETAILS OF BOARD MEMBERS
73	Usiko Stellenbosch	0.00				NOT RECOMMENDED	BANK FORM NOT SIGNED, NO PROOF OF EXPENDITURE
74	Wemmershoek Primary	0.00				NOT RECOMMENDED	APPLICATION FORM INCOMPLETE
		80 000.00	0.00	0.00	0.00		
SUBSTANCE ABUSE							
75	ABBA a project of BADISA Stellenbosch	0.00				NOT RECOMMENDED	EXPENDITURE FEEDBACK DISCREPENCY
		0.00	0.00	0.00	0.00		
GENDER							
76	Kayamandi Women and Children Development Project	0.00				NOT RECOMMENDED	REQUEST LATEST FIN STATEMENT, BUSINESS PLAN OUTSTANDING

77	Safe House La Brie De Dieu	0.00				NOT RECOMMENDED	NON ATTENDANCE OF COMPULSORY BRIEFING SESSION, REQUEST FUNDING FOR Jan 2019. GRANT AVAILABLE FOR JULY 2019
		0.00	0.00	0.00	0.00		
FOOD SECURITY							
78	Feeding In Action	40 000.00				RECOMMENDED	
		40 000.00	0.00	0.00	0.00		
PEOPLE LIVING ON THE STREET							
79	Stellenbosch Night Shelter	0.00	1 251 871.00	1 365 206.00	0.00	PREVIOUSLY APPROVED	
80	Stellumthombo NPC	40 000.00				RECOMMENDED	
		40 000.00	1 251 871.00	1 365 206.00	0.00		
SAFETY AND SECURITY							
81	February Street Neighbourhood Watch	0.00	0.00	0.00	0.00	NOT RECOMMENDED	CAT B REQUIRE AUDITED FIN STATEMENTS ALONG WITH DETAILED BUSINESS PLAN FOR 3 YEARS.FIN HISTORY COVERS 6 MONTHS OF BANK RELATED COSTS. CONSTITUTION INDICATE EXCO OF 6, ONLY LIST 5
82	Flatwatch Neighbourhood Watch	0.00				NOT RECOMMENDED	EST 2017, FIN STATEMENT COVERS 4 MONTH PERIOD
83	Tenantville Neighbourhood Watch	0.00				NOT RECOMMENDED	CONSTITUTION DOES NOT INDICATED REQUIRED RULES OF ORGANIZATION, BUT INDIVIDUAL CODE OF CONDUCT. FINANCIAL STATEMENTS FOR 2019? AND COVERS 3 MONTHS

84	Weltevrede Neighbourhood Watch	0.00				NOT RECOMMENDED	FIN STATEMENT FOR YEAR ENDING MARCH 2020?
		0.00	0.00	0.00	0.00		
SKILLS DEVELOPMENT							
85	Bergzicht Training	40 000.00				RECOMMENDED	
86	Pinotage Youth Development Academy	40 000.00				RECOMMENDED	
87	Stellemploy	40 000.00				RECOMMENDED	
		120 000.00	0.00	0.00	0.00		
SUBTOTAL SOCIAL DEVELOPMENT		R 1 200 000.00	R 1 251 871.00	R 1 365 206.00	R 0.00		

HEALTH							
88	At Heart	0.00				NOT RECOMMENDED	APPLICATION FORM NOT SIGNED. REQUIRE FINAL FEEDBACK BY APRIL 2019. AWAITING AUDITED STATEMENTS
89	CANSA	0.00				NOT RECOMMENDED	CONSTITUTION REQUIRES 9 DIRECTORS, NOT LISTED. BANK ACC NAME DIFFERENT TO CONSTITUTION AND FINANCIALS
90	Community Keepers	40 000.00				RECOMMENDED	
91	Good Hope Psychological Service	0.00				NOT RECOMMENDED	BANK FORM INCOPLETE. ONLY ONE SIGNATURE ON APPLICATION. REQUIRE FINAL FEEDBACK BY APRIL 2019.
92	Seasons Pregnancy Centre	40 000.00				RECOMMENDED	

93	Stellenbosch Hospice	0.00				NOT RECOMMENDED	REQUIRE FEEDBACK REPORT APRIL 2019. DID NOT DECLARE CLLR W PETERSEN.
----	----------------------	------	--	--	--	-----------------	--

SUBTOTAL HEALTH	R 80 000.00	R 0.00	R 0.00	R 0.00
------------------------	--------------------	---------------	---------------	---------------

ENVIRONMENT

94	Stellenbosch Horticultural & Industrial Society	0.00				NOT RECOMMENDED	APPLICATION INCOMPLETE AND UNSIGNED. CREDITOR FORM NOT STAMPED. FIN STATEMENTS NOT INDICATING THE REPORTING PERIOD AND SIGNED OFF BY PERSON WITH UNCLEAR CREDENTIALS.
----	---	------	--	--	--	-----------------	---

SUBTOTAL ENVIRONMENT	R 0.00	R 0.00	R 0.00	R 0.00
-----------------------------	---------------	---------------	---------------	---------------

SPORT ARTS AND CULTURE

SPORT CLUBS

95	Blue Stars United Netball Club	0.00				CONDITIONAL RECOMMENDATION	REQUIRE FINAL FEEDBACK REPORT BY APRIL 2019
96	Calling Education NPC	40 000.00				RECOMMENDED	
97	Cape Winelands Farmworkers Sport & Recreation Ass	0.00				CONDITIONAL RECOMMENDATION	FIN STATEMENT NOT SIGNED. STATEMENT DOES NOT INDICATE REPORTING PERIOD AND CONTAINS CONTRADICTIONS.
98	Celtic United FC	0.00				NOT RECOMMENDED	NO FINANCIAL STATEMENTS AND SUBMITTED A BUDGET FOR 2017
99	Coronation Cricket Club	0.00				CONDITIONAL RECOMMENDATION	REQUIRE FINAL FEEDBACK REPORT BY APRIL 2019
100	Excelsior Cricket Club	0.00				CONDITIONAL RECOMMENDATION	REQUIRE FINAL FEEDBACK REPORT BY APRIL 2019

101	FC Malaga	0.00				NOT RECOMMENDED	CONSTITUTION NOT SIGNED, NO FINANCIALS
102	Glen Eagles Soccer Club	0.00				CONDITIONAL RECOMMENDATION	REQUIRE FINAL FEEDBACK REPORT BY APRIL 2019
103	Groot Drakenstein Games Club	40 000.00				RECOMMENDED	
104	Jametown AFC	0.00				CONDITIONAL RECOMMENDATION	REQUIRE FINAL FEEDBACK REPORT BY APRIL 2019
105	Klapmuts Cricket Club	40 000.00				RECOMMENDED	
106	Nietvoorbij United FC	0.00				NOT RECOMMENDED	CREDITOR CONTROL FORM OUTSTANDING
107	Pniel Villagers RFC	40 000.00				RECOMMENDED	
108	Stellenbosch and District Cricket Club	40 000.00				RECOMMENDED	
109	Stellenbosch District Coronation RFC	0.00				CONDITIONAL RECOMMENDATION	REQUIRE FINAL FEEDBACK REPORT BY APRIL 2019
110	Stellenbosch Homing Union	0.00				NOT RECOMMENDED	NO REGISTRATION OR CREDITOR CONTROL FORM. MISUNDERSTOOD REQUIREMENT.
		200 000.00	0.00	0.00	0.00		
ARTS AND CULTURE							
111	Breughel Sentrum	0.00				NOT RECOMMENDED	3 SETS OF FIN STATEMENTS WITH CONTRADICTING FIN YEARS. NO BUSINESS PLAN . APPLICATION NOT SIGNED BY SECONDI.
112	Celebration Gospel Choir	0.00				NOT RECOMMENDED	CREDITOR CONTROL FORM INCOMPLETE AND NOT SIGNED. REQUIRE PROOF OF EXPENDITURE. FIN STATEMENTS NOT CLEAR ON START AND END OF FIN YEAR.

113	Smart Mission Entertainment	0.00				NOT RECOMMENDED	FIN STATEMENT NOT SIGNED. STATEMENT DOES NOT INDICATE REPORTING PERIOD AND CONTAINS CONTRADICTIONS.
		0.00	0.00	0.00	0.00		
SUTOTAL SPORT ARTS AND CULTURE		R 200 000.00	R 0.00	R 0.00	R 0.00		

R 1 480 000.00	R 1 251 871.00	R 1 365 206.00	R 0.00
-----------------------	-----------------------	-----------------------	---------------

APPEALS RECEIVED BY 30 APRIL 2019							
SOCIAL DEVELOPMENT							
GENERAL							
1	Bottelary Heuwels Renosterveld Bewarea	39 900.00				RECOMMENDED	PROOF OF EXPENDITURE FOR PREVIOUS FUNDING RECEIVED.
6	Legacy Community Development	40 000.00				RECOMMENDED	FEEDBACK AND FIN STATEMENT SUBMITTED,
		79 900.00	0.00	0.00	0.00		
ECD							
16	Indiphakamele Creche	40 000.00				RECOMMENDED	BANK FORM AND FEEDBACK SUBMITTED. NOTE CORRECTION FROM PREVIOUS REPORT.
17	Isibane Sempumelelo	40 000.00				RECOMMENDED	BANK FORM SUBMITTED
23	Liyema Creche	0.00				NOT RECOMMENDED	QUESTIONABLE FINANCIAL STATEMENTS
25	Luthando Educare	40 000.00				RECOMMENDED	FINAL FEEDBACK RECEIVED

26	Masifunde Creche	40 000.00				CONDITIONAL RECOMMENDATION	CONDITION ON MOA TO SUBMIT FINAL FEEDBACK: RELOCATION DUE TO EVICTION BY LANDLORD
28	Minkie's Educare Centre	40 000.00				RECOMMENDED	CONSTITUTION SUBMITTED
34	Samnkies Creche	40 000.00				RECOMMENDED	BANK FORM SUBMITTED
39	Siyavuya Creche	40 000.00				RECOMMENDED	BANK FORM SUBMITTED
40	Siyazama Creche	32 000.00				RECOMMENDED	BANK FORM SUBMITTED
42	Tembaletu Creche	40 000.00				RECOMMENDED	BANK FORM SUBMITTED
43	Thanduxolo Daycare	40 000.00				RECOMMENDED	REQUIRED DOCUMENTS RECEIVED
44	Umtha Wemfundo Educare	30 000.00				RECOMMENDED	FINAL FEEDBACK RECEIVED
45	Umthombo Wemfundo Educare	40 000.00				RECOMMENDED	APPLICATION FORM SIGNED
47	Yethu Educare	0.00				NOT RECOMMENDED	NO PROOF OF EXPENDITURE RECEIVED
		462 000.00	0.00	0.00	0.00		

DISABILITY							
49	Care Career Connection NPC	0.00				NOT RECOMMENDED	PROOF OF EXPENDITURE NOT INCLUDED IN FEEDBACK
52	Maties Parasport	0.00				NOT RECOMMENDED	FIN STATEMENTS RECEIVED. REGISTRATION DOC IN NAME OF DIFFERENT ORGANIZATION
53	Stellenbosch Work Centre for Adult Persons with Disabilities	40 000.00				RECOMMENDED	FINAL FEEDBACK RECEIVED

		40 000.00	0.00	0.00	0.00		
GENDER							
76	Kayamandi Women and Children Development Project	0.00				NOT RECOMMENDED	REQUEST LATEST FIN STATEMENT, BUSINESS PLAN OUTDATED
		0.00	0.00	0.00	0.00		
ELDERLY							
55	ACVV Franschhoek	40 000.00				RECOMMENDED	FINAL FEEDBACK RECEIVED
		40 000.00	0.00	0.00	0.00		
YOUTH							
61	Franschhoek High School	40 000.00				RECOMMENDED	BANK FORM SUBMITTED
62	Green Door Literacy and Creative Education Community Project	0.00				NOT RECOMMENDED	NOT PROOF OF EXPENDITURE
69	Prochorus Community Development	0.00				NOT RECOMMENDED	BANK FORM INCOMPLETE AND NOT SIGNED
70	Training 4 Changes	40 000.00				RECOMMENDED	PROOF OF EXPENDITURE RECEIVED
71	Ubuntu Hiking	40 000.00				RECOMMENDED	APPLICATION FORM SIGNED
		120 000.00	0.00	0.00	0.00		
SUBSTANCE ABUSE							
75	ABBA a project of BADISA Stellenbosch	40 000.00				RECOMMENDED	FEEDBACK CORRECTED
		40 000.00	0.00	0.00	0.00		
		781 900.00					
HEALTH							
88	At Heart	40 000.00				RECOMMENDED	APPLICATION FORM SIGNED. FINAL FEEDBACK SUBMITTED. AUDITED

						STATEMENTS SUBMITTED
91	Good Hope Psychological Service	0.00				NOT RECOMMENDED BANK FORM STILL INCOMPLETE. ONLY ONE SIGNATURE ON APPLICATION. NO FEEDBACK OR PROOF OF EXPENDITURE ON FUNDS RECEIVED.
93	Stellenbosch Hospice	40 000.00				RECOMMENDED FEEDBACK REPORT SUBMITTED ALONG WITH DECLARATION: CLLR W PETERSEN.
		80 000.00	0.00	0.00	0.00	

SPORT ARTS AND CULTURE						
SPORT CLUBS						
95	Blue Stars United RFC	0.00				NOT RECOMMENDED NOTE CORRECTION REQUIRED RE NAME OF APPLICANT. PROOF OF EXPENDITURE DO NOT SPEAK TO REPORTING PERIOD.
97	Cape Winelands Farmworkers Sport & Recreation Ass	40 000.00				RECOMMENDED FINAL FEEDBACK PROVIDED
98	Celtic United FC	40 000.00				RECOMMENDED FINANCIAL STATEMENT AND CORRECT BUDGET SUBMITTED
99	Coronation Cricket Club	34 620.00				RECOMMENDED FINAL FEEDBACK REPORT PROVIDED
100	Excelsior Cricket Club	40 000.00				RECOMMENDED FINAL FEEDBACK REPORT RECEIVED
102	Glen Eagles Soccer Club	0.00				NOT RECOMMENDED PROOF OF EXPENDITURE 2017 AND NOT SPEAKING TO FEEDBACK REPORT
		154 620.00	0.00	0.00	0.00	

ARTS AND CULTURE GROUPS/ORGANIZATIONS							
113	Smart Mission Entertainment	0.00				NOT RECOMMENDED	FIN STATEMENT SIGNED. STATEMENT DOES NOT INDICATE REPORTING PERIOD AND CONTAINS CONTRADICTIONS.
		0.00	0.00	0.00	0.00		
SUBTOTAL SPROT ARTS & CULTURE		154 620.00	0.00	0.00	0.00		

R 1 016 520.00	R 0.00	R 0.00	R 0.00
-----------------------	---------------	---------------	---------------

FEEDBACK REPORTS 2018-2019 NOT RECEIVED							
18	Khanyisa Creche	0.00				NOT RECOMMENDED	CREDITOR CONTROL FORM INCOMPLETE, REQUIRE FEEDBACK REPORT BY APRIL 2019
104	Jametown AFC	0.00				NOT RECOMMENDED	NO FEEDBACK PROVIDED
109	Stellenbosch District Coronation RFC	0.00				NOT RECOMMENDED	NO FEEDBACK PROVIDED
112	Celebration Gospel Choir	0.00				NOT RECOMMENDED	PROOF OF EXPENDITURE NOT PROVIDED

CAT A	CAT B YR1	CAT B YR2	
R 2 496 520.00	R 1 251 871.00	R 1 365 206.00	R 0.00

5.3	FINAL GRANT ALLOCATIONS OF TOURISM FUNDING TO TOURISM ENTITIES
------------	---

1. SUBJECT: FINAL GRANT ALLOCATIONS OF TOURISM FUNDING TO TOURISM ENTITIES

2. PURPOSE

To make the final grant allocations on applications received from entities/external bodies performing a municipal function.

3. DELEGATED AUTHORITY

COUNCIL

4. EXECUTIVE SUMMARY

In terms of section 6(2) of the Policy for The Financing of External Bodies Performing a Municipal Function, “the Grant Committee will have the power to make recommendations to Council for final appointments and financial allocations”, and in terms of section 6(3), “the Grant Committee must submit a report on its decisions to the Council for final approval”.

This item deals with the applications received from tourism organisations who applied for funding in terms of the Policy for The Financing of External Bodies Performing a Municipal Function.

5. RECOMMENDATIONS

(a) that Council takes note of the R 2 071 489 grant allocation available for distribution to tourism organisations; and

(b) that Council approves the allocation as recommended by the Grant Committee (as per its meeting of 2019-07-12 and contained in this report), to the organisations below as follows:

Franschhoek Wine Valley Tourism	R 1 202 075
Stellenbosch Economic Enterprise Development	R 417 000
Dwarsrivier Tourism Office	R 452 414

6. DISCUSSION / CONTENTS

6.1 Background

Council approved a policy relating to the funding of external bodies performing a municipal function, in terms whereof allocations may be made to external bodies performing a municipal function.

Notice to apply in terms of the Policy for the Funding of External Bodies Performing a Municipal Function were placed in various local newspapers and on the website.

On 2019-04-23 the Grant Committee evaluated the applications received.

6.2 Discussion

A total amount of R4.6m was approved by Council for distribution to tourism organizations. At its meeting on 2019-07-24 (item 8.2.3), Council approved the allocation of R 2 528 511.00 to the tourism organization, Visit Stellenbosch.

The remainder of the total allocation for tourism, i.e. R 2 071 489.00 was recommended by the Grant Committee to be disbursed as follows to the following applicants:

Organisation & Project Name	Project Description	Objective	Deliverables	Motivation	Recommended
Franschhoek Wine Valley Tourism <i>Tourism Information Centre</i>	Provision of Tourism Information Services	To increase the overall footfall traffic in Franschhoek	A functioning Tourism Information Centre that provides an essential service to all visitors. Increased foot traffic, to increase with 10%. Current footprint 1433 pm	Tourism Information Centre sets a base to execute other projects of the organisation and crowd-in other source of funding	R 1 202 075
Stellenbosch Economic Enterprise Development <i>Stellenbosch Township and Village Experience (STV)</i> <i>Social media photography wall on STV Kayamandi on Foot tour route</i>	A tourism marketing and booking platform focussed on welcoming visitors into the hearts and homes of the culture-rich Township and villages that surround Stellenbosch To fund a local artist to create a branded Stellenbosch Township and Village mural	To offer an authentic Township and village experience to both local and international Tourists To increase awareness of Kayamandi as a tourism destination	A tourism marketing and booking platform Development of community based tourism products/ routes Training and development of tour guides, hospitality staff and performing artist A branded Stellenbosch Township and Village mural where tour guides will photograph visitors and post to social media	The project provides much economic impetus in terms of tourism development and entrepreneurship in an area where it is much needed. Kayamandi and the Dwarsrivier Valley will benefit from this project Increased product offering of the area	R 417 000
Dwarsriver Tourism Office	Maintain a fully functional visitor information centre	A fully functional visitor information centre	Improved visitor experience of Dwarsrivier	Tourism Information Centre sets a base to execute other projects of	R 452 414

Visitors Information Centre				the organisation and crowd-in other source of funding	
-----------------------------------	--	--	--	---	--

NB: It is proposed that the Stellenbosch Heritage Foundation funding proposal be dealt with within the Directorate Planning & Economic Development since it is not a tourism function.

6.3 **Financial Implications**

R 2 071 489 (i.e. balance of approved budgeted amount) will be disbursed to the successful applicants.

6.4 **Legal Implications**

The recommendations in this report comply with Council's policies and all applicable legislation and the approved Policy for the Funding of External Bodies Performing a Municipal Function.

The successful applicants are required to submit monthly reports reflecting accurately the application of the funds allocated to them as specified in the Memorandum of Understanding which they are required to enter into with the Municipality.

6.5 **Staff Implications**

This report has no staff implications for the Municipality.

6.6 **Previous / Relevant Council Resolutions**

6.7 **Risk Implications**

Proper reporting from funded entities, making oversight difficult.

6.8 **Comments from Senior Management**

6.8.1 **Director Planning & Economic Development**

Agree with the recommendations

6.8.2 **Chief Financial Officer**

Agree with the recommendations

6.8.3 **Municipal Manager**

Approves the recommendations

FOR FURTHER DETAILS CONTACT:

NAME	Widmark Moses
POSITION	MANAGER: LED & TOURISM
DIRECTORATE	PLANNING AND ECONOMIC DEVELOPMENT
CONTACT NUMBERS	021 808 8179
E-MAIL ADDRESS	Widmark.moses@stellenbosch.gov.za
REPORT DATE	30 July 2019

DIRECTOR: PLANNING & ECONOMIC DEVELOPMENT

The contents of this report have been discussed with the Portfolio Committee Chairperson and the Councillor agrees with the recommendations.

5.4	2019/20 WATER AND REFUSE REMOVAL TARIFF ADJUSTMENTS
-----	--

Collaborator No:

IDP KPA Ref No:

Meeting Date:

2 August 2019

1. SUBJECT: 2019/20 WATER AND REFUSE REMOVAL TARIFF ADJUSTMENTS

2. PURPOSE

To obtain Council's approval to adjust the 2019/20 water and refuse removal tariffs in line with the increases approved by council.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

The water tariffs structure is based on a punitive structure. The purpose of a punitive structure is to force high-volume water users to reduce demand and to bring the municipality's water usage down. This means that the higher block tariffs will increase with a higher percentage.

After assessing the outstanding debt it's evident that water debt substantially increased over last year and considering the outcry from the public about the high water accounts coupled with the improved dam levels. It is recommended that all water block tariffs be adjusted to increase with only 6.5% for the 2019/2020 financial year.

The refuse removal tariffs also need to be adjusted. A calculation error in the input sheet for the refuse removal tariffs resulted in tariffs increasing with 20% and not 16.5% as recommended to council. These tariffs need to be adjusted to reflect the correct increase of 16.5%.

The refuse removal revenue modelling was done on a 16.5% increase, therefore the budgeted refuse removal revenue is correct.

5. RECOMMENDATION

that Council approves the adjusted water and refuse removal tariffs in **APPENDIX 1**.

6. DISCUSSION/CONTENTS

6.1 Discussion

The water tariffs structure are based on a punitive tariff structure. The punitive tariff structure purpose is to force high-volume water users to reduce demand and to bring the municipality's water usage down. This means that the higher consumption tariffs increase increased with a higher percentage.

After assessing the outstanding debt it's evident that water debt has substantially increased over last year and after considering the outcry from the public coupled with the improved dam levels. It is recommended that all the water block tariffs be adjusted to only increase with 6.5% for the 2019/2020 financial year.

These downward adjusted water tariffs are proposed after the remodelling of the tariffs taking into account the current water consumption. The remodelled projected revenue is less than the current budget, but will be absorbed in the adjustment budget. It must be noted that consumption and therefore water revenue can also increase.

The Infrastructure Directorate is embarking on a program to accelerate the installation of Water Management Devices which will assist consumers to manage their water consumption to affordable levels.

The refuse removal tariffs also need to be adjusted. A calculation error in the input sheet for the refuse removal tariffs resulted in tariffs increasing with 20% and not 16.5% as recommended to council. These tariffs need to be adjusted to reflect the correct increase of 16.5%.

The refuse removal revenue modelling was done on a 16.5% increase, therefore the budgeted refuse removal revenue is correct.

6.2 Legal Implications

According to s28 of the MFMA the following is stated regarding tariff adjustments:

(6) Municipal tax and tariffs may not be increased during a financial year except when required in terms of a financial recovery plan.

It is therefore allowed to reduce tariffs during the year.

6.3 Staff Implications

None

6.4 Previous / Relevant Council Resolutions:

The water and refuse removal tariffs were approved at the March and subsequently at the May 2019 Council meeting after the public participation process.

6.5 Risk Implications

This report has the following risk implications of a possible water revenue deficit on the approved budget. This will be closely monitored and addressed during the adjustment budget.

ANNEXURES

Annexure 1 : Adjusted water and refuse removal tariffs

FOR FURTHER DETAILS CONTACT:

NAME	Kevin Carolus
POSITION	CFO
DIRECTORATE	Financial Services
CONTACT NUMBERS	021 808 8528
E-MAIL ADDRESS	kevin.carolus@ Stellenbosch.gov.za
REPORT DATE	31 July 2019

DIRECTOR: FINANCIAL SERVICES

The contents of this report have been discussed with the Portfolio Committee Chairperson and the Councillor agrees with the recommendations.

ANNEXURE 1

STELLENBOSCH MUNICIPALITY

WATER TARIFFS FOR THE PERIOD 1 JULY 2019 TO 30 JUNE 2020
 Applicable to services rendered from 1 July 2019

Monthly consumption	2018/2019								2019/2020									
	Normal consumption periods		20% Water restriction periods		30% Water restriction periods		40% Water restriction periods		Normal consumption periods		10% Water restriction periods		20% Water restriction periods		30% Water restriction periods		40% Water restriction periods	
	Amount Excl VAT		Amount Excl VAT		Amount Excl VAT		Amount Excl VAT		Amount Excl VAT		Amount Excl VAT		Amount Excl VAT		Amount Excl VAT		Amount Excl VAT	
DOMESTIC Includes single residential erven as well as single residential erven managed by body corporates.																		
0 kiloliters to 6 kiloliters	R 5.37	per kl.	R 5.37	per kl.	R 5.37	per kl.	R 5.37	per kl.	R 5.71	per kl.	R 5.71	per kl.	R 5.71	per kl.	R 5.71	per kl.	R 6.09	per kl.
> 6 kiloliters to 12 kiloliters	R 8.12	per kl.	R 8.91	per kl.	R 9.71	per kl.	R 10.50	per kl.	R 8.65	per kl.	R 9.35	per kl.	R 9.49	per kl.	R 10.34	per kl.	R 11.18	per kl.
> 12 kiloliters to 18 kiloliters	R 13.74	per kl.	R 18.50	per kl.	R 22.46	per kl.	R 31.18	per kl.	R 14.63	per kl.	R 17.64	per kl.	R 19.70	per kl.	R 23.92	per kl.	R 33.21	per kl.
> 18 kiloliters to 25 kiloliters	R 23.54	per kl.	R 29.50	per kl.	R 39.03	per kl.	R 54.51	per kl.	R 25.07	per kl.	R 29.06	per kl.	R 31.42	per kl.	R 41.57	per kl.	R 58.05	per kl.
> 25 kiloliters to 40 kilolitres	R 31.99	per kl.	R 37.00	per kl.	R 53.58	per kl.	R 75.16	per kl.	R 34.07	per kl.	R 37.84	per kl.	R 39.41	per kl.	R 57.06	per kl.	R 80.05	per kl.
> 40 kiloliters to 70 kilolitres	R 50.00	per kl.	R 70.00	per kl.	R 108.33	per kl.	R 166.67	per kl.	R 53.25	per kl.	R 65.63	per kl.	R 74.55	per kl.	R 115.37	per kl.	R 177.50	per kl.
70 kiloliters and above	R 75.00	per kl.	R 155.00	per kl.	R 235.00	per kl.	R 315.00	per kl.	R 79.88	per kl.	R 125.07	per kl.	R 165.08	per kl.	R 250.28	per kl.	R 335.48	per kl.
DOMESTIC CLUSTER Refers to a cluster (block of flats) served by a single water connections																		
0 kiloliters to 6 kiloliters	R 5.37	per kl.	R 5.37	per kl.	R 5.37	per kl.	R 5.37	per kl.	R 5.71	per kl.	R 5.90	per kl.	R 5.71	per kl.	R 5.71	per kl.	R 5.71	per kl.
> 6 kiloliters to 12 kiloliters	R 8.12	per kl.	R 8.91	per kl.	R 9.71	per kl.	R 10.50	per kl.	R 8.65	per kl.	R 9.35	per kl.	R 9.49	per kl.	R 10.34	per kl.	R 11.18	per kl.
> 12 kiloliters to 18 kiloliters	R 13.74	per kl.	R 18.50	per kl.	R 22.46	per kl.	R 31.18	per kl.	R 14.63	per kl.	R 17.64	per kl.	R 19.70	per kl.	R 23.92	per kl.	R 33.21	per kl.
> 18 kiloliters to 25 kiloliters	R 23.54	per kl.	R 29.50	per kl.	R 39.03	per kl.	R 54.51	per kl.	R 25.07	per kl.	R 29.06	per kl.	R 31.42	per kl.	R 41.57	per kl.	R 58.05	per kl.
Above 25 kiloliters	R 31.99	per kl.	R 37.00	per kl.	R 53.58	per kl.	R 75.16	per kl.	R 34.07	per kl.	R 37.84	per kl.	R 39.41	per kl.	R 57.06	per kl.	R 80.05	per kl.
BUSINESS, COMMERCIAL AND INDUSTRIAL (Include University)	R 19.55	per kl.	R 31.28	per kl.	R 43.02	per kl.	R 54.75	per kl.	R 20.82	per kl.	R 27.75	per kl.	R 33.32	per kl.	R 45.81	per kl.	R 58.31	per kl.
MUNICIPAL TARIFF FOR MUNICIPAL BUILDINGS AND ALL LEAKAGES																		
0 kiloliters to 20 kiloliters	R 8.58	per kl.	R 11.19	per kl.	R 13.81	per kl.	R 16.43	per kl.	R 9.14	per kl.	R 10.83	per kl.	R 11.92	per kl.	R 14.71	per kl.	R 17.49	per kl.
21 kiloliters to 50 kiloliters	R 9.01	per kl.	R 11.48	per kl.	R 13.95	per kl.	R 16.43	per kl.	R 9.60	per kl.	R 11.22	per kl.	R 12.23	per kl.	R 14.86	per kl.	R 17.49	per kl.
Above 50kl	R 9.79	per kl.	R 12.00	per kl.	R 14.21	per kl.	R 16.43	per kl.	R 10.43	per kl.	R 11.95	per kl.	R 12.78	per kl.	R 15.14	per kl.	R 17.49	per kl.
MISCELLANEOUS AND ALL OTHER USERS (Schools, Sportbodies, Churces and Charity Organisations)	R 18.34	per kl.	R 20.26	per kl.	R 22.17	per kl.	R 24.09	per kl.	R 19.53	per kl.	R20.55	per kl.	R21.57	per kl.	R 23.61	per kl.	R 25.66	per kl.
BASIC CHARGE																		
Domestic (per erven)	R 61.87		n/a		n/a		n/a		R 65.89		n/a		n/a		n/a		n/a	
Domestic cluster (per flat)	R 7.52		n/a		n/a		n/a		R 8.01		n/a		n/a		n/a		n/a	
All other (per erven)	R 70.87		n/a		n/a		n/a		R 75.48		n/a		n/a		n/a		n/a	
MASO																		
0 kiloliters to 24 kiloliters per household	R 1.21	per kl.	R 6.28	per kl.	R 11.35	per kl.	R 16.43	per kl.	R 1.29	per kl.	R 4.04	per kl.	R 6.69	per kl.	R 12.09	per kl.	R 17.49	per kl.
25 kiloliters to 40 kiloliters per household	R 16.72	per kl.	R 25.75	per kl.	R 34.77	per kl.	R 43.80	per kl.	R 17.81	per kl.	R 23.19	per kl.	R 27.42	per kl.	R 37.03	per kl.	R 46.65	per kl.
Above 40 kiloliters per household	R 18.17	per kl.	R 38.39	per kl.	R 58.62	per kl.	R 78.84	per kl.	R 19.35	per kl.	R 30.75	per kl.	R 40.89	per kl.	R 62.43	per kl.	R 83.96	per kl.

STELLENBOSCH MUNICIPALITY

SOLID WASTE TARIFFS FOR THE PERIOD 1 JULY 2019 TO 30 JUNE 2020 Applicable to services rendered from 1 July 2019

16,50%

SERVICES RENDERED	UNIT	COMMENTS	Tariff 2018/2019 (VAT Excl)	Tariff 2019/2020 (VAT Excl)
Residential Waste Collection (Households, Flats, Hostels, Retirement homes, Churches, Schools, Welfare Organisations, etc.)				
Definition: 1 refuse unit = 240ℓ = 3 standard refuse bags				
Indigent subsidy: A monthly subsidy (to be determined by Council) to be credited to a registered indigent consumer's account				
Black bags (only where wheelie bins have not been introduced and/or stolen or lost)				
Single residential properties for indigent households. Plot not exceeding 250 m ² and a maximum valuation value of R200 000	per month	Account payable by property owner. Max 3 closed bags. No other extras. Service will cancel when 240ℓ bin is issued.	R 116,73	R 135,99
Basic residential collection based on 3 standard refuse bags once per week - 1st refuse unit - One dwelling on erf	per month	Account payable by property owner. Max 3 closed bags. No other extras. Service will cancel when 240ℓ bin is issued.	R 151,13	R 176,06
Basic residential collection based on 3 standard refuse bags per dwelling (1 refuse unit) for additional dwellings on same erf	per refuse unit per month	Account payable by property owner. Max 3 additional closed bags. No other extras. Per fixed arrangement - not variable. Service will cancel when 240ℓ bin is issued. At cluster housing, flats, etc. 1 refuse unit to be charged for every living unit (per month)	R 151,13	R 176,06
Additional collection based on an additional 3 standard refuse bags once per week - 2nd refuse unit or more	per month	Account payable by property owner. Max 3 additional closed bags. No other extras. Per fixed arrangement - not variable. Service will cancel when 240ℓ bin is issued.	R 151,13	R 176,06
Mobile bins (240ℓ Wheelie bin)				
Black Bin (Black lid Black bin)			2018/2019	2019/2020
Basic residential collection based on 1 X 240ℓ per week - 1 st bin - one dwelling per erf	per month	Account payable by property owner. No extras beside bin. At cluster housing, flats, etc. (units to be charged per quantity of bins used.Only WC024 bins will be collected	R 151,13	R 176,06
Basic residential collection based on 1 X 240ℓ per week for additional dwellings on same erf	per refuse unit per month	Account payable by property owner. No extras beside bin. At cluster housing, flats, etc. Units to be charged per quantity of bins used.Only WC024 bins will be collected.	R 151,13	R 176,06
Basic residential collection based on 1 X 240ℓ bin per week for additional dwellings	per refuse unit per month	Account payable by property owner. No extras beside bin. At cluster housing, flats, etc. Units to be charged per quantity of bins used.Only WC024 bins will be collected.	R 151,13	R 176,06
Blue Bin (Blue lid Black bin)			2018/2019	2019/2020
Three times per week removal with a blue lid 240ℓ refuse bin (sectional title, residential zoned i.e. Hostels, Flats, Old age/retirement villages - NOT HOUSEHOLDS)	Per add 240ℓ bin per month	Account payable by property owner. No extras beside bin. (Sectional title, residential zoned i.e. Hostels, Flats, Old age/retirement villages).(Businesses to be charged per quantity of bins)	R 536,23	R 624,70

STELLENBOSCH MUNICIPALITY

SOLID WASTE TARIFFS FOR THE PERIOD 1 JULY 2019 TO 30 JUNE 2020 Applicable to services rendered from 1 July 2019

16,50%

SERVICES RENDERED	UNIT	COMMENTS	Tariff 2018/2019 (VAT Excl)	Tariff 2019/2020 (VAT Excl)
Non Residential Waste Collections (Business and Commercial)				
Definition: 1 refuse unit = 240ℓ = 3 standard refuse bags				
Black bags (Only where Wheelie bins have not been introduced)			2018/2019	2019/2020
Collection based on three (3) standard refuse bags once (x1) per week	per month	Account payable by business owner. Max 3 closed bags. No other extras. 'Black BAG Service will cancel when 240ℓ bin is issued.	R 178,74	R 208,23
Collection based on 3 standard refuse bags 3 x per week - three refuse units per month	per month	Account payable by business owner. Max 3 closed bags. No other extras. Service will cancel when 240ℓ bin is issued.	R 536,23	R 624,70
Additional collection based on additional refuse bags, once (x1) per week - measured in the number of additional refuse units ((3) standard refuse bags) per week	per month	Account payable by business owner. No other extras. Per fixed arrangement - not variable. Service will cancel when 240ℓ bin is issued.	R 178,74	R 208,23
Additional collection based on an additional refuse bags, 3 x per week - measured in the number of additional refuse units (3 standard refuse bags) per week	per month	Account payable by business owner. No other extras. Per fixed arrangement - not variable. Service will cancel when 240ℓ bin is issued.	R 536,23	R 624,70
Mobile bins (240ℓ Wheelie bin)				
Blue Bin (Blue lid Black bin)			2018/2019	2019/2020
Collection based on 1 X 240ℓ once (x1) per week measured as one blue bin.	per month	Account payable by business owner. No other extras. Per fixed arrangement - not variable.	R 178,74	R 208,23
Additional 240ℓ removal/s once per week - measured as the number of additional blue bins	per month	Account payable by business owner. No other extras. Per fixed arrangement - not variable.	R 178,74	R 208,23
Collection based on 1 X 240ℓ three times per week measured as one blue bin.	per month	Account payable by business owner. No other extras. Per fixed arrangement - not variable.	R 536,23	R 624,70
Additional 240ℓ removals three times per week - measured as the number of additional blue bins	per month	Account payable by business owner. No other extras. Per fixed arrangement - not variable.	R 536,23	R 624,70
Mobile bins (240ℓ Wheelie bin)				
Red Bin (Red lid Black Bin)				
Collection based on 1 X 240ℓ five times per week measured as one red bin.	per month	Account payable by business owner. No other extras. Per fixed arrangement - not variable.	R 893,69	R 1 041,15
Additional 240ℓ removals five times per week - measured as the number of additional blue bins	per month	Account payable by business owner. No other extras. Per fixed arrangement - not variable.	R 893,69	R 1 041,15
Charges and Levies				
			2018/2019	2019/2020
Solid Waste availability charge	per annum	Vacant erven and to all households, businesses, flats, developments not making use of municipal collection services	R 948,10	R 1 104,54
Collection of food waste				
Restaurant Food Waste only Collection based on 1 X 240ℓ five times per week measured as one white bin	per month	Limited amount of restaurants within the WCO24 will be allowed for the pilot project (5 days/ week)	R 439,60	R 512,13