



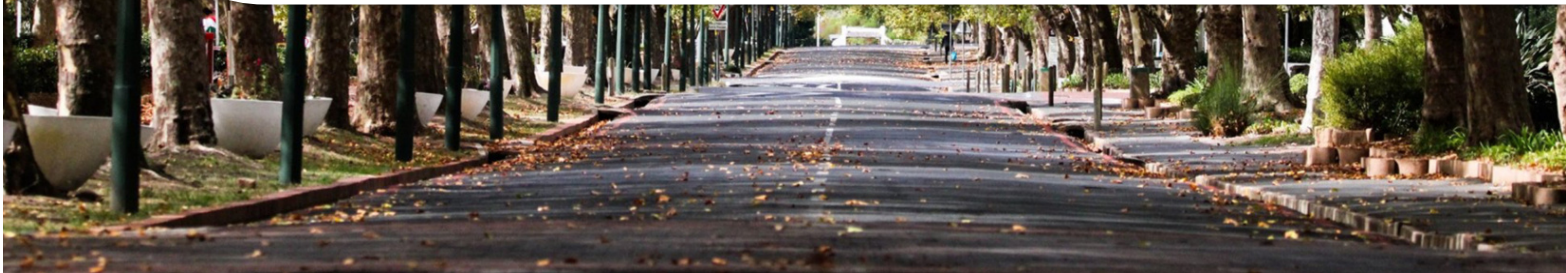
STELLENBOSCH LOCAL MUNICIPALITY



AMENDED SPATIAL DEVELOPMENT FRAMEWORK

INTEGRATIVE SPATIAL AND INFRASTRUCTURE PLANNING

APPROVED BY COUNCIL ON 27 JUNE 2023





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ABBREVIATIONS

A

AFS	Annual Financial Statements
AQMP	Air Quality Management Plan
ATC	Adam Tas Corridor
ATC LSDF	Adam Tas Corridor Local Spatial Development Framework

B

BNG	Breaking New Ground
BTT	Boschendal Treasury Trust

C

CAPEX	Capital Expenditure
CBA	Critical Biodiversity Area
CBD	Central Business District
CoCT	City of Cape Town
CEF	Capital Expenditure Framework
CEIP	Capital Expenditure Implementation Plan
CIF	Capital Investment Framework
CITP	Comprehensive Integrated Transport Plan
CPI	Consumer Price Index
CPF	Capital Planning Forum
CSIR	Council for Scientific and Industrial Research
CSP	Cities Support Programme
CWDM	Cape Winelands District Municipality

D

DCoG	Department of Cooperative Governance
DEA&DP	Department of Environmental Affairs and Development Planning
DGDS	District Growth and Development Strategy
DHS	Western Cape: Department of Human Settlements (now known as DoI)
DLG	Western Cape: Department of Local Government
DM	District Municipality
DoI	Western Cape: Department of Infrastructure
DRD&LR	Department of Rural Development and Land Reform
DTPW	Western Cape: Department of Transport and Public Works (now known as DoI)

E

EIA	Environmental Impact Assessment
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F

FA	Functional Area
FLISP	Finance Linked Individual Subsidy Programme

G

GAP	Government assisted housing in the affordability “gap” for home owners earning between R3 501 and R18 000 per month
GCM	Greater Cape Metro
GCMRSIF	Greater Cape Metro Regional Spatial Implementation Framework
GDP	Gross Domestic Produce

GVA

Gross Value Add

H

HA	Hectare
HIV	Human Immunodeficiency Virus
HSDG	Human Settlements Development Grant

I

I&AP	Interested and Affected Parties
ICM	Intermediate City Municipality
IDP	Integrated Development Plan
IHSP	Integrated Human Settlements Plan
IIF	Integrated Infrastructure Investment Framework
INEP	Integrated National Electrification Programme
ITP	Integrated Transport Plan
ISC	Integrated Steering Committee
IUDF	Integrated Urban Development Framework
IZS	Integrated Zoning Scheme
IUDG	Integrated Urban Development Grant

L

LDC	Lynedoch Development Company
LED	Local Economic Development
LG	Local Government
LHOA	Lynedoch Home Owners’ Association
LM	Local Municipality
LSDF (s)	Local Spatial Development Framework
LSU	Large Stock Unit

LTFM	Long term financial model	NT	National Treasury	SOE(s)	State Owned Enterprise
LTFP	Long term financial plan	O		SPCs	Spatial Planning Categories
LTFS	Long term financial strategy	P		SPOs	Spatial Planning Outcomes
LUMS	Land Use Management System	PDA	Priority development area	SPLUMA	Spatial Planning and Land Use Management Act 16 of 2013
LUPA	Western Cape: Land Use Planning Act	PERO	Provincial Economic Review and Outlook	SSU	Small Stock Unit
M		PMT	Project Management Team (also known as Project Steering Committee)	StatsSA	Statistics South Africa
MAYCO	Mayoral Committee	PSDF	Provincial Spatial Development Framework	T	
MPBL	Stellenbosch Municipal Planning By-law	PSTP	Provincial Sustainable Transport Program	TB	Tuberculosis
MERO	Municipal Economic Review and Outlook			U	
MFMA	Local Government: Municipal Finance Management Act 56 of 2003 (revised 2011)	Q		UDS	Urban Development Strategy
MOU	Memorandum of Understanding	R		UDZ	Urban Development Zone
MSA	Local Government: Municipal Systems Act, 32 of 2000	RSIF	Regional Spatial Implementation Framework	UN	United Nations
MSDF	Municipal Spatial Development Framework	RAP	Rural Area Plan	US	University of Stellenbosch
MTREF	Medium Term Revenue and Expenditure Framework	S		USDG	Urban Settlement Development Grant
N		SALGA	South African Local Government Association	UNESCO	United Nations Educational, Scientific and Cultural Organisation
NDP	National Development Plan	SANBI	South African National Biodiversity Institute	V	
NEMA	National Environmental Management Act	SEMF	Strategic Environment Management Framework	V&A	Victoria and Alfred Waterfront
NGO	Non-governmental organisation	SDF(s)	Spatial Development Framework	W	
NGP	New Growth Path	SDGs	Sustainable Development Goals	WCG	Western Cape Government
NHRA	National Heritage Resources Act	SFA	Strategic Focus Area	Wesgro	Western Cape Tourism, Trade and Investment Promotion Agency
NMT	Non-motorised transport	SM	Stellenbosch Municipality		
NSDF	National Spatial Development Framework	SMME(s)	Small and Medium Enterprise		

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PART 1: INTRODUCTION

1. Introduction

1.1 BACKGROUND & PURPOSE

Spatial planning is a high-level planning process that is inherently integrative and strategic, it takes into account a wide range of factors and concerns and addresses the uniquely spatial aspects of those concerns.

The action(s) of spatial planning aims to:

- Enable a vision and consistent direction for the future of the municipal area based on evidence, local distinctiveness, and community-derived objectives.
- Translate this vision and direction 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.

In essence, it entails more than land use management; it provides a key role in providing a long-term framework for development and coordinating policies across sectors. By so doing, effective spatial planning helps to avoid the duplication of efforts by the government and can assist in the coordination of sectoral policies to ensure maximum positive impact from the

investment of resources to achieve the spatial vision as agreed to by all stakeholders.

1.2 INTEGRATIVE SPATIAL PLANNING APPROACH

Spatial planning is critical for delivering economic, social and environmental benefits (refer to Box 1) by creating more stable and predictable conditions for investment and development, securing community benefits from development, and promoting prudent use of land and natural resources for development. Spatial planning is therefore an important lever for promoting sustainable development and improving the quality of life.

Integrative Spatial Planning is informed by universal planning approaches and concepts; normative - and developmental planning principles, norms and standards. These informants provide clarity on the scope and focus for achieving spatial planning outcomes/benefits (refer to Table 1 & Figure 1) for creating positively performing areas which are generally regarded as successful and liveable settlements.

The characteristics of a desirable and successful settlement tend to be:

- Integrated and connected,
- Inclusive,
- Convenient,
- Resilient and adaptable,
- Efficient,

- Safe and healthy,
- Economically supportive, and –
- Characterful and aesthetically pleasing.

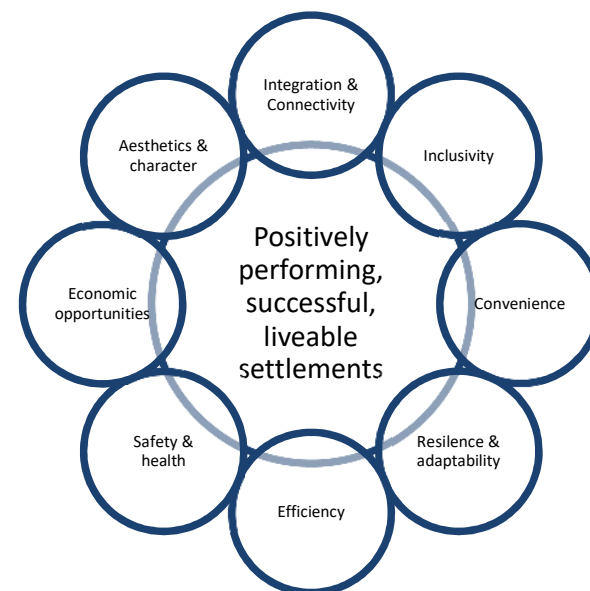


Figure 1: Characteristics of a desirable & successful settlement

BENEFITS OF SPATIAL PLANNING

Economic benefits

- Providing more stability and confidence for investment;
- Identifying land in appropriate locations to meet the need for economic development;
- Ensuring that land for development is well placed in relation to the transport network and the labour force;
- Promoting environmental quality in both urban and rural areas, which can then create more favourable conditions for investment and development;
- Identifying development that meets the needs of local communities;
- Promoting regeneration and renewal;
- Making decisions in a more efficient and consistent way.

Social benefits

- Considering the needs of the local communities in policy development;
- Improving accessibility when considering the location of new development;
- Supporting the provision of local facilities where they are lacking;
- Promoting the re-use of vacant and derelict land, particularly where it has a negative impact on quality of life and economic development potential;
- Aiding the creation and maintenance of pleasant, healthy, and safe environments.

Environmental benefits

- Promoting regeneration and the appropriate use of land, buildings and infrastructure;
- Promoting the use of previously developed (brownfield) land and minimizing development on greenfield land;
- Conserving important environmental, historic and cultural assets;
- Addressing potential environmental risks (e.g. flooding, air quality);
- Protecting and enhancing areas for recreation and natural heritage;
- Promoting access to development by all modes of transport (e.g. walking, cycling, and public transport), not just by private vehicle;
- Encouraging energy efficiency in the layout and design of the development.

Table 1: Benefits of Spatial Planning

To achieve these positively performing, successful, liveable settlements the following requirements are required of the planning system, namely:

- To achieve a greater mix of land uses and densities in the urban structure that provide a full range of urban functions – housing, employment and services – in a pattern which minimized the need to travel great distances to work, shop or conduct business. The efficient use of land needs to be compatible with social well-being and healthy environmental objectives.
- To initiate urban regeneration in inner city areas and main streets with high-density concentrations of mixed employment, residential and other uses. These areas with adequate investment in modernisation and renovation of the existing stock and infrastructure can provide housing closer to services and a wider range of lifestyle opportunities.
- To enhance and support the regeneration of housing estates through innovative financing, technological and regulatory initiatives, and demonstration projects. Focusing on the elimination of barriers towards investment will facilitate small-scale urban renewal through cooperative efforts and self-help.
- To enhance broad participation, improve community involvement and build support for sustainable planning policies and programmes; to promote community identity through the creation of meeting places, public spaces,

pedestrian networks, and preservation of historic buildings and attractive streetscapes.

- To provide a range of cultural and recreation opportunities that correspond to diverse needs through efficient use of natural areas for passive recreation and cultural purposes; to maintain a system of integrated and interconnected open spaces, parks, and river valleys; to protect the natural habitat and resources in the areas.
- To provide water and sewerage infrastructure that accommodates the needs of the local community, while meeting the healthy environment objectives; to undertake the considerable improvement of existing infrastructure in order to reduce the amount of untreated urban runoff wastewater discharge; to increase the capacity of the existing infrastructure to accommodate urban growth and intensification.
- To improve and expand the transport system to meet the challenges of readjustment in the urban economy and to sustain the competitiveness of public transport. To maximise efficiency, supplement conventional public transit with specialised services directed at specific market segments; to promote energy efficiency and alternative modes of transport.

1.3 MSDF PROGRAMME

1.3.1 The system of Integrative Spatial Planning

One of the legislated spatial planning system tools available to Urban and Regional Planners is Spatial Development Frameworks (SDFs) — a strategic and integrated spatial planning policy —, that must outline specific arrangements for prioritisation, mobilising, sequencing and implementing public and private infrastructural and land development investment in the priority spatial structuring areas as identified in these spatial development frameworks to give effect to the vision, goals and objectives of the municipal Integrated Development Plan (IDP) or related business plans of the 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? What are the non-negotiables and fixes necessary to achieve the proposed development path, and which areas require more detailed studies/precinct plans?” — all while maintaining the best and sustainable use of resources.

With the reform in planning law a shift in focus to integrative spatial planning approach was facilitated. This shift results in:

- More effective coordination of sectoral actions that have a cross-sectional spatial dimension.

- Greater responsibility for operating the system for authorities at regional and local levels, while ensuring conformity and adequate support.
- More effective participation by local communities and other stakeholders.
- The ability of planning authorities to recoup a proportion of the financial gain from the allocation of development rights to private developers to provide or pay for externality effects and provide local community benefits.
- The responsible consideration of environmental impacts of development, so that any adverse impacts are mitigated and/or compensated for.

1.3.2 Users of the MSDF

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 (NGOs), institutions, property developers, 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.

1.3.3 Local spatial strategy informants to the MSDF (2019), review and proposed amendments (2022/2023)

The approved MSDF, 2019 was informed by various specialist and spatial strategies, namely:

- 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 Urban Development Strategy (UDS) documents during 2017.
- The Rural Area Plan (RAP) which provides an analysis and synthesis of the rural areas of Stellenbosch Municipality.
- 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).
- Approved Heritage Inventory

- Area-based planning investigations for parts of the municipality, notably Stellenbosch town, Klapmuts, and the area north of Kaymandi.
- Capital Expenditure Framework, 2019.

Since the approval of the MSDF (2019), related work has focused on:

- Area-based planning investigations for the Adam Tas Corridor, located in Stellenbosch town culminated in the approval and adoption of the Adam Tas Corridor Local Area Spatial Development Framework (ATC LASDF), 2022 and Development Guidelines. The catalytic initiative was done in partnership with the WCG: DEA&DP.
- In parallel the Adam Tas Corridor Overlay Zone was developed, finalise, and adopted in May 2023.
- A Memorandum of Understanding (MOU) was signed in 2022 by SM and the collective land owners in the ATC, confirming the spatial vision and implementation of the ATC LASDF. Council approved the MOU in August 2022.
- The Capital Expenditure Framework (CEF) was revised as part of the Integrated Urban development Grant (IUDG) in 2020 and 2021, in alignment with the municipal spatial vision as well as the functional areas (FAs) and priority development areas (PDAs) for the municipality in order to prepare a socio-economic and developmental profile for the municipality and each of the FAs and PDAs. This input enabled an extensive spatial demand quantification and setting of programmatic long-term

infrastructure investment targets required to realise the spatial vision of the municipality.

- The Long-term Financial Plan/Strategy which forms a key component of the CEF was also completed in 2022 as a key budget impact simulator to determine the affordability envelope and the optimal funding mix for capital investment for the municipality based on profiles contained in the CEF.
- A Capital Planning Forum (CPF) was established to coordinate sector plans, prioritisation, mobilising, sequencing and implementing public infrastructural and land development investment in the priority spatial structuring areas.
- An updated CEF was commissioned in 2023 due to the approval of the ATC LASDF, 2022 and the Development Guidelines. The updated CEF, 2023 has been adopted simultaneously with the amended MSDF process for 2023/2024.
- The Inclusionary Zoning Policy identified in the MSDF implementation framework was completed and has been published for public comment. The intention is to finalise the policy during 2023. This was done in partnership with the WCG: DEA&DP and Development Action Group (DAG), City of Cape Town and other metropolitan municipalities considering the development of the policy.
- Investigation of the Rhenish complex for economic development opportunities has been concluded in 2021/2022. This is linked to the proposed urban revitalisation of Mill Square and surrounds as initiated by Council in 2022.

- The Klapmuts Concept Plan was approved as part of the MSDF, 2019 and confirmed by Council in 2021. Support was provided for the establishment of the intergovernmental initiative around the development of Klapmuts (Stellenbosch – Drakenstien – WCG via DEA&DP – and other affected government departments) through the Greater Cape Metropolitan Regional Spatial Implementation Framework (GCMRSIF) Intergovernmental Steering Committee in order to ensure joint planning and development of the node.
- Significant progress has been made in planning and land use decisions for an “Innovation Precinct” or “Smart City district”, directly west of, and adjacent to Klapmuts South. A land agreement with the University of Stellenbosch (US) to possibly establish university related activities in this area is currently being negotiated. Phase 1 – 3 has been approved and some amendments to land use approvals are currently under consideration.
- To support the cross-border catalytic project identified in the MSDF to unlock development in Klapmuts North, as well as to enable the relocation of land extensive manufacturing, logistics, and warehousing enterprises from Stellenbosch town (linked to ATC LASDF) to Klapmuts, the SM accordingly submitted a municipal boundary redetermination application to the Demarcation Board in 2022. The Council approved the submission in 2022 and the re-determination process is currently in progress with feedback expected in 2023/2024.

- Correction of Tables 20 and 28 within the approved MSDF was adopted by Council in 2022.
- SM invasive alien plant management plan and Air Quality Management Plan was reviewed and adopted in November 2022.
- The amendment and adoption of the review of the Stellenbosch By-Law on Municipal Land Use Planning has been advertised for public comment. The intention is to finalise the review of the by-law during 2023.
- The Housing Pipeline Review was approved in 2022, and the Integrated Human Settlements Plan (IHSP) is being updated and the intention is the finalise and adopt the policy during 2023.
- Comprehensive Integrated Transport Plan (CITP) has been updated and the intention is the finalisation and adoption of the policy during 2023.
- The Idas Valley/Botmaskop Nature Area Environmental Management Plan was approved by Council in February 2023.
- The Integrated Waste Management Plan for SM was approved in 2020.

In parallel to MSDF work, considerable progress has been made, in collaboration with the Western Cape Government (WCG) through participation in the Greater Cape Metropolitan Regional Spatial Implementation Framework (GCMRSIF) Intergovernmental Steering Committee – on a continuous basis – with adjoining municipalities to discuss regional spatial development trends, cross-border challenges, opportunities, risks and

infrastructural constraints.

Continued partnership with all local municipalities within the Western Cape and the WCG:DEA&DP to share best practices and improving coordination on matters related to Spatial Planning and Land Use Management sector through the Western Cape Planning Heads Forum.

1.3.4 Process and Timeframes

The continued work on sector plans, prioritisation, mobilising, sequencing and implementing public infrastructural and land development investment over the medium term (10-years) through the CEF process has highlighted the need to strategically align some sector plans with the MSDF. Accordingly, the review and amendment process of the MSDF was initiated and approved by Council in November 2021 to enable improved municipal policy coherency and vertical alignment. The amendment was included in the Integrated Development Plan (IDP) and Budget Process Plan for 2022-2027 and revised SDF/IDP/Budget time Schedule for 2022/2023.

Council also supported and approved the process as stipulated in terms of Section 11(b) of LUPA; Section 3(1)(b) of the MPBL for amending the MSDF. Therefore, Council approved the establishment of a municipal project steering committee (PSC) and the publication of the proposed amendment of the MSDF for a sixty (60) day period for public commenting to all organs of state and the public.

The standard operating procedure for the amendment of the MSDF without an Intergovernmental Steering Committee (ISC) as

contained in the WCG: DEA&DP Circular was used as a guideline and the steps were recorded in the IDP and Budget Process Plan (as referenced above) in terms of Section 28 of the MSA.

1.3.5 Approach

In preparing the review and amendment of the MSDF; previous studies, new and updated policy documents, and plans have been considered and continues to form the basis of the MSDF, 2019 and its subsequent proposed amendment. The methodology comprised primary and secondary data collection, and intensive consultation with local, national, and provincial government actors as well as the communities.

The collected data were triangulated with a desktop review of multiple literature sources, including academic sources. A set of spatial analyses were conducted from regional, municipal, to neighbourhood scales to define the major challenges and opportunities to inform the implementation plans (including the CEF). These socio-economic, spatial profiles, and spatial demand quantification were initiated during the CEF process in 2021. These profiles and spatial outcomes were reviewed and validated with the strategic assessment, and primary actors in the project.

The profiles informs and confirms the status quo of the MSDF, 2019 and the spatial transformation vision and targets reflected in the spatial strategy. Accordingly the status quo as part of the MSDF has been updated through the CEF process and are reflected in combination with the Status Quo of the MSDF, 2019 and CEF, 2021 in Part 3 below. It should be noted that due to various catalytic projects being

approved (i.e. ATC LASDF), the profile is currently being updated through the CEF process, 2022/2023 and will be adopted and attached as part of the amended MSDF, 2022/2023 in Part 7 and Appendix G.

The approach for the amendment of the MSDF follows the SDF Guidelines (2017) and consists of four interlinked components in the MSDF process:

- Spatial analytics and urban profiling around substantive spatial themes,
- Developing a strategic vision and scenario building,
- Defining prioritized infrastructure investment and establishing linkage to financing, and –
- Contributing to knowledge exchange (change to M&E).

Some of the MSDF sections were found not necessary to be updated due to no changes being noted since the adoption of the MSDF (2020 - 2022) through the review process. The sections are listed below with an indication provided on which sections have been identified for updates.

- Part 1: Introduction **(update)**
- Part 2: Legislative and Policy Context
- Part 3: Status Quo, Challenges and Opportunities
- Part 4: Vision and Concept
- Part 5: Plans and Settlement Proposals **(partial)**
- Part 6: Implementation Framework
- Part 7: Capital Expenditure Framework **(update)**
- Part 8: Monitoring and Review
- Part 9: Proposed development proposals and comments received for consideration in amended MSDF and maps

To ensure consistency and ease of reference the unchanged sections and maps are transposed into this report. The aim is to also assist in user-friendliness for the target audience.

1.4 STRUCTURE OF THE AMENDED MSDF 2023

The amended MSDF, 2023 are set out in the following parts:

- Part 1: Introduction **(updated - 2023)**
- Part 2: Legislative and Policy Context **(unchanged)**
- Part 3: Status Quo, Challenges and Opportunities **(unchanged)**
- Part 4: Vision and Concept **(unchanged)**
- Part 5: Plans and Settlement Proposals **(updated table and maps – 2023)**
- Part 6: Implementation Framework **(unchanged)**
- Part 7: Capital Expenditure Framework **(updated - 2023)**
- Part 8: Monitoring and Review **(unchanged)**.

Appendices related to the status quo, guidelines, public input received and proposed amendments to the urban edge.

- Appendix A: Policy Framework **(unchanged)**
- Appendix B: Public comment received following the request for submission of development proposal (private & public) **(updated)**
- Appendix C: Spatial Planning Categories, associated SEMF policy and WCG

- Appendix D: Thematic guidelines drawn from “WCLUP: Rural Guidelines” which may be applicable to different SPCs **(unchanged)**
- Appendix E: Norms / Guidelines for the size of agricultural holdings **(unchanged)**
- Appendix F: Housing pipeline **(updated)**
- Appendix G: Capital Expenditure Framework **(updated)**



PART 2: LEGISLATIVE AND POLICY CONTEXT

2. Legislative and Policy Context

The sections below outline key legislative and policy informants of the MSDF (including the amendment).

2.1 LEGISLATIVE REQUIREMENTS FOR MSDF'S

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; and -
- 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 and 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 (10 – 20 years). 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 2, 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 (SDGs) 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.
- 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.

In support of SPLUMA, the Department of Rural Development and Land Reform (DRD&LR) 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.

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.

Table 2: SPLUMA Principles

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 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 (MPBL). 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 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 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 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 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 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 3.

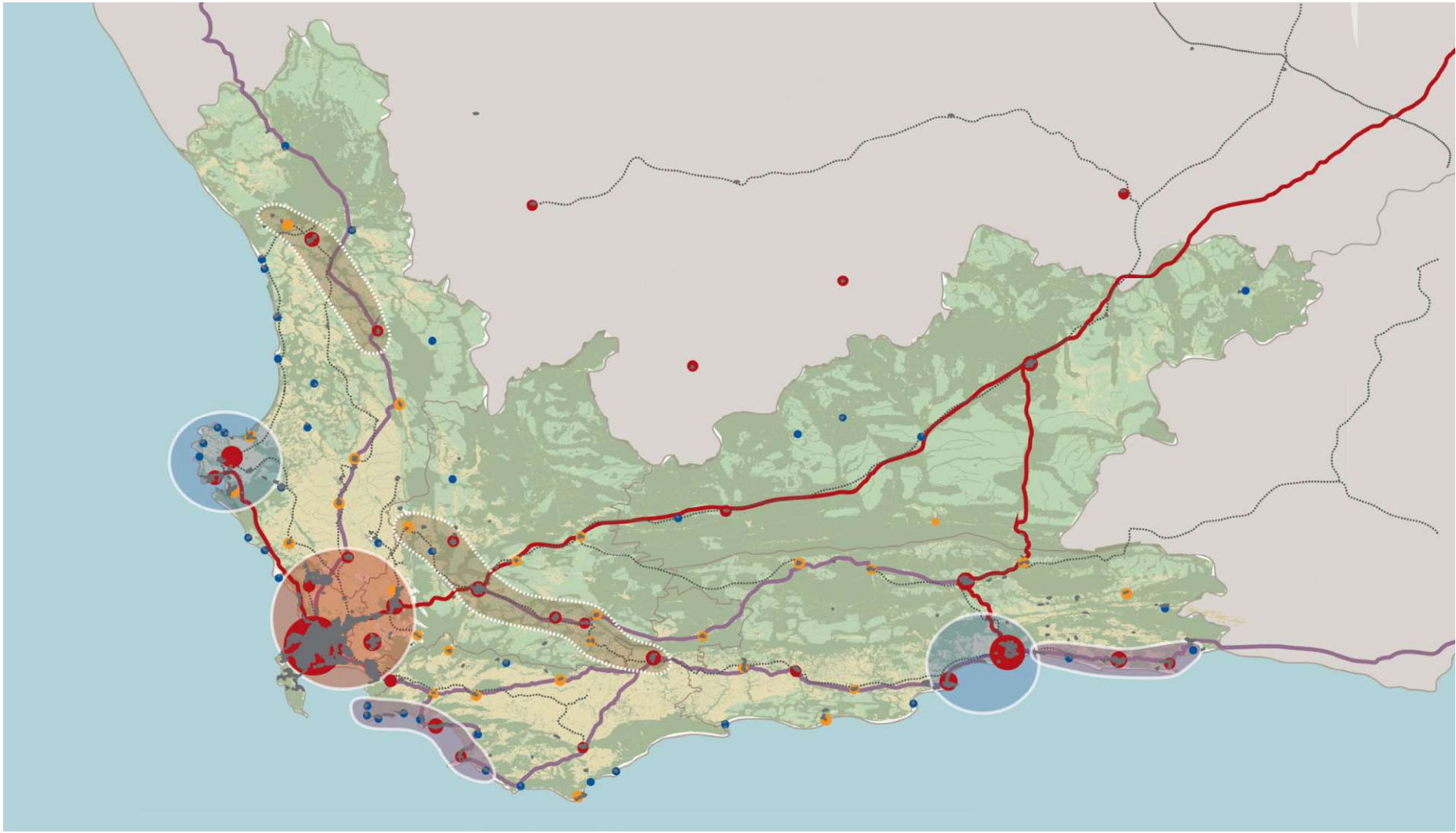
The PSDF sets out the key strategic spatial transitions required to achieve a more sustainable use of provincial assets, the opening-up of opportunities in the space-economy and the development of integrated and sustainable settlements. These are summarised in Table 4. The PSDF includes a composite map 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, 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.

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.

Table 3: The PSDF Spatial Agenda

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

Table 4: The key PSDF transitions



SPATIAL PLANNING CATEGORIES:

- CORE
- BUFFER
- INTENSIVE AGRICULTURE
- SETTLEMENT

PRIORITY URBAN FUNCTIONAL REGIONS:

- CAPE METRO
- EMERGING REGIONAL CENTRES (GREATER SALDANHA & MOSSELBAY/GEORGE)
- LEISURE (OVERSTRAND & GARDEN ROUTE)

RURAL DEVELOPMENT CORRIDOR

- REGIONAL CENTRE
- SERVICE CENTRE
- SECONDARY SETTLEMENT

REGIONAL CONNECTOR ROUTE

- TOURISM ROUTE
- MAJOR RAILWAY LINE
- MAJOR ROAD

Figure 2: 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 area (i.e. the 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 3 below illustrates the GCM RSIF in plan form.

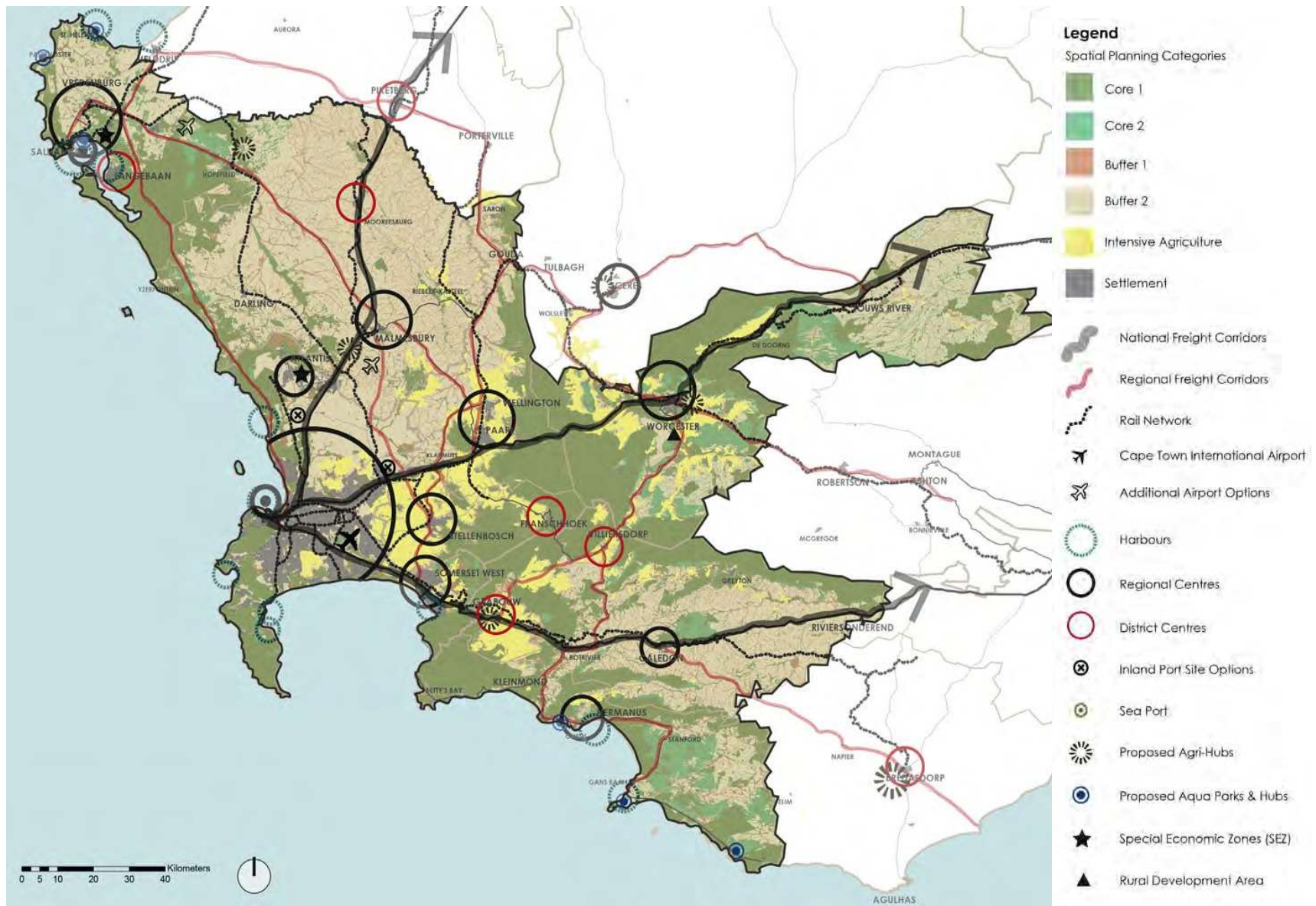


Figure 3: Composite GCM RSIF 2017 (DEA&DP)

2.2.5 SM Integrated Development Plan

The SM Integrated Development Plan 2022-2027 (IDP) is aimed at coordinating the efforts of various municipal departments in achieving the vision for the municipality as a “integrated valley of opportunity and innovation”. Efforts to achieve this vision are channelled 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 and Compliance – 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 5 illustrates how the MSDF will contribute, in terms of its focus and contribution, to achieving the aims articulated for each strategic focus area. The intent of the Strategic goals for the 5th Generation IDP 2022-2027 will remain the same as the strategic goals of the 4th Generation IDP. The strategic focus areas directly relates to achieving the five municipal strategic focus areas contained in the IDP. The table below illustrates the spatial alignment between the IDP and SDF.

IDP STRATEGIC FOCUS AREA	RELATED CONCERNS OF THE SDF	SDF STRATEGIC DIRECTION
SFA1: VALLEY OF POSSIBILITY	The way settlements, nature and agriculture 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.
SFA2: GREEN AND SUSTAINABLE VALLEY	The way settlements, nature and agricultural areas are spatially developed and managed to maintain and enhance natural resources and ensure a future balance between human settlement and its use of natural resources and opportunity.	<ul style="list-style-type: none"> • Protection of natural areas, agricultural areas, and river corridors.
SFA3: 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.
SFA4: 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.
SFA5: 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 internalisation by all.

Table 5: IDP Strategic Focus areas and the MSDF

2.2.6 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.

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. Precautionary approach to climate change and sea level rise. Responsible water use. Protection of water resources. Protection of valuable soils for agriculture. 	<ul style="list-style-type: none"> Protection of mineral resources for possible extraction. Energy efficiency and change to alternative fuels. Waste minimization and recycling. Retaining the essential character and intactness of wilderness areas.
	Water		
	Soils and mineral resources		
	Resource consumption and disposal		
SOCIO-ECONOMIC ENVIRONMENT	Landscape and scenic assets	<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. 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. The protection and expansion of tourism assets. The expansion of entrepreneurial opportunity (also for emergent entrepreneurs). 	<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. Better linkages between informal settlements/ poorer areas and centres of commercial/ public activity. 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).
	Regional and municipal economic infrastructure		
	Rural space-economy		
	Settlement space-economy		
BUILT ENVIRONMENT	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). 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). Compact, denser development. Pedestrian friendly 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. The significance of well-located and managed public facilities as a platform for growth, youth development, increased wellness, safety, and overcoming social ills. The clustering of public facilities to enable user convenience and efficient management. The upgrading of informal settlements. Housing typologies which meet the different needs of households and income groups.
	Accessibility		
	Land use and density		
	Facilities and social services		
	Informality, housing delivery, inclusion and urban land markets		
GOVERNANCE	Way of work	<ul style="list-style-type: none"> A more coordinated and integrated approach in government planning, budgeting and delivery. Partnering with civil society and the private sector to achieve agreed outcomes (as reflected in the IDP and associated frameworks/ plans). 	<ul style="list-style-type: none"> Active engagement with communities in the planning, resourcing, prioritization, and execution of programmes and projects.

Table 6: Policy Implications



PART 3: STATUS QUO, ISSUES, CHALLENGES & OPPORTUNITIES

3. Status, quo, issues, challenges and opportunities

3.1 SPATIAL CONTEXTUALISATION

3.1.1 Demarcation history

South Africa undergoes a reassessment of its municipal boundaries before each municipal election. Changes in municipal boundaries affect all levels of planning and also long-term development strategies. The next table shows the municipality(s) which previously formed part of the current municipality.

	2011	2006	2001
DM(s) / Metro	Cape Winelands	Cape Winelands DC	Boland DM, CoCT
LM(s)	Stellenbosch	Stellenbosch	CoCT
Nr. of wards	22	19	19

The data shows that Stellenbosch had little demarcation disruptions over its history. This contributes to stability in the municipal administrative area. Major shifts in demarcations can have a disruptive impact.

3.1.2 Regional context

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.

Institutionally, SM forms part of the Cape Winelands District Municipality (CWDM) of the Western Cape Province of South Africa. The municipality adjoins the City of Cape Town (CoCT) to the west and south and the Breede Valley, Drakenstein and Theewaterskloof Municipalities to the east and north (refer to Figure 4).

Functionally, SM forms part of the Cape Town Region and covers a geographical area of approximately 830km².

3.1.3 Local context

The main settlements are the historic towns of

Stellenbosch (including Jamestown) and Franschhoek, and Klapmuts. There are also several smaller rural nodes, including Pniel, Johannesdal, Lanquedoc, Lynedoch, and Raithby. New nodes are emerging around agricultural service centres, for example, Koelenhof and Vlottenburg.

The location of Stellenbosch in the regional context is significant. On the one hand, it has a strong link with the Cape Town area through its location. On the other hand, however, its location on the fringe of one of South Africa's most prominent city regions provides challenges in its spatial and economic competitiveness. Issues related to its urban-rural transitional character provide challenges of growth and development.

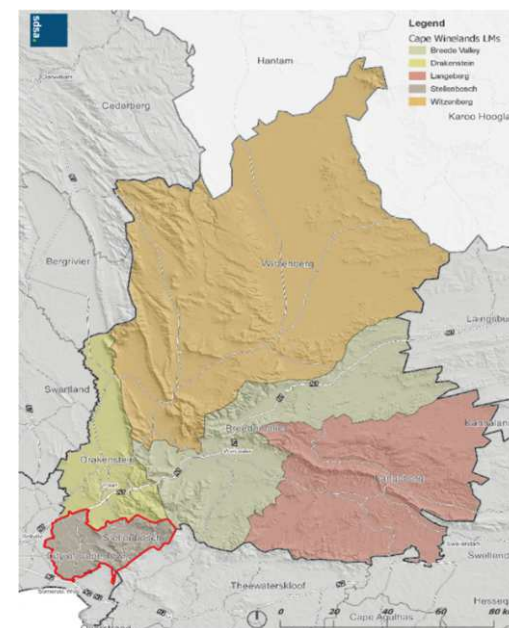


Figure 4: Cape Winelands and surrounds

3.2 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.

3.2.1 Biophysical Environment

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.

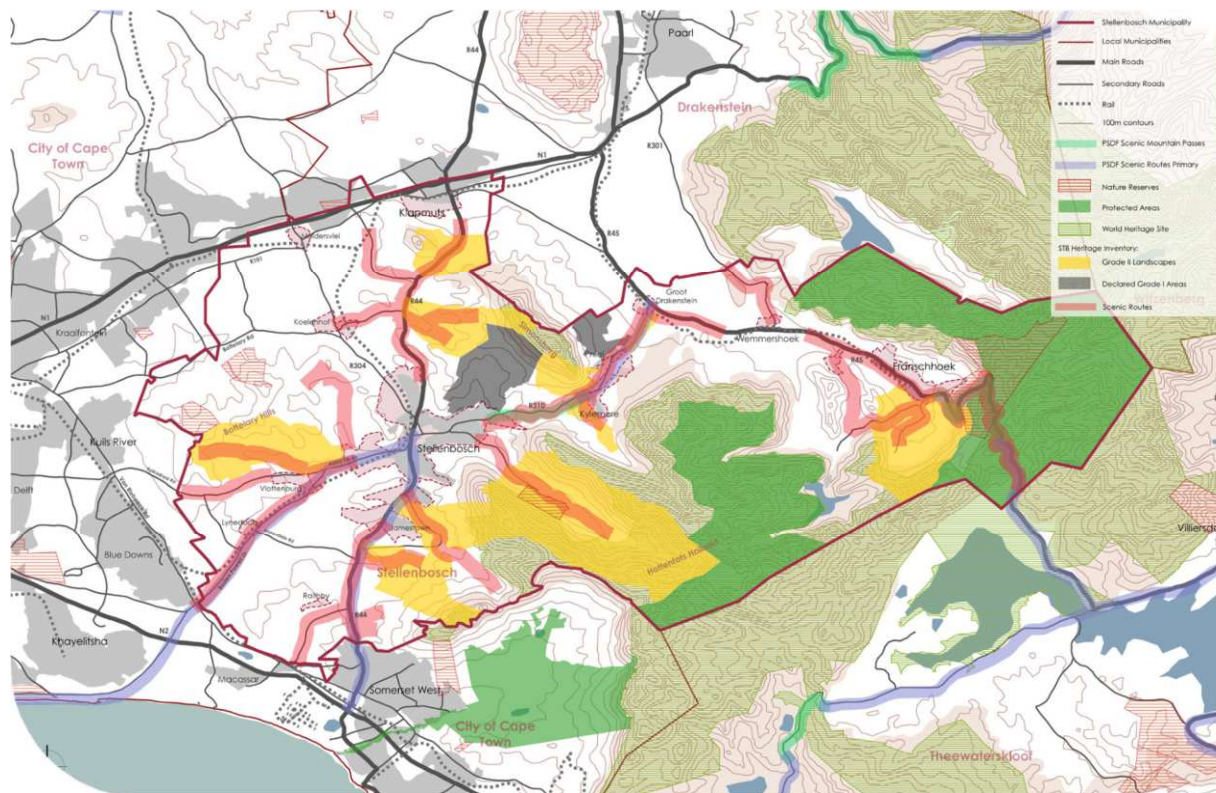


Figure 5: Scenic landscape elements and conserved landscaped/biophysical areas

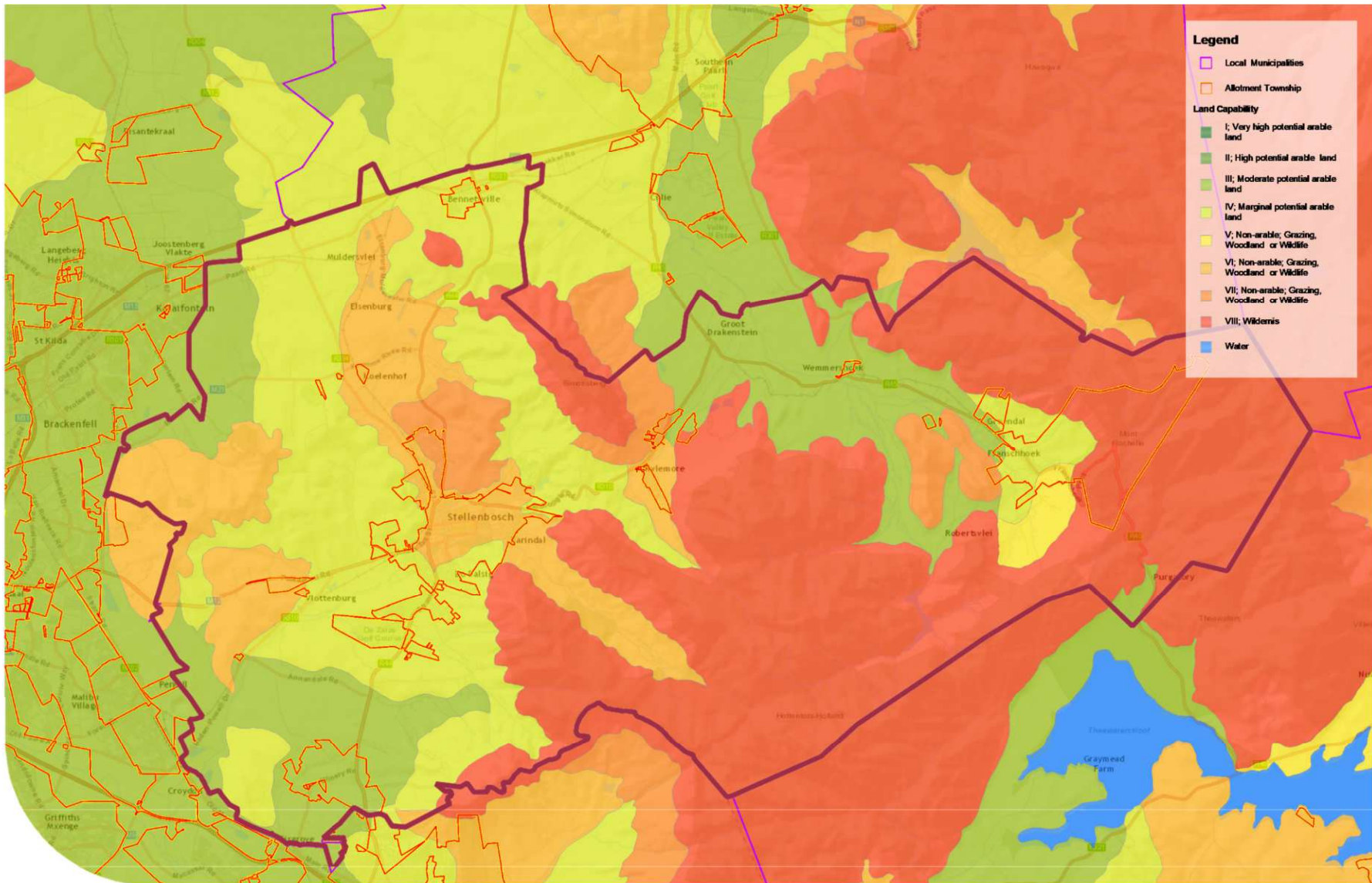


Figure 6: Land capability (CapeFarmMapper)

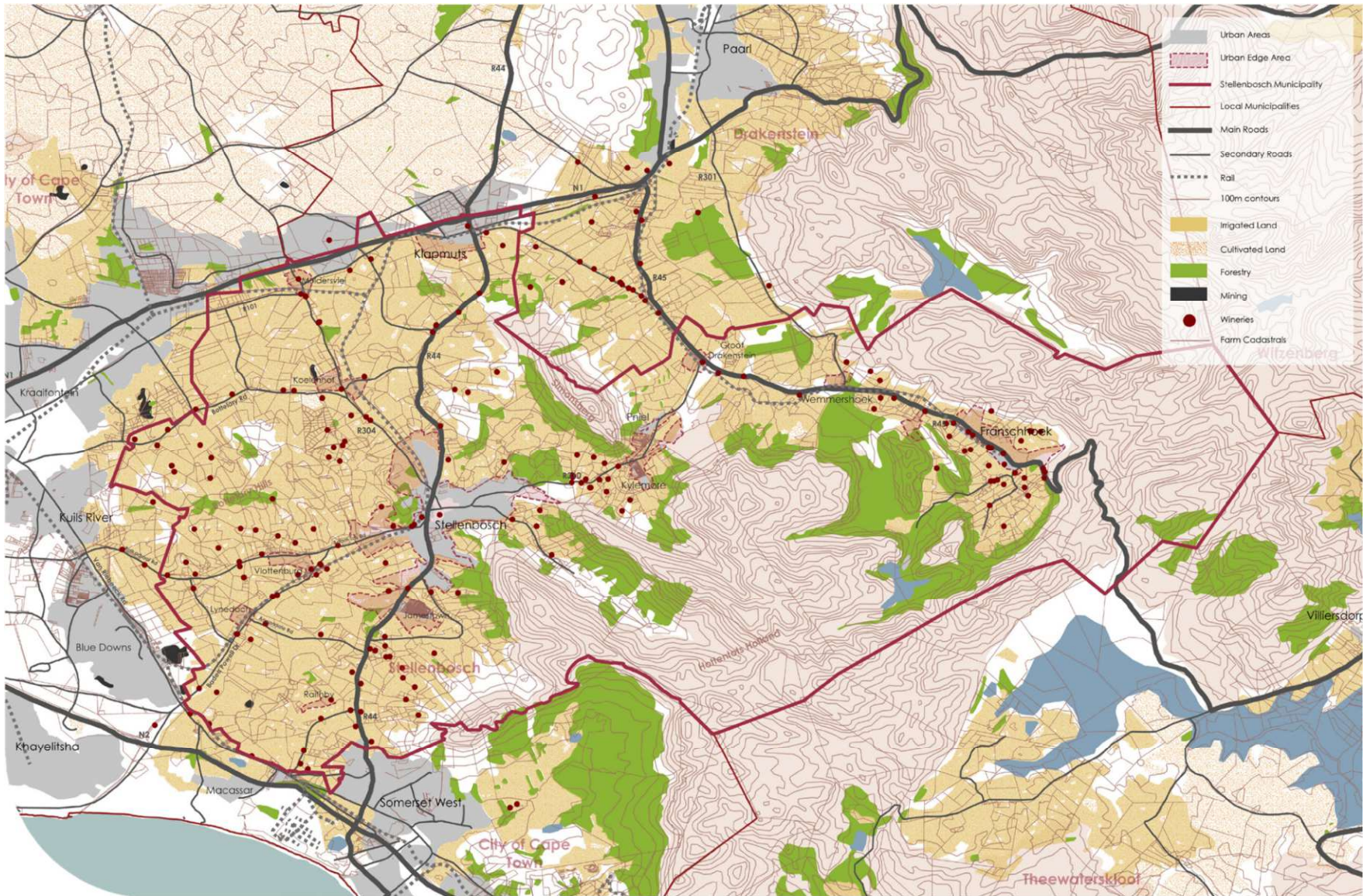


Figure 7: Rural landscape activities

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 endemism. 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 4 700ha 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.

<p>MUNICIPALLY OWNED AGRICULTURAL LAND</p>	<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.
<p>CLIMATE CHANGE</p>	<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 - key attributes summarised

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"> The outward growth of settlements should be restricted to prevent the consumption of valuable agricultural and natural environments and associated economic benefits. The efficient use of centrally located land within existing urban areas is critical to prevent the erosion of agricultural and natural assets. The upgrading of existing poorer settlements is essential to prevent the degradation of natural assets. New building and settlement expansion should be limited to already disturbed areas of lowest environmental and agricultural value. 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.



Figure 8: 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 9: 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

Table 8: Stellenbosch's Biophysical context - issues and implications

3.2.2 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.

For more updated information, refer to the Stellenbosch Local Municipality: Capital Expenditure Framework (dated January 2023), Part 2 and Part 3 as approved and attached in Appendix G to this report.

Attributes

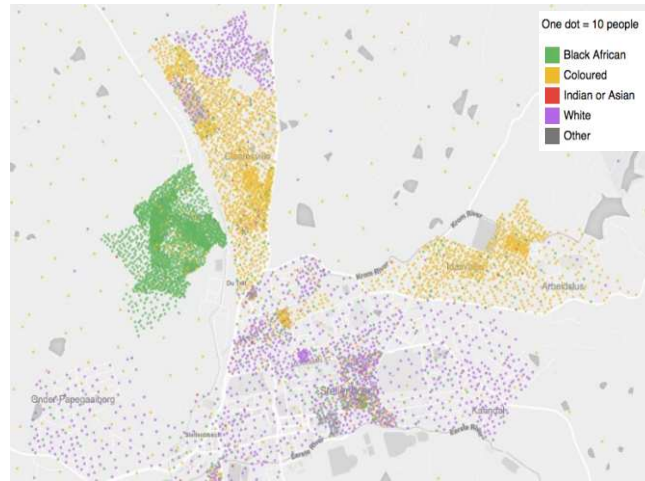


Figure 10: Racial distribution in Stellenbosch (dotmap.adrianfrith.com)

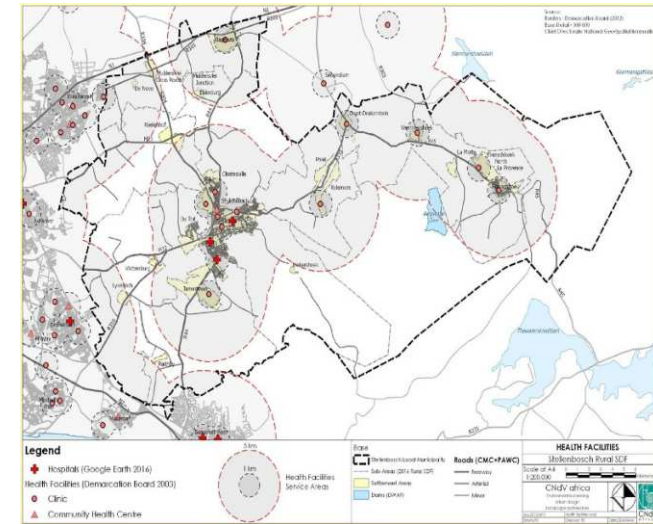


Figure 12: Access to Health Facilities

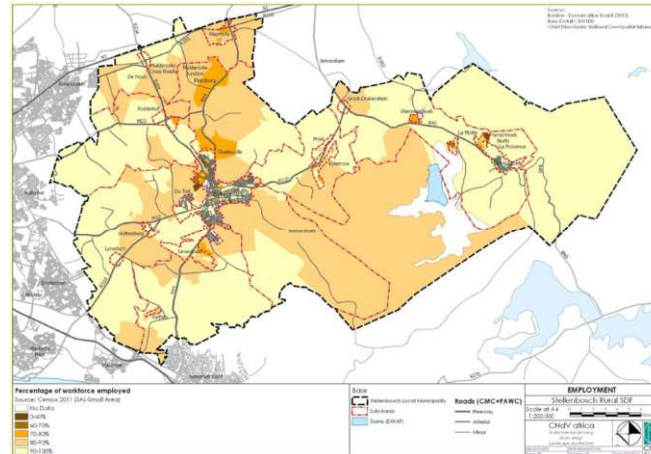


Figure 11: Percentage of workforce employed

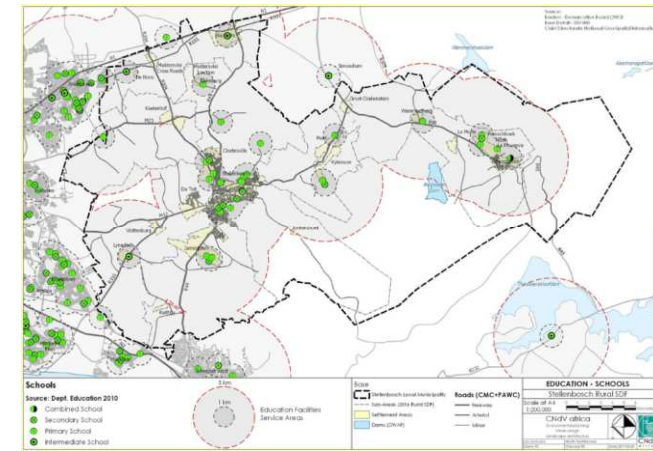


Figure 13: Access to Schools

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 (an 8% growth rate off the 2018 baseestimate). 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 terms of settlement pattern 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 socio-economic factors including teenage pregnancies, availability of no-fee schools, indigent households and unemployment. 	<ul style="list-style-type: none"> 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.
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 1 000 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 2015/6. 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.

Table 9: Stellenbosch's Socio-economic context - key attributes summarised

KEY ISSUES	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"> • High levels of poverty and indigence imply an increased burden on municipal financial resources to provide in community needs. • 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. • 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. • Albeit the contribution of agriculture to GDP is relatively low, it is very significant in relation to supporting tourism and employment.

Table 10: Stellenbosch's Socio-economic context - issues and implications

3.2.3 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 Klipmuts 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.

For more updated information, refer to the Stellenbosch Local Municipality: Capital Expenditure Framework (dated January 2023), Part 2 and Part 3 as approved and attached in Appendix G to this report.

Attributes

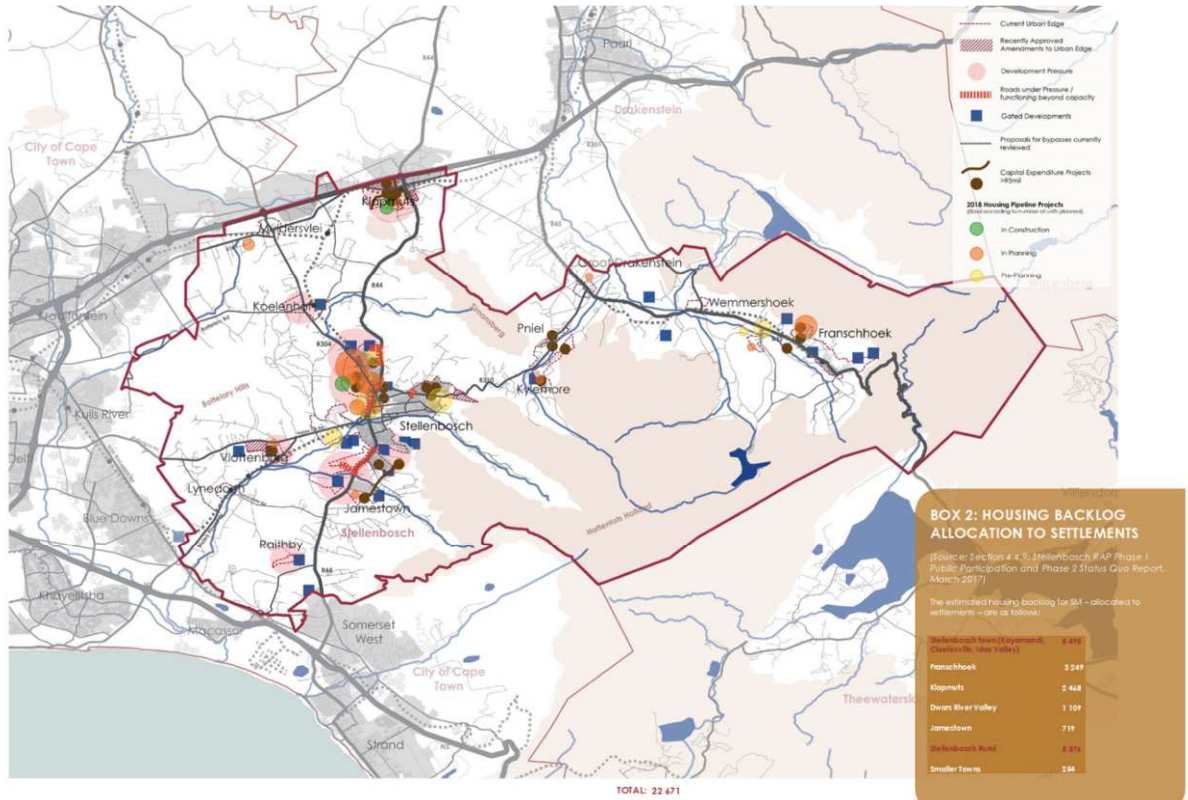


Figure 14: Housing and development trends, bypasses and gated communities

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 Huise” 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.
HOUSING AND SHELTER	<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 Klipmuts 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 Franschoek'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 (8 166) is not meeting demand. The housing backlog will thus increase, as well as the number of informally housed households.
LUM TRENDS	<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.
LARGE LAND USER TRENDS	<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 Klipmuts (north of the N1). 	
PROPERTY MARKET	<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 theRMP). • 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 Cloeteville; 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 Klapmuts). 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.
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Table 11: Stellenbosch's Built Environment context - key attributes summarised

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"> • 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). • 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. • 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. • Given low levels of road space utilization in terms of vehicle occupancy, there appears no basis for capacity increases to infrastructure accommodating general traffic. • The proposed bypass is likely to stimulate further settlement sprawl and “lock-out” projects aimed at restructuring Stellenbosch town. • Stellenbosch town has high potential volume of NMT users should the environment be more encouraging of NMT modes, particularly cycling. • The relocation of large industrial land users from Stellenbosch town (to Klapmuts) presents significant opportunity to restructure Stellenbosch town

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

3.2.4 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.

For more updated information, refer to the Stellenbosch Local Municipality: Capital Expenditure

Appendix G to this report.

Attributes

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 13: Stellenbosch’s Institutional context - key attributes summarised

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"> • 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. • Development and densification efforts will need to be focused on where the capital and operational expenditure is concentrated. • 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. • 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).

Table 14: Stellenbosch's Institutional Context - issues and implications

3.3 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.

3.3.1 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 liveability 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.

3.3.2 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 like 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.

3.3.3 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.
- 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 Klipmuts presents very significant opportunities for the future development of Stellenbosch, Klipmuts, 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 of 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.

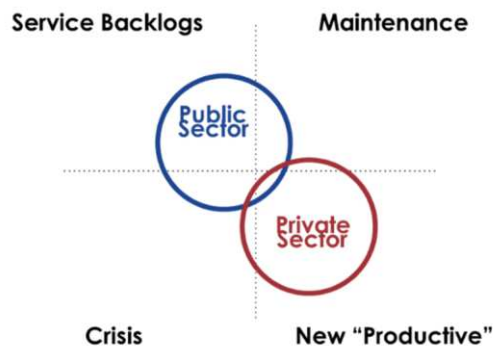
- The SM has recently developed a “living”, continuously updated online housing demand database and an associated mobile application (to be launched in August 2019).
- The SM will embark on a programme of cleaning the database, including calling all applicants currently on the Western Cape Housing Demand 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.

3.3.4 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 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.

3.4 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 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 Klipmuts 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.

For more updated information, refer to the Stellenbosch Local Municipality: Capital Expenditure Framework (dated January 2023) and attached in Appendix G to this report, as well as the ATC LSDF and Development Guidelines, 2022.

3.4.1 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.

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.

3.4.2 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 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.

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%

Table 15: The historic land take-up by node

SETTLEMENT	% OF MUNICIPAL/ URBAN POPULATION	INDIGENT HOUSING NEED (2021)	LAND NEED IN HA (NR OF UNITS X 120M ² ERVEN)	INDIGENT HOUSING NEED (2026)	LAND NEED IN HA (NR OF UNITS X 120M ²)
STELLENBOSCH (TOWN)	51/70	8 357 (based on 2,6% annual growth)	100	9 363 (based on 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 (PNIEL, JOHANNESDAL, KYLEMORED, LANQUEDOC)	5,9/8,2				
LA MOTTO	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 16: Land demand for housing per node

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

Table 17: Land availability



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.

4.1.3 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

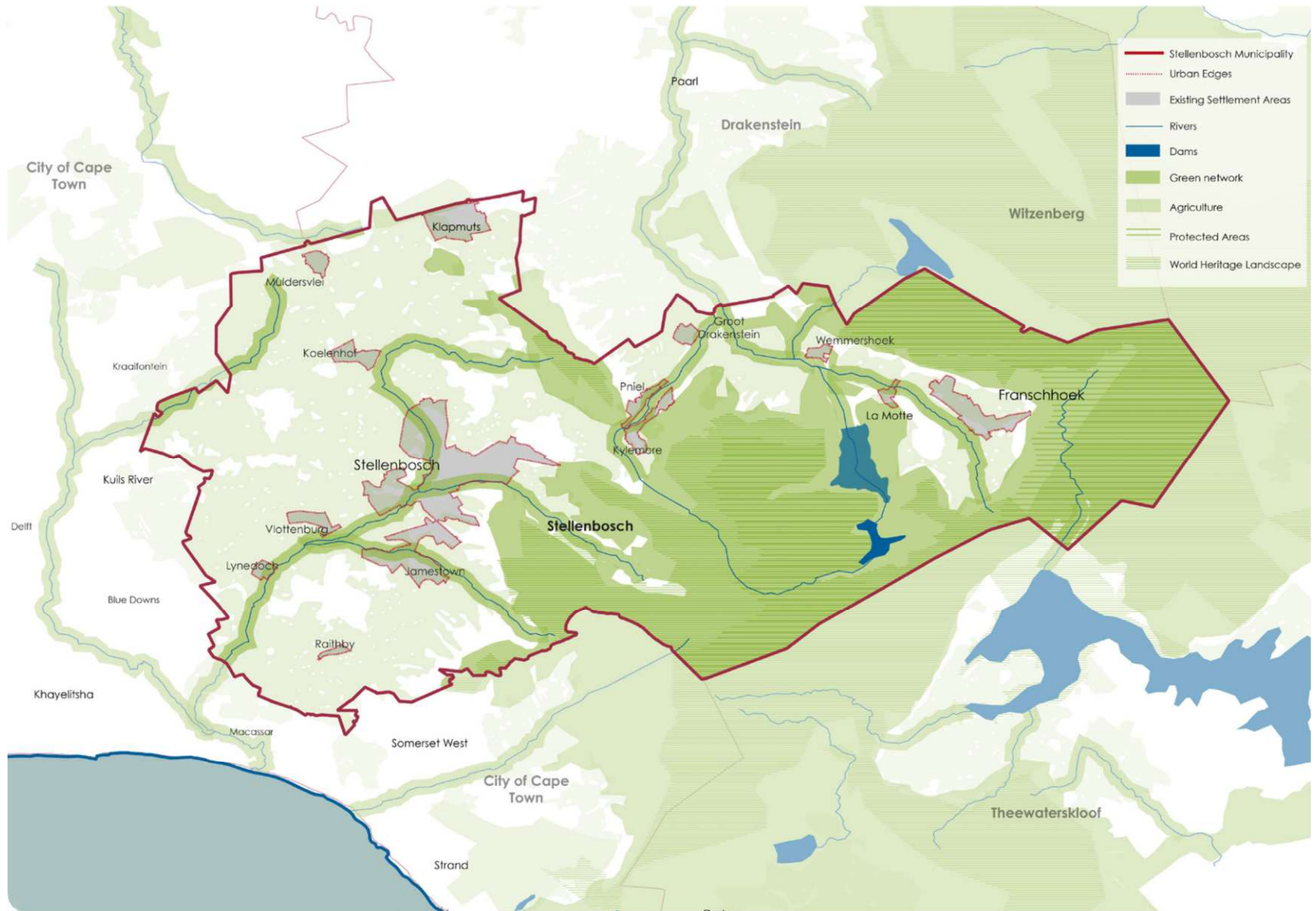


Figure 15: Concept 1 - maintain and grow our natural assets

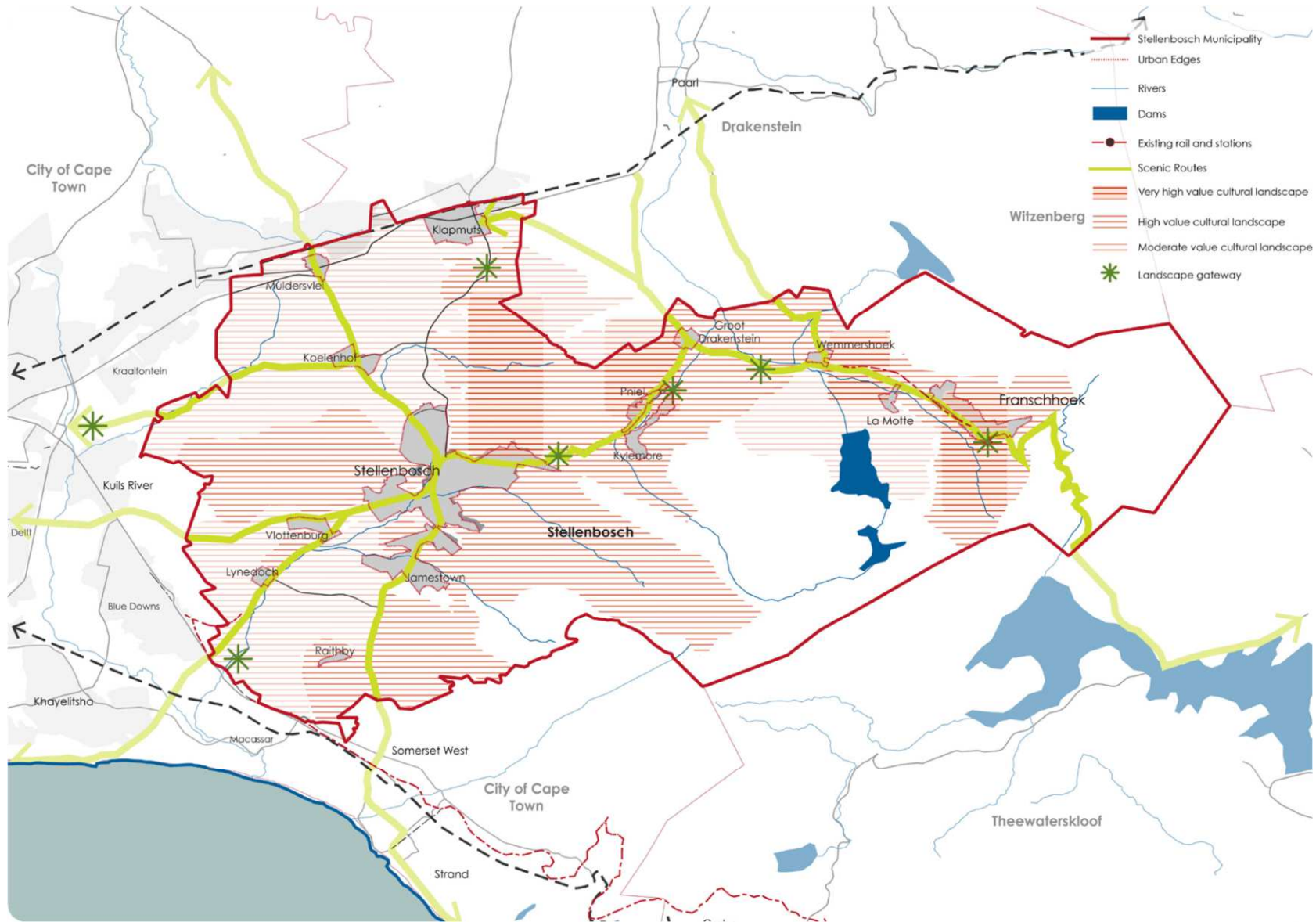


Figure 16: Concept 2 - Respect and grow our cultural heritage

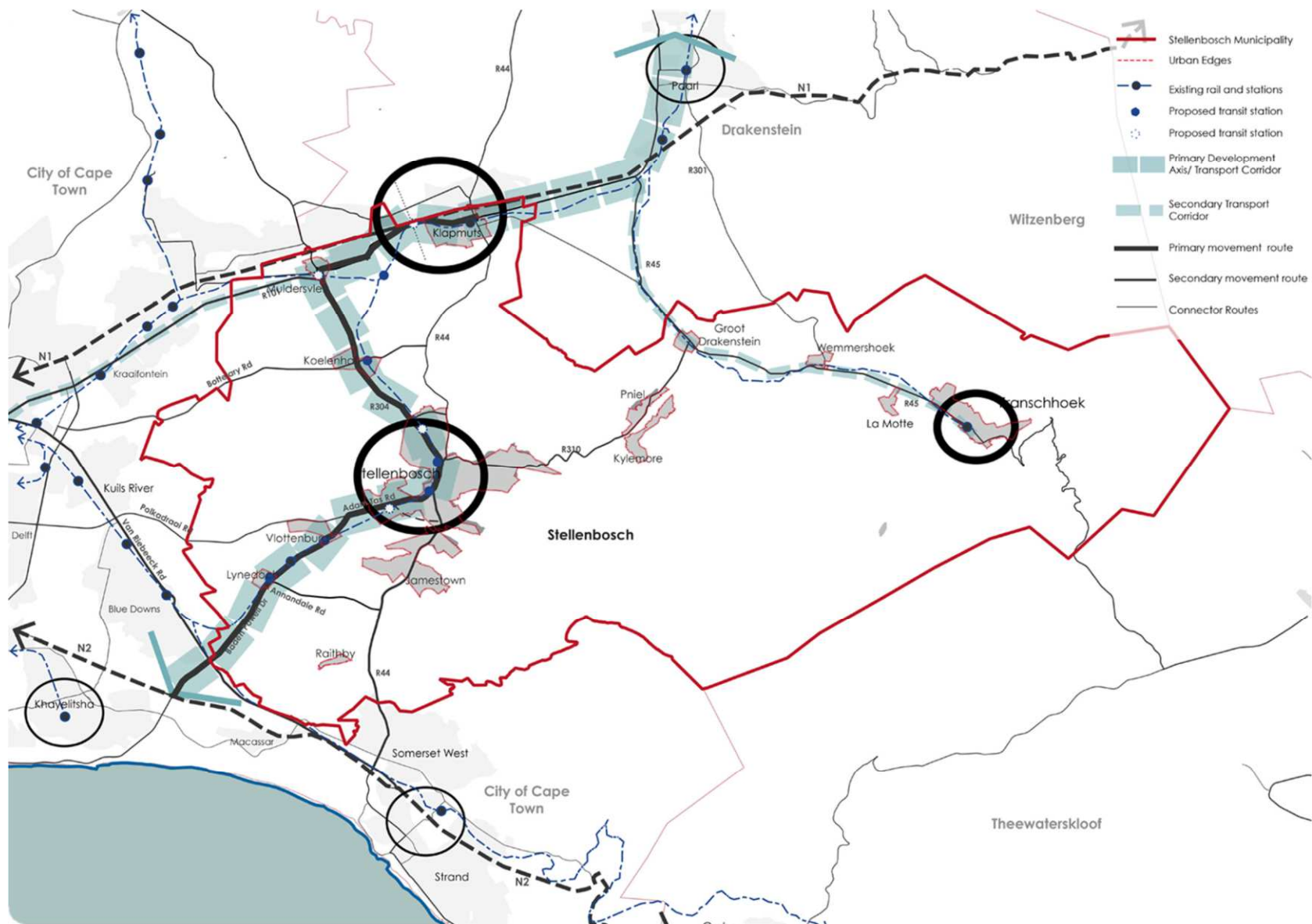


Figure 17: Concept 3 - Direct growth to areas of lesser natural and cultural significance as well as movement opportunity

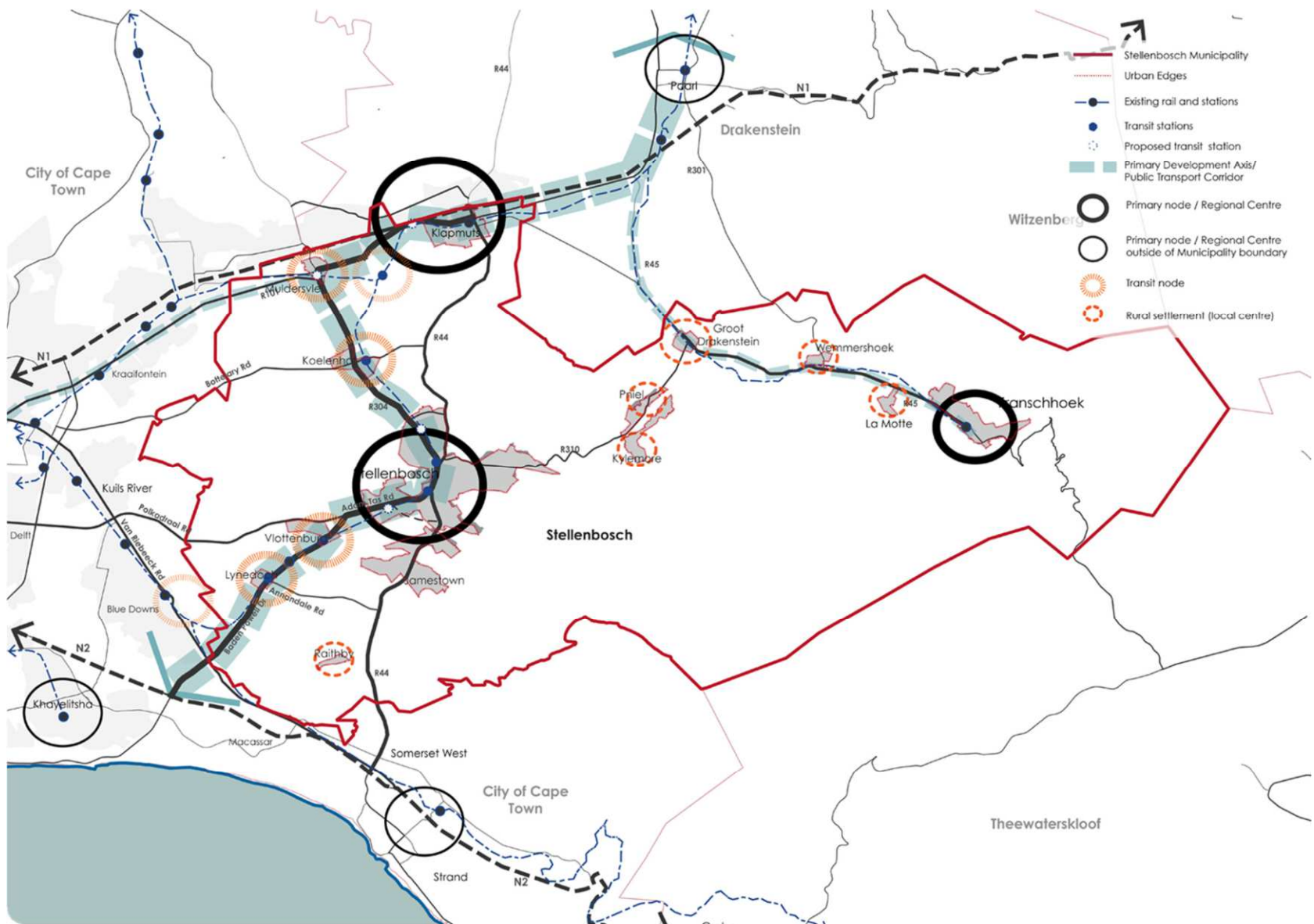


Figure 18: Concept 4 - Clarify and respect the different roles and functions of settlements

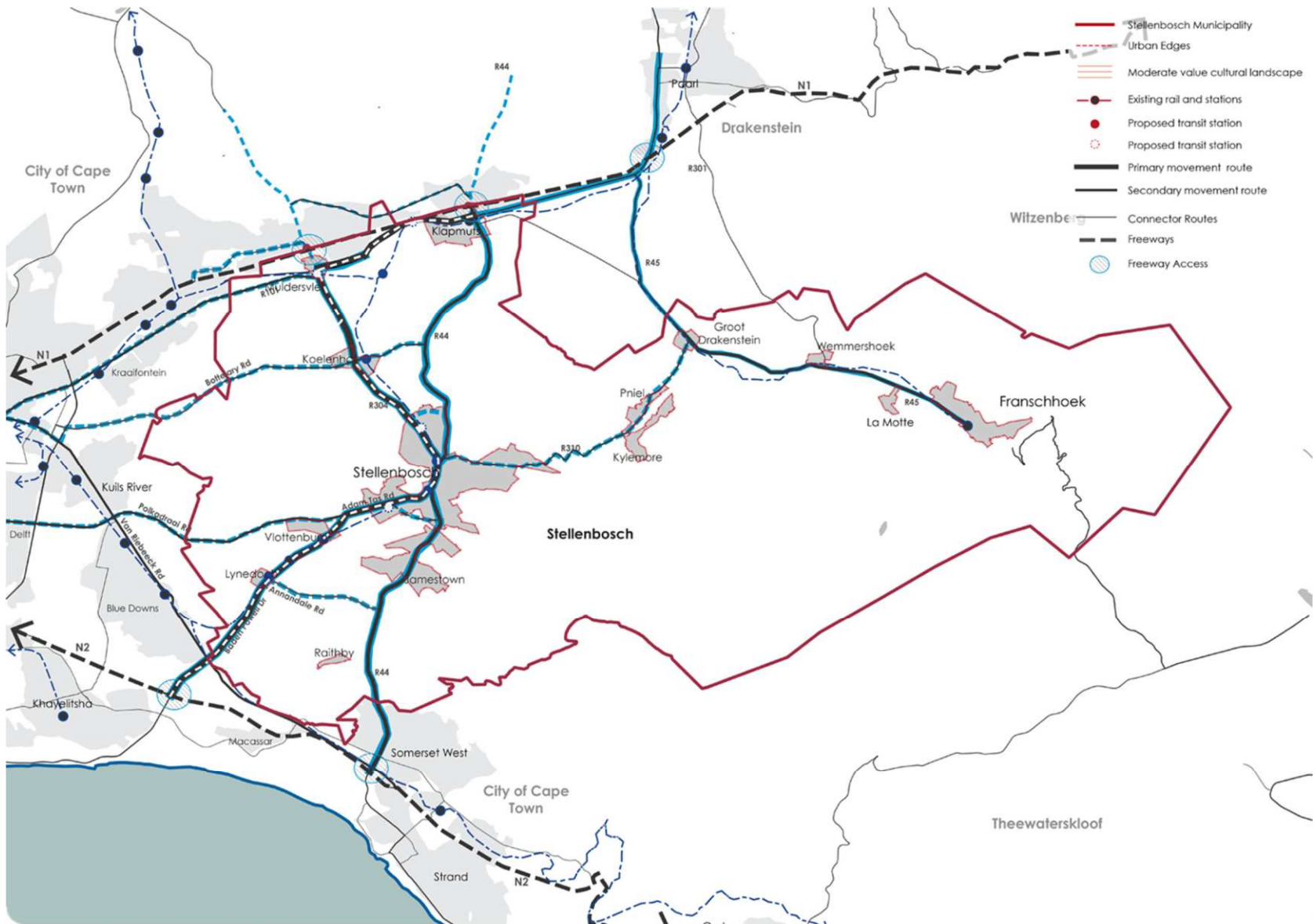


Figure 19: Concept 5 - Clarify and respect the roles and functions of different elements of movement structure

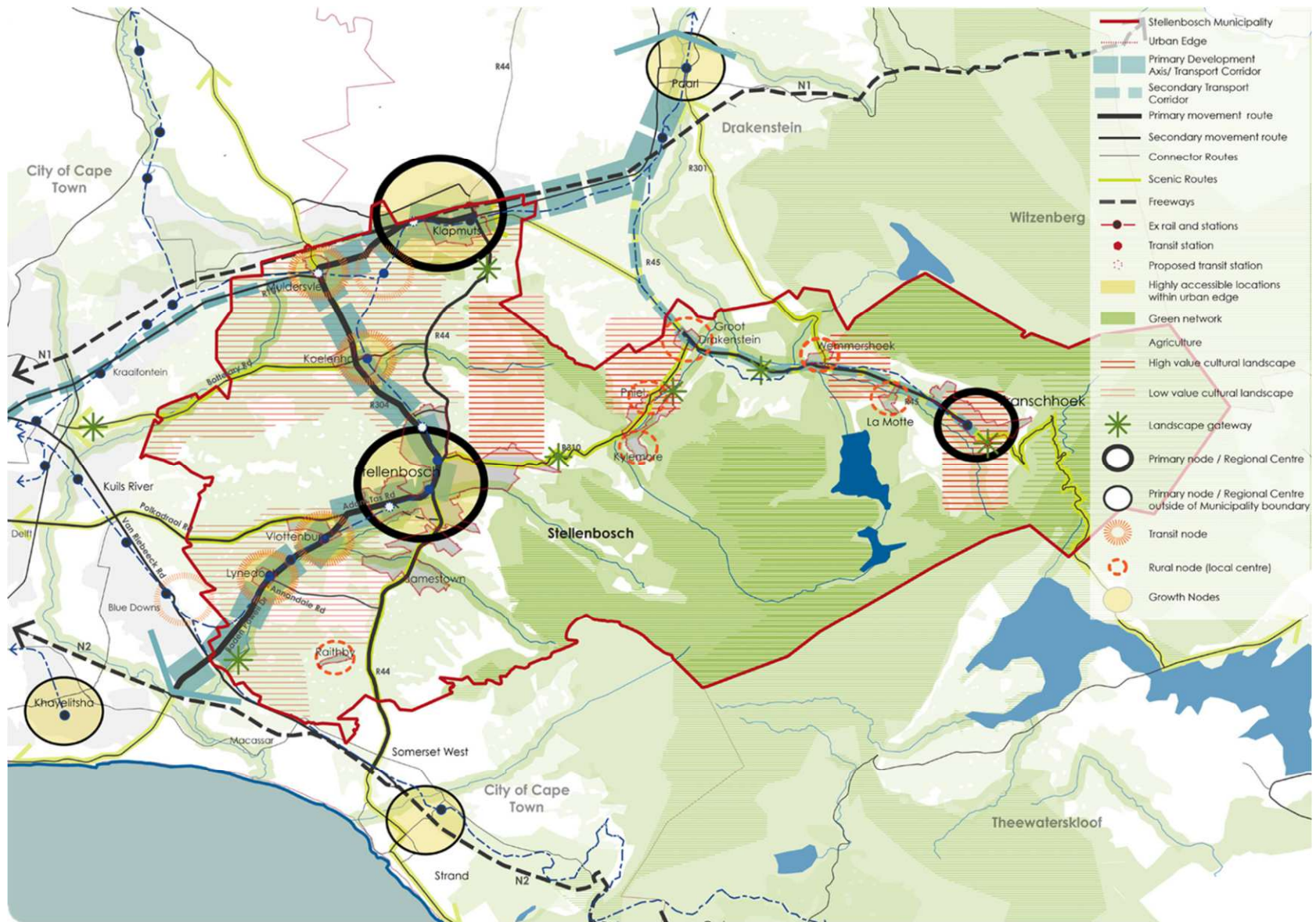


Figure 21: Consolidated Concept



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, Klipmuts, 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 Vlotenburg, 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 WHOLE

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.

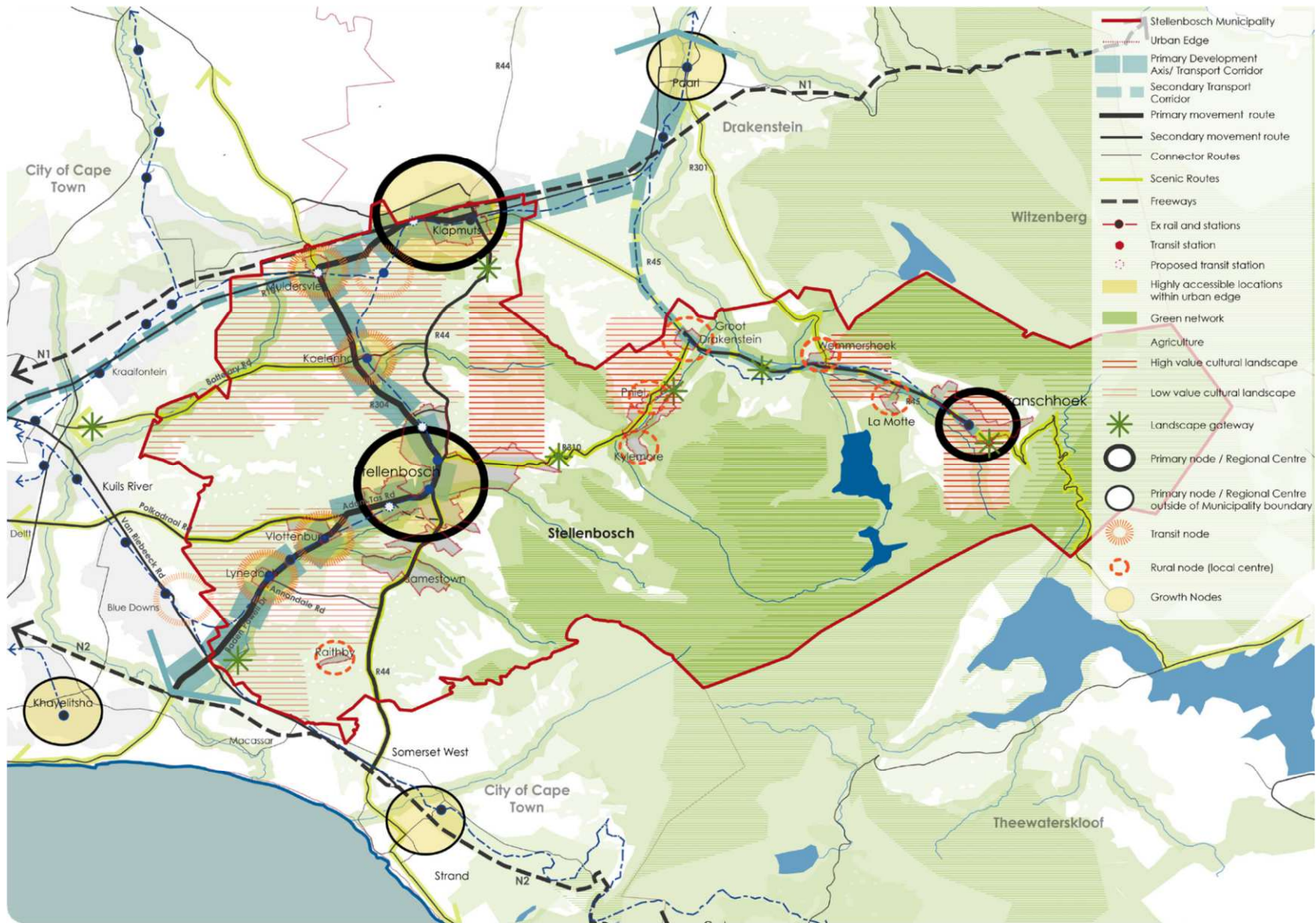


Figure 22: Consolidated Concept for the SM area

TYPE	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 Blaauwklippen 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 Klapmuts prioritised for further development over the short to medium term). 	

TYPE	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 Franschhoek). 	<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 favouring 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 Vlotenburg/ 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.

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

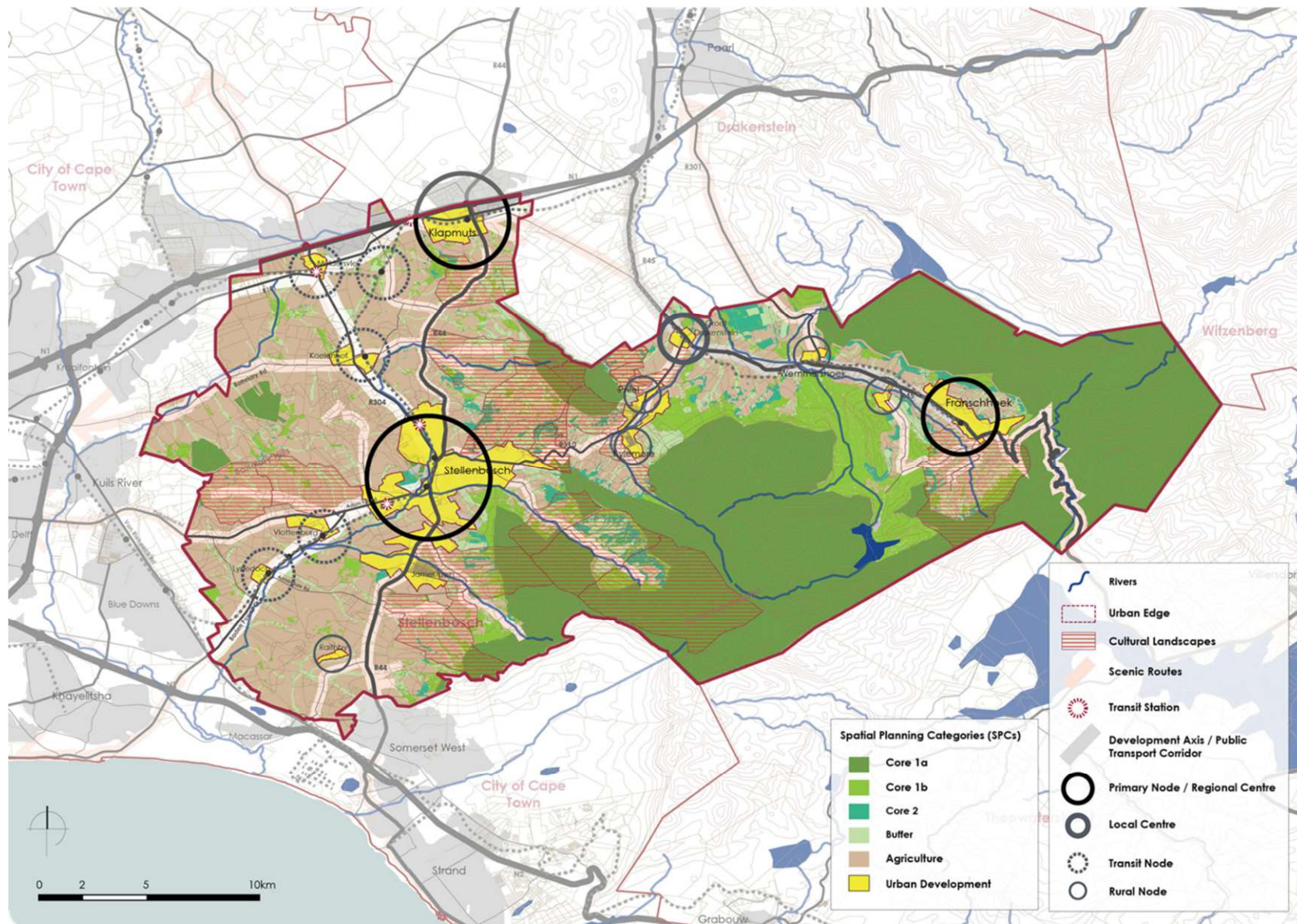


Figure 23: Municipal Spatial Framework for the SM area

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 Cloeteville 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 Cloeteville, 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 Cloeteville (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 Powel 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.

STELLENBOSCH CONCEPT

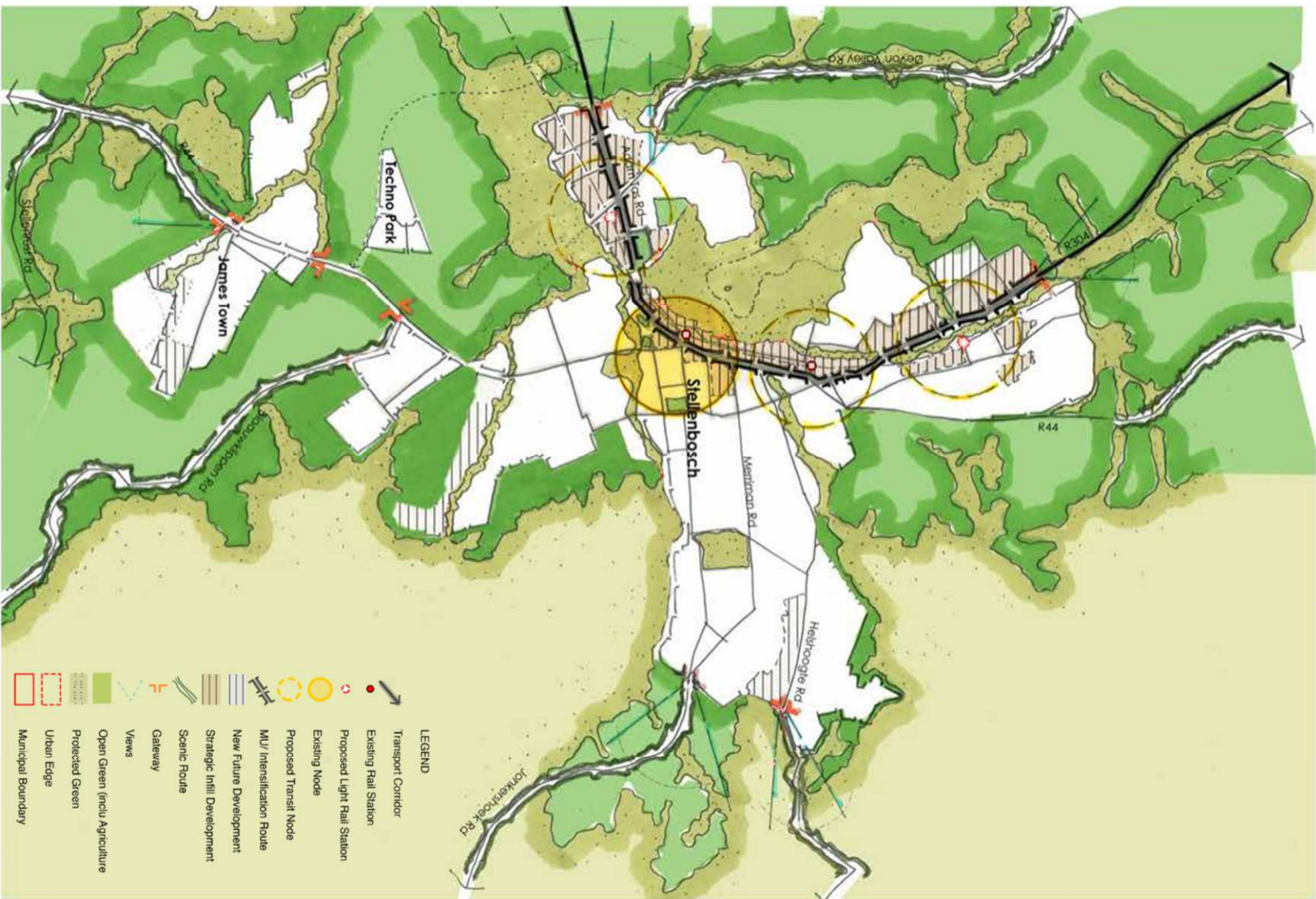


Figure 24: Stellenbosch Town Concept

TYPE	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 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 Blaauwklippen 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 SIGNIFICANT 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. 	
CHANGE ACTIONS	INFORMAL SETTLEMENTS TO BE UPGRADED	<ul style="list-style-type: none"> 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.
	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 street fronts. 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 Techno 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 Cloetesville, 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. 	
	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.

Table 19: Plan Elements and Proposals for Stellenbosch Town

STELLENBOSCH FRAMEWORK

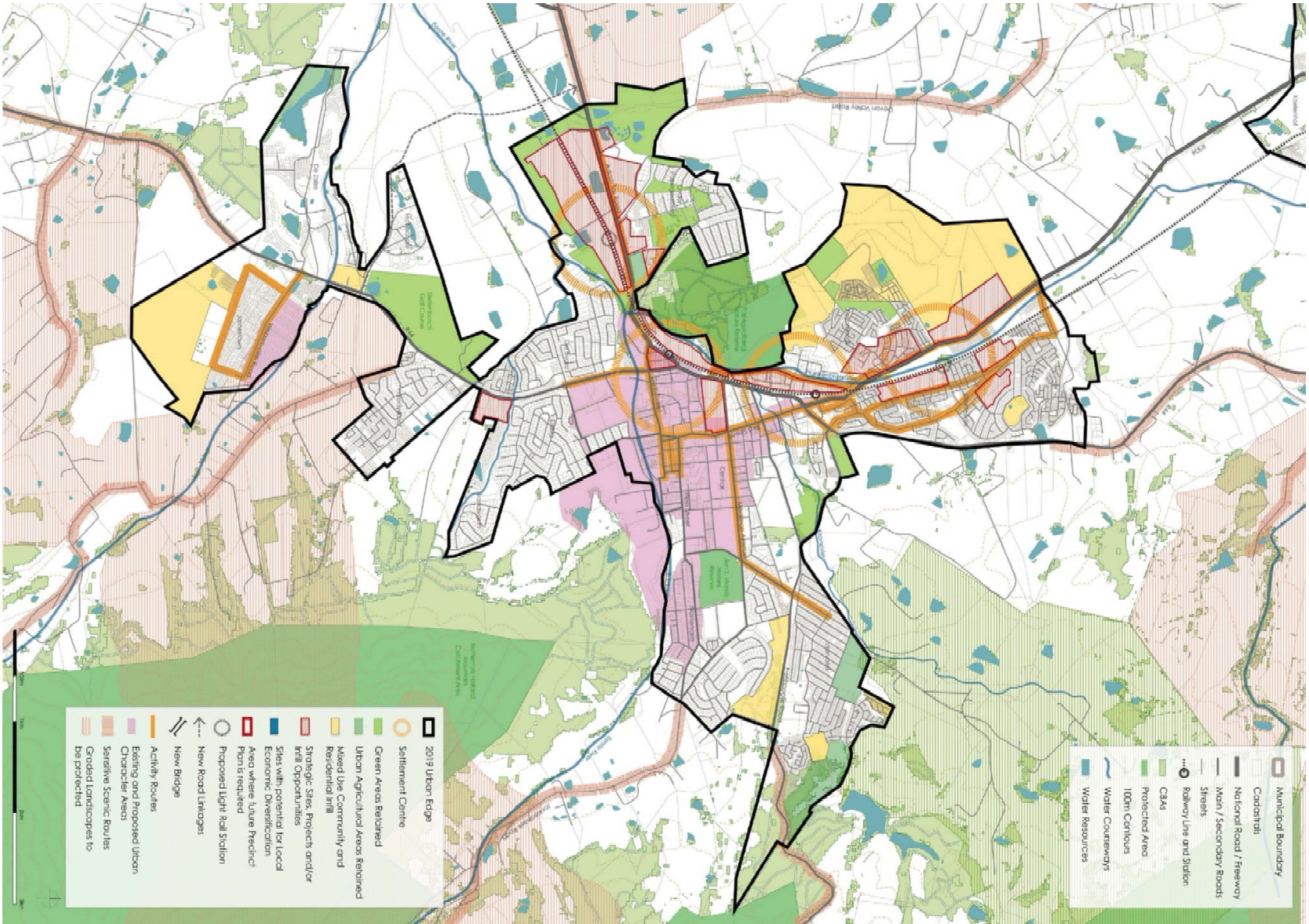


Figure 25: Stellenbosch Town Plan

5.4 STELLENBOSCH TOWN MSDF UPDATES AND AMENDMENTS (2020 – 2023)

TYPE	SDF ELEMENT	LIST OF APPROVED SPATIAL PROPOSAL AMENDMENTS	DATE OF APPROVAL(S)
BOUNDARY CHANGES	URBAN EDGE	<ul style="list-style-type: none"> Ptn of Farm 279, Stellenbosch 	<ul style="list-style-type: none"> 27 June 2023
	URBAN EDGE EXCLUSION	<ul style="list-style-type: none"> Jamestown “watererwe” RE/35/510; 774/510; 156/510; 743/510; 181/510; 228/510; 691/510; RE/138/510; 271/510; 225/510; RE/49/510; 698/510; 699/510; 702/510; 169/510; RE/27/510; 263/510; RE/41/510; RE/34/510; RE/28/510; RE/18/510; 172/510; 206/510; 236/510; 245/510; RE/37/510; 795/510; 207/510; 650/510; RE/21/510; RE/43/510; 150/510; 833/510; RE/24/510; RE/36/510; RE/45/510; RE/68/510; 822/510; RE/66/510; RE/50/510; RE/25/510; 703/510; 96/510, Stellenbosch 	<ul style="list-style-type: none"> 27 June 2023
	UNCHANGED (FURTHER INVESTIGATION REQUIRED BEFORE INCLUSION)	<ul style="list-style-type: none"> Portion 3 of Farm 527 	<ul style="list-style-type: none"> 27 June 2023
MSDF DOCUMENT UPDATES & AMENDMENTS	CONTENT	<ul style="list-style-type: none"> Table 20 correction 	<ul style="list-style-type: none"> 25 May 2022, refer to Table 19 of this report
		<ul style="list-style-type: none"> Table 28 correction 	<ul style="list-style-type: none"> 25 May 2022, refer to Table 29 of this report
MSDF RELATED SPATIAL POLICY UPDATES & APPROVALS	POLICY UPDATE & APPROVALS	<ul style="list-style-type: none"> CEF updates 	<ul style="list-style-type: none"> 31 March 2021 27 June 2023 (attached as Appendix G to this report)
		<ul style="list-style-type: none"> ATC LSDF and Development Guidelines, 2022 	<ul style="list-style-type: none"> 16 October 2022
		<ul style="list-style-type: none"> ATC Overlay Zone 	<ul style="list-style-type: none"> 24 May 2023
		<ul style="list-style-type: none"> Inclusionary Zoning Policy 	<ul style="list-style-type: none"> 27 June 2023
SITE-SPECIFIC CONSIDERATIONS	APPROVED SITE-SPECIFIC APPLICATIONS	<ul style="list-style-type: none"> Portion 52/Farm 510; Portion 53/Farm 510; Portion 54/Farm 510 and Portion 71/Farm 510, Stellenbosch 	<ul style="list-style-type: none"> 2 December 2020 (Appeal approval)

Table 20: Stellenbosch Town MSDF updates and amendments

5.5 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 CoCT 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.

KLAPMUTS CONCEPT

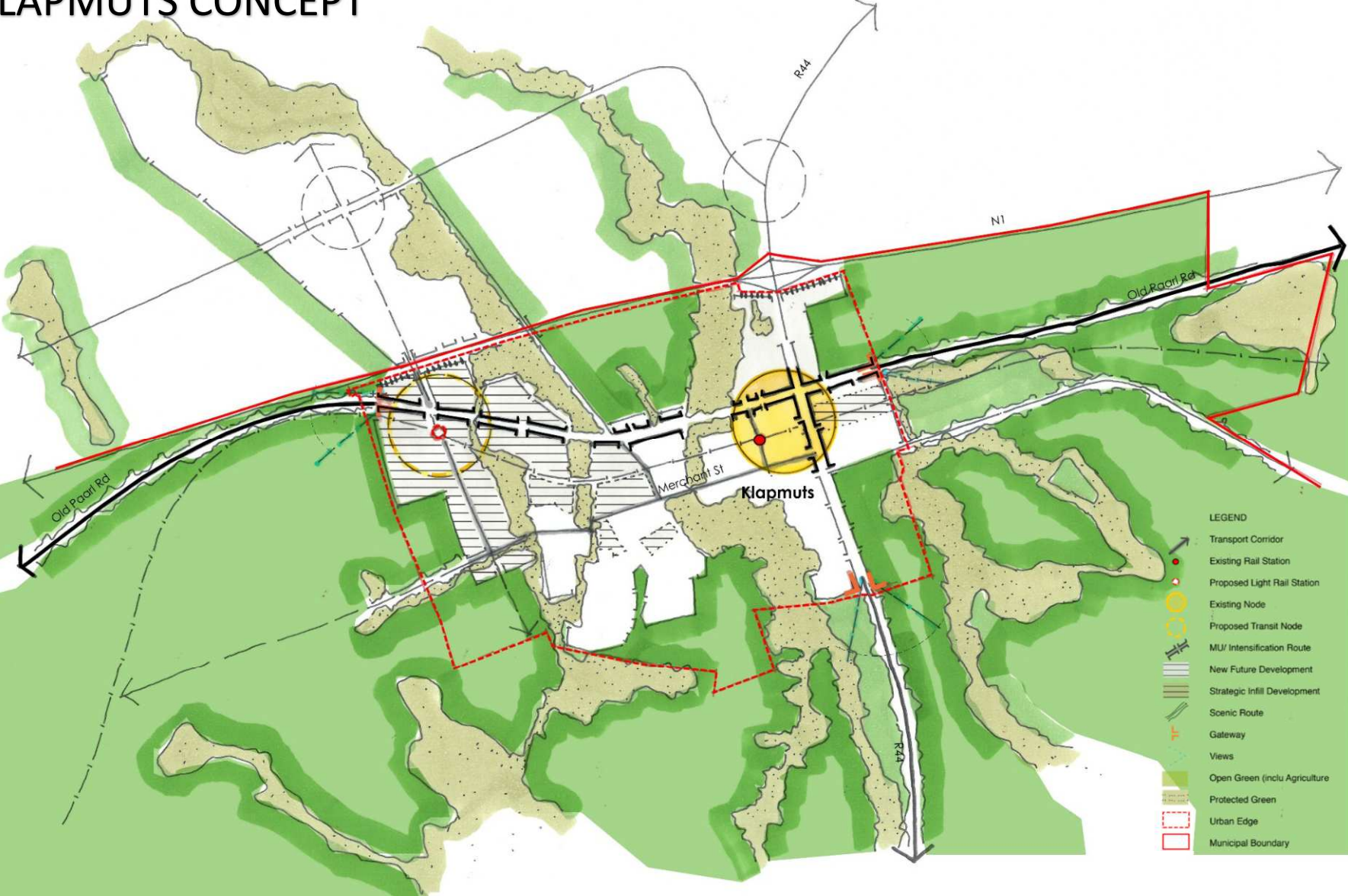


Figure 26: Klapmuts Concept

TYPE	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 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 SIGNIFICANT 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	<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. 	<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"> 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.

Table 21: Plan Elements and Proposals for Klapmuts

KLAPMUTS FRAMEWORK

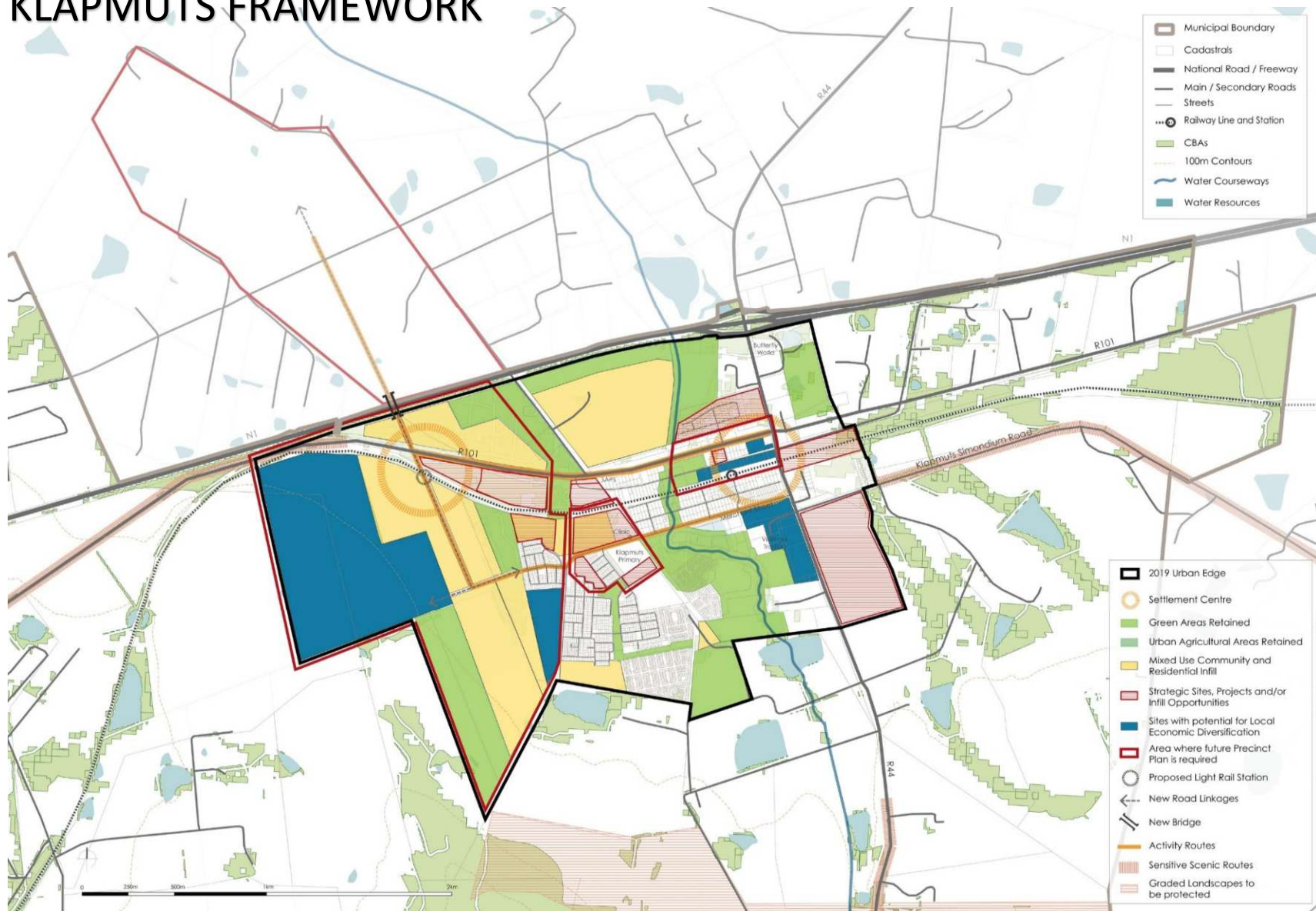


Figure 27: Klapmuts Plan

5.6 KLAPMUTS UPDATES AND AMENDMENTS (2020 – 2023)

TYPE	SDF ELEMENT	LIST OF APPROVED SPATIAL PROPOSAL AMENDMENTS	DATE OF APPROVAL(S)
BOUNDARY CHANGES	URBAN EDGE INCLUSION	<ul style="list-style-type: none"> None 	
	URBAN EDGE EXCLUSION	<ul style="list-style-type: none"> None 	
	UNCHANGED (FURTHER INVESTIGATION REQUIRED BEFORE INCLUSION)	<ul style="list-style-type: none"> None 	
	NEW DELINEATION	<ul style="list-style-type: none"> Anura Estate (Erven 3965 and 3966, Klapmuts) 	<ul style="list-style-type: none"> 27 June 2023
MSDF DOCUMENT UPDATES & AMENDMENTS	CONTENT	<ul style="list-style-type: none"> None 	
MSDF RELATED SPATIAL POLICY UPDATES & APPROVALS	POLICY UPDATE & APPROVALS	<ul style="list-style-type: none"> CEF updates 	<ul style="list-style-type: none"> 31 March 2021 27 June 2023 (attached as Appendix G to this report)
		<ul style="list-style-type: none"> Inclusionary Zoning Policy 	<ul style="list-style-type: none"> 27 June 2023
SITE-SPECIFIC CONSIDERATIONS	APPROVED SITE-SPECIFIC APPLICATIONS	<ul style="list-style-type: none"> None 	

Table 22: Klapmuts MSDF updates and amendments

5.7 FRANSCHHOEK

Traditionally, in spatial planning for SM, Franschhoek 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 Klappmuts.

Franschhoek 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 Franschhoek. In broad terms, people live in two

separate geographic entities, namely Groendal/Langrug and Franschhoek "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

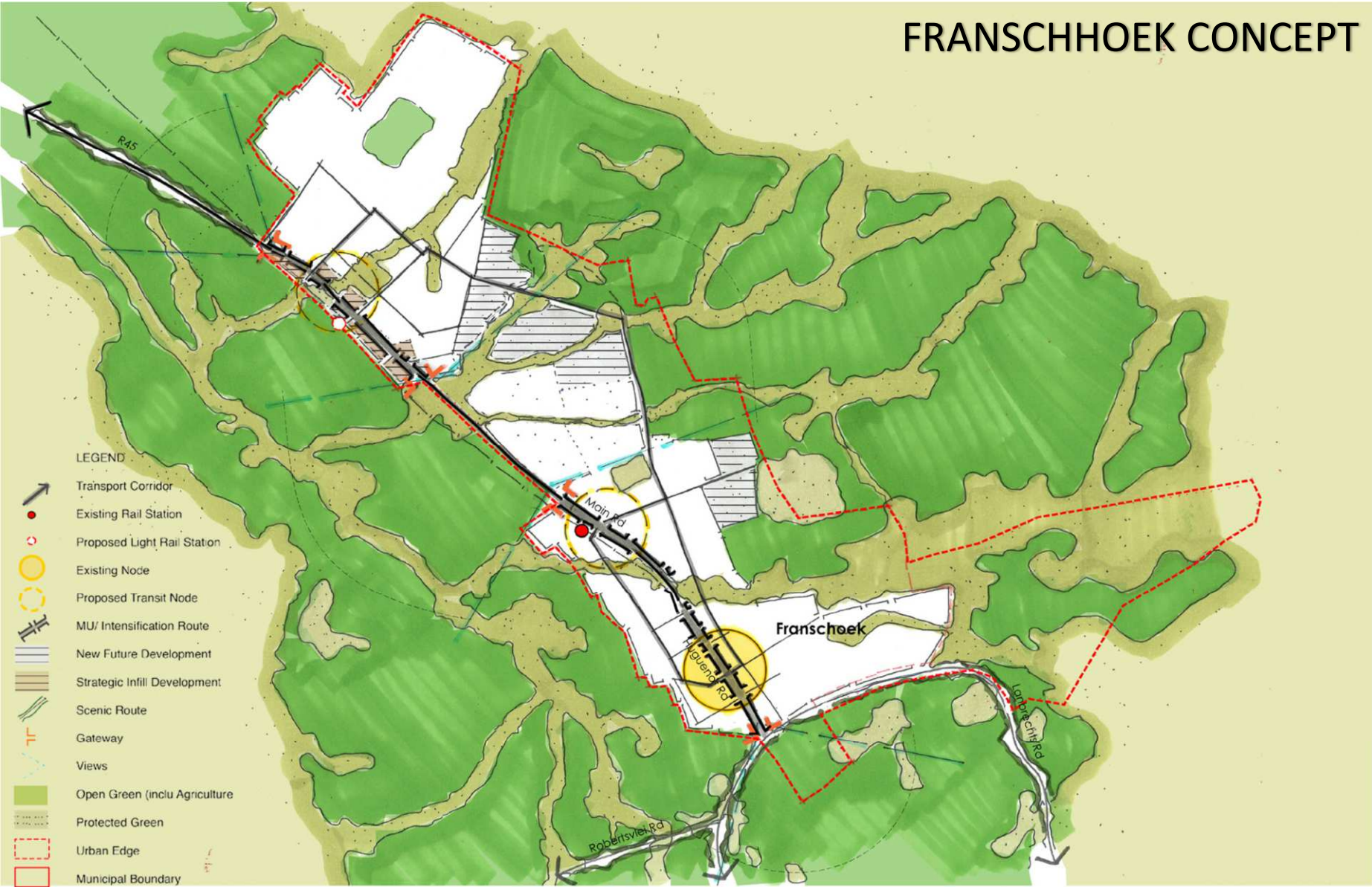


Figure 28: Franschhoek Concept

TYPE	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 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. 	
	HISTORICALLY SIGNIFICANT 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"> 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-western 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		

Table 23: Plan Elements and Proposals for Franschhoek

FRANSCHHOEK FRAMEWORK

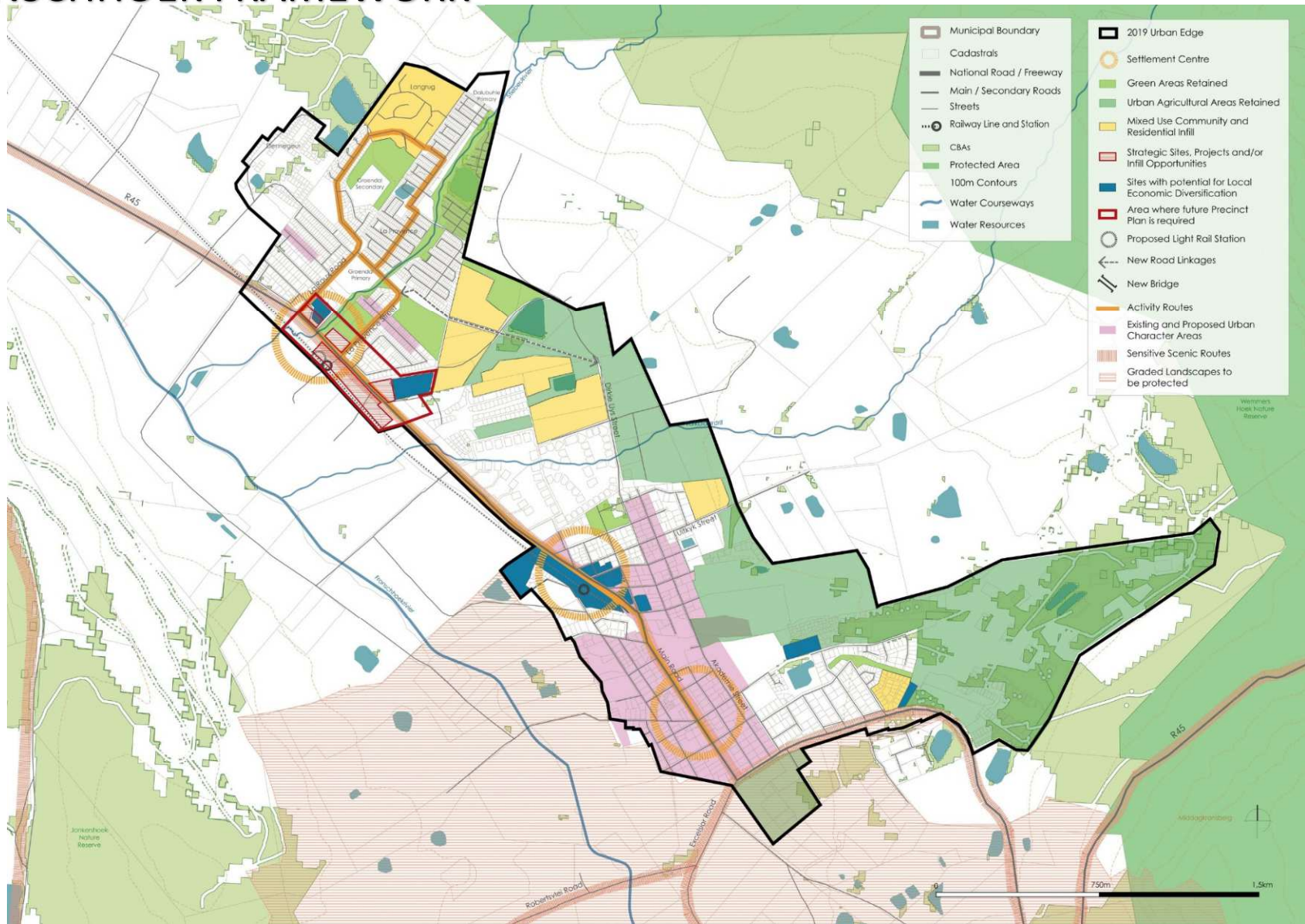


Figure 29: Franschhoek Plan

5.8 SMALL SETTLEMENTS IN THE FRANSCHHOEK VALLEY

5.8.1 La Motte

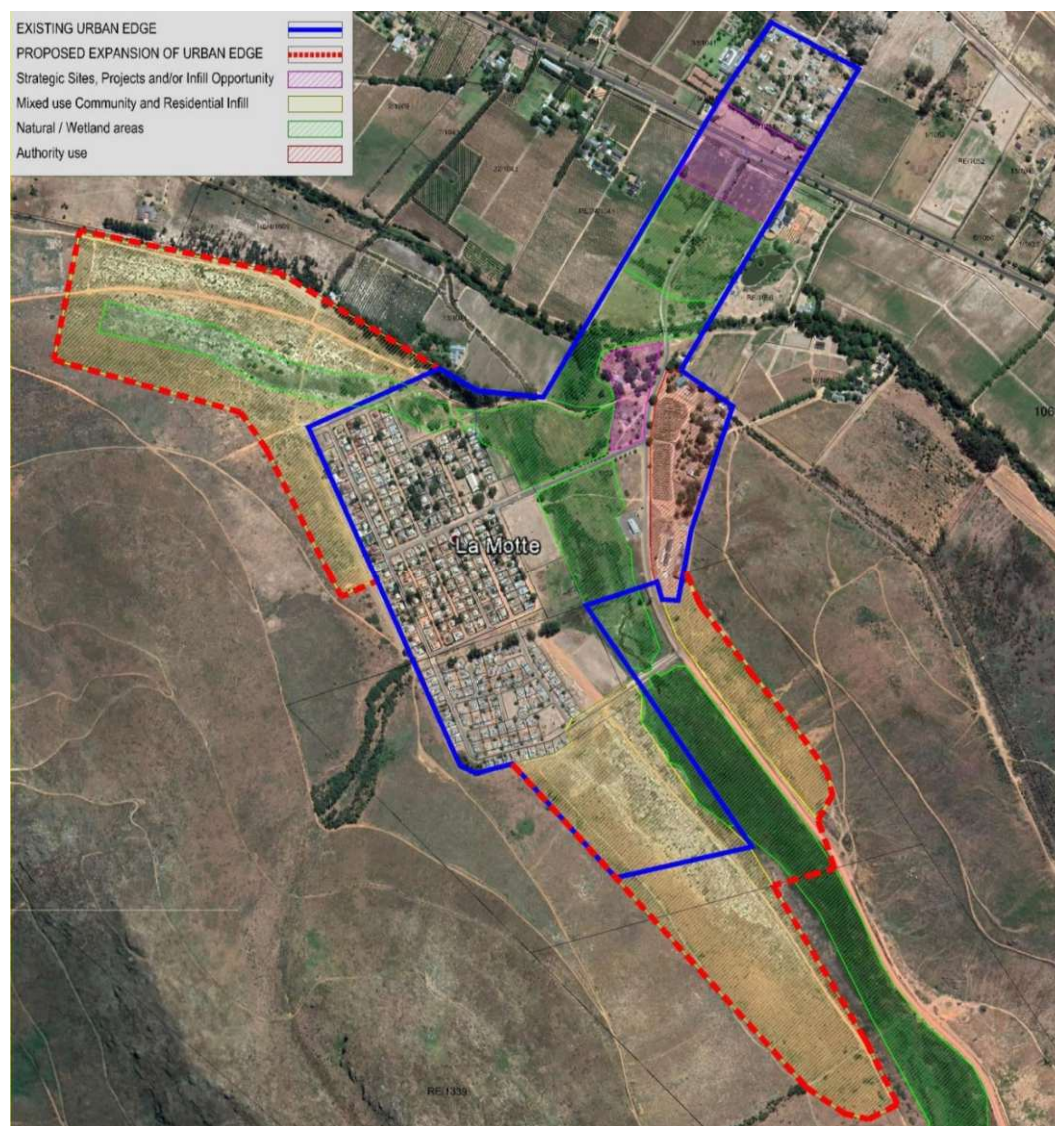
La Motte is a former forestry village situated on the Roberstville Road, some 5km west of Franschhoek. It serves as a place of living for workers mostly engaged in agricultural work on surrounding farms. Situated in a valley 1km off the R45, it does not have a significant commercial component supported 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 30: 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".



5.8.2 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 MSDF, 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.

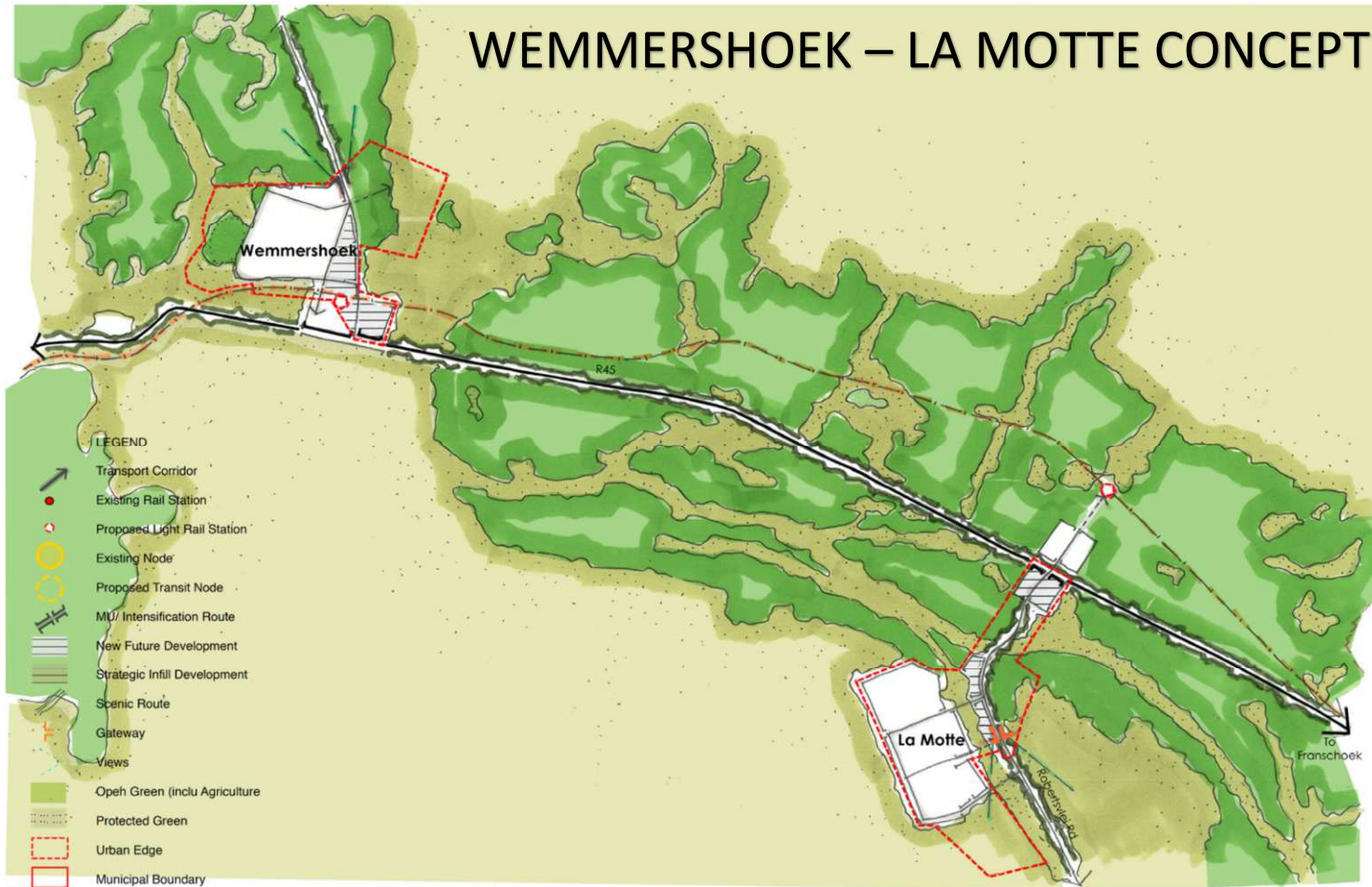


Figure 31: Wemmershoek - La Motte Concept

TYPE	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 La Motte and Wemmershoek. 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 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 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 settlements. 	
	HISTORICALLY SIGNIFICANT 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"> Consider underutilised open space within the settlement 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 Robertsvlei Road and the R45. Focus new mixed use developments 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 Franschhoek. 	<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.
	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		

Table 24: Plan Elements and Proposals for La Motte - Wemmershoek

WEMMERSHOEK – LA MOTTE FRAMEWORK

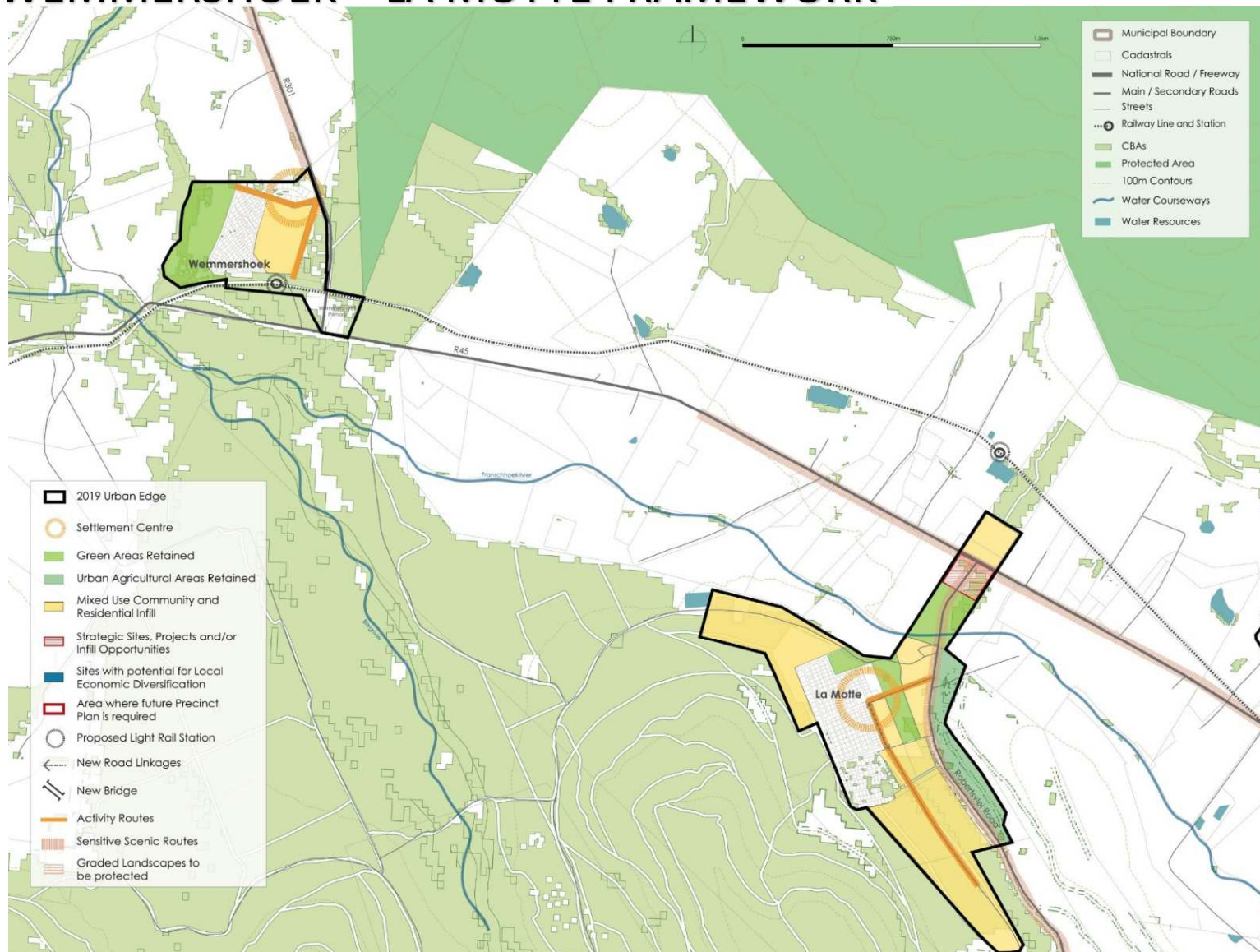


Figure 32: La Motte - Wemmershoek Plan

5.9 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.

5.9.1 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 $\pm 4-11$ du /ha) to more compact row houses (± 25 du/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 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 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.

5.9.2 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 labour 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 33: Boschendal Site Development Plan by Phillip Briel Architects, From Boschendal Village: Planning Report for NEMA Basic Assessment Report Version 1.9 - June 2017

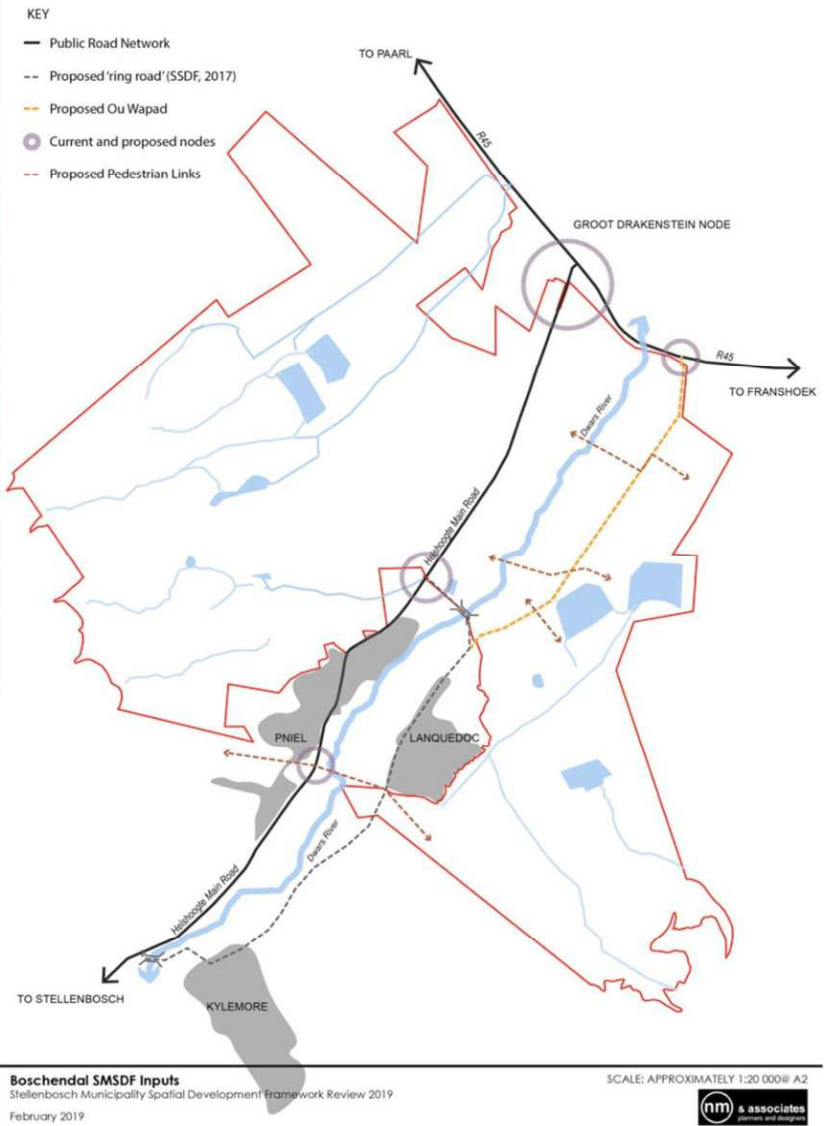


Figure 34: Conceptual proposal prepared as part of Boschendal Estate Draft Conceptual Framework to illustrate proposed NMT routes and associated opportunity.

DWARS RIVER VALLEY CONCEPT



Figure 35: Dwars River Valley Concept

TYPE	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 settlements of the Dwars River Valley. 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. 	<ul style="list-style-type: none"> Ensure that river rehabilitation activities take 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 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 settlements. 	
	HISTORICALLY SIGNIFICANT 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 developments are woven into the urban fabric of existing settlements. Consider underutilised open space within the settlement 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 between settlements of the Dwars River Valley. 	<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.
	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		

Table 25: Plan Elements and Proposals for Dwars River Valley Settlements

DWARS RIVER VALLEY FRAMEWORK

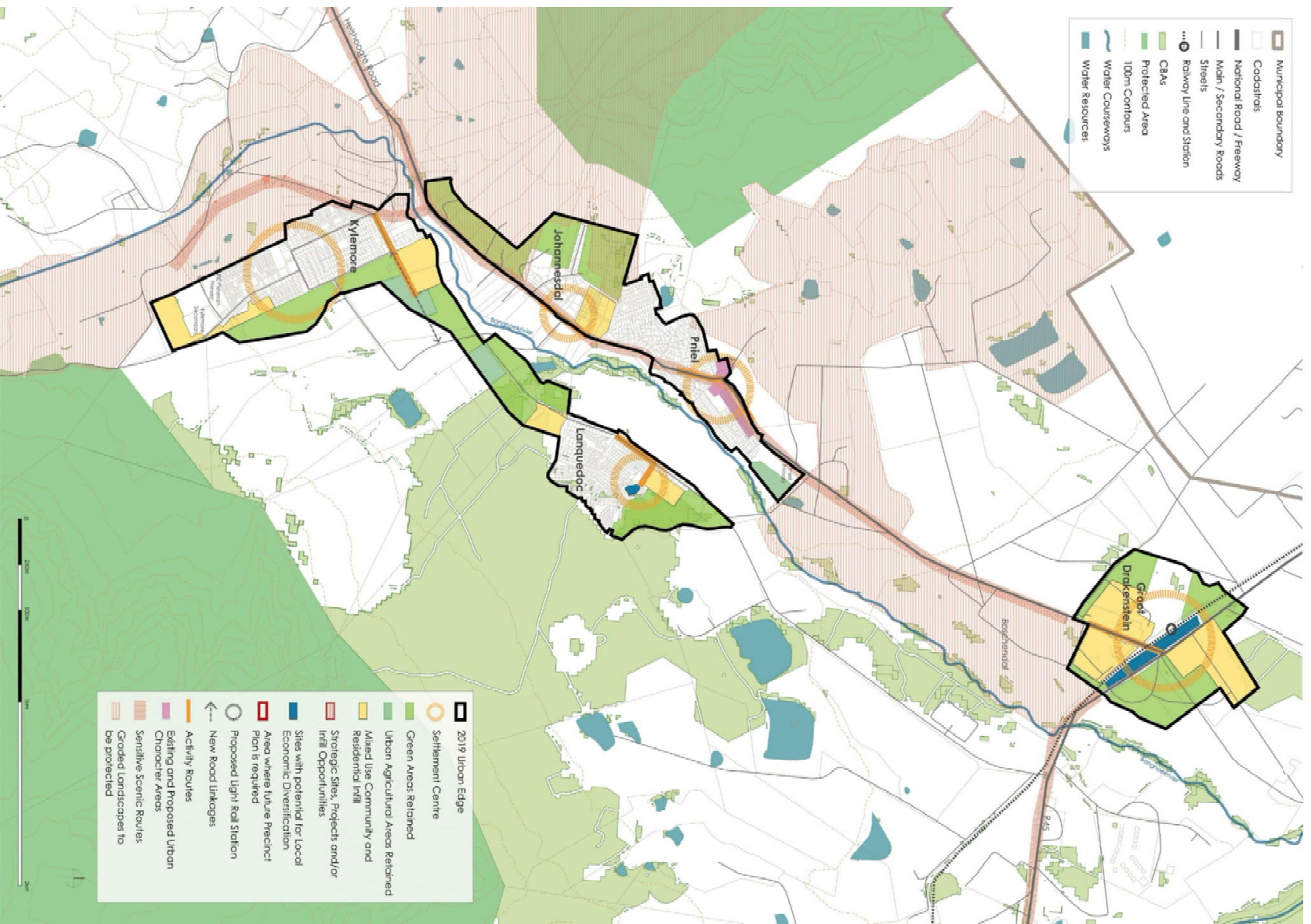


Figure 36: Dwars River Valley Plan

5.10 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.
- 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.

As Jonkershoek is not defined as a “complete” settlement, no detailed plan description was 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.

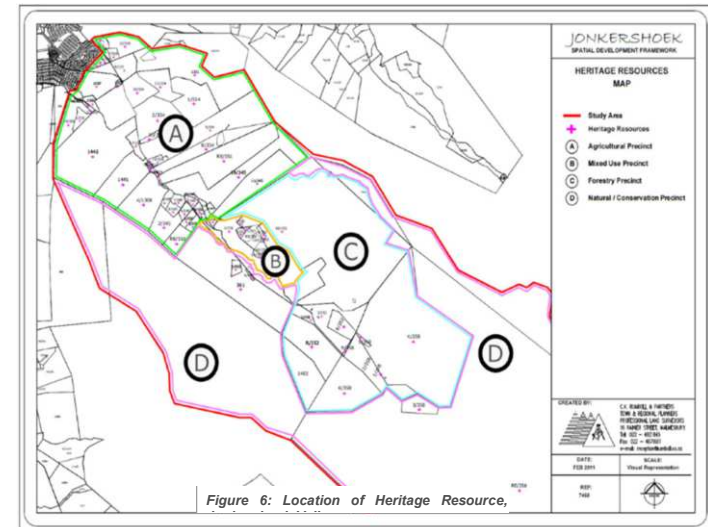


Figure 6: Location of Heritage Resource,

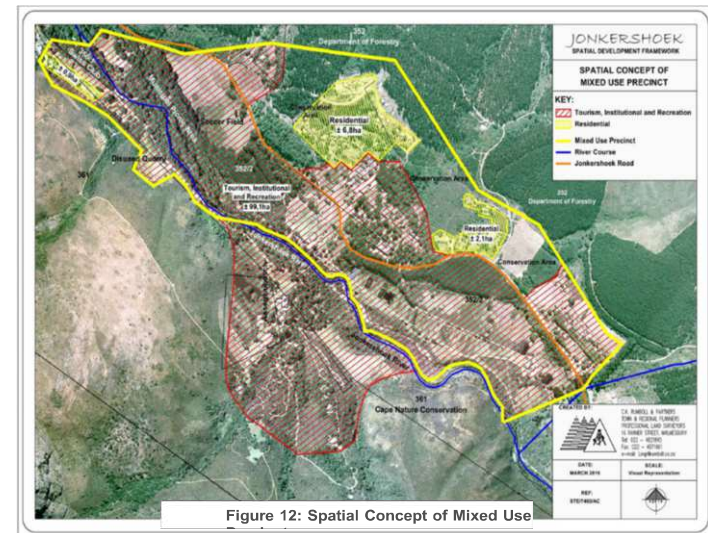


Figure 12: Spatial Concept of Mixed Use

Figure 37: Land use precincts and the spatial concept for the mixed use precinct (Jonkershoek SDF approved by Council in 2015)

5.11 SMALL SETTLEMENTS ALONG THE R304

5.11.1 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 CoCT 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.

5.11.2 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.

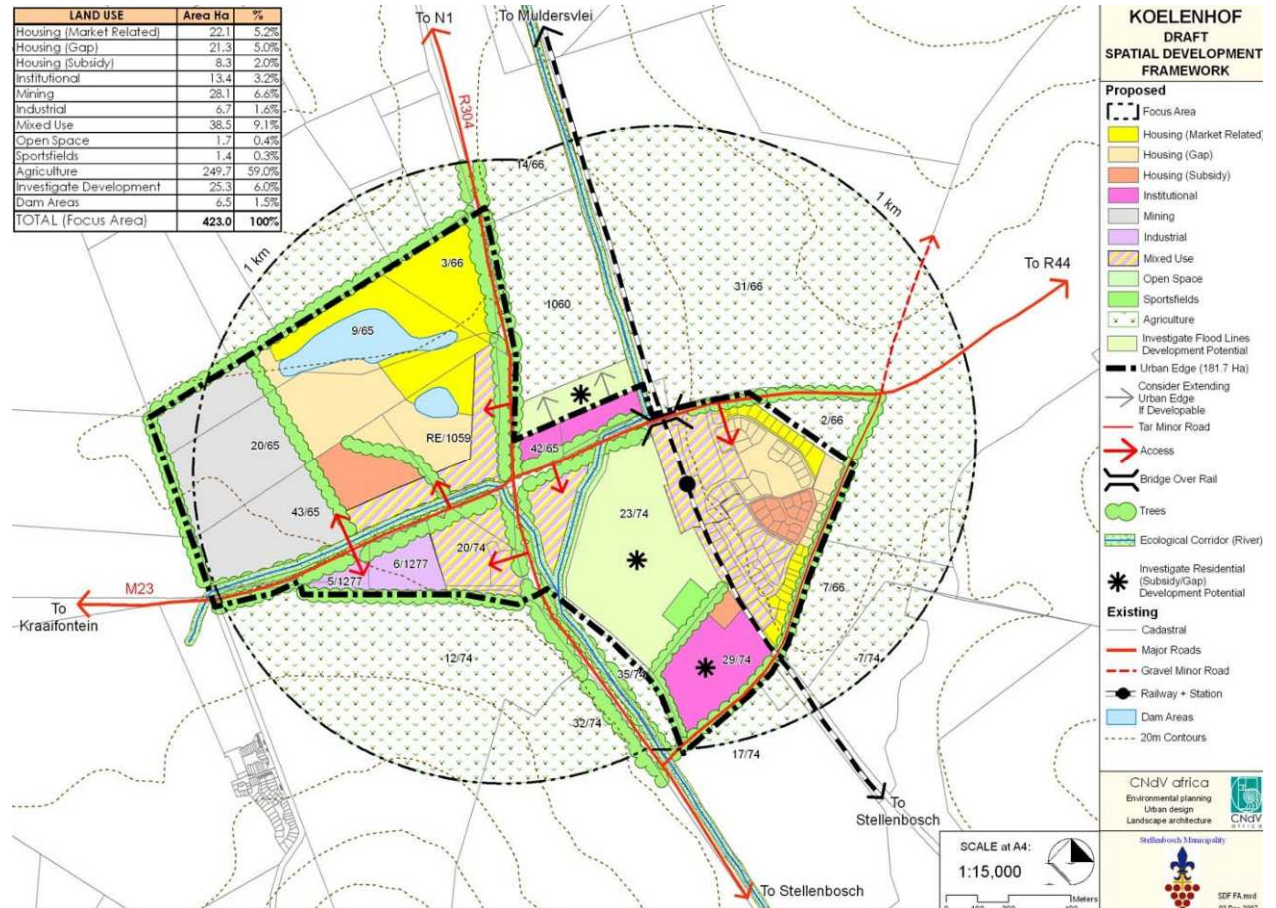


Figure 38: Koelenhof Spatial Development Framework Revision and Urban Edge Determination - Final Draft 2007

KOELENHOF – MULDESVLEI CONCEPT



Figure 39: Koelenhof - Muldersvlei Concept

TYPE	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 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 the stream corridors. 	
	AGRICULTURAL LAND	<ul style="list-style-type: none"> Retain and improve the relationship between settlements along the R304 and surrounding agricultural land. 	
	URBAN EDGE	<ul style="list-style-type: none"> As a general principle, contain the footprint of 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 SIGNIFICANT 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 developments are 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 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.
	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 prioritised 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 farmer incubator. 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. 	

Table 26: Plan Elements and Proposals for Koelenhof - Muldersvlei

KOELENHOF – MULDEERSVLEI FRAMEWORK

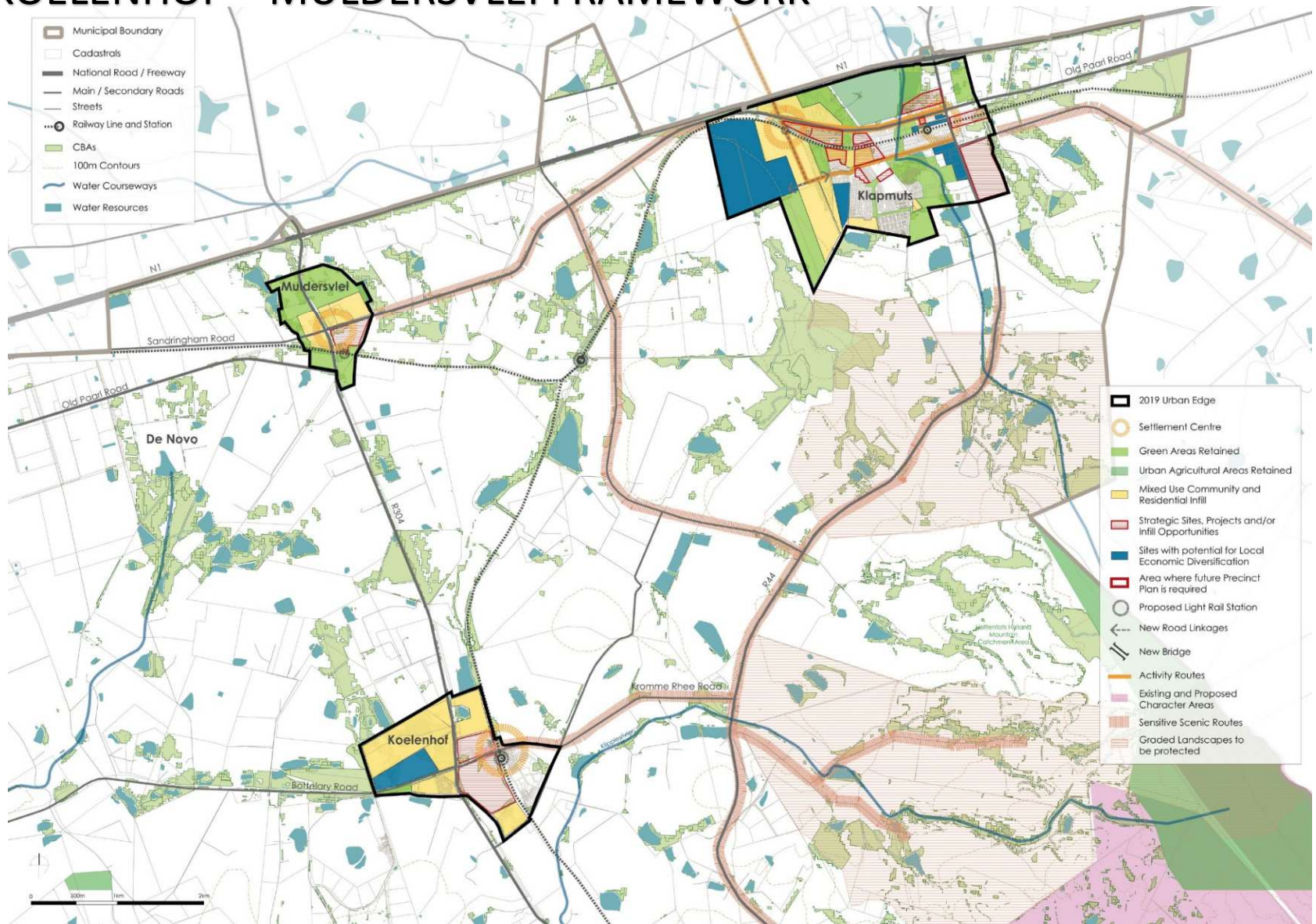


Figure 40: Koelenhof - Muldersvlei Plan

5.12 SMALL SETTLEMENTS ALONG BADEN POWELL DRIVE

5.12.1 Vlotenburg

Vlotenburg is located approximately five km west of Stellenbosch town. Starting off as a processing node with Van Ryn Brandy Cellar and the Vlotenburg 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 walk-up 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 Vlotenburg.

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 Vlotenburg. 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 41: Alternative 1 and 2 from Vredenheim Engineering Services Report (Aurecon, 8 June 2017)

5.12.2 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.

5.12.3 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 42: Vloottenburg - Spier - Lynedoch Concept

TYPE	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 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 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 small settlements along Baden Powell Drive. 	
	HISTORICALLY SIGNIFICANT 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, Vlotenburg, Spier, and Lynedoch along the Baden Powell-AdamTas-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. 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 development.
	SIGNIFICANT NEW RESIDENTIAL DEVELOPMENT		
	SIGNIFICANT CHANGE TO ACCESS AND MOBILITY PROVISION		

Table 27: Plan Elements and Proposals for Vlotenburg - Spier - Lynedoch

VLOTTENBURG – SPIER – LYNEDOCH FRAMEWORK

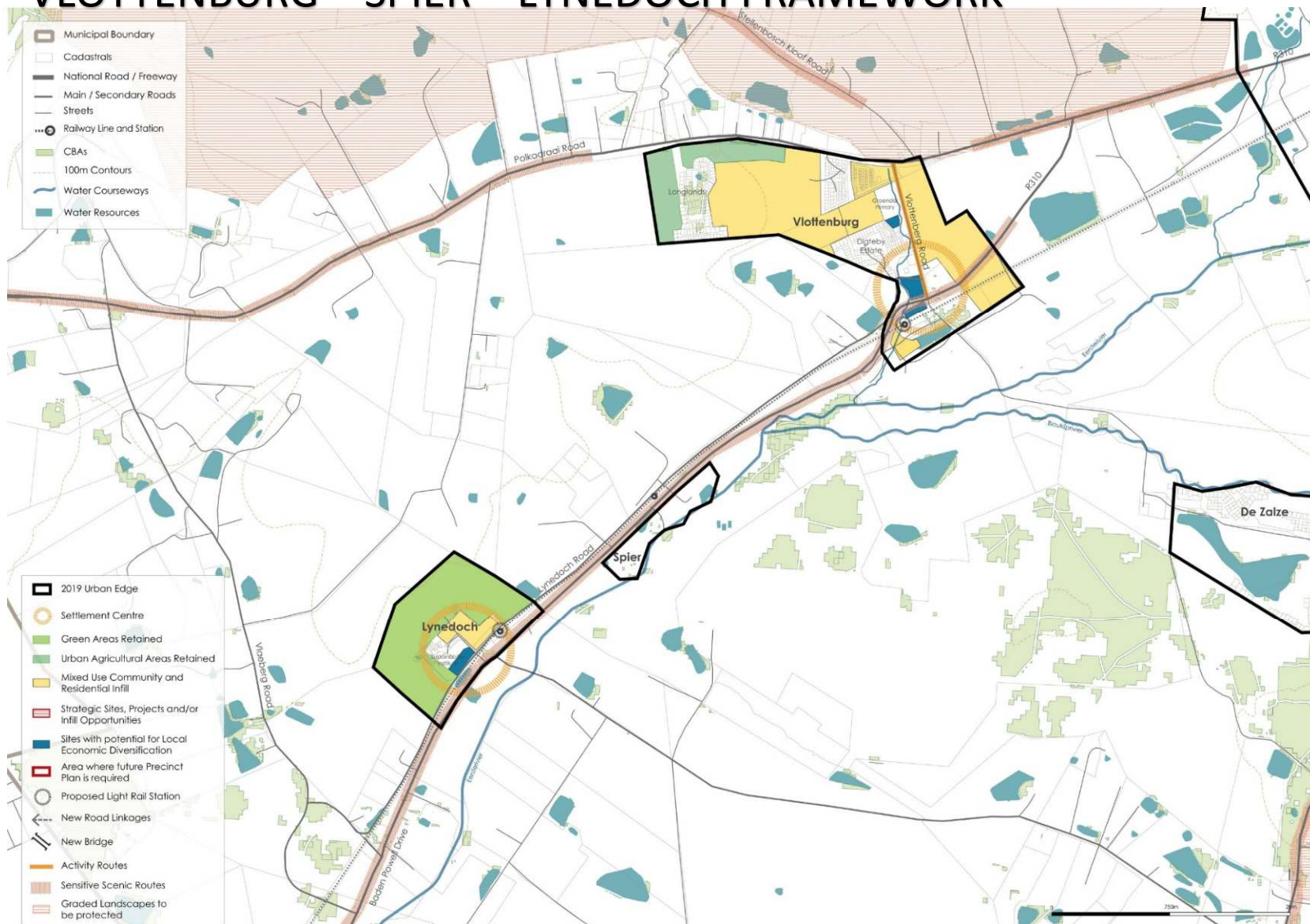


Figure 43: Vloottenburg - Spier - Lynedoch Plan

5.13 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 CoCT 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

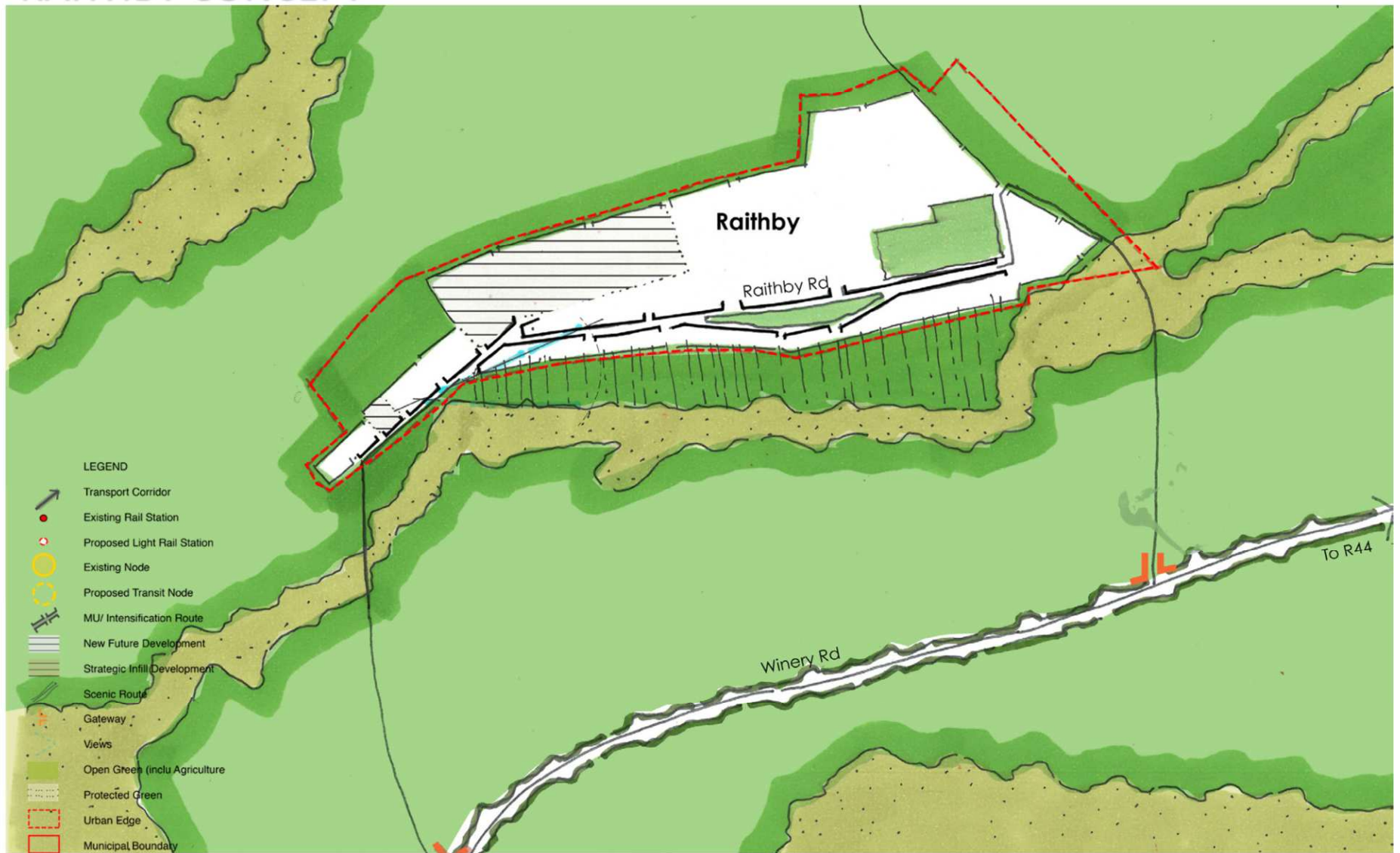


Figure 44: Raithby Concept

TYPE	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 Raithby. Work to increasingly connect and integrate nature areas, also with the urban 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 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 SIGNIFICANT 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. 	
	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 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"> No significant new development is envisaged in Raithby village. 	
	SIGNIFICANT NEW RESIDENTIAL DEVELOPMENT		
	SIGNIFICANT CHANGE TO ACCESS AND MOBILITY PROVISION		

Table 28: Plan Elements and Proposals for Raithby

RAITHBY CONCEPT

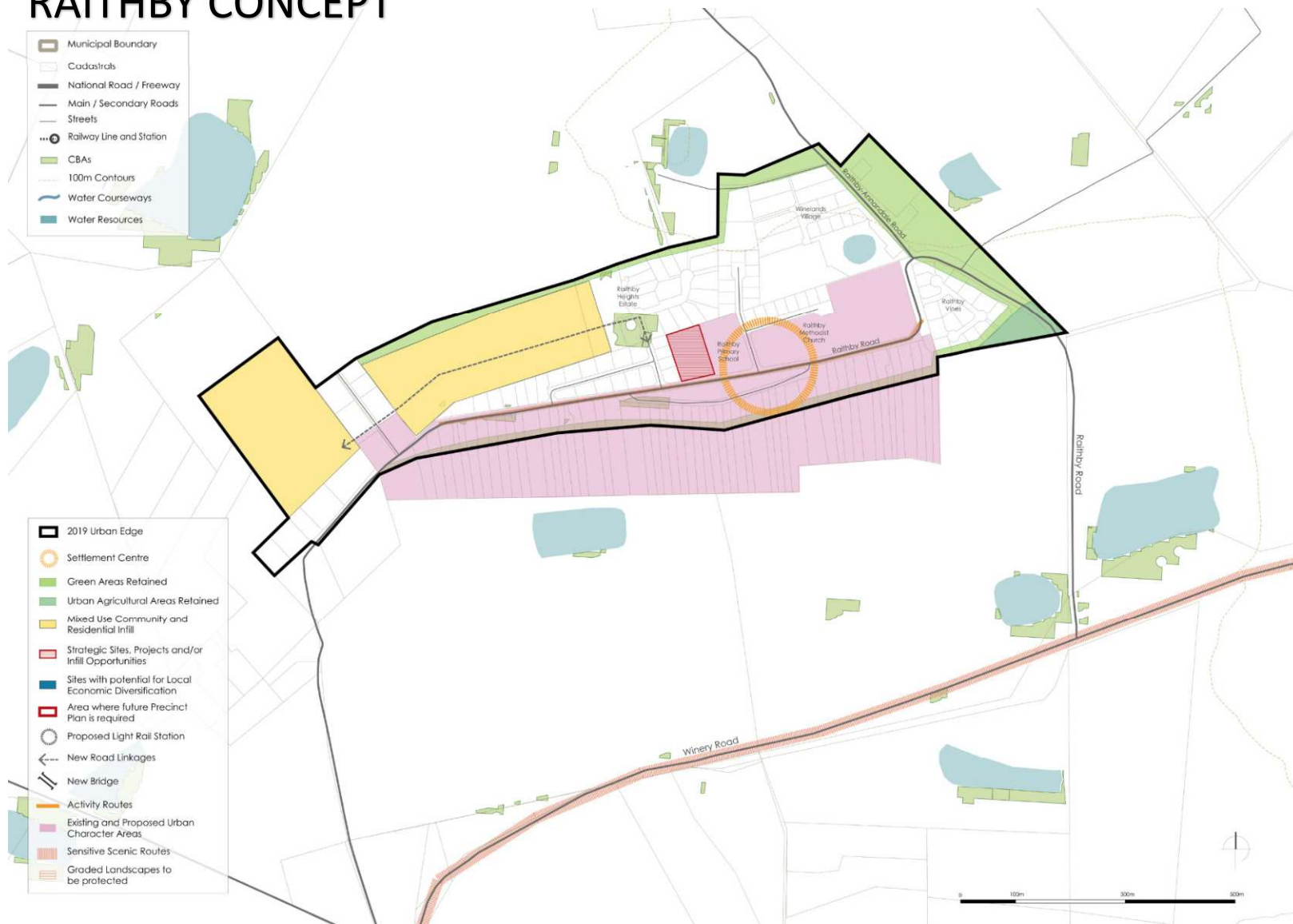


Figure 45: Raithby Plan



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 29.

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 Vlotenburg/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. Cloetesville). Public transport development, travel demand management, parking controls, and NMT improvements.
KLAPMUTS	<ul style="list-style-type: none"> Focus for economic development (utilizing a favourable 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 favourable 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.

Table 29: Proposed Settlement Hierarchy

6.4 POLICY FRAMEWORK

Table 30 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 framework to be undertaken – or continued – in support of proposed policies.

	STRATEGY	SPATIAL POLICY	NON-SPATIAL, SUPPORTIVE POLICY	WORK GUIDELINES
1	<p>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).
2	<p>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).

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 Klappmuts 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"> ○ 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 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 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 Klappmuts. • Maintain the nature and form of small rural settlements while enabling small changes towards improving livelihood opportunity.

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 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/ Klappmuts 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.
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).

6	.. CONTINUED	<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.
7	ACTIVELY SEEK CONDITIONS TO ENABLE THE PRIVATE AND COMMUNITY SECTORS TO ALIGN THEIR RESOURCES AND INITIATIVES WITH THE MSDF PRINCIPLES AND PROPOSALS.	<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.

8	<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 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.
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Table 30: Proposed MSDF policies

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 MSDF. In this way, the work forms part of the MSDF 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 MSDF. Key guideline documents, studies, and information is listed in Table 31.

STRATEGY	SPECIFIC PUBLISHED GUIDELINES AND DIRECTIVES
<p>MAINTAIN AND GROW THE ASSETS OF STELLENBOSCH MUNICIPALITY'S NATURAL ENVIRONMENT.</p>	<ul style="list-style-type: none"> 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>RESPECT, PRESERVE AND GROW THE CULTURAL HERITAGE OF STELLENBOSCH MUNICIPALITY.</p>	<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).
<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 studies identified above.
<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"> 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>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 are 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>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-%202010%20feb%202014.pdf)
<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"> The existing proposal for defining Restructuring zones in Stellenbosch town is motivated and illustrated in Stellenbosch: Defining Restructuring Zone for Social Housing (2016).
<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">

Table 31: Supportive Guidelines

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 46. What they comprise as outlined in the SEMF are outlined in the table attached as Appendix C. 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 D contains thematic guidelines drawn from “Western Cape Land Use Planning: Rural Guidelines” which may be applicable to different SPCs. Appendix E 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 46).

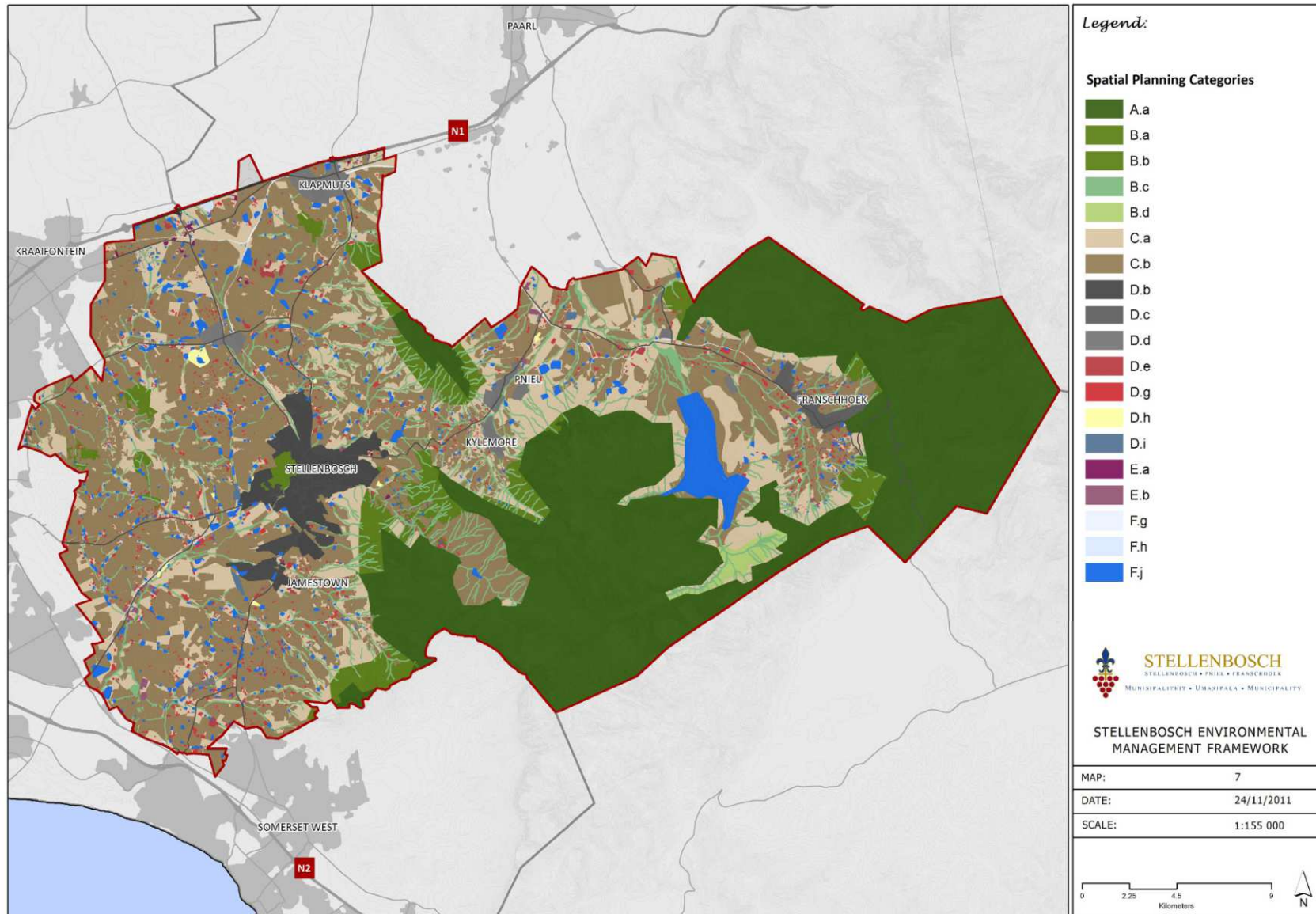


Figure 46: SEMF SPCs map

6.6.2 Movement

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.

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.

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 47 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 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:

- 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.
- 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.

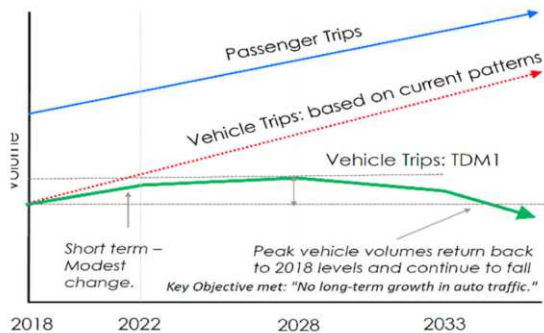


Figure 47: A conceptual approach to align transport planning with the MSDF

- 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.

A conceptual public transport network supporting the MSDF

Figure 48 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 32 below.

SECTOR ROUTE		CONNECTING SETTLEMENTS	MODE
R310 / ADAM TAS / R304 DEVELOPMENT CORRIDOR	R310	Eerste River, Lyndoch, Vlotenburg 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 Klapmuts 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

Table 32: Desired public transport routes

Potential public transport nodes along main arterial routes into Stellenbosch are shown in Table 33 and potential park and ride locations in Table 34 (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.

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).

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.

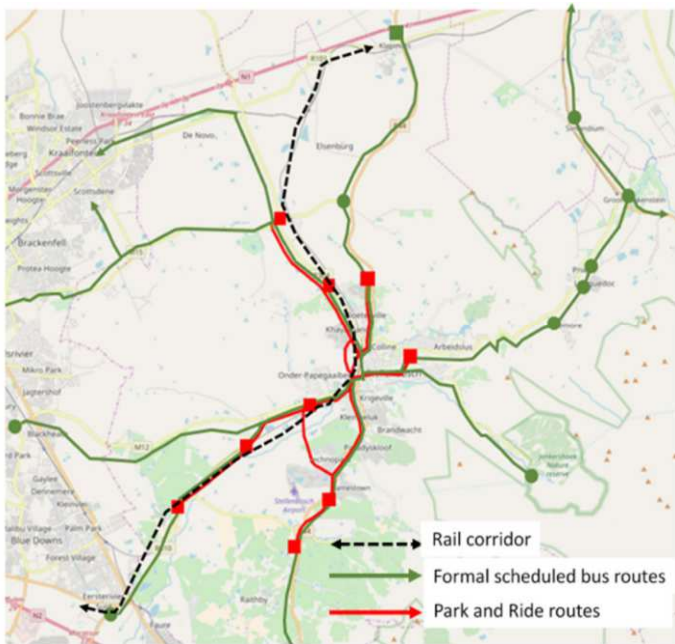


Figure 48: A conceptual public transport network for SM

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 33: Potential public transport nodes

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			

Table 34: Possible park and ride locations

No.	Road	Road Name	Current Provision			Extend Provision for..				Future Corridor Development		
											Transport	Land Use Activity
1-2	R44	Strand Road									Road based formalised public transport priority route.	Limit / prevent new development. Scenic Route
3-7	R310	Baden Powell									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									Road based formalised public transport and P&R priority route.	Mobility Route. Limit / prevent new development.
11	M23	Bottelary Rd									Road based formalised public transport priority route.	Compact, mixed use, redevelopment and contained growth at Koelenhof & Devenville.
12-14	R304	Malmesbury Rd									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 & Joostenburg)
15-17	R44	Klapmuts Rd									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									Road based formalised public transport route.	Scenic Route. Consolidate development at specific nodes
21		Kromme Rhee Rd									Rail and road public transport & P&R linking route	Encourage compact, mixed use, redevelopment and contained growth at Koelenhof only.
22		Annandale Rd									Road based linking route	Mobility route. Limit / prevent new development. Scenic Route
23-24	R45	Paarl-Franschoek									Road based public transport priority route.	Mobility route. Limit / prevent new development. Scenic Route
25-27	R301	Wemmershoek Rd									Road based public transport priority route.	Mobility route. Limit / prevent new development

Figure 49: Future development of Arterial Road Transport Corridors in and around Stellenbosch (Transport Futures, 2018)

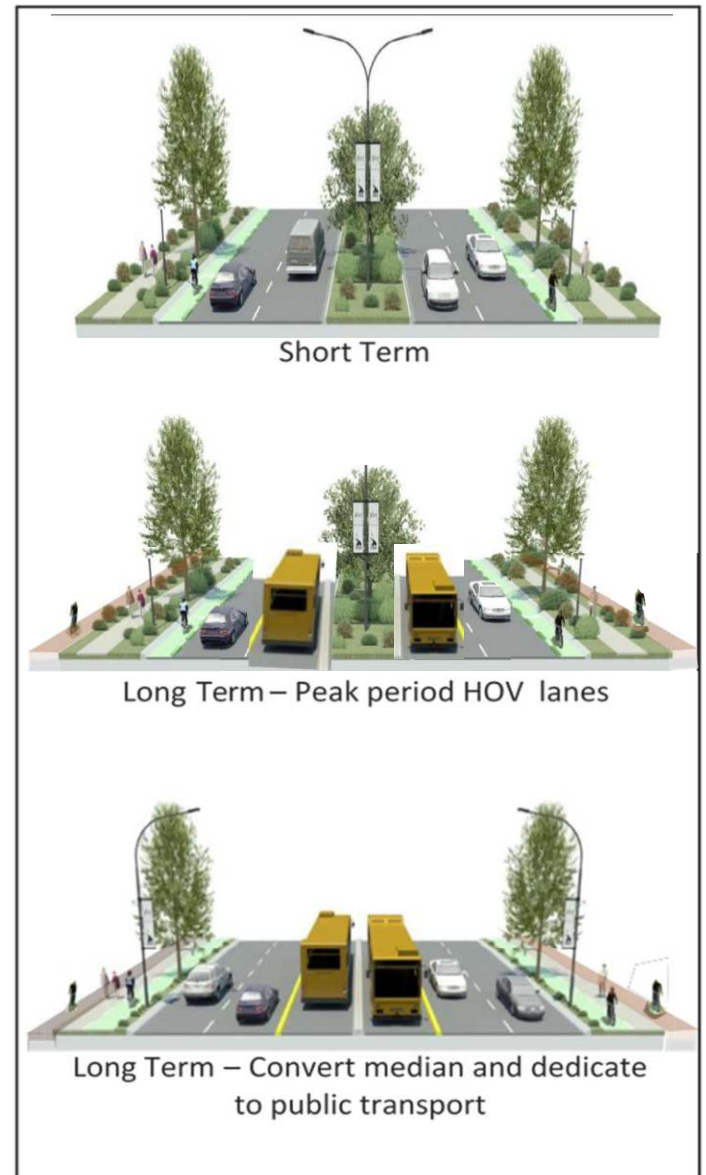


Figure 50: Future recommended road designs - cross sections for public transport and NMT (Transport Futures, 2018)

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 favoured. 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 summarise 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 CoCT 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 complexes 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 CoCT 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 CoCT’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 CoCT are now confronted with significant challenges not experienced before, and directly related to the CoCT. Arguably, municipalities adjoining the CoCT 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 CoCT MSDF, “Cape Town functions within a regional spatial structure, where the settlements, transport network, agricultural 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.

6.8.2 Place-specific inter-municipal planning issues

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.

URBAN GROWTH ISSUE	MANAGEMENT REQUIREMENT (AS STATED IN THE CAPE TOWN SDF)	STELLENBOSCH MSDF VIEW
DE NOVO		
<p>Uncertainty regarding the future function and development of provincial land located off Old Paarl Road (R101) in the SM area, directly abutting the CoCT-SM boundary east of Bloekombos.</p> <p>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 De 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 CoCT-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 CoCT boundary through to DM (including Ben Bernard). Ideally, this corridor requires an 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.
KLAPMUTS		
<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 Industrial 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>
SIMONDIUM / GROOT DRAKENSTEIN		
<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. 	<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

	<ul style="list-style-type: none"> • 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. 	<p>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.</p> <ul style="list-style-type: none"> • 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.
ZEVENWAXHT / BOTTELARY HILLS		
<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, Zewenwacht, 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 CoCT and Stellenbosch Municipality to ensure that the visual, natural and agricultural integrity of the Bottelary Hills is maintained. 	<ul style="list-style-type: none"> • Given the location of the area, and access, pressure for development is expected. The CoCT 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.
FAURE		
<p>There is a development threat to “winelands” in the Faure Hills.</p>	<ul style="list-style-type: none"> • Residential development within the CoCT 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 CoCT 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 CoCT 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 CoCT urban edge will impact directly on the “winelands” within the SM area. Accordingly, a collaborative urban edge/ municipal boundary assessment undertaken by CoCT and SM is required to soften the CoCT urban edge, especially where such edge coincides with the municipal boundary and 	<ul style="list-style-type: none"> • Further encroachment of agricultural land should be resisted. Arguably, however, it is development supported by the CoCT that has led to significant pressure on agriculture and nature areas within SM.

	<p>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>	
HELDERBERG HILLS		
<p>Settlement model roll-out threats 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 CoCT 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. Jamestown/De Zalze node). ○ Promotion of ribbon development along the R44 (e.g. Jamestown/De Zalze node). ○ Development or extension of inter-connected nodes in close proximity to the CoCT urban edge (e.g. Raithby, De Wynlanden Estate) with such developments prompting similar development demand outside the CoCT urban edge. • Ensuring the integrity of heritage and agricultural working landscapes that comprise the Stellenbosch-Helderberg rural interface requires a CoCT-SM collaborative planning forum to achieve synergy between the disparate settlement policies. 	<ul style="list-style-type: none"> • The concept of “inter-connected” nodes contained in the previous Stellenbosch MSDF is mis-represented by the CoCT. 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 CoCT, through allowing land use change, created extreme pressure on agricultural land within the jurisdiction of SM.

Table 35: Place-specific inter-municipal planning issues

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 Cloeteville 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 Cloeteville. 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 centre 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

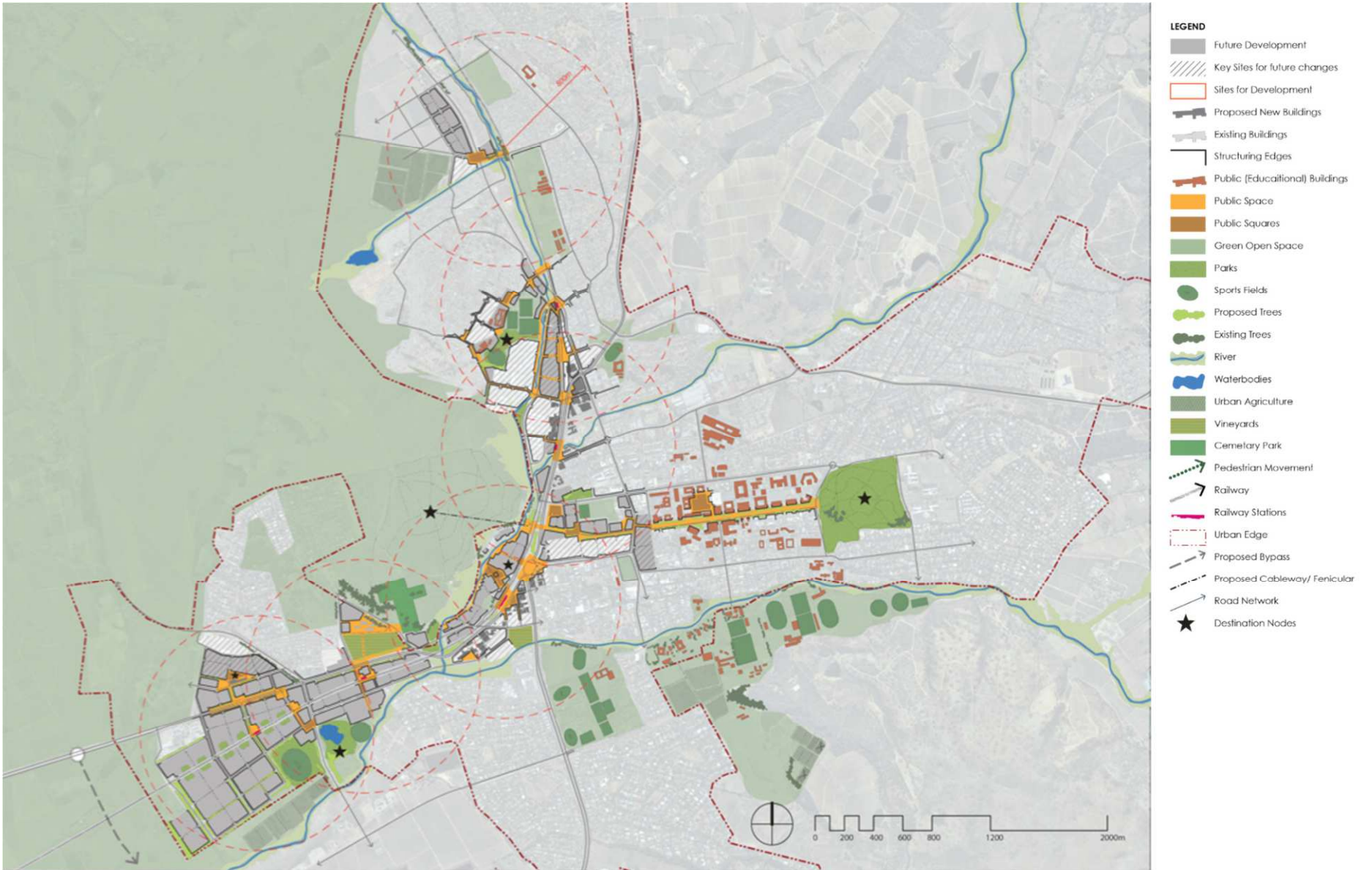


Figure 51: Adam Tas Corridor Concept

6.9.2 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.
- 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. (See Figure 53 for the Development Framework).

Significant progress has been made in planning for a “Innovation Precinct” or “Smart City” district west of but contiguous to Klapmuts 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 54 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.
- 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.

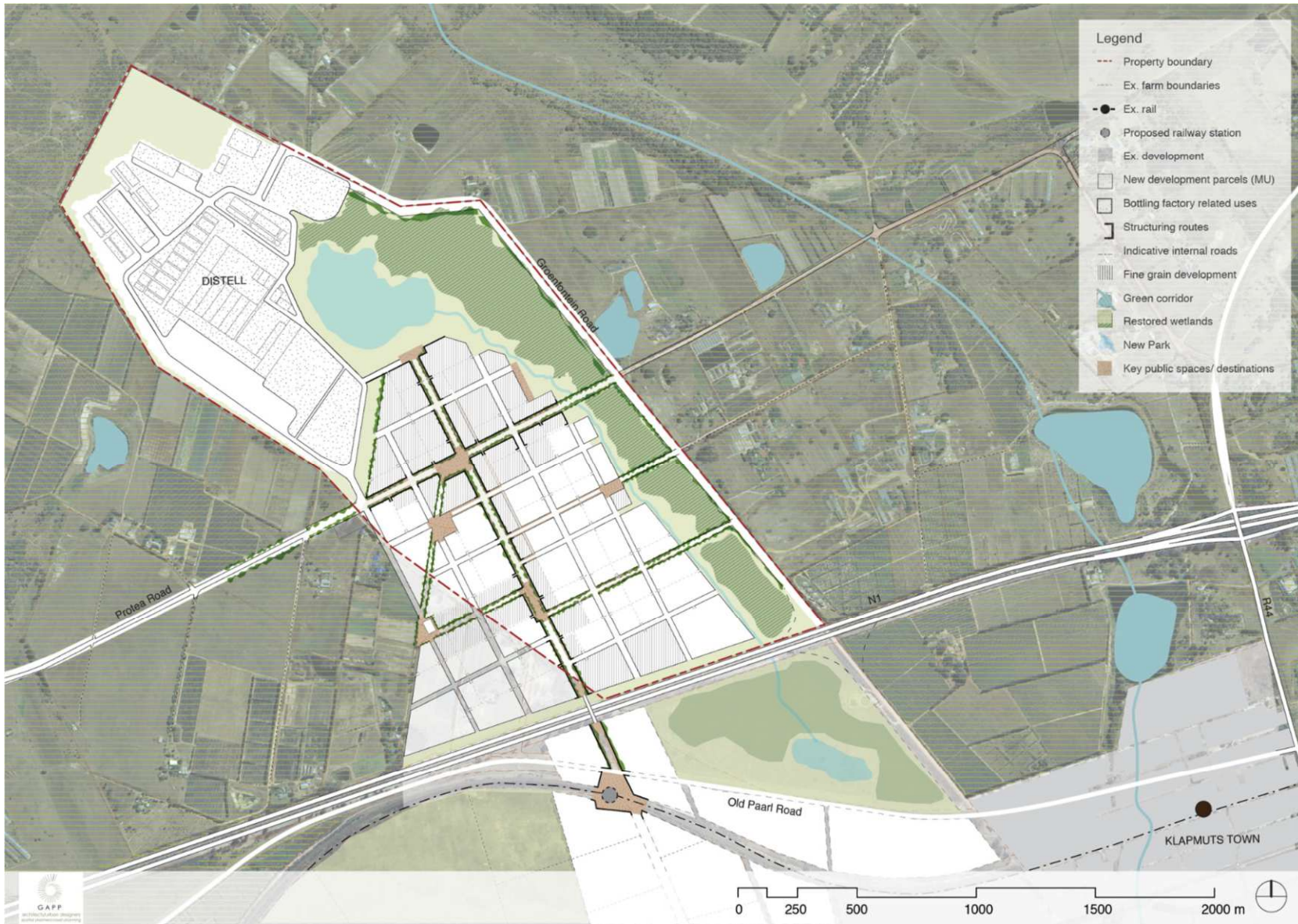


Figure 52: The proposed development by Distell on Farm 736/RE, Klapmuts (GAPP Architects)

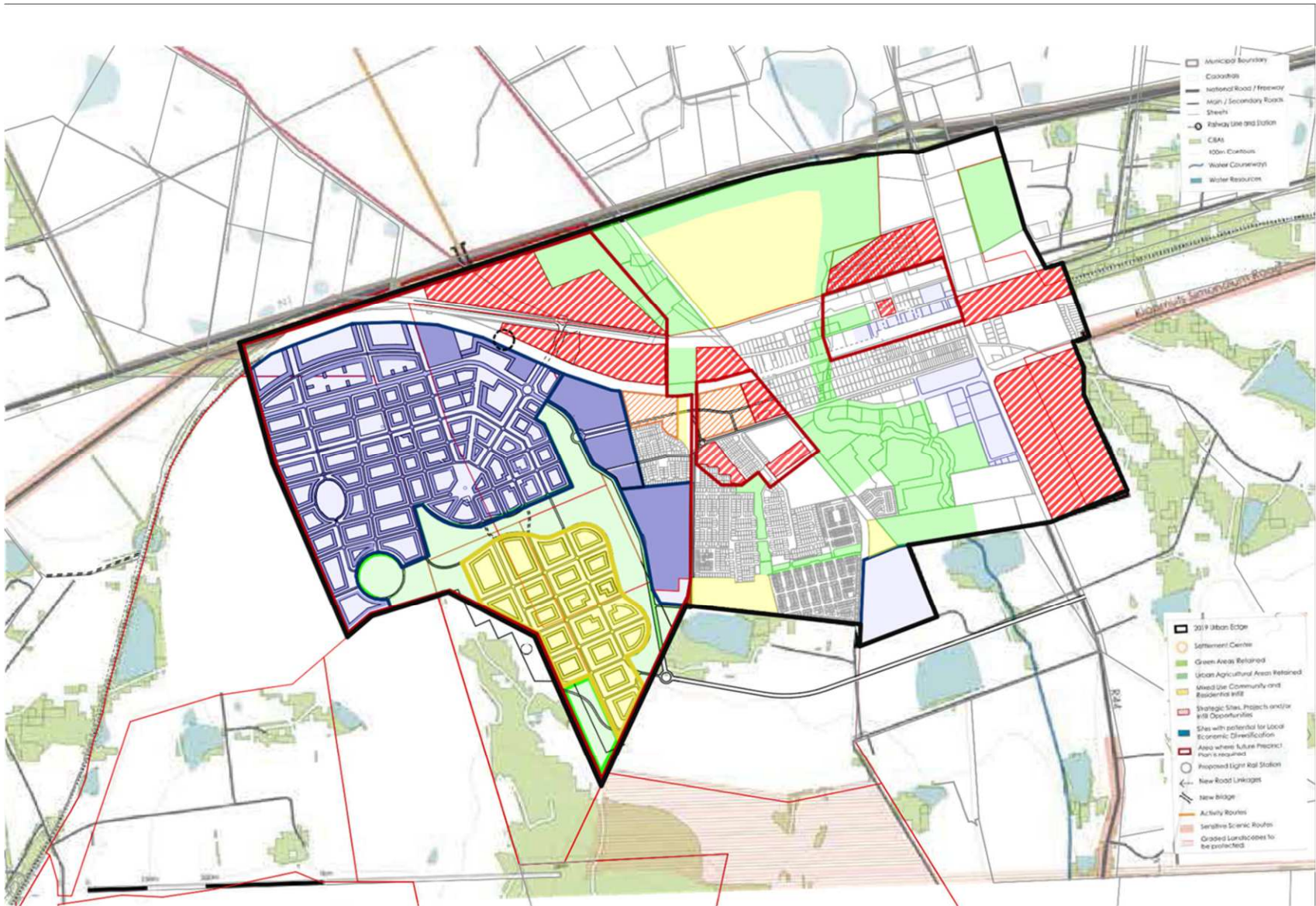


Figure 53: The proposed Klamnuts "Innovation Precinct" concept (Osmond Lange Architects and Planners)

6.10 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.
- Understanding to what extent settlements can provide local employment, in this way minimizing the need for transport to other settlements.

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 Louw's 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.

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 greenfields 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.

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 principles of the MSDF 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 result 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 MSDF, 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 MSDF?		
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?		
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?		
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?		
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?		

Table 36: Checklists

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 fulfil 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 37 below begins to outline such an 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 wo/ 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.
6	THE CRITICAL ROLE OF SOCIAL FACILITIES AND PUBLIC SPACE IN THE LIVES OF ORDINARY CITIZENS.	<ul style="list-style-type: none"> The developmental role of social facilities and public space. 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.

Table 37: A municipal leadership and advocacy agenda from the perspective of spatial planning and land use management



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 “liveable, 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 has updated the CEF in 2022/2023, in parallel with the MSDF amendment. The updated CEF is incorporated into the SDF as Appendix G. 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 development 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).

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.

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APPENDICES

Appendix 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 “behaviour”– related to the management and preservation of heritage resources, an important theme in developing a MSDF for SM, is included.

CONVENTIONS, RESOLUTIONS, OR DECLARATIONS	FOCUS	IMPLICATIONS
<p>Johannesburg World Summit on Sustainable Development (2002).¹</p>	<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>	<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.</p>
<p>Québec Declaration on the preservation of the Spirit of Place (adopted by the ICOMOS General Assembly, October 2008).²</p>	<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>	<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.</p>
<p>United Nations General Assembly Resolution 65/166 on Culture and Development (adopted in 2011).</p>	<p>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.</p>	<p>Ensure that the management of heritage resource also optimizes its contribution to economic growth.</p>

CONVENTIONS, RESOLUTIONS, OR DECLARATIONS	FOCUS	IMPLICATIONS
<p>The Paris Declaration on heritage as a driver of development (adopted in Paris, UNESCO headquarters, December 2011).³</p>	<p>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.</p>	<p>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.</p>
<p>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>	<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. 	<p>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.</p>

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>

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>

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 WWCIF 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. 	<p>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.</p>
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. 	<p>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.</p>
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. 	<p>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 mixed use in TechnoPark, the Halaal Industrial Park, and public Wi-fi.</p>

Appendix B. Development Proposals and Public comment received following advertising of the draft amended MSDF (2022 & 2023)

The proposal to amend the SM SDF, 2019 was advertised during September 2022. The public and all interested and affected parties were invited to register as I&AP. In addition the public was provided an opportunity to submit comments to be included in the review of the MSDF, as well as the submissions for development proposal to inform the proposed amendment process of the MSDF. Five (5) development proposals were submitted by the public, of which four (4) were resubmissions from the previous MSDF process, and only one (1) was new.

During this time the CPF initiated the CEF amendment process (2022/2023) and various discussion were held with each of the Directorates around projects that require alignment with the MSDF. During this strategic and spatial alignment phase only two (2) development proposals were submitted for consideration as amendments to the MSDF.

Private and public submissions received are summarised in the tables below.

Submission Date	Name	Surname	Organization	Contact number	Email	Area	Theme	Public Comments	Departmental Feedback	Proposed Actions
27-Apr-23	Flip	Liebenberg	Stellenbosch Sakeforum	0823190455	info@pinnaclepm.co.za	WCO24	Housing	According to the SDF, the population of Stellenbosch is growing 4 - 5% annually. However, this growth appears to be higher due to the increase in informal settlements and high-density housing developments.	The urban challenge of urbanisation and migration is acknowledged in the MSDF. CEF and housing pipeline.	Noted
27-Apr-23	Flip	Liebenberg	Stellenbosch Sakeforum	0823190455	info@pinnaclepm.co.za	Klapmuts	Transportation	Big emphasis has been put on the availability and provision of public transport along and for the ATC and Klapmuts developments. Although the current reality of the public transport routes and services are ineffective and/or non-existent.	The MSDF, ATC LASDF has a principle of pursuing balanced communities which includes the availability and provision of different modes of transport with an emphasis in the provision of public transport and non-motorised transport networks/facilities. These regional and local mobility networks are important for a well-functioning urban settlement, and although the state of maintenance and operation has deteriorated the need and planning for these mobility networks are critical.	Noted
27-Apr-23	Flip	Liebenberg	Stellenbosch Sakeforum	0823190455	info@pinnaclepm.co.za	Klapmuts	Transportation	No public transport links the Klapmuts and Stellenbosch along the R44. No comments made in the SDF about the upgrading of the R44, on the contrary, the SDF is attempting to stop the upgrading of the road system.	The challenge has been acknowledge, however it is important to note that the R44 is a regional mobility route, and classified as a provincial road. The road is administered by the Department of Transport and Public Works (now know as the Department of Infrastructure) in consultation with the municipality. Upgrades, road designs, including the funding of these road works vests primarily with the provincial department.	Noted
27-Apr-23	Flip	Liebenberg	Stellenbosch Sakeforum	0823190455	info@pinnaclepm.co.za	Stellenbosch	Transportation	The traffic congestion in Stellenbosch, at the Adam Tas - Strandweg - Alexander Street - George Blake - Meriman Street intersections, as well as the Dorp Street, is not addressed in the SDF. Traffic Congestion should be addressed at intersections where traffic congestion is high. Some of the options proposed includes the western by-pass of Stellenbosch, rationalisation of intersections (e.g. connecting Adam Tas and Alexander Street, as well as Meriman Street), dualling of Dorp Street between Strand Road and Adam Tas.	The MSDF acknowledges the urban challenge and identifies spatial strategies to alleviate the issue which is incorporated within the sector / master planning and policies of the municipality (i.e. CITP, Roads masterplan, Universal access, etc.). Various spatial strategies to alleviate/improve the congestion within the Adam Tas Corridor and the CBD is being investigated and will be incorporated when the final feasibility studies and alignment has been determined.	Noted
27-Apr-23	Flip	Liebenberg	Stellenbosch Sakeforum	0823190455	info@pinnaclepm.co.za	Stellenbosch	Transportation	The planning of the ATC is commendable. The plan is vague and no indication is given on how the development is going to commence without negative effects on traffic congestion in the CBD.	The ATC LASDF and Development Guidelines provides detail on the most optimal use of land to address the various challenges and needs of Stellenbosch town. These detailed studies needs to be incorporated within the precinct plans and the appropriate mobility network design across the ATC. This work will continually be updated as new information becomes available.	Noted
27-Apr-23	Flip	Liebenberg	Stellenbosch Sakeforum	0823190455	info@pinnaclepm.co.za	Plankenburg	Transportation	There is no indication on the effect the ATC will have on the high density, affordable developments west of Plankenburgriver. No indication on public transport for these developments. The new developments will increase the current traffic congestion situation.	The ATC LASDF and Development Guidelines provides detail on the most optimal use of land to address the various challenges and needs of Stellenbosch town. These detailed studies needs to be incorporated within the precinct plans and the appropriate mobility network design across the ATC. This work will continually be updated as new information becomes available.	Noted

27-Apr-23	Flip	Liebenberg	Stellenbosch Sakeforum	0823190455	info@pinnaclepm.co.za	Stellenbosch	Urban Planning	The statistics used by the SDF is outdated and incorrect. The current number of citizens is 200 000 and not 190 000. The amount of Medical -, Educational -, Sport - and Social Facilities is not increase as the population size is increasing.	An update of the modelled population and household statistics are provided within the CEF's spatial demand quantification (i.e. status quo of the MSDF) which informs the needs for urban services (incl. schools etc.). This will be used to further analyse the need which will be communicated to the implementing department. In addition the ATC LASDF provides a detailed analysis on the urban services needed for the proposed extent of the envisaged developments.	Noted
27-Apr-23	Flip	Liebenberg	Stellenbosch Sakeforum	0823190455	info@pinnaclepm.co.za	Stellenbosch	Urban Planning	With the ATC development and the growth of development outside the Urban Edge, additional community facilities should be built, e.g. a new fire station.	The ATC LASDF provides a detailed analysis on the urban services needed for the proposed extent of the envisaged development corridor. No urban developments are proposed and envisaged outside of the adopted urban edge.	Noted
27-Apr-23	Flip	Liebenberg	Stellenbosch Sakeforum	0823190455	info@pinnaclepm.co.za	Stellenbosch	Economy	In need of new job opportunities. The existing industrial areas are not being effectively utilised and is being impeded by traffic congestion. New industrial development sites are needed and the restriction of agricultural businesses on farms with unachievable restrictions on the production of raw products and materials should be investigated. The agricultural sector should be supported, through the moving of businesses closer to the sector more to be able to provide more job opportunities.	The urban and rural challenge is acknowledged and the municipality provides through its spatial strategies and development programmes an enabling environment (i.e. the ATC LASDF etc.). The input received on restriction on agricultural business will be provided as an input on the review and amendment of the zoning scheme by law.	Input sent to Development Management
30-May-23	Johan	Basson	Private individual		johan.h.basson@gmail.com	Die Boord	Urban Planning	From the MSDF future development next to Die Boord is not completely clear, please provide full details of what future developments are planned in this area.	The proposed amended MSDF does not indicate any further urban developments outside of the urban edge.	Noted
30-May-23	Johan	Basson	Private individual		johan.h.basson@gmail.com	Die Boord	Environment	I object to any plans or developments in or to the west of "Die Boord".	Noted	Noted
29-May-23	Kathy	Harris	Private individual	n/a	kmv.harris@gmail.com	Stellenbosch	Governance	As a general principle, contain the footprint of Stellenbosch town as far as possible within the Urban Edge (while enabling logical, small extensions): How exactly will such "logical" extensions be defined? Please detail the specific parameters utilized to determine these "logical" extensions? Who determines/decides what is "logical"? What transparent and participative process will be followed regarding such "logical" extensions? What exactly constitutes "small" extensions? How would these "small" extensions be evaluated i.e. against what specific criteria?	The municipality is guided by its enabling policy and legislative framework for spatial planning, land use planning and land development. In addition, compliance with any national and provincial guidelines, policies and legislation.	Set up a meeting to discuss the details pertaining to the questions raised.
29-May-23	Izemarie	Knoetze	Private individual	0218839375	izemarie@sfo.co.za	Stellenbosch	Governance	Linked to this primary principle, kindly provide clear and unambiguous parameters for the following highly ambiguous and open-ended amendment: PROTECTIVE ACTIONS (Page 64) Urban Edge "As a general principle, contain the footprint of Stellenbosch town as far as possible within the Urban Edge (while enabling logical, small extensions)" How exactly will such "logical" extensions be defined? Please detail the specific parameters utilized to determine these "logical" extensions? Who determines/decides what is "logical"? What transparent and participative process will be followed regarding such "logical" extensions? What exactly constitutes "small" extensions? How would these "small" extensions be evaluated i.e. against what specific criteria?	The municipality is guided by its enabling policy and legislative framework for spatial planning, land use planning and land development. In addition, compliance with any national and provincial guidelines, policies and legislation.	Set up a meeting to discuss the details pertaining to the questions raised.

30-May-23	Mandy	Poole	Private individual	0836025247	mandy@sm22.co.za	n/a	Governance	The SDF must provide clear and accessible information to the public and private sectors and provide direction for investment purposes. The SDF must promote a rational and predictable land development environment to create trust and stimulate investment. It is clear that the SDF is the primary spatial tool, it must also be remembered that it forms a component part of the larger development plan, namely the IDP.	Noted	Noted
30-May-23	Mandy	Poole	Private individual	0836025247	mandy@sm22.co.za	n/a	Governance	It is submitted that the adoption of the review of the IDP before the closing of the public comment on the draft amendments to the mSDF on 30 May 2023 directly undermines both SPLUMA requirements.	The municipality is guided by its enabling policy and legislative framework for spatial planning, land use planning and land development. In addition, compliance with any national and provincial guidelines, policies and legislation. The municipality is in compliance with the legislated process for the amendment of the MSDF which will be incorporated as part of the amendment process of the IDP upon finalisation.	Noted
30-May-23	Mandy	Poole	Private individual	0836025251	mandy@sm22.co.za	n/a	Governance	It is submitted that the use of terminology such as "as far as possible", as well as the introduction of the subject standards such as "small" and "logical" create uncertainty regarding the implementation of policy. They also imply a level of executive discretion in determining a critical limitation such as the boundary of the urban edge which was not intended by SPLUMA and it provisions for the compilation and review of municipal spatial planning.	The municipality is guided by its enabling policy and legislative framework for spatial planning, land use planning and land development. In addition, compliance with any national and provincial guidelines, policies and legislation.	Set up a meeting to discuss the details pertaining to the questions raised.
30-May-23	Mandy	Poole	Private individual	0836025251	mandy@sm22.co.za	n/a	Governance	The draft mSDF should continue to adhere to the clear and robust policy goals set out in the mSDF approved in 2019 and in support of that, should continue to use unequivocal language previously formulated.	Noted the overarching support of the MSDF principles.	Noted
24-May-23	Jonathan	Windvogel	Heritage Western Cape	0214835959	jonathan.windvogel@westerncape.gov.za	n/a	Governance	An updated inventory which includes an analysis of the intangible heritage be prepared and submitted to HWC for approval in terms of S30(S) of the National Heritage Resources Act 25 of 1999.	Noted	Submit input to the Heritage department and plan the initiation of the process to update the heritage inventory.
24-May-23	Jonathan	Windvogel	Heritage Western Cape	0214835959	jonathan.windvogel@westerncape.gov.za	n/a	Governance	To review the SDF with the updated inventory and ensure the information is thoroughly integrated and accurately mapped.	Noted	Review the MSDF based on the updated heritage inventory.
30-May-23	Alexander	Rehder	Draakenstein Municipality	0218074814	n/a	n/a	Governance	The SDF made available for public comment was a scanned copy which rendered some maps, diagrams and text not legible.	Noted	User-friendly formatting of document and maps.

30-May-23	Alexander	Rehder	Drakenstein Municipality	0218074814	n/a	Klapmuts North	Spatial Planning	Klapmuts North is regarded as an integral part of the economic development of Drakenstein Municipality. Drakenstein Municipality has facilitated the intricate alienation of ±191 hectares portion of land from the municipality to Distell in order to develop a major distribution centre with ancillary associated industrial uses. The aforementioned development will include the provision of sufficient engineering services for the distribution centre development, as well as certain bulk infrastructure upgrades. Drakenstein Municipality does not support the notion of excluding Klapmuts North from the administrative jurisdiction of Drakenstein Municipality and including it within the administrative jurisdiction of Stellenbosch Municipality.	Noted, the municipal boundary demarcation process is currently ongoing and the information will be updated as soon as the outcomes are communicated.	Noted, update as new information/decisions becomes available.
30-May-23	Alexander	Rehder	Drakenstein Municipality	0218074814	n/a	n/a	Governance	The draft SDF must be amended to not include the notion of possibly re-aligning the municipal boundaries.	Noted, the municipal boundary demarcation process is currently ongoing and the information will be updated as soon as the outcomes are communicated.	Noted, update as new information/decisions becomes available.
30-May-23	Alexander	Rehder	Drakenstein Municipality	0218074814	n/a	Klapmuts	Urban Planning	Along the N1 towards Paarl from Klapmuts, several industrial land uses have been established within the administrative jurisdiction of Stellenbosch Municipality. Advertisement signs and billboards are placed near these new developments which are highly visible from the N1. The aforementioned area must receive more attention within the draft SDF in order to address the existing and future development of the area.	This land use trend in the scenic routes are acknowledged and furthermore regulated in terms of the zoning scheme by-law, planning by-law, and the adopted outdoor advertising and signage by-law. The information will be provided to the provincial committee administering the approvals for these signs	Noted, input provided to Development Management and the Department of Infrastructure.
30-May-23	Bradley	Petersen	Western Cape Mobility Department	0214838103	bradley.petersen@westerncape.gov.za	n/a	Governance	There needs to be a table of contents that is clickable. The document needs to be more user-friendly, so that it is easy to navigate and search.	Noted	User-friendly formatting of document and maps.
30-May-23	Bradley	Petersen	Western Cape Mobility Department	0214838103	bradley.petersen@westerncape.gov.za	Stellenbosch	Governance	Consult with latest MERO 2022/23 on the future population growth. According to that report, in 2024 estimated growth is 207 920 and in 2026, 215 456.	Noted, the municipality uses the Department of Social Development: Population unit's estimates in its analysis. This was incorporated in the CEF spatial demand quantification analysis.	Noted
30-May-23	Bradley	Petersen	Western Cape Mobility Department	0214838103	bradley.petersen@westerncape.gov.za	WCO24	Transportation	There appears to be a poor integration between spatial and transport planning. Transport planning focus and expenditure remain focused on roads and accommodating private vehicular transport. Development proposals need to ensure consideration and inclusion of NMT, with universal access. Shifting investment from planning for private vehicles to planning for public transport and NMT is a critical step to facilitating model shifts.	Noted, and agree that further alignment and integration is required internally. In addition, it is noted that the WCG Mobility Department and the Department of Infrastructure have different views and opinions and further discussions should be facilitated for the relevant stakeholders.	Provide inputs to Infrastructure Services and coordinate a session between the municipality, the WCG Mobility Department and Department of Infrastructure.
30-May-23	Bradley	Petersen	Western Cape Mobility Department	0214838103	bradley.petersen@westerncape.gov.za	WCO24	Urban Planning	Property and land is inordinately expensive in Stellenbosch Municipality, locking out both the poor and lower/middle income workers. The existing housing pipeline will not meet the needs for those requiring state assistance. Mixed housing opportunities begin to transform spaces and redress spatial injustice. Densification is highly desirable.	Noted, and agreed. The spatial vision for the municipality is an accessible, equitable, compact, liveable settlements by applying appropriately densification, compaction and not allowing urban sprawl.	Noted
30-May-23	Bradley	Petersen	Western Cape Mobility Department	0214838103	bradley.petersen@westerncape.gov.za	WCO24	Transportation	Ensure that design of all roads provide for appropriate NMT movement. NMT facilities need to incorporate universal access, planning and design.	Noted, and agree that further alignment and integration is required internally. In addition, it is noted that the WCG Mobility Department and the Department of Infrastructure have different views and opinions and further discussions should be facilitated for the relevant stakeholders.	Provide inputs to Infrastructure Services and coordinate a session between the municipality, the WCG Mobility Department and Department of Infrastructure.

30-May-23	Bradley	Petersen	Western Cape Mobility Department	0214838103	bradley.petersen@westerncape.gov.za	Kayamandi	Transportation	The mitigation patterns in Stellenbosch needs to be understood generally as well as the factors driving this trend, with specific reference to Kayamandi.	Noted, further analysis and discussion necessary.	Noted
30-May-23	Bradley	Petersen	Western Cape Mobility Department	0214838103	bradley.petersen@westerncape.gov.za	Stellenbosch	Transportation	Improved reliability, safety and passenger comfort. Should be detailed and discussed.	Noted, further analysis and discussion necessary.	Provide inputs to Infrastructure Services and coordinate a session between the municipality, the WCG Mobility Department and Department of Infrastructure.
30-May-23	Bradley	Petersen	Western Cape Mobility Department	0214838103	bradley.petersen@westerncape.gov.za	WCO24	Recreation	Park and ride facilities will be indispensable to enable the transition from private vehicles to public transport. What precautions are proposed to safeguard the parked vehicles at these facilities?	Noted, further analysis and discussion necessary.	Provide inputs to Infrastructure Services and coordinate a session between the municipality, the WCG Mobility Department and Department of Infrastructure.
30-May-23	Bradley	Petersen	Western Cape Mobility Department	0214838104	bradley.petersen@westerncape.gov.za	n/a	Governance	The CEF that will advance the SDF proposals was not included. The report also ended at part 7.	Noted, the annexures was placed on the website as a separate file due to size of the documents.	Noted
30-May-23	Louis	Welgemoed	Western Cape Government: Department of Infrastructure	0214834962	louis.welgemoed@westerncape.gov.za	WCO24	Housing	The MSDF should make clear statements about aspects which should be raised and addressed when updating the HSP and that well-/centrally located land parcels must form part of the Housing Pipeline in the future.	Noted, and continuously providing inputs internally between Spatial Planning and Housing Development	Provide clear inputs in the policy development process of the Integrated Human Settlements Plan.
30-May-23	Louis	Welgemoed	Western Cape Government: Department of Infrastructure	0214834962	louis.welgemoed@westerncape.gov.za	WCO24	Housing	MSDF to include discussion on the impact of bulk infrastructure constraints affecting low-income housing projects.	Noted, however it is proposed to be analysed in each sector masterplan and then the CEF.	Noted provide comments to the Capital Planning Forum.
30-May-23	Louis	Welgemoed	Western Cape Government: Department of Infrastructure	0214834962	louis.welgemoed@westerncape.gov.za	WCO24	Housing	MSDF to provide guidance or prompt the HSP/pipeline to consider alternative housing strategies such as pre-emptively servicing land for serviced site projects to help canalize informal growth in locations controlled by SM.	Noted, and further assistance and information required from the provincial department.	Noted and coordinate a session between the municipality and the provincial department to investigate alternative housing strategies and the release of public land for the HSP/pipeline.

30-May-23	Louis	Welgemoed	Western Cape Government: Department of Infrastructure	0214834962	louis.welgemoed@westerncape.gov.za	WCO24	Urban Planning	SM owns more than 4000 hectares of land, which should be investigated to identify which centrally located parcels would be best suited for low-income housing developments in centres of towns.	Noted, further analysis and discussion necessary.	Provide comments to Housing development for the need to conduct a land availability and feasibility assessment as part of the HSP/pipeline/programme.
30-May-23	Louis	Welgemoed	Western Cape Government: Department of Infrastructure	0214834962	louis.welgemoed@westerncape.gov.za	n/a	Governance	Section 3.6.2. to be amended to consider the DoI recommendations on development densities.	Noted, further analysis and discussion necessary.	Noted and coordinate a session between the municipality and the provincial department to investigate alternative housing strategies and the release of public land for the HSP/pipeline.
30-May-23	Louis	Welgemoed	Western Cape Government: Department of Infrastructure	0214834962	louis.welgemoed@westerncape.gov.za	WCO24	Urban Planning	Table 20 on page 20: MSDF to provide a detailed neighbourhood plan, specifically for Kayamandi, given the development pressure and the number of future projects being planned and implemented. Table to be expanded to direct the HSP to identify such land parcels and to include the it in the Housing Pipeline.	Noted, further analysis and discussion necessary.	Noted and coordinate a session between the municipality and the provincial department.
30-May-23	Louis	Welgemoed	Western Cape Government: Department of Infrastructure	0214834962	louis.welgemoed@westerncape.gov.za	WCO24	Spatial Planning	Extending the urban edge to identify more land that can be developed for low-income housing projects.	Noted, further analysis and discussion necessary.	Noted and coordinate a session between the municipality and the provincial department.
30-May-23	Louis	Welgemoed	Western Cape Government: Department of Infrastructure	0214834962	louis.welgemoed@westerncape.gov.za	Franschhoek/ Mooiwater	Urban Planning	Update Figure 32 on page 77 to include the Mooiwater Housing Project. Include the need for a more coherent plan for Langrug informal settlement.	Noted, further analysis and discussion necessary.	Noted and coordinate a session between the municipality and the provincial department.
30-May-23	Louis	Welgemoed	Western Cape Government: Department of Infrastructure	0214834962	louis.welgemoed@westerncape.gov.za	n/a	Housing	The mSDF does not refer to the recently demarcated Priority Human Settlements and Housing Development Area (PHSHDA), nor does it include a discussion of the implications of having such a demarcated area in Stellenbosch or how it will affect residential development in this settlement.	Noted, further analysis and discussion necessary.	Noted and coordinate a session between the municipality and the provincial department.
30-May-23	Louis	Welgemoed	Western Cape Government: Department of Infrastructure	0214834962	louis.welgemoed@westerncape.gov.za	n/a	Governance	Table 31 on page 106 to be updated to recommend that the HSP adhere to these specific guidelines.	Noted, further analysis and discussion necessary.	Provide comments to Housing development for the adherence to the requirements as stipulated in the table.
30-May-23	Louis	Welgemoed	Western Cape Government: Department of Infrastructure	0214834962	louis.welgemoed@westerncape.gov.za	De Novo	Housing	Table 37 on page 118 to be updated to specifically note that the DOI will no longer proceed with the planned development of 300 new residential opportunities on the De Novo property, but will continue to rectify the existing rental units located on the property.	Noted	Update table 37
29-Apr-23	Barry	Phillips	Franschhoek Heritage and Ratepayers Association	0834418280	imelaa@gmail.com / barryphillips505@gmail.com	Franschhoek	Recreation	Circus Ground to be developed to provide better and more attractive recreational space.	Noted	Noted

29-Apr-23	Barry	Phillips	Franschhoek Heritage and Ratepayers Association	0834418280	imelaa@gmail.com / baryphillips505@gmail.com	Franschhoek	Tourism	Prevent Historic Area in Franschhoek used for car showrooms and plant nurseries to be used for fast food restaurants without consent.	Noted	Noted
29-Apr-23	Barry	Phillips	Franschhoek Heritage and Ratepayers Association	0834418280	imelaa@gmail.com / baryphillips505@gmail.com	Franschhoek	Urban Planning	Request for a follow up meeting for the possible developments on Erven 412, 217 and 284.	Noted	Noted
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Governance	Abbreviations: DTWP no longer exist (To be removed).	Noted	Update list of abbreviations and content
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Governance	MSDF: There is no Executive Summary or Table of Contents provided.	Noted	User-friendly formatting of document and maps.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Governance	MSDF: The DOI will determine its own agenda as it works to fulfil its mandate to the citizens of WC.	Noted, the department is referred to SPLUMA, LUPA, MSA for the legislative and policy framework.	Noted and coordinate a session between the municipality and the provincial department.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Transportation	DOI Transport Infrastructure Branch has not received any response to comments made about the AIC in July 2022.	Noted	Noted and coordinate a session between the municipality and the provincial department.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Governance	There is no CEF information to review or comment on in the pdf.	Noted, the annexures was placed on the website as a separate file due to size of the documents.	Noted
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Transportation	Any proposals adjacent to or within the road reserve of the Proclaimed Provincial Road Network are subject to DOI Transport Infrastructure Branch review and approval.	Noted	Noted and coordinate a session between the municipality and the provincial department.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Governance	WCG Provincial SDF: Page 18 of pdf - The legend of the figure is not legible. Please review page quality and improve where possible.	Noted	User-friendly formatting of document and maps.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Governance	Page 20: The fact that this is a scanned copy of a printout means that the information is not very clear which results in the different hatching/legend types being difficult to distinguish.	Noted	User-friendly formatting of document and maps.

30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Governance	The presentation of this pdf, and the information contained within it, can be vastly improved. This pdf is a scanned version of a printout and legibility is poor. It is strongly recommended that this be reviewed so that information can in fact be clearly presented in future to ensure internalisation by all.	Noted	User-friendly formatting of document and maps.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Governance	Figure 2 & 3. Image on page 24 of pdf: The text refers to figures. This is difficult to do as not all figures are referenced and numbered. The figure on the page adjacent to the text is pixelated and not legible.	Noted	User-friendly formatting of document and maps.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Governance	Figure 12-15: These figure are not legible. It would be optimum if the original pdf can be included.	Noted	User-friendly formatting of document and maps.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Transportation	Table 12: Specific Technical engagement is required between SM and the Department of Infrastructure's Transport Infrastructure Branch to determine the interface of any Municipal plans with the Proclaimed Provincial Road Network.	Noted	Noted and coordinate a session between the municipality and the provincial department.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Governance	Figure 16: The image quality and legibility is poor. It is not possible to easily identify the aspects listed in the legend such as "Roads under Pressure/functioning beyond capacity" or "Recently Approved Amendments to the Urban Edge". Further, it is not possible to locate the "Proposals for bypasses currently reviewed" in the figure.	Noted	User-friendly formatting of document and maps.
29-May-23	Simon	Back	Backsberg Family Wines	n/a	simon@abackus.co.za	Klapmuts	Spatial Planning	There is no changes to the SDF for Klapmuts or any alternative interventions going forward. Major Social interventions is needed in Klapmuts, more specifically the eastern edge which serves as a major gateway to the Winelands and for tourist attractions.	Noted, further analysis and discussion necessary.	Collaboration with DEA&DP, GCMRSIF intergovernmental steering committee, and national on the regional planning and development initiative.
29-May-23	Simon	Back	Backsberg Family Wines	n/a	simon@abackus.co.za	Klapmuts	Governance	Anura is clearly urban in nature, but it is not indicated in the 2019 or 2023 SDF urban edge.	Noted	Noted
29-May-23	Simon	Back	Backsberg Family Wines	n/a	simon@abackus.co.za	Klapmuts	Governance	Klapmuts Plan (Figure 30): Contains erroneous allocation of "green areas" to be contained, as it includes land portions with existing approved and established development rights as well as land portions which have in fact been developed.	Noted	Update the Rural SDF and compile a practice note on green areas retained SPC
29-May-23	Simon	Back	Backsberg Family Wines	n/a	simon@abackus.co.za	Klapmuts	Governance	Klapmuts is referred to 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 land to actually realise the "vision" for the establishment a significant new regional economic node.	Noted, further analysis and discussion necessary.	Collaboration with DEA&DP, GCMRSIF intergovernmental steering committee, and national on the regional planning and development initiative.

29-May-23	Simon	Back	Backsberg Family Wines	n/a	simon@abackus.co.za	Klapmuts	Spatial Planning	MOU between SU and Stellenbosch Wine & Country Estate (Pty): 30ha land donated to SU for the Stellenbosch Smart City Development Initiative.	Noted	Noted
30-May-23	Tania	de Waal	Department of Environmental Affairs and Development Planning	0214834360	tania.dewaal@westerncape.gov.za	n/a	Governance	Introduction: Wording of certain of the "requirements" be re-visited to ensure it makes sense in the Stellenbosch Context.	Noted	Rewording the sentence
30-May-23	Tania	de Waal	Department of Environmental Affairs and Development Planning	0214834360	tania.dewaal@westerncape.gov.za	n/a	Governance	Waste management issues need to be brought through more strongly into Table 5: "Policy Implications".	Noted	Noted
30-May-23	Tania	de Waal	Department of Environmental Affairs and Development Planning	0214834360	tania.dewaal@westerncape.gov.za	Jamestown	Spatial Planning	Inclusion of a Portion 3 of Farm 527: Not an urban infill project, but substantial urban extension of Jamestown. Far from social facilities. It is not close to employment opportunities for poorer household. Not close to the public transport system. MSDF to consider a holistic perspective on land needed for affordable housing and where it support developments for a more efficient, integrated and inclusive Stellenbosch.	Noted	Consider with the negative comments received the Department of Agriculture to exclude this portion from the urban edge.
30-May-23	Tania	de Waal	Department of Environmental Affairs and Development Planning	0214834360	tania.dewaal@westerncape.gov.za	Jamestown	Spatial Planning	DEA&DP support if exclusion of the Jamestown water erven will assist in preserving the cultural and heritage element.	Noted	Amend Jamestown urban edge
30-May-23	Tania	de Waal	Department of Environmental Affairs and Development Planning	0214834360	tania.dewaal@westerncape.gov.za	Libertas	Governance	MSDF should provide policy guidance for the Libertas farms (Application LU/15191) on the development of this land as well as any other large development proposals of a similar nature. The development is premature and should not be supported in the short or medium term. Planning should take place within the context of a MSDF process and holistically.	Noted	Noted
30-May-23	Tania	de Waal	Department of Environmental Affairs and Development Planning	0214834360	tania.dewaal@westerncape.gov.za	n/a	Governance	It is unfortunate that in the instances where the urban edge amendments included in Appendix B are supported, the amendments were not included on the Settlement Proposal maps in Part 5 of the MSDF. The urban edges in the maps are the same as the edges in the 2019 approved document.	Noted	User-friendly formatting of document and maps.
30-May-23	Tania	de Waal	Department of Environmental Affairs and Development Planning	0214834360	tania.dewaal@westerncape.gov.za	Papegaaiberg	Governance	Further guidance is required in the MSDF around the portion of the proposed Western Bypass which runs along the western side of Papegaaiberg. The construction of this Bypass will have significant land use implications and the MSDF needs to unpack these implications to guide future development in this area and the terms of future investigations into the bypass.	Noted	Noted and coordinate a session between the municipality and the provincial departments.
30-May-23	Tania	de Waal	Department of Environmental Affairs and Development Planning	0214834360	tania.dewaal@westerncape.gov.za	n/a	Governance	Maps in Proposals: The designation of "Urban Agricultural Areas Retained" and "Green Areas Retained" is considered problematic as the text does not provide any guidance as what the intention of the land use category is or how it is to be achieved. The use of the word "retained" creates the expectation that the use of the property for agricultural and/or open space purposes should be maintained. To what extent can these properties be subdivided or developed, without defereating the purpose of retaining a certain character or functionality?	Noted	Update the Rural SDF and compile a practice note on green areas retained SPC

30-May-23	Tania	de Waal	Department of Environmental Affairs and Development Planning	0214834360	tania.dewaal@westerncape.gov.za	WCO24	Governance	MSDF should provide guidance and a policy position on the development of commercial and tourist facilities along the major tourist corridors between Franschhoek, Stellenbosch and Somerset West. SM should consider these areas holistically.	Noted, these areas are managed by the heritage and scenic overlay zones, including the Heritage Inventory	Noted
30-May-23	Tania	de Waal	Department of Environmental Affairs and Development Planning	0214834360	tania.dewaal@westerncape.gov.za	n/a	Governance	CEF: The functional areas are too broad. The demarcation of functional areas should take the lead from the information in the MSDF as well as infrastructure master plan.	Noted, further analysis and discussion necessary.	Noted
30-May-23	Tania	de Waal	Department of Environmental Affairs and Development Planning	0214834360	tania.dewaal@westerncape.gov.za	n/a	Governance	CEF: The towns (Klapmuts and Franschhoek) of SM should be broken down further so that different service demand pressures and levels of services can be identified.	Noted, further analysis and discussion necessary.	Noted
30-May-23	Tania	de Waal	Department of Environmental Affairs and Development Planning	0214834360	tania.dewaal@westerncape.gov.za	n/a	Governance	CEF: The remaining settlements should be divided into Functional Areas based on if categorisation in the Settlement Proposal sections of the MSDF (Part 5).	Noted, further analysis and discussion necessary.	Noted
30-May-23	Tania	de Waal	Department of Environmental Affairs and Development Planning	0214834360	tania.dewaal@westerncape.gov.za	n/a	Governance	CEF: The population figures per population group have been mixed up in Table 2-4 "Population Groups".	Noted	Table updated
30-May-23	Tania	de Waal	Department of Environmental Affairs and Development Planning	0214834360	tania.dewaal@westerncape.gov.za	n/a	Economy	CEF: Kayamandi, along with Jamestown, should be allocated a "higher percentage of the budget" based on Figure 6-6 and population density stated in the MSDF.	Noted	Noted
30-May-23	Tania	de Waal	Department of Environmental Affairs and Development Planning	0214834360	tania.dewaal@westerncape.gov.za	n/a	Waste Management	Waste Management: Landfill airspace availability and proposals to expand waste service to accommodate future development identified in the MSDF, including the urban expansion proposals in the draft amended MSDF.	Noted	Noted
30-May-23	Tania	de Waal	Department of Environmental Affairs and Development Planning	0214834360	tania.dewaal@westerncape.gov.za	n/a	Waste Management	Waste Management: Planning and land use management guidelines and opportunities for accommodating waste diversion activities especially in new development areas.	Noted	Noted
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Transportation	Department of Infrastructure's mandate is to provide regional mobility. The provision of public transport and land use planning is a Municipal function. It is the provision of viable, safe alternative modes which will facilitate modal shift. Travel patterns are a function of how land use is arranged, which is the responsibility of SM.	Noted	Noted and coordinate a session between the municipality and the provincial department.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Governance	Figure 20. Concept 3: There is inconsistency between the legend and the figure. All aspects in the image should be included in the legend and vice versa. Development corridors are shown along key movement routes. These form part of the Proclaimed Provincial Road Network.	Noted	User-friendly formatting of document and maps.

30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Governance	Figure 24: Image quality is poor. The layering of elements is results in elements not being able to be clearly seen. There are aspects that are not reflected in the legend.	Noted	User-friendly formatting of document and maps.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Transportation	5.1 Introduction: Development of settlement proposals need to be undertaken with due consideration not only of the provision of direct access and egress, but also the impact on the surrounding road network. DOI TI Branch review and approval of proposals and mitigations is required where these are located on or join the Proclaimed Provincial Road Network, or if they are proposed to form new links of the Proclaimed Provincial Road Network.	Noted	Noted and coordinate a session between the municipality and the provincial department.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Transportation	5.2. The Stellenbosch Municipal Area a Whole: Adequate public transport provision is central to the viability of the development proposals.	Noted	Noted and coordinate a session between the municipality and the provincial department.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Transportation	Table 19: The DOI TI Branch determines the Design Standards applicable to the Proclaimed Provincial Road Network. This also includes NMT provision.	Noted	Noted and coordinate a session between the municipality and the provincial department.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Governance	Chapter 5: There is inconsistency between the legend and the figure. PDF quality is poor.	Noted	User-friendly formatting of document and maps.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Governance	SDF: Scanned copy of printed pages. Not optimal for image quality and legibility.	Noted	User-friendly formatting of document and maps.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Transportation	2.4. Objectives: Land use and Transport Integration: 1. Densification at public transport nodes and along key transport corridors: It is important that this is considered subject to bulk infrastructure and transport infrastructure constraints.	Noted	Noted and coordinate a session between the municipality and the provincial department.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Transportation	Road Infrastructure & Parking: It is important to note that while no formal traffic study has been undertaken by the Department, preliminary information from Royal HskoringDHV (June 2017) indicates that the construction of a bypass will not solve the problem of congestion within the Stellenbosch town area.	Noted	Noted and coordinate a session between the municipality and the provincial department.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Spatial Planning	Any proposals for truck stops, if adjacent to the proclaimed provincial road network, are subject to DOI TI Branch approval.	Noted	Noted and coordinate a session between the municipality and the provincial department.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Transportation	2.6. Future Transport Concept: HOV lanes on the R44 and the construction of a Bypass Roads is currently not supported by the DOI TI Branch.	Noted	Noted and coordinate a session between the municipality and the provincial department.

30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Transportation	3.2.7.2. Redevelopment of Van der Stiel Sportgrounds and possible relocations of stations towards sportgrounds: This is considered a significant project risk. Comments previously provided in July 2022.	Noted	Noted
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Governance	3.2.14.2.: Any Bypass construction is not currently supported by the DOI TI Branch.	Noted	Noted and coordinate a session between the municipality and the provincial department.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Transportation	3.3.1 Road Network and Infrastructure (Figure 3.8): This is consistent with previous Preliminary Information (Royal HaskoningDHV June 2017) and informs the DOI TI's current position of not supporting the development of any bypasses. Different assessments or understanding of needs at technical engagement between the DOI TI Branch and SM to be conducted.	Noted	Noted and coordinate a session between the municipality and the provincial department.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Transportation	4.5.3. ATC LSDF 2021: The provision of grade-separated pedestrian crossings needs to be carefully considered given the usage trends and safety concerns associated with crossings. This is especially applicable for underpasses which do not have the benefit of visibility of a crossing over a roadway.	Noted	Noted and coordinate a session between the municipality and the provincial department.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Governance	6.8. Dedicated HOV Lanes: No report has been submitted to the DOI TI Branch.	Noted	Noted and coordinate a session between the municipality and the provincial department.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Transportation	HOV Lane provision on the R44 (MR27) is not currently supported by the DOI TI Branch.	Noted	Noted and coordinate a session between the municipality and the provincial department.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Transportation	ATC LSDF September 2021: The DTPW Roads Branch must be consulted as an affected party in connection with any impact, direct or indirect, on the Proclaimed Provincial Road Network.	Noted	Noted and coordinate a session between the municipality and the provincial department.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Transportation	ATC LSDF Area: Would be useful to understand not only the extend of area but also the extent of relative trip generation. Alternative access and egress routes need to be identified for the ATC - the proposed developments cannot rely solely on the ATC Provincial Road Network which already experiences congestion.	Noted	Noted
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Transportation	MSDF: The envisaged reduction in commuting traffic is to be identified and included in the document. The management of parking demands is to be addressed in the document.	Noted	Noted
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Transportation	Draft SM Roads Master Plan (2018 Update): The impact of the proposed m ² (section 6.4.6) on transport infrastructure requirements and phasing needs to be assessed, aligned and integrated with the SM Roads Master Plan (2018).	Noted	Noted

30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Spatial Planning	3.14 Parking Study, 2019: The impact of the ATC LSDF parking demand needs to be considered with the findings and proposed interventions of the SM Parking Study (2019).	Noted	Noted
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Governance	5.2.1. Key Attributes and Opportunities of Specific land Parcels: Sawmill: It is vital that assumptions and understandings are eliminated as far as possible to ensure a sound base for the development proposals.	Noted	Noted
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Transportation	5.2.2. Constraints and Actions Required: Land use directly affects transport infrastructure and will need to be determined as a matter of priority.	Noted	Noted
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Transportation	The R310 & R44 act as strategic mobility routes on the provincial road network. ATC LSDF proposes to increase NMT crossings in the corridor. This will need to be discussed with the relevant road authority (DTPW Roads Branch).	Noted	Noted and coordinate a session between the municipality and the provincial department.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Transportation	The existing road network currently operates beyond its capacity (SM Roads Master Plan (2018)). The impact of additional development on the road network needs to be investigated prior to approval.	Noted	Noted and coordinate a session between the municipality and the provincial department.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Transportation	Measures: Development controls need to be implemented if the demand for private vehicles exceeds the development provision.	Noted	Noted
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Transportation	6.4.2. Development Framework Figure 14: Any proposed intervention (development, access, or upgrade) along or adjacent to the Provincial Road Network will require consultation with the DTPW Roads Branch. An Arterial / Access Management Plans (AMP) for ATC is needed.	Noted	Noted and coordinate a session between the municipality and the provincial department.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Transportation	6.4.4. Land Use: The existing road-based transportation system is already operating over capacity (Stellenbosch Roads Master Plan (2018)). Any mobility/access requirements of additional development along ATC require TIAs and alignment with a strategic transport plan for ATC.	Noted	Noted and coordinate a session between the municipality and the provincial department.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Transportation	6.4.6. Bulk Table 9: The proposed mixed land use includes light industry, with maximum bulk of 670 000m²: Will generate heavy vehicle and external road-based freight trips, which will require road network capacity (needs will not be met by NMT and PT).	Noted	Noted and coordinate a session between the municipality and the provincial department.
30-May-23	n/a	n/a	Western Cape Government: Transport Infrastructure Branch	n/a	n/a	n/a	Tourism	6.4.1. Landscape and Historic Character: Will hinder increasing transport infrastructure capacity. Heritage resources constraining widening upgrades and links.	Noted	Noted and coordinate a session between the municipality and the provincial department.

25-Apr-23	HC	Eggers	Friends of Stellenbosch Mountain	0767853514	heggers@pm.me	n/a	Governance	On which version of the MSDF was the CEF dated?	MSDF 2019 & ATC; LASDF 2022	Noted
25-Apr-23	HC	Eggers	Friends of Stellenbosch Mountain	0767853514	heggers@pm.me	Blaauwklippen	Transportation	4.4.3 Figure 38 does NOT mean that urban sprawl which happens to be close to the R44 is thereby legally compliant. If at all, development along the R44 must necessarily be high-density (several storeys) and confined to a narrow strip along the R44 route. The PDSHDA does not motivate, for example, development of Farm 1457, owned by Blaauwklippen Agricultural Estates or the Eastern Link Road.	Noted	Noted
25-Apr-23	HC	Eggers	Friends of Stellenbosch Mountain	0767853514	heggers@pm.me	n/a	Environment	The Stellenbosch Environmental Management Framework (SEMF) has been all but ignored. We find little to no reference to its provisions in council agendas, development proposals and SM communications outside of general aspirations and principles. The SEMF exists only on paper. Many provisions of the Paradyskloof Nature Area Environmental Management Plan and other sectoral environmental plans are not being applied. For example, Section 4.2.4 in the Paradyskloof EMP and Section 7.2.4 in the Botmaskop EMP contain detailed specifications on how to prevent soil erosion, including e.g. slope grading, inside ditches and berm construction on jeep tracks, and logs on cycle tracks. Instead, grading is done indiscriminately and with no regard for adjacent vegetation.	Noted	Provided as input to the department in order to be addressed with the update of the SEMF
25-Apr-23	HC	Eggers	Friends of Stellenbosch Mountain	0767853514	heggers@pm.me	n/a	Urban Planning	Smart City: The benefits seem initially obvious but there is a significant danger in centralisation of control, privacy and data management. This is supported only if from inception the governance structures and resulting databases and data processing are decentralised, i.e. controlled not by a single authority (such as SM or one of the tech giants) but by citizens themselves. There should be clear and transparent rules on data usage and easily accessible mechanisms for private individuals to retrieve and delete data.	Noted, further analysis and discussion necessary.	Noted
30-May-23	Dennis	Moss	Bottelary Bewarea Conservancy	n/a	n/a	n/a	Governance	Conservancy Management is of the view that the establishment of a Special Management Area (SMA) founded on the Stellenbosch IDP/SDF/SEMF policies and principles would create the ideal vehicle for the establishment of a partnership with SM in terms of the principles in the IDP 2022-2027.	Noted, further analysis and discussion necessary.	Provided as input to the department in order to be addressed with the update of the SEMF
30-May-23	Dennis	Moss	Bottelary Bewarea Conservancy	n/a	n/a	n/a	Governance	Conservancy calls for a systems approach to be followed as we advocated in both the IDP and SDF.	Noted	Noted
30-May-23	Dennis	Moss	Bottelary Bewarea Conservancy	n/a	n/a	n/a	Spatial Planning	The approach for the amendment of the MSDF would follow the SDF Guidelines (2017) and consists of four interlinked components in the MSDF process: (i) Spatial analytics and urban profiling around substantive spatial themes; (ii) Developing a strategic vision and scenario buildings; (iii) Defining prioritized infrastructure investment ans establishing linkage to financing; and (iv) ontributing to knowledge exchange.	Noted	Noted
29-May-23	HC	Eggers	Friends of Stellenbosch Mountain	0767853514	heggers@pm.me	n/a	Governance	The "Package of Plans" strategy	The CEF was compiled the CEF as per the guidelines and project timelines.	Noted

29-May-23	HC	Eggers	Friends of Stellenbosch Mountain	0767853514	heggers@pm.me	n/a	Governance	The high level of coordination in this strategy is apparent from the fact that Draft IDP, CIP and MSDF and the related 3-year MIREF budget and 10-year CEF were all tabled at a single meeting of Council in March 2023. All of the above appear to have this strategy in mind.	No Comment	Noted
29-May-23	HC	Eggers	Friends of Stellenbosch Mountain	0767853514	heggers@pm.me	n/a	Housing	The goal of the strategy is to channel the considerable available financial resources as well as capital reserves, external loans and grants obtained from provincial and national governments away from the legally prescribed principles towards a far-reaching transformation of Stellenbosch into a conglomerate of new luxury-housing estates linked by an extremely expensive new road network and supported by waterworks and sewage capacity. For details, see the FSM comments on the draft CIP of 12 May 2023.	No Comment	Noted
29-May-23	HC	Eggers	Friends of Stellenbosch Mountain	0767853514	heggers@pm.me	n/a	Governance	We shall not comment on the specific methodology for prognostication or on the technical processing used by the CEF consultants in arriving at their projections and prognoses. What concerns us rather is the crucial role of input data and input plans.	It is important to consider the methodology, before any further deduction can be made in terms of input data, and why the input data is required. According to the COGTA guidelines on compiling a CEF, and the Adjusted guidelines recently published by the Western Cape Government, it is common practice to consider all demand as sourced from the policies of the municipality.	Noted
29-May-23	HC	Eggers	Friends of Stellenbosch Mountain	0767853514	heggers@pm.me	n/a	Transportation	CIP - Update year: 2011	During the first phase of the project, request was submitted to collect all input data with the intent to compile a portfolio of projects which represent the entire demand for capital investment. The 2011 CIP was provided as part of the input data. At the stage of drafting the 2011 CIP was the latest adopted policy and accordingly formed part of the analysis. The new and adopted CIP only became available afterwards and accordingly the suggestion is not review the CEF and determine if any amendments are necessary.	Review CEF based on the adopted CIP 2023
29-May-23	HC	Eggers	Friends of Stellenbosch Mountain	0767853514	heggers@pm.me	n/a	Governance	We note that the major input to the CEF is not the MSDF. Not a single of the above listed so-called "master" plans is mentioned at all in SPLUMA section 21. SPLUMA s21 explicitly specifies the role of the CEF to be an instrument of the MSDF, not of some arbitrary "master" plan.	The MSDF is a key contributor to the CEF, as it is a primary driver in determining (1) Functional Areas, and (2) determining the prioritisation rationale for investment. The process followed the COGTA guidelines on compiling a CEF, and the Adjusted guidelines recently published by the Western Cape Government.	Noted
29-May-23	HC	Eggers	Friends of Stellenbosch Mountain	0767853514	heggers@pm.me	n/a	Governance	The current CEF follows the unlawful sequence of Roads Master Plan Project List to CEF, with little to no regard for the MSDF or the spatial legislation.	Statement is incorrect, refer to the introduction chapter and methodology of compiling a CEF.	Noted

29-May-23	HC	Eggers	Friends of Stellenbosch Mountain	0767853514	heggers@pm.me	n/a	Transportation	There have been at least two major new CIPs since 2011, but the CEF is still using a 12-year-old 2011 plan. Meanwhile, the RMP has been through at least five iterations in the past few years. Three of those iterations happened in 2022, in response to criticism received from the public.	Refer to the comment on the CIP date above. The Stellenbosch Municipality Roads Master Plan 2022 Rev8 were used.	Noted
29-May-23	HC	Eggers	Friends of Stellenbosch Mountain	0767853514	heggers@pm.me	n/a	Transportation	The RMP has no status in law whatsoever. It is a document compiled by engineers of the DOI, independently of the Department of Planning.	The municipal systems act (MSA) refer to the content of an IDP. An IDP must include a series of sector plans. The Roads Master Plan in itself is one of the said sector plans. As part of the IDP, in accordance with the MSA, it is a policy document that is binding on the municipality, and the municipality must take related master plans into account when making decisions about the development and management.	Noted
29-May-23	HC	Eggers	Friends of Stellenbosch Mountain	0767853514	heggers@pm.me	n/a	Transportation	The RMP is completely focused on roads and road-related projects: there is no trace of integrated planning and applications of SPLUMA or the MSDF principles and priorities. It exists as a plan on its own, without principles or rules or regulations, except the priorities set by the package-of-plans motivations of Section 1 and the personal opinions and prejudices of the officials and consultant who compiled it.	The RMP, and other, are being utilised as input towards the CEF to enable and activate the SPLUMA principles and ultimately integrated planning. It is acknowledged that more integration in this aspect is required.	Noted
29-May-23	HC	Eggers	Friends of Stellenbosch Mountain	0767853514	heggers@pm.me	n/a	Governance	The Project List shown in Section 6.9 of the CEF and all the numbers shown in the long tables are unfit for purpose. Even the appearance or omission of particular line items is a matter of dispute.	All projects received by each department was defined as "demand" and was considered as part of formulating the CEF.	Noted
29-May-23	HC	Eggers	Friends of Stellenbosch Mountain	0767853514	heggers@pm.me	n/a	Governance	Like all the Package-of-Plan plans, the CEF has substituted RMP projects for the focus areas and priorities of the MSDF. That substitution is a fatal flaw and likely reviewable in court. Similar illegal substitutions may well have occurred also in the electricity, waste management and water sectors.	Noted	Noted
29-May-23	HC	Eggers	Friends of Stellenbosch Mountain	0767853514	heggers@pm.me	n/a	Governance	The implications of this fatal flaw for the credibility of the CEF are inevitable: the entire output of the CEF is based on outdated and incorrect input. No matter what all the sophisticated planning software may do with the numbers, the input numbers and priorities are wrong from the start. The entire quantitative output as set out in the CEF is therefore garbage.	No planning software was used in the compilation of the CEF. The output of the CEF, was determined through thorough consultation with departments. Even though some of the master plans were considered in defining the demand, a refinement was done in consultation to determine the final list of projects subjected to the prioritisation rationale, that led to the formulation of the final 10year project list.	Noted
29-May-23	HC	Eggers	Friends of Stellenbosch Mountain	0767853514	heggers@pm.me	n/a	Governance	The CEF fails equally fundamentally in its approach to the ATC. The single most important catalytic project of Stellenbosch Town Planning plays no role in the list of projects in the CEF. The omission is even more glaring given that the MSDF, the proposed MSDF amendments, multiple council agendas and resolutions have been made on the ATC for years. It is clear that the CEF is either completely clueless or malicious in its omission of the ATC and its key role in future town structure.	The ATC is one of the key principles of the prioritisation model, and is a significant consideration in allocating priority to projects being implemented by the municipality.	Noted

29-May-23	HC	Eggers	Friends of Stellenbosch Mountain	0767853514	heggers@pm.me	n/a	Transportation	Explore the feasibility and 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. This project, which would be fully compliant with the legislative principles and goals, is not even mentioned in the CEF, not to speak of being given funding priority.	There are several projects related to the ATC in the project list, a detailed pipeline of projects conceptualised as part of the ATC precinct plan does not exist yet as the work is still ongoing.	Provided as input to the department in order to be addressed with the review of the CIP and RMP.
29-May-23	HC	Eggers	Friends of Stellenbosch Mountain	0767853514	heggers@pm.me	n/a	Governance	The 2023/2024 Draft CEF fails to have relevant and up-to-date data. Neither the CEF, IDP, MSDF, CIP or MTREF provide any information on car ownership and transport mode usage in Stellenbosch or of the economic profile of the car owners. This is crucial information missing in even a basic spatial framework analysis. Without detailed information on car ownership and current mobility patterns, it is not even possible to even address the basic SPLUMA principles and requirements applying to the MSDF and its associated CEF, never mind effectively budgeting for their implementation.	The CEF is a strategic document, and not a sector master plan.	Provided as input to the department in order to be addressed with the review of the CIP and RMP.
29-May-23	HC	Eggers	Friends of Stellenbosch Mountain	0767853514	heggers@pm.me	n/a	Governance	The 2023/2024 draft CEF is not fit for purpose and must be withdrawn.	Considering the recognition that the CEF methodology and underlying policy framework to how to compile a CEF is not considered in submission of this statement, this proposal is rejected.	Noted
29-May-23	HC	Eggers	Friends of Stellenbosch Mountain	0767853514	heggers@pm.me	n/a	Spatial Planning	There is an "integrated approach to land use and land development" in Stellenbosch, but the principles on which this integration is based and executed are not those of the underlying legislation but of ad hoc goals and aims driven by private interests, not the common good. That is illegal.	The CEF clearly defines the principles of project prioritisation and budget allocation – which is representative of the municipal strategy in the IDP - which determines the SDF; and not ad hoc goals.	Noted
29-May-23	HC	Eggers	Friends of Stellenbosch Mountain	0767853514	heggers@pm.me	n/a	Governance	We find the complete omission of the ATC catalytic initiative from the CEF input to be so grave as to be reviewable. The CEF has failed to address the single most important factor in town infrastructure development of the next three decades.	Refer to the comment on the ATC above.	Noted
29-May-23	HC	Eggers	Friends of Stellenbosch Mountain	0767853514	heggers@pm.me	n/a	Governance	Section 21 is unambiguous that the MSDF and its contents must determine the CEF. The word "determine" means "strong influence without freedom to deviate". As demonstrated, the CEF has ignored crucial MSDF priorities and has instead been "determined" by plans and projects which do not appear in the MSDF at all and/or are in conflict with the legislation.	The MSDF was used, particularly the Urban Edge, to determine priority of projects that should be implemented.	Noted
29-May-23	HC	Eggers	Friends of Stellenbosch Mountain	0767853514	heggers@pm.me	n/a	Governance	We find the 2019 MSDF itself to be at least marginally compliant with the PSDF. As pointed out, the CEF must be determined by the MSDF. Unlike the 2019 MSDF, the current draft CEF is not compliant with the 2019 MSDF or with the PSDF. By SPLUMA s22(3), the Premier is therefore required to take the necessary steps to ensure not only consistency between the PSDF and MSDF, but the PSDF and the ensuing CEF.	The CEF is aligned and compliant with the 2019 MSDF and no intervention is required.	Noted
29-May-23	HC	Eggers	Friends of Stellenbosch Mountain	0767853514	heggers@pm.me	n/a	Governance	We find several aspects of the public participation process followed in conjunction with the Draft MSDF amendments and the draft CEF to be in violation of legally prescribed public participation processes and thereby reviewable. We base this opinion on the public participation sections of SPLUMA, the associated regulations, LUPA and the SM Land Use Planning By-Law, all of which make clear that transparency is paramount in all public participation processes. The process has, in our contention, not been transparent but on the contrary misleading.	The CEF as part of the MSDF was public participated simultaneously for public comment.	Noted

30-May-23	Tania	de Waal	Department of Environmental Affairs and Development Planning	0214834360	tania.dewaal@westerncape.gov.za	n/a	Spatial Planning	The functional areas are too broad i.e. having one functional area which covers the urban areas of Stellenbosch, Franschhoek and Klapmuts is too aggregated. Functional Areas are areas of similar characteristics and service levels and service requirements, such as low density established suburbs, industrial areas, high density informal areas or central business districts. The demarcation of Functional Areas should take the lead from the information in the MSDf as well as infrastructure master plans, which set the drainage areas and parameters for future infrastructure need.	Noted, further analysis and discussion necessary.	Consider in the review of the CEF any new information and spatial analysis methodologies.
30-May-23	Tania	de Waal	Department of Environmental Affairs and Development Planning	0214834360	tania.dewaal@westerncape.gov.za	n/a	Spatial Planning	The towns of Stellenbosch, Franschhoek and Klapmuts should be broken down further so that one can profile areas within these towns that have different service demand pressures and levels of services. There is evidence of a further breakdown of the Stellenbosch in Table 2-50, which lists the "Primary Investment Nodes" as Stellenbosch, Kayamandi, Klapmuts, Jamestown and Franschhoek. The towns of Klapmuts and Franschhoek could be broken down further to distinguish between different service demand pressures and levels of service.	Noted, further analysis and discussion necessary.	Consider in the review of the CEF any new information and spatial analysis methodologies.
30-May-23	Tania	de Waal	Department of Environmental Affairs and Development Planning	0214834360	tania.dewaal@westerncape.gov.za	n/a	Spatial Planning	The remaining settlements can either be divided into Functional Area based on their categorisation in the Settlement Proposals section of the MSDf (Part 5), or they could all be grouped together as one Functional Area as Secondary Settlements as per the Settlement Hierarchy in the MSDf (The Rural Areas Functional Area could remain as it is).	Noted, further analysis and discussion necessary.	Consider in the review of the CEF any new information and spatial analysis methodologies.
30-May-23	Tania	de Waal	Department of Environmental Affairs and Development Planning	0214834360	tania.dewaal@westerncape.gov.za	n/a	Governance	The population figures per population group have been mixed up in Table 2-4 "Population Groups" and need to be corrected.	Noted	Updated
30-May-23	Tania	de Waal	Department of Environmental Affairs and Development Planning	0214834360	tania.dewaal@westerncape.gov.za	n/a	Governance	Figures 6-6 "Budget Scenarios per Objective 5" provides a graph showing capital expenditure per ward. This Figure shows that the Ward 1 (Franschhoek), Ward 11 (Onderpapegaalberg) and Ward 18 (Klapmuts) have been allocated a higher percentage of the budget. The reason given why these areas have been allocated a higher percentage is due to population density. The CEF goes on to say, "by prioritising investment in areas with higher population density, the municipality can improve the quality of life for residents, promote economic growth, and build stronger relationships with the community." If this is the justification for the allocation then a question arises around Kayamandi, which is likely to have higher population densities than Ward 1, 11 and 18, yet does not receive a "higher percentage of the budget". In addition, as noted under "ii" above, it is a priority investment area, along with Jamestown.	Noted, further analysis and discussion necessary.	Updated

Comments received on the proposed amended MSDF proposals.

Settlement Hierarchy	Submission nr.	Settlement	Map reference	Area (Ha)	General/ Publicly known development name	Property description	Summary of reasons for the consideration of the development proposal	Summary of the proposed use(s)	Submission Date	External department response on Council recommendations	Compliance with the current urban growth boundary	Development type and setting	Functional & Priority capital investment area	Spatial policies	Strategic environmental assessment of the property	Departmental considerations and recommendation
Urban node	1	Stellenbosch	1	64,47	NA	Remainder of Farm 284	Certain Portion already included. Assist with obtaining legislative requirements. To Provide Linkage of the Adam Tas/Technopark Roads. To provide secure tenure to developers. Provide Mixed use developments along ATC.	Mixed Land use developments. Public Transport Interchange. Park and ride facilities with main transfer park and ride systems. NMT facilities. Sport and Recreation Facilities	2023/05/30 2022/09/30	Support from WCG: Department of Agriculture Support from WCG:DEA&DP	No, the proposed development proposal falls outside the urban edge	Greenfield Peri-urban	Yes, although outside of the urban edge	Municipal Spatial Development Framework Municipal Capital Expenditure Framework Stellenbosch Environmental Management Framework Stellenbosch Heritage Inventory Western Cape Biodiversity Plan Stellenbosch Zoning Scheme By-Law	BSP_CBA1 BSP_ESA2 High Potential Agricultural Land Agricultural and Rural Zone Conservation Systems - Green Transitions Landscape Units - Grade IIIb (sensitivity 7)	During the public participation process of the proposed amended MSDF the provincial departments (DEA&DP; DoA) supports the recommendation by Council to not include the property within the urban edge. The proposed inclusion within the urban edge deviates from the spatial principles of maintaining and growing the assets of the municipality's natural, and farming areas, as well as respecting the cultural heritage. In reviewing the spatial policies and spatial datasets on critical biodiversity and nature areas, watercourses, agricultural land, scenic landscapes and scenic routes the property has spatial elements which maintain and preserve the natural capital, ecosystem services, cultural and landscape heritage which is a major attribute to the sense of place for the area. The municipality actively directs growth to areas with lesser natural and cultural significance, as well as movement opportunity (e.g. ATC, Klappmuts etc.) through its spatially targeted approach in both its urban management strategies and inclusive of its 10-year capital investment framework. The integrated approach to spatial planning and capital investments enables the municipality to unlock development potential which pursues balanced and sustainable communities. The proposal currently deviates from approved spatial policies, and it is recommended that it should not be included in the urban edge.
Urban node	2	Stellenbosch	2	30,17	Brandwacht	Farm Brandwacht No. 1049	Only western portion is included in Urban Edge. Area has been identified for Up-market, low-density gated estate. It is located on agricultural land and open space system provided for in the MSDF. Site has been graded within the area of green transition conservation system. Not identified as a sensitive area. Due to the inconsistency with the principles contained in the MSDF regarding maintaining the natural environment and pursuing balanced communities the development deviates from the	Up-market, low-density gated estate.	2023/05/30 2022/09/30	Support from WCG: Department of Agriculture Support from WCG:DEA&DP	No, the proposed development proposal falls outside the urban edge	Greenfield Peri-urban	Yes, although outside of the urban edge	Conservation Systems - Foothills Conservation Systems - Green Transitions Landscape Units - Grade IIIb (sensitivity 7)	During the public participation process of the proposed amended MSDF the provincial departments (DEA&DP; DoA) supports the recommendation by Council to not include the property within the urban edge. The proposal currently deviates from approved spatial policies, and it is recommended that it should not be included in the urban edge.	
Urban node	3	Klappmuts	3	36,55	Anura	Portion 41 of Farm 748, Paarl	Existing Approval in 2009 and Extension of land use rights approved in June 2019.	Existing Approval for Rezoning, subdivision, departure, amendment of	2023/05/30 2022/09/30	Supported by WCG: Department of Agriculture Supported by WCG: DEA&DP	NA	NA	NA		During the public participation process of the proposed amended MSDF the provincial departments (DEA&DP; DoA) supports the recommendation by Council to delineate an urban edge for this development. The recommendation is made to Council to confirm the delineation of an urban edge , including the updating of the respective maps.	
Urban node	4	Klappmuts	4	69,82	Arra	Portion 7 of Farm Weltevreden No. 744, Klappmuts	Previously submitted for inclusion. Theft and vandalism of ±5ha of vines from the northern side led to access to the property from the approved subdivision of Erf 2181. Notice of intent to develop submitted to Heritage Western Cape. Will form a geometrical, natural- and manageable outer edge border of the town of Klappmuts. Potential to rehabilitate the riverine that crosses the property. Properties display a lower order soil potential. Low economical value for agricultural crop production. Will serve as protection of agricultural areas to the south of the Farm Braemer and Portion 1 of Farm 744. No heritage resources. Will support the longterm economical growth of Klappmuts.	Residential estate, Waterside- and village housing, Smart City.	2023/05/30 2022/09/29	Supported from WCG: Department of Agriculture Supported from WCG:DEA&DP	No, the proposed development proposal falls outside the urban edge	Greenfield Peri-urban	Yes, although outside of the urban edge	BSP_CBA1 BSP_ESA2 High Potential Agricultural Land Agricultural and Rural Zone Conservation Systems - Green Transitions Landscape Units - Grade IIIb (sensitivity 6)	During the public participation process of the proposed amended MSDF the provincial departments (DEA&DP; DoA) supports the recommendation by Council to not include the property within the urban edge. The proposal currently deviates from approved spatial policies, and it is recommended that it should not be included in the urban edge.	

Settlement Hierarchy	Submission nr.	Settlement	Map reference	Area (Ha)	General/ Publicly known development	Property description	Summary of reasons for the consideration of the development proposal	Summary of the proposed use(s)	Submission Date	External department response on Council recommendations	Compliance with the current urban	Development type and setting	Functional & Priority capital investment area
Urban node	5	Klappmuts	5	53,59	Braemer	Portion 2 of Farm 742 (Remaining Extent) Braemer Farm	Portions 7 and 8 as future school sites. Portion 1 of farm 717 which abuts Portion 2 of Farm 742 is being considered for inclusion. The development of Erf 2183, a portion of Municipal owned land abuts Portion 2 of Farm 742.	Future urban developments. 2 School sites identified by NEMA EIA. Future link roads to running north of portion.	2023/05/30 2022/09/30	Support from WCG: Department of Agriculture Support from WCG:DEA&DP	No, the proposed development proposal falls outside the urban edge	Greenfield Peri-urban	Yes, although outside of the urban edge
				36,55		Portion 2 of Farm, Bronkhorst 748	To complete the link road network on the eastern side and western side of the R44. Will give access to 3 other properties - Portion 1 of Farm 717, Farm 749, and Erf 2122 and 2123.	Future urban developments	2023/05/30 2022/09/30				
Urban node	6	Stellenbosch	6		Watererwe	RE/35/510; 774/510; 156/510; 743/510; 181/510; 228/510; 691/510; RE/138/510; 271/510; 225/510; RE/49/510; 698/510; 699/510; 702/510; 169/510; RE/27/510; 263/510; RE/41/510; RE/34/510; RE/28/510; RE/18/510; 172/510; 206/510; 236/510; 245/510; RE/37/510; 795/510; 207/510; 450/510; RE/21/510; RE/43/510; 150/510; 833/510; RE/24/510; RE/36/510; RE/45/510; RE/68/510; 822/510; RE/66/510; RE/50/510; RE/25/510; 703/510; 96/510				Support from WCG: Department of Agriculture Support from WCG:DEA&DP	NA		
Urban node	7	Stellenbosch	7		Phase 4_Jamestown	Portion 3 of Farm 527				Objection from WCG: Department of Agriculture Objection from WCG:DEA&DP	No, the proposed development proposal falls outside the urban edge	Greenfield Peri-urban Residential	Yes, although outside of the urban edge

Strategic environmental assessment of the property	Departmental considerations and recommendation
BSP_CBAT BSP_ESA2 High-Potential Agricultural Land Agricultural and Rural Zone Conservation Systems - Green Transitions Landscape Units - Grade IIIb (sensitivity 6)	During the public participation process of the proposed amended MSDF the provincial departments (DEA&DP; DoA) supports the recommendation by Council to not include the property within the urban edge. The proposal currently deviates from approved spatial policies, and it is recommended that it should not be included in the urban edge.
High Potential Agricultural Land Conservation Systems - Green Transitions Landscape Units - Grade IIIb (sensitivity 6)	During the public participation process of the proposed amended MSDF the provincial departments (DEA&DP; DoA) supports the recommendation by Council to not include the property within the urban edge. The proposal currently deviates from approved spatial policies, and it is recommended that it should not be included in the urban edge.
	During the public participation process of the proposed amended MSDF the provincial departments (DEA&DP; DoA) supports the recommendation by Council to exclude these properties from the urban edge. The recommendation is made to Council to confirm the re-delineation of an urban edge in Jamestown to exclude these properties from the urban edge, including the updating of the respective maps.
	During the public participation process of the proposed amended MSDF the provincial departments (DEA&DP; DoA) objected on the recommendation by Council to include the property within the urban edge. Additional sessions will have to be facilitated between the respective internal and external departments and accordingly the recommendation to Council is that the urban edge remains unchanged until all issues have been resolved.

General comments applicable to the following proposals received.

The amendment of the MSDF process provided an opportunity in September 2022 for the submission of comments, inclusive of development proposals. These proposals for the amendment of the urban edge were submitted during the comment period for the proposed amended MSDF during April - May 2023 and accordingly were not submitted timeously for consideration as part of the amended MSDF, inclusive of the amendment and review of the CEF. Although the proposals were submitted outside of the timeframe, the proposals were captured and considered using the principles of the MSDF, spatial alignment criteria applicable within the CEF, and a high-level strategic environmental assessment using applicable policies (i.e. SEMF, Heritage Inventory, Biodiversity Spatial Plan) and spatial datasets normally associated with these policies. The aforementioned criteria were broadly used to ascertain if, in terms of adopted and approved municipal spatial policies, a form of compliance, conformance, and/or deviation was found between the proposals and policy (columns L - P).

Settlement Hierarchy	Submission nr.	Settlement	Map reference	Area (Ha)	General/ Publicly known development name	Property description	Summary of reasons for the consideration of the development proposal	Summary of the proposed use(s)	Submission Date	Department response	Compliance with the current urban growth boundary	Development type and setting	Functional & Priority capital investment area	Spatial policies	Strategic environmental assessment of the property	Departmental considerations and recommendation
Urban node	1	Stellenbosch	1a	108,37	Libertas	Remainder Farm 1480, Stellenbosch	Close to schools and medical facilities. Close to Stellenbosch CBD and Stellenbosch University. The current guidelines of the Stellenbosch Municipality MSDF is rendered as inappropriate. Promotion of integration. Reinforce the functioning of the existing town centre. Limit development locations which leads to increased vehicular travel demand. Reducing the occurrence of mono-functional, stand alone, introverted and isolated development forums. No intrusion into the relatively sensitive cultural and natural environment and does not promote fragmentation and sprawl.	1 241 units of a medium density, non-suburban type distributed within three precincts A, B, and C. It is either of duplex, singles or triplex type will average R2mil at current market value. Land use will primarily remain agricultural. Low rise medium density type/multi residential ,3-4 storeys) to be found in precincts A and B. 1215 units of 1241 units (97.9%) will range from 50 - 100m² GBA at an average of 70m² GBA per unit. 26 units found in Precincts A and C are larger Single Residential units will average at R4 and R12 mil at current market value. Cultural and heritage significance will be protected and enhanced. Mixed used activities (Commercial, retail, institutional and educational) which will	24-May-23	Although the proposal was submitted and provided as part of the public participation process for the amendment of the MSDF, various objections were received due to the site specific application currently being process.	No, the proposed development proposal falls outside the urban edge.	Greenfield Peri-urban Low-density residential (approx. 4du/ha gross) Mixed use	Yes, although outside of the urban edge.	Municipal Spatial Development Framework Municipal Capital Expenditure Framework Stellenbosch Environmental Management Framework Stellenbosch Heritage Inventory Western Cape Biodiversity Plan Stellenbosch Zoning Scheme By-Law	BSP_ESA2 High Potential Agricultural Land Agricultural and Rural Zone Conservation Systems - Green Transitions Landscape Units - Grade IIIb (sensitivity 7) High Potential Agricultural Land Agricultural and Rural Zoning BSP_CBA1 BSP_ESA2 High potential agricultural land Agricultural and Rural Zone BSP_CBA1 BSP_ESA2 High potential agricultural land Agricultural and Rural Zone	The proposal deviates from the spatial principles of maintaining and growing the assets of the municipality's natural, and farming areas, as well as respecting the cultural heritage. In reviewing the spatial policies and spatial datasets on critical biodiversity and nature areas, watercourses, agricultural land, scenic landscapes and scenic routes the property has spatial elements which maintain and preserve the natural capital, ecosystem services, cultural and landscape heritage which is a major attribute to the sense of place for the area. The municipality actively directs growth to areas with lesser natural and cultural significance, as well as movement opportunity (e.g. ATC, Klampmuts etc.) through its spatially targeted approach in both its urban management strategies and inclusive of its 10-year capital investment framework. The integrated approach to spatial planning and capital investments enables the municipality to unlock development potential which pursues balanced and sustainable communities. The proposal currently deviates from approved spatial policies, and it is recommended that it should not be included in the urban edge. If it is considered as a proposal, it should be noted that it will have a material impact on the spatial strategies of the MSDF, as well as the spatial targeting of the capital expenditure framework, and accordingly, both documents will have to procedurally follow another amendment process as prescribed by the applicable legislation.
Urban node	1	Stellenbosch	1b	70,91	Libertas	Remainder Farm 1040, Stellenbosch				An objection received from Farm 1040 Presd (Fleurbaai) specifically on the proposal was received and acknowledged.						
Urban node	1	Stellenbosch	1c	9,42	Libertas	Portion 2 of Farm 374, Stellenbosch										
Urban node	1	Stellenbosch	1d	9	Libertas	Portion 2 (A portion of portion 1) of Farm Valley Lustery 371, Stellenbosch										
															Total loss of greenfield areas (ha)	197,9

Settlement Hierarchy	Submission nr.	Settlement	Map reference	Area (Ha)	General/ Publicly known development name	Property description	Summary of reasons for the consideration of the development proposal	Summary of the proposed use(s)	Submission Date	External department response on Council recommendations	Compliance with the current urban growth boundary	Development type and setting	Functional & Priority capital investment area
Urban node	2	Stellenbosch	2	2,74	De Zalze	Erf 5 De Zalze	Erf 5 was overlooked and were not taken into consideration when determining urban edge.	Not provided	30-May-23	Although the proposal was submitted and provided as part of the public participation process for the amendment of the MSDF, various objections were received due to the site specific application currently being process.	No, the proposed development proposal falls outside the urban edge	Greenfield Peri-urban	Yes, although outside of the urban edge
Urban node	3	Klapmuts	3	36,55	NA	A Portion of Portion 33 Farm 745	Serves as a Public Park and designated for residential housing (Located between the railway line and the Simondium Road).		29-May-23	Although the proposal was submitted and provided as part of the public participation process for the amendment of the MSDF, various objections were received due to the site specific application currently being process.	No, the proposed development proposal falls outside the urban edge	Greenfield Peri-urban	Yes, although outside of the urban edge
Rural node	4	Muldersvlei	4a	16,14	NA	Remainder of Portions 63 of Farm 728 Joostenberg Vlaakte	Include into urban Edge. Several urban growth factors contribute and augments the area toward a higher level of development	Industrial and Warehouse purposes	26-May-23	Although the proposal was submitted and provided as part of the public participation process for the amendment of the MSDF, various objections were received due to the site specific application currently being process.	No, the proposed development proposal falls outside the urban edge	Greenfields Industrial	No
Rural node	4	Muldersvlei	4b	17,27	NA	Farm 1556 Aldenburg & Kleinjoostenberg		Cape Inland Intermodal Container Port Intermodal Transport Hubs. Inter-connected multi-nodal network of regional centres.			No		
<p>Total loss of greenfield areas (ha) 69,96</p>													

Strategic environmental assessment of the property	Departmental considerations and recommendation
High Potential Agricultural Land Agricultural and Rural Zone Landscape Units - Grade IIb (sensitivity 7)	The proposal currently deviates from approved spatial policies, and it is recommended that it should not be included in the urban edge.
High Potential Agricultural Land Agricultural and Rural Zone Landscape Units - Grade IIc (sensitivity 4) & Grade IIb (sensitivity 5)	The proposal deviates from the spatial principles of maintaining and growing the assets of the municipality's natural, and farming areas, as well as respecting the cultural heritage. In reviewing the spatial policies and spatial datasets on critical biodiversity and nature areas, watercourses, agricultural land, scenic landscapes and scenic routes the property has spatial elements which maintain and preserve the natural capital, ecosystem services, cultural and landscape heritage which is a major attribute to the sense of place for the area. The municipality actively directs growth to areas with lesser natural and cultural significance, as well as movement opportunity (e.g. ATC, Klapmuts etc.) through its spatially targeted approach in both its urban management strategies and inclusive of its 10-year capital investment framework. The integrated approach to spatial planning and capital investments enables the municipality to unlock development potential which pursues balanced and sustainable communities. The proposal currently deviates from approved spatial policies, and it is recommended that it should not be included in the urban edge. If it is considered as a proposal, it should be noted that it will have a material impact on the spatial strategies of the MSDF, as well as the spatial targeting of the capital expenditure framework, and accordingly, both documents will have to procedurally follow another amendment process as prescribed by the applicable legislation.
BSP_CBA1 BSP_CBA2 BSP_ESA2 High potential Agricultural Land Agriculture and Rural Zone	The proposal deviates from the spatial principles of maintaining and growing the assets of the municipality's natural, and farming areas, as well as respecting the cultural heritage. In reviewing the spatial policies and spatial datasets on critical biodiversity and nature areas, watercourses, agricultural land, scenic landscapes and scenic routes the property has spatial elements which maintain and preserve the natural capital, ecosystem services, cultural and landscape heritage which is a major attribute to the sense of place for the area. The municipality actively directs growth to areas with lesser natural and cultural significance, as well as movement opportunity (e.g. ATC, Klapmuts etc.) through its spatially targeted approach in both its urban management strategies and inclusive of its 10-year capital investment framework. The integrated approach to spatial planning and capital investments enables the municipality to unlock development potential which pursues balanced and sustainable communities. The proposal currently deviates from approved spatial policies, and it is recommended that it should not be included in the urban edge. If it is considered as a proposal, it should be noted that it will have a material impact on the spatial strategies of the MSDF, as well as the spatial targeting of the capital expenditure framework, and accordingly, both documents will have to procedurally follow another amendment process as prescribed by the applicable legislation.
BSP_CBA1 High Potential Agricultural Land, Agriculture and Rural Zone Landscape Units - Grade IIc (sensitivity 3,8, degraded)	
Total loss of greenfield areas (ha)	69,96

Settlement Hierarchy	Submission nr.	Settlement	Map reference	Area (Ha)	General/ Publicly known development name	Property description	Summary of reasons for the consideration of the development proposal	Summary of the proposed use(s)	Submission Date	External department response on Council recommendations	Compliance with the current urban growth boundary	Development type and setting	Functional & Priority capital investment area
Urban/rural node	5	Muldersvlei / Klipmuts	5a	92,9	Smart City	Farm remainder of Portion 24 of Farm 32	Development Proposals: Develop Muldersvlei Station into an agri-industrial hub supporting Klipmuts. Addressing socio-economic challenges and employment opportunities. Private public partnerships. Developing Klipmuts as a significant new regional economic node. Utilizing existing infrastructure. Addressing service needs. Enhancing the role and potentials of existing settlement nodes. Address the challenge to restructure Stellenbosch town.	Smart City (Park, Gold academy, wine centre, existing village, space for a Tiny House Zone, Residential Estate), Farmstall, Farmers Market, Agricultural Units.	29 May 23	Although the proposal was submitted and provided as part of the public participation process for the amendment of the MSDP, various objections were received due to the site specific application currently being process.	No, the proposed development proposal falls outside the urban edge	Greenfield Peri-urban Mixed Use Agri-industry Residential	No
Urban/rural node	5	Muldersvlei / Klipmuts	5b	85,45	Smart City	Farm remainder of Portion 26 of Farm 32							
Urban/rural node	5	Muldersvlei / Klipmuts	5c	57,79	Smart City	Farm remainder of Portion 27 of Farm 32							
Urban/rural node	5	Muldersvlei / Klipmuts	5e	64,93	Smart City	Remainder of Farm 742							
Total loss of greenfield areas (ha)													

Strategic environmental assessment of the property	Departmental considerations and recommendation
BSP_CBA1 BSP_ESA2 High Potential Agricultural Land Agriculture and Rural Zone Conservation Systems - Green Transitions Conservation Systems - Scenic Routes Landscape Units - Grade IIIa (sensitivity 8) & Grade IIIb (sensitivity 7)	The proposal deviates from the spatial principles of maintaining and growing the assets of the municipality's natural, and farming areas, as well as respecting the cultural heritage. In reviewing the spatial policies and spatial datasets on critical biodiversity and nature areas, watercourses, agricultural land, scenic landscapes and scenic routes the property has spatial elements which maintain and preserve the natural capital, ecosystem services, cultural and landscape heritage which is a major attribute to the sense of place for the area. The municipality actively directs growth to areas with lesser natural and cultural significance, as well as movement opportunity (e.g. ATC, Klipmuts etc.) through its spatially targeted approach in both its urban management strategies and inclusive of its 10-year capital investment framework. The integrated approach to spatial planning and capital investments enables the municipality to unlock development potential which pursues balanced and sustainable communities. The proposal currently deviates from approved spatial policies, and it is recommended that it should not be included in the urban edge. The proposal currently deviates from approved spatial policies, and it is recommended that it should not be included in the urban edge. If it is considered as a proposal, it should be noted that it will have a material impact on the spatial strategies of the MSDP, as well as the spatial targeting of the capital expenditure framework, and accordingly, both documents will have to procedurally follow another amendment process as prescribed by the applicable legislation.
BSP_CBA1 BSP_ESA1 High Potential Agricultural Land Agriculture and Rural Zone Conservation Systems - Green Transitions Conservation Systems - Scenic Routes Landscape Units - Grade IIIa (sensitivity 8) & Grade IIIb (sensitivity 7)	
BSP_CBA1 BSP_ESA1 BSP_ESA2 High Potential Agricultural Land Agriculture and Rural Zone Conservation Systems - Green Transitions Conservation Systems - Scenic Routes Landscape Units - Grade IIIa (sensitivity 8) & Grade IIIb (sensitivity 7)	
Total loss of greenfield areas (ha)	301,07

Settlement Hierarchy	Submission nr.	Settlement	Map reference	Area (Ha)	General/ Publicly known development name	Property description	Summary of reasons for the consideration of the development proposal	Summary of the proposed use(s)	Submission Date	External department response on Council recommendations	Compliance with the current urban growth boundary	Development type and setting	Functional & Priority capital investment area	Strategic environmental assessment of the property	Departmental considerations and recommendation
Rural node	6	Raithby	6a	5,23	NA	Normandie (Portion 4 of the Farm Rustenburg Annex No. 686)	Not operating as commercial farms. Individually too small and the soil quality is marginal.	To be included in the Raithby Node and focussed development should be allowed. A relatively high value, low density type development is envisaged which should not negatively impact the historical character of Raithby	11-Apr-23	Although the proposal was submitted and provided as part of the public participation process for the amendment of the MSDP, various objections were received due to the site specific application currently being process.	No, the proposed development proposal falls outside the urban edge	Greenfield Rural Low-density High-income	No	BSP_ESA2 High-potential agricultural land Agriculture and Rural Zone Conservation Systems - Green Transitions Conservation Systems - Scenic Routes Landscape Units - Grade IIIb (sensitivity 7)	The proposal deviates from the spatial principles of maintaining and growing the assets of the municipality's natural, and farming areas, as well as respecting the cultural heritage. In reviewing the spatial policies and spatial datasets on critical biodiversity and nature areas, watercourses, agricultural land, scenic landscapes and scenic routes the property has spatial elements which maintain and preserve the natural capital, ecosystem services, cultural and landscape heritage which is a major attribute to the sense of place for the area. The municipality actively directs growth to areas with lesser natural and cultural significance, as well as movement opportunity (e.g. ATC, Klappmuts etc.) through its spatially targeted approach in both its urban management strategies and inclusive of its 10-year capital investment framework. The integrated approach to spatial planning and capital investments enables the municipality to unlock development potential which pursues balanced and sustainable communities. The proposal currently deviates from approved spatial policies, and it is recommended that it should not be included in the urban edge. The proposal currently deviates from approved spatial policies, and it is recommended that it should not be included in the urban edge. If it is considered as a proposal, it should be noted that it will have a material impact on the spatial strategies of the MSDP, as well as the spatial targeting of the capital expenditure framework, and accordingly, both documents will have to procedurally follow another amendment process as prescribed by the applicable legislation.
Rural node	6	Raithby	6b	14,2	NA	Halliford/Hartley Glen (Portion 4 of the Farm Halliford No. 1256)	Not operating as commercial farms. Individually too small and the soil quality is marginal.							BSP_ESA2 High-potential agricultural land Agriculture and Rural Zone Conservation Systems - Green Transitions Conservation Systems - Scenic Routes Landscape Units - Grade IIIb (sensitivity 7)	
Rural node	6	Raithby	6c	13,78	NA	Heron Crest (Remainder of Portion 2 of the Farm in Halliford No. 1256)	Not operating as commercial farms. Individually too small and the soil quality is marginal.							High-potential agricultural land Agriculture and Rural Zone Conservation Systems - Green Transitions Conservation Systems - Scenic Routes Landscape Units - Grade IIIb (sensitivity 7)	
													Total loss of greenfield areas (ha)	33,21	

**Appendix C. Spatial Planning
Categories, associated SEMF
Policy and WCG Guidelines**

SPC		SUB-CATEGORY	CATEGORY DESCRIPTION IN SEMF	KEY GUIDELINES FOR SPC'S	KEY POLICY FOCUS FOR SPCs SEMF
CORE	A.A	STATUTORY PROTECTED AREAS	<ul style="list-style-type: none"> • 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. • 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). 	<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.
BUFFER	B.A	NON-STATUTORY CONSERVATION AREAS	<ul style="list-style-type: none"> • 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 	<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 	<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.

			<p>dedicated conservation legislation. of the natural landscape and/or to promote biodiversity conservation. It includes Contractual Conservation Areas and Private Conservation Areas.</p>	<p>scale “value-adding” through intensified tourism (e.g. resort or recreational facilities) or consumptive uses (e.g. hunting).</p> <ul style="list-style-type: none"> • 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"> • 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. • Active municipal support for Stewardship Programmes, Land-care Programmes, and the establishment of Conservancies and Special Management Areas.
	B.B	ECOLOGICAL CORRIDORS	<ul style="list-style-type: none"> • 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"> • 	
	B.C	URBAN GREEN AREAS	<ul style="list-style-type: none"> • Municipal open spaces that form in integral part of the urban structure. It includes Public Parks and Landscaped Areas. 	<ul style="list-style-type: none"> • 	

AGRICULTURE	C.B	EXTENSIVE AGRICULTURAL AREAS	<ul style="list-style-type: none"> 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 C.B	<ul style="list-style-type: none"> 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. 		

URBAN RELATED	D.A	MAIN TOWNS	<ul style="list-style-type: none"> 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, 	<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.
	D.B	LOCAL TOWNS	<ul style="list-style-type: none"> Towns accommodating the seat (capital town) of Category B Municipalities (Local Municipalities). 		
	D.C	RURAL SETTLEMENTS	<ul style="list-style-type: none"> 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.E	TRIBAL AUTHORITY SETTLEMENTS	<ul style="list-style-type: none"> Formal and informal residential areas under the ownership of tribal authorities. 		
	D.F	COMMUNAL SETTLEMENTS	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Areas designated for schools, colleges, churches and mosques and other institutional purposes. 		
	D.H	AUTHORITY AREAS	<ul style="list-style-type: none"> Areas designated for governmental purposes and other official uses (e.g. municipal offices, offices of parastatals). 		
	D.I	RESIDENTIAL AREAS	<ul style="list-style-type: none"> Areas designated for residential purposes (e.g. single title erven, group housing, estates, GAP housing, and residential smallholdings). 		
	D.J	BUSINESS AREAS	<ul style="list-style-type: none"> Areas designated for activities associated with retail and service industries (e.g. shops, restaurants, professional offices). 		
	D.K	SERVICE RELATED BUSINESS	<ul style="list-style-type: none"> 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). 		
D.K	SPECIAL BUSINESS	<ul style="list-style-type: none"> Areas designated for special business activities associated with casinos and gambling houses and areas identified for adult entertainment. 			

	D.L	SMME INCUBATORS	<ul style="list-style-type: none"> Areas designated for SMMEs and associated infrastructure and services focused on community- based service trade and retail. 	hamlets and farmsteads in relation to historical settlement patterns.	<ul style="list-style-type: none"> 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.M	MIXED USE DEVELOPMENT AREAS	<ul style="list-style-type: none"> Areas designated for innovative combinations of land-use (e.g. residential/ light business; light industry/ light business). 		
	D.N	CEMETERIES	<ul style="list-style-type: none"> Cemeteries and formal burial parks, excluding crematoriums. 		
	D.O	SPORTS FIELDS AND INFRASTRUCTURE	<ul style="list-style-type: none"> Dedicated sports fields together with the associated infrastructure, parking areas, and services. 		
	D.P	AIRPORT AND INFRASTRUCTURE	<ul style="list-style-type: none"> Area designated as airport together with the infrastructure and services associated with the airport and its activities. 		
	D.Q	RESORTS AND TOURISM RELATED AREAS	<ul style="list-style-type: none"> Tourism-related nodes and amenities that form part of a designated hospitality corridor. 		
	D.R	FARMSTEADS AND OUTBUILDINGS	<ul style="list-style-type: none"> Main farmsteads, including on-farm infrastructure required for farm logistics (e.g. houses, sheds, packing facilities). 		
INDUSTRIAL AREAS	E.A	AGRICULTURAL INDUSTRY	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Areas designated for robust industrial activities (e.g. chemical works, brewery, processing of hides, abattoirs, stone crushing, crematoriums). 		
	E.F	EXTRACTIVE INDUSTRY	<ul style="list-style-type: none"> Settlements and infrastructure associated with multiple consumptive resource extraction (e.g. mining). 		

SURFACE INFRASTRUCTURE AND BUILDINGS	F.A	NATIONAL ROADS	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Provincial and regional roads proclaimed in terms of the Roads Ordinance 19 of 1976. 	•	
	F.C	MINOR ROADS	<ul style="list-style-type: none"> Regional and local roads proclaimed in terms of the Roads Ordinance 19 of 1976. 	•	
	F.E	PUBLIC STREETS	<ul style="list-style-type: none"> Public streets and parking areas within main town and rural settlements. 	•	
	F.F	HEAVY VEHICLE OVERNIGHT FACILITIES	<ul style="list-style-type: none"> Areas designated for heavy vehicle parking and overnight facilities. 	•	
	F.G	RAILWAY LINES	<ul style="list-style-type: none"> Railway lines and associated infrastructure. 	•	
	F.H	POWER LINES	<ul style="list-style-type: none"> Power lines and associated sub-stations and infrastructure. 	•	
	F.I	RENEWABLE ENERGY STRUCTURES	<ul style="list-style-type: none"> Any part of the infrastructure of a telecommunication network for radio/ wireless communication including, voice, data and video telecommunications. 	•	
	F.J	DAMS AND RESERVOIRS	<ul style="list-style-type: none"> Major dams and reservoirs. 	•	
	F.K	CANALS	<ul style="list-style-type: none"> Constructed permanent waterways (e.g. irrigation canals, stormwater trenches). 	•	
	F.L	SEWERAGE PLANTS AND REFUSE AREAS	<ul style="list-style-type: none"> Areas designated as municipal and private sewerage treatment plants and refuse areas. 	•	
	F.M	SCIENCE AND TECHNOLOGY STRUCTURES	<ul style="list-style-type: none"> Any areas associated with the science and technology sector, with specific reference to the SKA and the designated astronomy reserve. 	•	

Table 38: SPCs for Stellenbosch Municipality and associated land use policy and guidelines

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

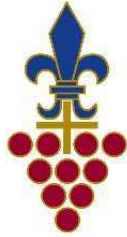
THEME	APPLICABLE SPCs	GUIDELINES
RURAL LAND USE CHANGE		<ul style="list-style-type: none"> • Decisions on rural development applications should be based on the PSDF principles of spatial justice, sustainability and resilience, spatial efficiency, accessibility, and quality and liveability. • Good quality 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 rural landscape.
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.
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.

		<ul style="list-style-type: none"> • 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.
RURAL ACCOMMODATION		<ul style="list-style-type: none"> • Tourist accommodation: <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.

		<ul style="list-style-type: none"> ○ 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. ● Smallholdings: <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. ● Agri-worker housing: <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.
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.

		<ul style="list-style-type: none"> • 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.
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.

Appendix F. Housing Pipeline



STELLENBOSCH

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MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

**ANNUAL REVIEW OF
STELLENBOSCH
MUNICIPALITY:
HOUSING PIPELINE FOR THE
MTREF PERIOD OF 2023 - 2026**

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INTRODUCTION

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 implementation of human settlements initiatives. Each Municipality's Housing Pipeline is an integral component of the Provincial Department of Human Settlements' Business Plan. The Housing Pipeline must be reviewed annually to effectively articulate the Municipality project list, targets, and budget allocations towards fulfilling the housing demand and its legislative mandate.

The objective of the Housing Pipeline is to provide more emphasis on the housing programmes administered by the Municipality such as:

- The provision of enhanced serviced sites;
- the upgrading of informal settlements;
- access to affordable housing (Breaking New Ground - BNG);
- Social Housing (the National Minister of Human Settlements approved Stellenbosch as a restructuring town and restructuring zones in March 2017);
- the IRDP enables the development of well-located, socially diverse projects that provide a mix of income groups and land uses; and
- Financed Linked Individual Subsidy Programme (FLISP) - for those within the gap market to acquire existing properties or to buy a serviced site.

Upgrading of Informal Settlements

The Municipality manages and coordinates the upgrading of informal settlements through the following broad objectives:

- In-situ upgrading of informal settlements;
- Upgrade informal settlements by the provision of basic services;
- Develop emergency housing sites geared to accommodate evictees;
- Enumerate / undertake demographic surveys of identified informal settlements;
- Facilitate tenure security in informal settlements;
- Assist in short-term job creation through linkages with Expanded Public Works Programme (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.

Informal backyard dwellings

The Municipality through the Housing Pipeline is actively attempting to address the needs and plight of backyard dwellers within the municipal area. Currently it is required to be registered on the Housing Demand Database (municipal waiting list) and hopefully this will result in a permanent dwelling in one of Council's housing projects. This process is long and tedious and the chance of actually obtaining a formal house, is very slim. Therefore, Council is actively researching ways in which the service (and basic services) to backyard dwellers can be improved through its various housing programmes.

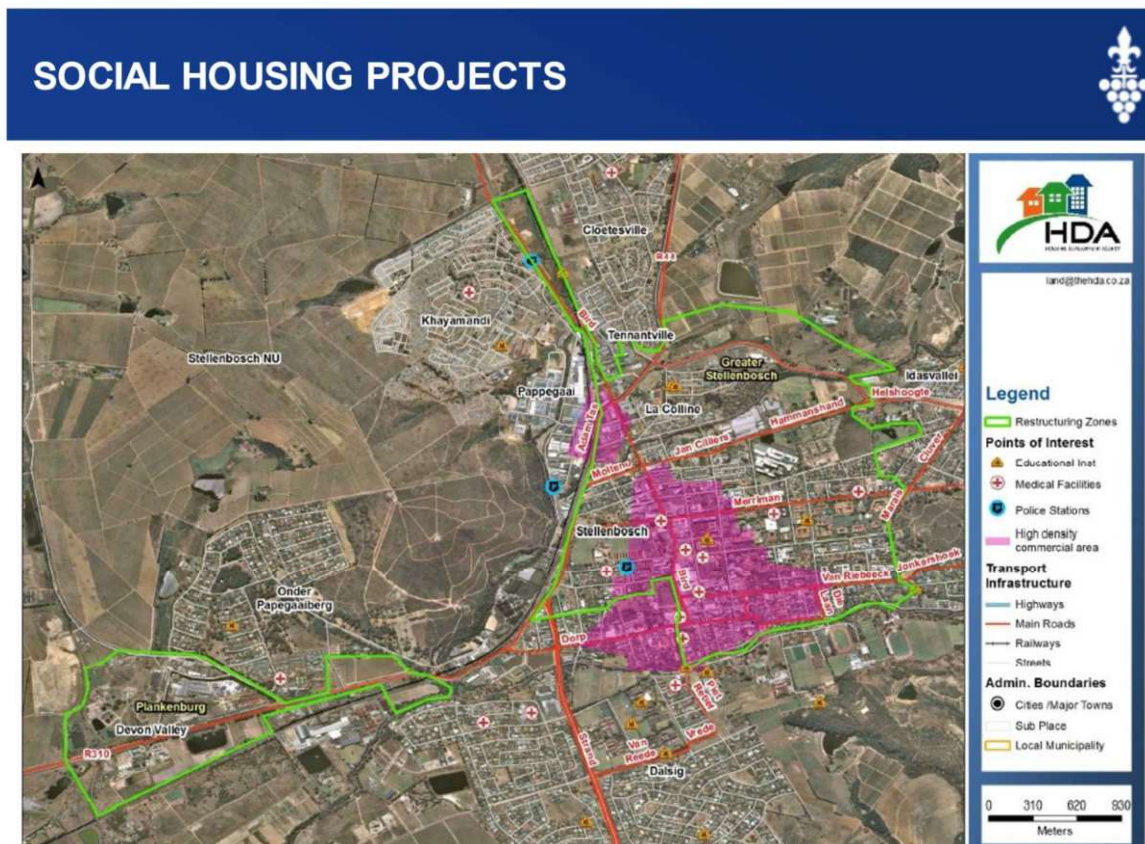
Social Housing

Stellenbosch Municipality was approved as a Restructuring Town in March 2017, by the National Minister of Human Settlements. This approval included the confirmation of the various Restructuring Zones within the Municipality and the latter culminated in a Council decision instructing the administration to attract Social Housing Institutions (SHI's) and/or Other Development Agency (ODA's) to effect to the Municipality's social housing programme.

The aim of this programme is to ensure improved quality of life 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.

The image below depicts areas that have been declared as Restructuring Zones for Stellenbosch Municipality.



To give effect to the Housing Pipeline, the PDoHS through the Human Settlements Business Plan, the allocation for the Human Settlement Development Grant (HSDG) and Informal Settlements Upgrading Partnership Grant (ISUPG) in the 2023/24 financial year is R41,046,000.00. The table below describes the human settlement development projects that have been allocated grant funding in the 2023/24 financial year:

Name of Project/ Settlement	Type of Project/ Subsidy Mechanism	Estimate Number of Opportunities
Erf 7001 Cloetesville, Stellenbosch (“Soek-mekaar”)	IRDP, FLISP	±250 – 300 service sites (top structures TBD)

Name of Project/ Settlement	Type of Project/ Subsidy Mechanism	Estimate Number of Opportunities
ISSP Kayamandi Zone O	UISP	711 sites
La Motte Old Forest Station	IRDP, FLISP	442 service sites
Erf 2183 La Rochelle, Klapmuts	UISP	109 serviced sites; possible temporary relocation units
Langrug Franschoek Mooiwater Dam Rehab & Basic Services	UISP	236 sites (top structures TBD)
Erf 64, Kylemore	IRDP, FLISP	600 opportunities
Droë Dyke	IRDP, FLISP	1000 Opportunities

STELLENBOSCH MUNICIPALITY HOUSING DEMAND OVERVIEW

Stellenbosch Municipality's current housing demand waiting list comprise of 18 263 applicants. This list is directly linked to the Western Cape Housing Demand Database. For purposes of planning and alignment, the active demand is used to determine the backlog and opportunities that are required. The table 1 below indicates the housing products and finance options currently available based on the household income ranges.

Housing subsidy programmes		Income bracket (Monthly Household Income)	Description
1	Government subsidised housing	<R3 500	100% government subsidy with no beneficiary contributions (Breaking New Ground units subsidised in full by government).
2	Enhanced site and Service	R3 500 or R3 501 -R7 000	100% government subsidy with no beneficiary contributions for an enhanced service site (standpipe and toilet facility).
3	GAP Housing	R 3501 – R 22 000	A bond must be obtained through a financial institution who will apply directly to the PDoHS for a top structure. The subsidy amount decreases as the monthly income increases.
4	Social Housing	R1 850 – R6 700 R6 701 - R22 000	Rental or co-operative housing option managed by an accredited SHI.

Housing subsidy programmes		Income bracket (Monthly Household Income)	Description
5	Finance-Liked Individual Subsidy Programme (FLISP) housing	R3 501 – R22 000	Provision of government subsidies on a sliding scale (of between R121 626 and R27 960) to reduce monthly home loan repayments (partially subsidised by government).
6	Bonded housing	> R22 000	Private financing from financial institutions for housing on the open market.

* The Department: Spatial Planning has collaborated with the PDoHS to undertake a Housing Market Study for the Stellenbosch CBD to determine the needs and demand of affordable housing within the government housing subsidy programme and private sector housing developments. The Housing Market Study for the Municipality were completed during August 2022. The Department: Housing Development together with Department: Housing Administration are now in a much better position to articulate the number of active housing demand under each housing subsidy programme to provide a clearer picture of the housing demand relative to the housing subsidy programme.

NEW HOUSING DELIVERY MODEL DEVELOPMENT

In 2020, the National Department of Human Settlements issued a letter to Provincial Department of Human Settlements regarding the new directives in human settlements projects. The letter stated that the delivery of top structures was fiscally unsustainable and therefore there is a need to downscale on the delivery of top structures to prioritise the delivery of service sites. The four newly prioritised categories for top structure on the letter were:

- The elderly;
- Military veterans;
- Persons with disabilities; and
- Child headed households.

The PDoHS added to the above its existing priority categories of:

- Backyard residents; and
- Person, longest on the waiting list.

After consultation with the National Department, the Provincial Department confirms that all new projects application received from municipalities, which include top structures, must adhere to the above criteria. All the supporting applicable beneficiary approval information must be attached to the top structure project application.

PRIORITY HUMAN SETTLEMENTS AND HOUSING DEVELOPMENT AREAS (PDSHDA)

In 2020, the Minister of Human Settlements Gazetted the declaration of the Priority Human Settlements and Housing Development Areas (PHSHDA's). The PHSHDAs intends to advance Human Settlements Spatial Transformation and Consolidation by ensuring that the delivery of housing is used to restructure and revitalise towns and cities, strengthen the livelihood prospects of households and overcome apartheid spatial patterns by fostering integrated urban forms.

The PHSHDA's are underpinned by the principles of the National Development Plan (NDP) and allied objectives on the National Spatial Development Framework (NSDF) and the Integrated Urban Development Framework (IUDF) which includes:

- **Spatial Justice:** reversing segregated development and creation of poverty pockets in the peripheral areas, integrate previously excluded groups and resuscitate declining areas;
- **Spatial efficiency:** consolidating spaces and promoting densification and efficient communicating patterns;

- **Access to connectivity, economic and social infrastructure:** ensure the attainment of basic services, job opportunities, transport networks, education, recreation, health and welfare to facilitate and catalyse increased investment and productivity;
- **Access to adequate accommodation:** emphasis is on provision of affordable and fiscally sustainable shelter in areas of high need; and
- **Provision of quality housing options:** ensure that different housing typologies are delivered to attract different market segments of appropriate quality and innovation.

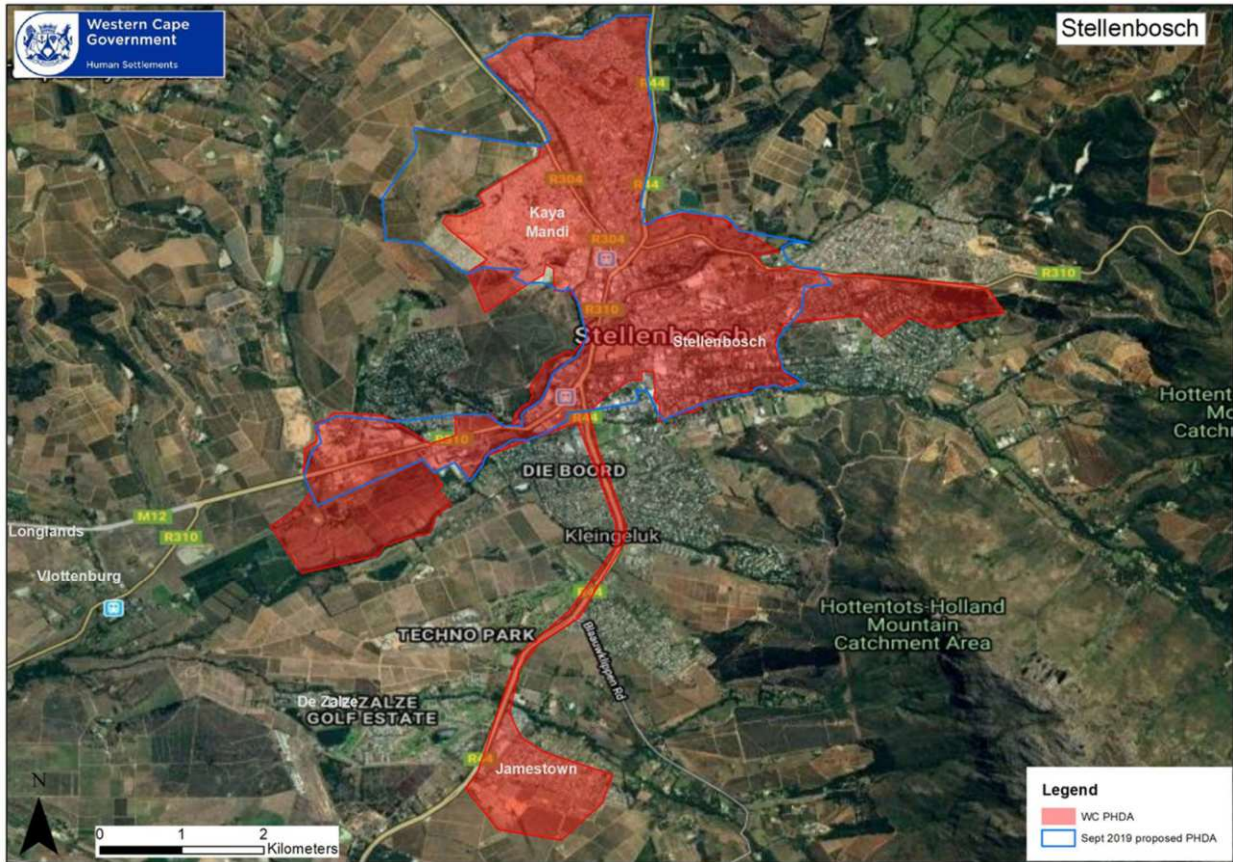
Emphasis is placed on synchronising national housing programmes in these priority human settlements and housing development areas namely:

- **Integrated Residential Development Programme** provides a tool to plan, fund and develop integrated settlements that include all the necessary land uses and housing types and price categories to create integrated communities. It provides for subsidized, as well as finance linked housing, social and rental housing, commercial, institutional and other land uses to be developed;
- **Social Housing Programme in Restructuring Zones** provides for Social Housing located in specific, defined localities (mostly urban) which have been identified as areas of opportunity (largely economic) where the poor have limited or inadequate access to accommodation, and where the provision of social housing can contribute to redressing structural, economic, social, and spatial dysfunctionalities. It is also aimed to improve and contribute to the overall functioning of the housing sector and in particular the rental sub - component thereof, especially insofar as social housing is able to contribute to widening the range of housing options available to the poor;
- **Informal Settlements Upgrading Programme** provides for the structured in situ upgrading of informal settlements to address the social and economic exclusion of communities. It remains evident that informal settlements provide new migrants and the urban poor an affordable point of access into towns and cities, although they are also associated with high degrees of physical and social vulnerability;
- **Finance Linked Individual Subsidy Programme** provides for the creation of an inclusive and vibrant residential property market which can provide state assistance to households who are unable to independently access housing credit to become upwardly mobile and progress up the housing ladder;
- **The Special Presidential Package (SPP) Programme on Revitalisation of Distressed Mining Communities** by developing and implementing human settlements spatial transformation plans for identified mining areas;
- **Enhanced People's Housing Process** provides for a process in which beneficiaries actively participate in decision - making over the housing process and housing product and contribute in such a way that: 1) Beneficiaries are empowered individually and collectively, 2) various partnerships are created, 3) social capital is retained and expanded upon, and 4) housing is valued as an asset far beyond its monetary value.

The current status of the PSHDA for Stellenbosch Municipality, namely:

- The "Stellenbosch Urban Core" - Priority Human Settlements and Housing Development Area (PHSHDA) was formally gazetted on 15 May 2020 (Government Gazette No. 43316) and consists of the neighbourhoods of Jamestown, Kayamandi, and Central Stellenbosch;
- To date the Housing Development Agency (HDA) with assistance from the Provincial Department of Human Settlements (PDoHS) have undertaken a Status Quo Analysis in preparation for the drafting of the Stellenbosch PSHDA Development Plan. The Status Quo Analysis has been completed and will inform the Development Plan drafting going forward; and
- The PDoHS, Stellenbosch Municipality and HDA will proceed with the drafting of the Stellenbosch PSHDA Development Plan in the near future.

The image below depicts areas that have been declared as Priority Human Settlements and Housing Development Areas (PDSHDA):



Priority Human Settlements and Housing Development Areas (PDSHDA)

BUDGET - MEDIUM TERM REVENUE AND EXPENDITURE FRAMEWORK (MTREF)

1. HUMAN SETTLEMENT DEVELOPMENT GRANT ALLOCATION

The Human Settlement Development Grant (HSDG) and Informal Settlements Upgrading Partnership Grant (ISUPG) allocation for 2023/24 financial year is R41 046 000. Stellenbosch Municipality's allocation of the HSDG and ISUPG for the Medium-Term Revenue and Expenditure Framework (MTREF) of 2022/2023 to 2025/2026 is described hereunder in table 1:

Housing Subsidy Programme	Financial Year (MTREF PERIOD)		
	2023/24	2024/25	2025/26
Human Settlement Development Grant	R22 413 000	R24 008 000	R59 025 000
Informal Settlements Upgrading Partnership Grant	R18 633 000	R16 744 000	R21 800 000
Total	R41 046 000	R40 752 000	R80 825 000

Table 1: Grant allocation to the Municipality for the MTREF period

The Municipality received the Gazetted Business Plan from the Provincial Department of Human Settlements (PDoHS) indicating the projects list, targets and funding allocation for the approved 2023/2043 HSDG and ISUPG Business Plans. The list of projects, targets and budget allocation for Stellenbosch Municipality in the 2023/2024 financial year as well as the MTREF period are stipulated hereunder on the table below:

3 YEAR DELIVERY PLAN 20 January 2023 Business Plan 2023/24 - 2025/26 HSDG & ISUPG	PROGRAMME	2023/2024			2024/2025			2025/2026		
		SITES	HOUSES	FUNDING	SITES	HOUSES	FUNDING	SITES	HOUSES	FUNDING
		SERVICED	BUILT	R '000	SERVICED	BUILT	R '000	SERVICED	BUILT	R '000
Average Site Cost (R'000)	60									
Average Unit cost (R'000)	158									
Stellenbosch		178	110	R41 046	468	68	R44 249	5000	300	R77 400
Kayamandi Watergang Northern Extension (2000)	IRDP			0	100	0	6 000	100	100	21 800
Vlottenburg Longlands (106 incr to 144) IRDP	IRDP									
ISSP Kayamandi Zone 0 (711)	ISUPG		110	17 380		68	10 744		100	15 800
Stellenbosch Jamestown Phase 2 - 4 (1016) IRDP					100	0	6 000	100	100	21 800
Stellenbosch Droe Dyke (1000 - TOD)	IRDP			1 400			3 425			
Cloetesville (380) FLISP	IRDP			1 300				100	0	6 000
Kylemore (600)	IRDP			833			2 000			
La Motte Forest Station (442)	IRDP			1 500				100	0	6 000
ISSP Kayamandi Town Centre (1000) UISP	ISUPG	0		0	100		6 000	100		6 000
ISSP Kayamandi Zone 0 (711) UISP	IRDP	178		13 350	168		10 080	0		0
Klapmuts La Rochelle (100)	ISUPG			283						
Langrug Franschhoek Mooiwater (236)	ISUPG	0		5 000						

STELLENBOSCH MUNICIPALITY PIPELINE AND EXISTING HOUSING PROJECTS

Stellenbosch Municipality currently has numerous planned and potential housing development projects under consideration to ensure a healthy delivery pipeline towards fulfilling the housing demand and its legislative mandate. The overall Housing Pipeline of the Municipality, potential planned and current projects provided includes the formalisation and/or upgrade of informal settlements. The housing development project information is provided per town/area and described in terms of its project name, locality, subsidy mechanism, targeted units, planning timeframes and whether the projects have council approval or not. The housing development projects are at various stages of planning such as desktop studies, feasibility studies, detailed planning studies and securing development rights and implementation.

The implementation of housing projects in the Municipality is executed by the Department: Project Management Unit (PMU). The Department: Housing Development hands over projects to the Department: Project Management Unit for implementation after obtaining all the required development rights. Projects that have been included in the Housing Pipeline for the 2023/24 financial year are indicated in the table below.

*PRE-PLANNING AND/OR PLANNING PHASE								
Name of project / settlement		Type of project / subsidy Mechanism	Estimated Number of opportunities	Status of project	Project timeframes Land use approvals			Comment
					2023/24	2024/25	2025/26	
1	Erf 7001 Stellenbosch, Cloetesville ("Soek-mekaar")	IRDP, FLISP	± 250 - 300 service sites (top structures TBD)	Detailed planning				A service provider was appointed to undertake planning studies and obtain development rights for the proposed middle to higher income GAP housing development.
2	Jamestown Development: Phase 2 & 3	IRDP, FLISP	400 service sites (top structures TBD)	Detailed planning				A service provider was appointed to undertake planning studies and obtain development rights for a mixed-used housing development.
3	Northern Extension, Kayamandi	IRDP, FLISP	± 4000 – 6000 service sites (top structures TBD)	Detailed planning				A service provider was appointed to obtain development rights for a mixed-use development on the properties known as the Northern Extension.
4	Erf 64 Kylemore	IRDP	+ 600 service sites and top structures	Detailed planning				A feasibility study report into the proposed housing development was completed. A Power of Attorney has been obtained by the HDA. The HDA has appointed a team of professionals to finalise detailed planning studies and to obtain development rights.

***PRE-PLANNING AND/OR PLANNING PHASE**

Name of project / settlement		Type of project / subsidy Mechanism	Estimated Number of opportunities	Status of project	Project timeframes Land use approvals			Comment
					2023/24	2024/25	2025/26	
5	Erven 412, 217 and 284 Groendal, Franschoek	IRDP, FLISP	± 150 – 200 service sites	Pre - planning				The consultant submitted various proposed concept layout options for the consideration by Council. An Item will be submitted to Mayco to consider the proposed development options for the property.
6	Portion of Erf 7271 Cloeteville, Stellenbosch.	BNG, FLISP	170 service sites (top structures TBD)	Planning	TBD			Council has approved the project to proceed to detailed planning studies. Funding application to PDoHS was submitted, Housing Development await the outcome of funding application.
7	Erven 6300, 6847, 6886 Cloeteville, Stellenbosch.	FLISP	279 sites (top structures TBD)	Planning	TBD			Council has approved the project to proceed to detailed planning studies. Funding application to PDoHS was submitted, Housing Development await the outcome of funding application.
8	Erf 8776 Cloeteville, Stellenbosch.	FLISP	37 sites (top structures TBD)	Planning	TBD			Council has approved the project to proceed to detailed planning studies. Funding application to PDoHS was submitted, Housing Development await the outcome of funding application.

*PRE-PLANNING AND/OR PLANNING PHASE								
Name of project / settlement		Type of project / subsidy Mechanism	Estimated Number of opportunities	Status of project	Project timeframes Land use approvals			Comment
					2023/24	2024/25	2025/26	
9	Erf 6705 Cloeteville, Stellenbosch.	BNG	12 service sites / top structures	Planning	TBD			Council has approved the project to proceed to detailed planning studies. Funding application to PDoHS was submitted, Housing Development await the outcome of funding application.
10	La Motte Old Forest Station	IRDP, FLISP	±1000 sites serviced sites; possible temporary relocation units	Planning				A feasibility study report into the proposed housing development was completed. The HDA has been appointed to facilitate the transfer of land and to finalise detained planning studies for township establishment.
11	Droë Dyke	IRDP, FLISP	±1500 mixed use development	Feasibility study	-	-	-	Forms part of the Adam Tas Corridor initiative. The property is under investigating for future housing development.
12	Jamestown Development: Phase 4	IRDP, FLISP	1000 service sites (top structures TBD)	Detailed planning				A service provider was appointed to undertake planning studies and obtain development rights for a mixed-used housing development. Minor amendments were made to the MSDF to make provision for this project.
*Social Housing Project								
Name of project / settlement		Type of project / subsidy Mechanism	Estimated Number of opportunities	Status of project	Project timeframes Land use approvals			Comment
					2023/24	2024/25	2025/26	
1	Farms 81/2 and 81/9 Stellenbosch	Social Housing	± 250 - 350 rental units	Detailed planning				The Terms of Reference (ToR) was advertised to appoint an accredited Social Housing Institute (SHI) and/or Other Development Agency (ODA) to develop social housing project.
2	Lapland Precinct	Social Housing	±368 rental units	Feasibility study	TBD			The service provider completed a feasibility study and further detailed

								studies will commence subject to the availability of funding.
3	Teen-die-bult Precinct	Social Housing	±180 rental units	Feasibility study	TBD			The service provider completed a feasibility study and further detailed studies will commence subject to the availability of funding.
*Formalising and Upgrading of Existing Settlements								
Name of project / settlement		Type of project / subsidy Mechanism	Estimated Number of opportunities	Status of project	Project timeframes Land use approvals			Comment
					2023/24	2024/25	2025/26	
1	Erf 2183 Klappmuts, La Rochelle	UISP	100 serviced sites; possible temporary relocation units	Detailed planning				A service provider has submitted land use applications to obtain development rights for enhanced serviced sites.
2	Langrug, Franschoek	UISP	1900 sites	Detailed planning				A service provide will be appointed to finalise detailed plans for the rehabilitation of the freshwater dam and implementation of an in-situ upgrade project.
3	Enkanini Informal Settlement	UISP	1300 sites	Detailed planning	-	-		The in-situ upgrade of Enkanini to commence in 2025/26 financial year.
4	Kayamandi Town Centre	UISP, Institutional	1854 service sites and top structures	Detailed planning				A service provider has submitted land use applications to obtain development rights for township establishment for 3-storey (BNG) walk-ups.
5	Maasdorp Village, Franschoek	Township Establishment	+ 16 – 32 top structures	Detailed planning				A service provider has submitted a land use application to obtain development rights.
6	Five housing projects in Kayamandi	Township establishment	396 erven	Detailed planning				The service provider is in process to register at the Surveyor General (SG)'s office.
7	3460 Meerlust, Franschoek (200)	IRD	200 housing units	Feasibility study	-	-	-	A feasibility study report into the proposed housing development project was concluded. The HDA has been appointed to facilitate the transfer of land and to finalise detailed planning studies for township establishment.

8	Jonkershoek	Township Establishment, IRDP, FLISP	Units and sites TBD, together with 40 existing units	Feasibility study	-	-	-	A feasibility study report has been concluded. HDA has been appointed to facilitate the process. Clarity on the way forward need to be determined.
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***Housing projects being Implemented**

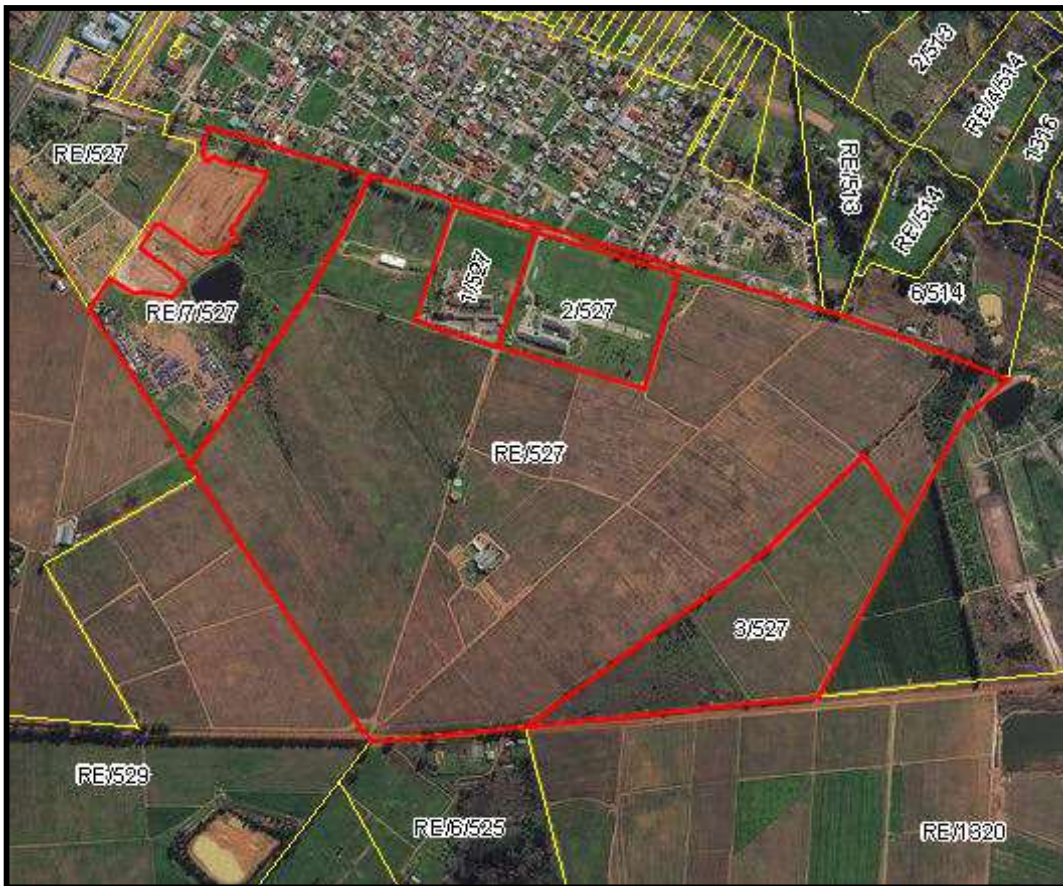
Name of project / settlement		Type of project / subsidy Mechanism	Estimated Number of opportunities	Status of project	Project timeframes Implementation			Comment
					2023/24	2024/25	2025/26	
1	Erf 3229 Mooiwater	UISP	253 sites	Implementation				<p>Development rights for the project have been obtained. A contractor has completed rehabilitation of the property. The project was implemented in two phases as follows.</p> <ul style="list-style-type: none"> Phase 1: A contractor was appointed in July 2022 for the site rehabilitation and construction of bulk. The project was completed in December 2023. <p>Phase 2: The Project Management Unit is in the process of appointing a contractor for the installation of Civil and Electrical infrastructure. The completion date of the project is scheduled for June 2024.</p>
2	Idas Valley	IRDP	166 sites and 166 FLISP Units	Implementation				The construction of 166 top structures commenced in July 2022 and completion is scheduled December 2023.
3	The Steps and Orlean Lounge, Cloetesville	CRR	161 existing houses	Implementation				The upgrade of the housing units commenced July 2020. The completion date of the project is scheduled for June 2023.

Name of project / settlement		Type of project / subsidy Mechanism	Estimated Number of opportunities	Status of project	Project timeframes Implementation			Project timeframes Implementation
					2023/24	2023/24	2023/24	
4	ISSP Kayamandi Zone 0 (711) UISP	UISP	178 sites	Implementation				A contractor was appointed in July 2022 for the installation of civil services for 178 sites. The contractor has been unable to establish on site due to the relocation of 58 families on site. There has been a collaborative effort in the municipality to relocate the families to commence with the implementation of the project. According to the program, the contractor is expected to commence with the construction activities in May 2023. The completion date of the project is scheduled for June 2024.

1. PRE-PLANNING AND/OR PLANNING PHASE

1.1. Jamestown Development: Phase 2 – 4 – Ward 21





Project Name		3269 Jamestown Phases 2 to 4 (1069) IRDP
Property Description		Portion of the Remainder, Portion 3 and a broader portion of Portion 7 of Farm No 527
Town		Stellenbosch
Suburb		Jamestown
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		Currently planning
% of Total need addressed by Project		12,3
Housing Programme/s		IRDP / FLISP
Housing Opportunities	Sites	2 000
	Serviced Sites	0
	Top Structures (Units)	0
	Other	0
Project Readiness	Land Obtained	Yes
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	Yes (PID)
	Council Approval	Yes
	Risks / Issues	Large scale of project
	Readiness Score	3

Project Suitability	Geotech Conditions	Suitable, location in an already built-up area
	Strategic alignment	Majority of the proposed development is located within the approved urban edge. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially. The appointed Service Provider and the specialist studies must be used to provide the detailed supporting evidence to substantiate the inclusion of portion of the property within the urban edge. The amendment process of the SDF will consider the inclusion of portion 3 based on the legislative criteria.
	Planning Opinion	The Planning Directorate fully support this PID application. The Planning Directorate recommends that Tranche 1.1 be released for 1044 opportunities. This implies the release of R 1 199 984.04 funding for Tranche 1.1 payment and provisional release of R 2 957 965.20 for Tranche 1.2. The release of Tranche 1.1 will allow the Stellenbosch Municipality to continue with the planning process by undertaking preliminary feasibility studies for the site. The following points serve as motivation for project support: <ul style="list-style-type: none"> • The project is consistent with the PSDF and Municipal SDF (2019) that promotes compaction and densification within the urban edge • The project was in principle supported by PPC in 2016 • The project forms part of the Municipality's Housing Pipeline and is incorporated in the Municipal 5-year IDP (dated 2017 – 2022) • The project is located within the proclaimed Stellenbosch PHDA • This project will provide new housing opportunities in the Gap Market which is a strategic objective of the Department.

The subject property is located on the southern edge of the suburb of Jamestown, east of the R44 between Stellenbosch and Somerset West. It is flanked by an existing cemetery on its western boundary and a sports field located centrally on its northern edge. The site falls within an area characterized by medium to high-density residential as well as non-residential uses that serve the local community of Jamestown.

A professional team was appointed during June 2022 to undertake a broad conceptual urban design framework for a portion of portion 7 of farm 527 and remainder farm 527, Stellenbosch, and to obtain town planning and development rights. It should be noted that development rights have also been obtained for Phases 2 and 3 on Portion 7 of Farm 527 (site and service, 2-storey walk-ups, GAP housing, high income housing and public open space) and it is proposed that these two phases be made available simultaneously for development in the short to medium term.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Planning studies Obtain development rights: Phase 2 - 3
2024/25	Implementation of Phase 2 – 3 Obtain development rights: Phase 4
2025/26	Implementation of Phase 2 – 3 Obtain development rights: Phase 4

1.2. Erf 7001 Stellenbosch ("Soek-mekaar") - Ward 17



Project Name		3694 Erf 7001 Cloetesville (360) IRDP
Property Description		Erf 7001
Town		Stellenbosch
Suburb		Cloetesville
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		2023/24
% of Total need addressed by Project		1,5 – 1,8
Housing Programme/s		IRDP / FLISP
Housing Opportunities	Sites	250 – 300 sites
	Serviced Sites	0
	Top Structures (Units)	0
	Other	0
Project Readiness	Land Obtained	Yes
	EIA ROD	No
	Bulk capacity	Yes
	Land Use Approval	No
	PDOHS Approval	Yes (PID)
	Council Approval	Yes
	Risks / Issues	FLISP Beneficiaries
	Readiness Score	4
Project Suitability	Geotech Conditions	Suitable, location in an already built-up area
	Strategic alignment	MSDF 2019 - Project does fall within the approved Urban Edge of Stellenbosch (page 70), and the project is listed on page 199. MHSP 2020 - Project is included in the proposed Housing Pipeline noted on page 130. IDP 2020 - Project is listed as a priority municipal project on page 189. PSHDA - The Project is included in the Stellenbosch PSHDA.
	Planning Opinion	The Planning Directorate fully support this PID application. The Planning Directorate recommends that Tranche 1.1 be released for 360 opportunities. This implies the release of R413 788.00 funding for Tranche 1.1 payment and provisional release of R1 019 988.00 for Tranche 1.2. The release of Tranche 1.1 will allow the Stellenbosch Municipality to continue with the planning process by undertaking preliminary feasibility studies for the site. The following points serve as motivation for project support: <ul style="list-style-type: none"> • The project is consistent with the PSDF and Municipal SDF (2019) that promotes compaction and densification within the urban edge • The project was in principle supported by PPC in 2017 • The project forms part of the Municipality's Housing Pipeline and is incorporated in the Municipal 5-year IDP (dated 2017 – 2022) • The project is located within the proclaimed Stellenbosch PHDA • This project will provide new housing opportunities in the Gap Market which is a strategic objective of the Department.

A study was done by a service provider that investigated different sites to for possible developments in Cloetesville. In accordance with the recommendations which were presented to Council, Erf 7001 was identified for possible GAP/ FLISP housing. A Call for Proposal for the mix use development of Erf 7001 Stellenbosch in Cloetesville was advertised on two occasions.

A team of professionals have been appointed in April 2022 to undertake a Broad Conceptual Urban Design framework for the Erf no 7001 and to obtain town planning and development rights. This project timeframe for completion during 2024/25 financial year.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Planning studies
2024/25	Planning approvals
2025/26	Implementation

1.3. Erf 64 Kylemore - Ward 4



Project Name	2053(20) Stellenbosch Erf 64 Kylemore (171) IRDP	
Property Description	Erf 64	
Town	Kylemore	
Suburb	Kylemore	
Catalytic / PHDA Project	No	
Urgency (Proposed year of implementation)	TBD	
% of Total need addressed by Project	1.0	
Housing Programme/s	IRDP	
Housing Opportunities	Sites	0
	Serviced Sites	±600 serviced sites
	Top Structures (Units)	TBD
	Other	0
Project Readiness	Land Obtained	No (currently being transferred from the Dept. of Transport and Public Works and Infrastructure)
	EIA ROD	No
	Bulk capacity	Yes (Water is sufficient, Sewerage - Upgrades being undertaken. Link service for sewer needs to be upgrade)
	Land Use Approval	No
	PDOHS Approval	No (Was previously supported by PPC in 2013/14, but no applications have been submitted)
	Council Approval	Yes
	Risks / Issues	Land not in Municipal ownership, land invasion
	Readiness Score	2
Project Suitability	Geotech Conditions	Suitable, location in an already built-up area
	Strategic alignment	The project falls within the approved urban edge and has been identified in the SDF as future mixed-use, community, and residential infill.
	Planning Opinion	This project was presented to the PPC in 2013 already and was in principle supported. Although the project is located on the southern periphery of Kylemore, it can be considered as well located because of the proximity of two schools adjacent to erf 64. The project will provide infill development on a site within the urban edge of Kylemore on well-located land and as such should be further investigated.

Stellenbosch Municipality identified a portion of Erf 64 Kylemore (approximately 8 hectares) as a possible site for a housing development and pre-feasibility studies were concluded a few years ago to determine the potential of this site for a proposed housing development. From the studies, and the outcome of the community meeting held, it was apparent that the site is suitable for the envisaged development.

The Remainder of Erf 64 Kylemore is located at the south-east end of the Kylemore village. Kylemore High School is situated on the northern side of Erf 64. The property is surrounded by agricultural land to the southern and western sides, immediately to the east there is undeveloped land and then a stream.

The Municipality has appointed the Housing Development Agency (HDA) via an Implementation Protocol Agreement (IPA) to assist and finalise the transfer of land from the Department of Public Works and Infrastructure (DPWI) to the Municipality. Treasury endorsed the release of Erf 64, Kylemore on 25th of October 2021.

The Department of Public Works and Infrastructure (DPWI) released Erf 64, Kylemore to the HDA through SPoA on 15 November 2021. The HDA has reviewed previous planning studies and proposed layout options that were conducted more than 10 years ago. The HDA appointed a service provider for detailed planning and design of the preferred development option.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Detailed planning studies
2024/25	Obtain development rights
2025/26	Implementation

1.4. Northern Extension, Kayamandi - Ward 12



Project Name		Northern Extension, Kayamandi
Property Description		Various
Town		Stellenbosch
Suburb		Kayamandi
Catalytic / PHDA Project		PHDA proposed to National Department of Human Settlements
Urgency (Proposed year of implementation)		2023/24
% of Total need addressed by Project		24,5 – 36,8
Housing Programme/s		IRDP / FLISP
Housing Opportunities	Sites	4 000 – 6 000
	Serviced Sites	0
	Top Structures (Units)	0
	Other	0
Project Readiness	Land Obtained	Yes
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	Yes (PID)
	Council Approval	Yes
	Risks / Issues	Large scale, and land invasions
	Readiness Score	3
Project Suitability	Geotech Conditions	Mostly suitable although some steep slopes are on certain properties
	Strategic alignment	This project falls within the approved urban edge and has been Identified in the SDF as future mixed-use, community, and residential infill. Portion of the property partially forms part of the ATC LSDF project. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	This project has already been supported through the release of planning funding as well as the funding of land acquisition of the Watergang site that was subsequently invaded. This project is seen as a viable solution to the continued formalisation of Kayamandi and will be critical to the decanting of the rest of the Kayamandi housing projects. Consideration should also be given to the provision of Enhanced Serviced Sites as additional housing opportunities in this project as well.

The Northern Extension Project of Stellenbosch is situated north of Kayamandi, adjacent to Cloeteville and Welgevonden Estate. The site is located on the western side of the R304 (main arterial from the North) to Stellenbosch.

The subject properties as per the sale agreements are Remainder Farm 182 Stellenbosch, Portion 1 of Farm 182 Stellenbosch, A portion of the Remainder of Farm 183 Stellenbosch (Farm 183 A, Farm 183 B, Farm 183 C), Portion 1 of Farm 183 Stellenbosch, Portion 5 of Farm 183 Stellenbosch, and Portion 23 of Farm 183 Stellenbosch. As per the Surveyor-General Database, the farms also included in the subject area are Portions 36 and 60 of the Farm 183 Stellenbosch.

The Northern Extension is a potential development of approximately 130 hectares of land located north of Kayamandi. A key factor in this proposed development is the alignment of the proposed Western Bypass which is to form the western boundary of the project area as well as the new north-western urban edge of Stellenbosch town.

The specific site has been suggested by the Stellenbosch Municipality for the northward extension of the urban area of Stellenbosch. A feasibility study was conducted, and it was determined that the potential exists to provide between 4 000 to 6 000 accommodation opportunities in the Northern Extension of Stellenbosch. The Municipality is aiming to facilitate the development of the 4 000 to 6 000 residential opportunities, as well as providing the required social amenities and public facilities required.

The feasibility study identified developable land within the study area (different farmland identified). The development potential of the said site was evaluated from an engineering, planning and environmental perspective. The subsequent planning applications following this feasibility study will include the rezoning of the given properties from Agricultural to the relevant zonings in terms of the Stellenbosch Municipality Zoning Scheme By-Law suitable for the proposed residential densities and mix use development. What remains important is the overall objective of a mixed-income development, creating housing opportunities for the income categories as identified and a range of choice to prospective owners.

A service provider was appointed by Stellenbosch Municipality to appoint the necessary multidisciplinary team of professional consultants to conduct a due diligence assessment to assess whether it is suitable for the expansion of a mixed-use development to the north of Kayamandi.

A tender was advertised, and a Service provider was appointed to undertake a Broad Conceptual Urban Design framework for the Northern Extension and to obtain town planning and development rights. This project timeframe to obtain development rights is 2023/24 financial year.

It should be noted that a portion of the development of the northern extension has been identified as a possible relocation area for the redevelopment of the Kayamandi Town Centre.

The draft Market Analyst study that was undertaken by DEA&DP was concluded during May 2022 and incorporated into the draft conceptual design layouts. The different conceptual design layout options were workshopped during June 2022 with departments Spatial Planning and PMU and on 25 August 2022 with the senior management of Infrastructure Services. Comments were received on 19 September 2022 from the Department Heritage Western Cape. Consultants. The Service Provider submitted a Notice of Intent to Develop the application to Heritage Western Cape of which the service provider was informed that two additional specialist studies are required to be submitted namely an Archaeological impact assessment and a visual impact assessment on the cultural landscape. The service provider is currently finalising the concept layout options to submit the Land Use Application to obtain development rights. Submission to Department: Land Use Management will occur before end July 2023.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Planning
2024/25	Planning approvals
2025/26	Implementation

1.5. Erven 412, 217 and 284 Groendal, Franschhoek – Ward 2



Project Name	Erven 412, 217 and 284 Groendal	
Property Description	Erven 412, 217 and 284 Groendal	
Town	Groendal	
Suburb	Groendal	
Catalytic / PHDA Project	N/A	
Urgency (Proposed year of implementation)	TBD	
% of Total need addressed by Project	0,9 – 1,2	
Housing Programme/s	IRDP / FLISP	
Housing Opportunities	Sites	150 – 200
	Serviced Sites	0
	Top Structures (Units)	0
	Other	0
Project Readiness	Land Obtained	Yes
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	No
	Council Approval	Yes
	Risks / Issues	TBD
	Readiness Score	2
Project Suitability	Geotech Conditions	TBD
	Strategic alignment	This project falls within the approved urban edge and has been identified in the SDF as strategic sites, projects, and/or infill opportunities of the MSDF. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	TBD

Erven 412, 217 and 284 Groendal are located along Santa Rose Street in Groendal, a suburb of Franschhoek, next to the R45. The site falls within an area characterised by medium to high-density residential as well as non-residential and light industrial uses.

Various studies have been undertaken over the years regarding the development of Erf 412. Most of the studies included extensive public participation processes. The outcome of these studies was that the property should be developed for high density residential units but also include business (light industrial) opportunities. Erf 412 has been rezoned to subdivisional area during 2016 allowing for general residential, local authority and general business. The initial plans for Erf 284 were to develop an old age home or retirement village, but due to financial constraints, this never materialised.

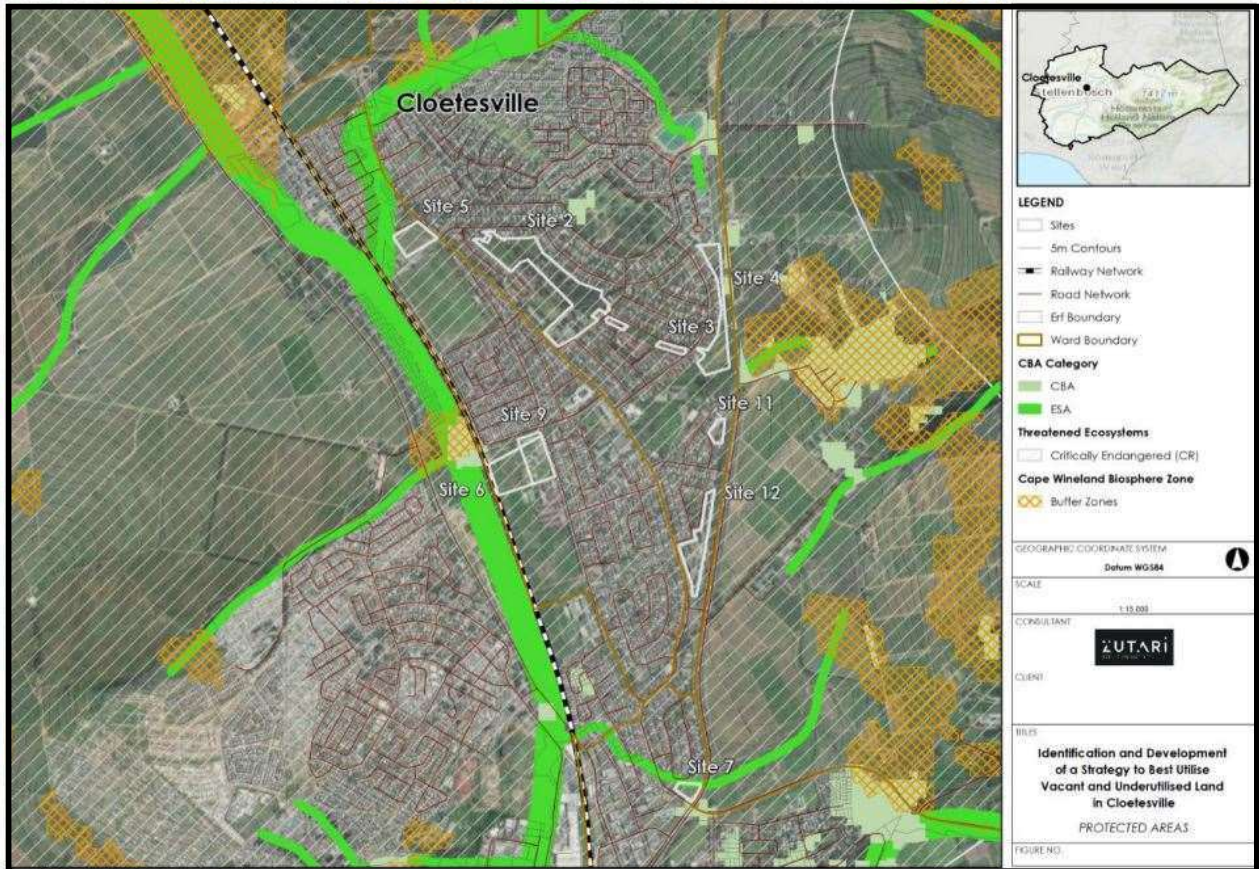
The Department: Property Management and the Department: Housing Development undertook a process to formulate a Call for Proposal in line with the approved agenda item. A service provider was appointed to draft different site development options.

An agenda item has been drafted and was circulated to the relevant departments for inputs/comments. An additional layout inputs were received from the Department: Roads, Transport, Stormwater, Traffic and Engineering Infrastructure Services and therefore the item served at the Section 80 IHS Committee meeting during May 2022. Discussions with senior role players were concluded on 11 November 2022, and an enquiry was raised during these discussions on Erf 284. The user department has forwarded this enquiry to the PDoHS for input.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Appointment of Service provider
2024/25	Planning
2025/26	Obtain development rights

1.6. Cloetesville Infill Housing Project



The Cloetesville Infill Housing Project was implemented to serve to develop vacant and underdeveloped portions of land within Cloetesville to address the housing need. A service provider was appointed to conduct a feasibility study on eight sites (11 erven) as identified by Council. The objective was to identify the development potential of each site and to provide a conceptual site development layout for the identified sites. The feasibility report served before Council during 26 May 2021 to determine if the sites is viable for housing purposes. The following sites were under investigation:

Erf 7271 is relatively flat, however the soil conditions and the permanent or perched water table, which is found less than 1,0m below the ground surface, is expecting to impact the cost of construction. The site makes allowance for a substantial number of units and is therefore a more attractive site. The proposed development of the site can potentially accommodate the following:

- Potential for mixed residential development.
- Each high-rise building is designed with an internal courtyard which provide safe recreational space.
- Concept plan makes provision for pedestrian walkways to be used by Smartie Town residents.
- Proposed development:
 - 16 serviced sites (Plot and Plan); and
 - 152 GAP/ and or FLISP units.

Erven 6847, 6886, 6300 is relatively flat, however the soil conditions and the permanent or perched water table, which is found less than 1,0m below the ground surface is expecting to impact the cost of construction since alternative construction methods are used to mitigate the risks. The site makes allowance for a substantial number of units and is therefore a more attractive site. The proposed development of the site can potentially accommodate the following:

- A small apartment block is proposed for the vacant space in the south-eastern corner of the site whilst larger high-rise buildings are proposed for the western portion of the site.
- Each high-rise building is designed with an internal courtyard which provide safe recreational space.
- Proposed development:
 - 279 GAP/ and or FLISP units.

Erf 8776 is relatively flat, however the soil conditions and the permanent or perched water table, which is found less than 1,0m below the ground surface is expecting to impact the cost of construction since alternative construction methods are used to mitigate the risks. The site makes allowance for a limited number of units and a detailed cost-benefit analysis should be undertaken. The proposed development of the site can potentially accommodate the following:

- Ideal location for a high-rise building.
- U-shaped building will provide the opportunity to develop accommodation whilst retaining many of the existing features of the site.
- Retain the pedestrian walkways.
- Play Park furniture to be relocated to the courtyard at the building.
- Proposed development:
 - 37 GAP/ and or FLISP units.

Erf 6705 is relatively flat; however, the soil conditions is expecting to impact the cost of construction. The site makes allowance for a limited number of units and a detailed cost-benefit analysis should be undertaken.

- Proposed housing typology should blend with the existing houses.
- Proposed development:
 - 12 serviced sites (Plot and Plan).

1.6.1. A portion of Erf 7271 Stellenbosch, Cloetesville





Project Name		A portion of Erf 7271 Stellenbosch, Cloetesville
Property Description		A portion of Erf 7271 Stellenbosch, Cloetesville
Town		Stellenbosch
Suburb		Cloetesville
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		TBD
% of Total need addressed by Project		1
Housing Programme/s		BNG / FLISP
Housing Opportunities	Sites	0
	Serviced Sites	168 (top structures TBD)
	Top Structures (Units)	0
	Other	0
Project Readiness	Land Obtained	Yes
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	No
	Council Approval	No
	Risks / Issues	Environmental sensitivity; cost of construction
Readiness Score	1	
Project Suitability	Geotech Conditions	Soil conditions and permanent or perched water table adds to the cost of construction
	Strategic alignment	The project is located within the approved urban edge and is identified in the SDF as strategic sites, projects, and/or infill opportunities of the MSDF. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	TBD

The relevant portion of Erf 7271 Stellenbosch is located on Long Street, behind Cloeteville sports ground. It is in close proximity to Plakenberg River, which separates Smartie Town from the site area. Opposite the subject portion of Erf 7271 is a crèche and a park. This area has previously been used as a parking lot for the sports ground, but more recently the area was earmarked to house 'Slab Town'.

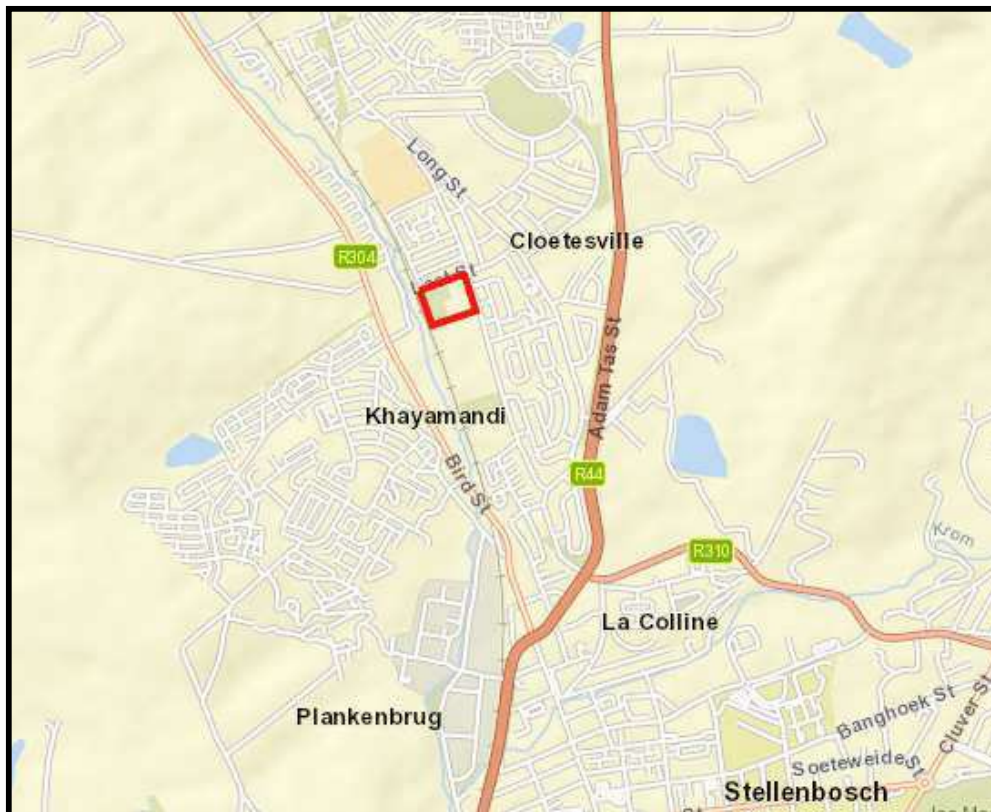
This site has potential for a mixed residential development. A row of single residential or BNG units located along the northern and eastern boundary of the site with the remainder of the site comprising of high-rise GAP units. It is expected that a total of 16 BNG units and 152 GAP units can be developed on the site, however significant relaxation of the parking requirements will be required. Each proposed high-rise building is designed with an internal courtyard which provides safe recreational space. The design of the concept plan makes provision for several pedestrian walkways that can be used by the residents of Smartie Town.

Council approved the feasibility study report to proceed with the planning processes to obtain development rights for the proposed housing project. Funding application has been approved on the Business Plan of the Provincial Department of Human Settlements for the outer financial year. A procurement process to appoint a professional team will follow in 2024/25 – 2025/26 for planning studies and during 2026/27 to obtain development rights.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Request for Proposals to appoint a service provider
2024/25	Planning
2025/26	Planning

1.6.2. Erven 6300, 6847 and 6886 Stellenbosch, Cloeteville





Project Name		Erven 6300, 6847 and 6886 Stellenbosch, Cloetesville
Property Description		Erven 6300, 6847 and 6886 Stellenbosch, Cloetesville
Town		Stellenbosch
Suburb		Cloetesville
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		TBD
% of Total need addressed by Project		1,7
Housing Programme/s		FLISP
Housing Opportunities	Sites	279
	Serviced Sites	0
	Top Structures (Units)	0
	Other	0
Project Readiness	Land Obtained	Yes
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	No
	Council Approval	No
	Risks / Issues	Environmental sensitivity; construction costs
	Readiness Score	1
Project Suitability	Geotech Conditions	Soil conditions and the permanent or perched water table adds to the cost of construction
	Strategic alignment	The project is located within the approved urban edge and is identified in the SDF as strategic sites, projects, and/or infill opportunities of the MSDF. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	TBD

Erven 6300, 6847 and 6886 Stellenbosch are located between the railway line and Curry Road and adjacent to Cloeteville swimming pool and tennis courts. The swimming pool facility and the identified erven are directly situated behind the Cloeteville High School. Moreover, the swimming facility is clustered with a park and outdoor gym. Many attempts have been made to start a skateboard park in one of the tennis courts as the tennis courts are constantly affected by acts of vandalism. The outdoor gym is being used effectively and the vacant land is used as a hangout area for the youth. The area is monitored by houses on Last Street (street adjacent to swimming pool and vacant land), should matters get out of hand, law enforcement is called. Concerns raised were the lack of recreational activities for youths in the community.

The corner of Last Road and Curry Road provides good line of sight and, together with the sports facilities, provides an ideal location for a community facility. A small apartment block is proposed for the vacant space in the south-eastern corner of the site whilst larger high-rise buildings are proposed for the western portion of the site. It is expected that a total of 279 GAP/FLISP units can be developed on the site, however significant relaxation of the parking requirement will be required. Each proposed high-rise building is designed with an internal courtyard which provides safe recreational space.

Council approved the feasibility study report to proceed with the planning processes to obtain development rights for the proposed housing project. Funding application has been approved on the Business Plan of the Provincial Department of Human Settlements for the outer financial year. A procurement process to appoint a professional team will follow in 2024/25 – 2025/26 for planning studies and during 2026/27 to obtain development rights.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Request for Proposals to appoint a service provider
2024/25	Planning
2025/26	Planning

1.6.3. Erf 8776 Stellenbosch, Cloeteville





Project Name		Erf 8776 Stellenbosch, Cloetesville
Property Description		Erf 8776 Stellenbosch, Cloetesville
Town		Stellenbosch
Suburb		Cloetesville
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		TBD
% of Total need addressed by Project		0,2
Housing Programme/s		FLISP
Housing Opportunities	Sites	37
	Serviced Sites	0
	Top Structures (Units)	0
	Other	0
Project Readiness	Land Obtained	Yes
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	No
	Council Approval	No
	Risks / Issues	Construction costs
Readiness Score	1	

Project Suitability	Geotech Conditions	Soil conditions and the permanent or perched water table adds to the cost of construction
	Strategic alignment	The project is located within the approved urban edge and is identified in the SDF as strategic sites, projects, and/or infill opportunities of the MSDF. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	TBD

Erf 8776 Stellenbosch is located on a four-way traffic intersection, Adam Tas Road and Helshoogte Road. Concerns were raised relating to the existing park and wall that have great significance to Cloetesville as a community.

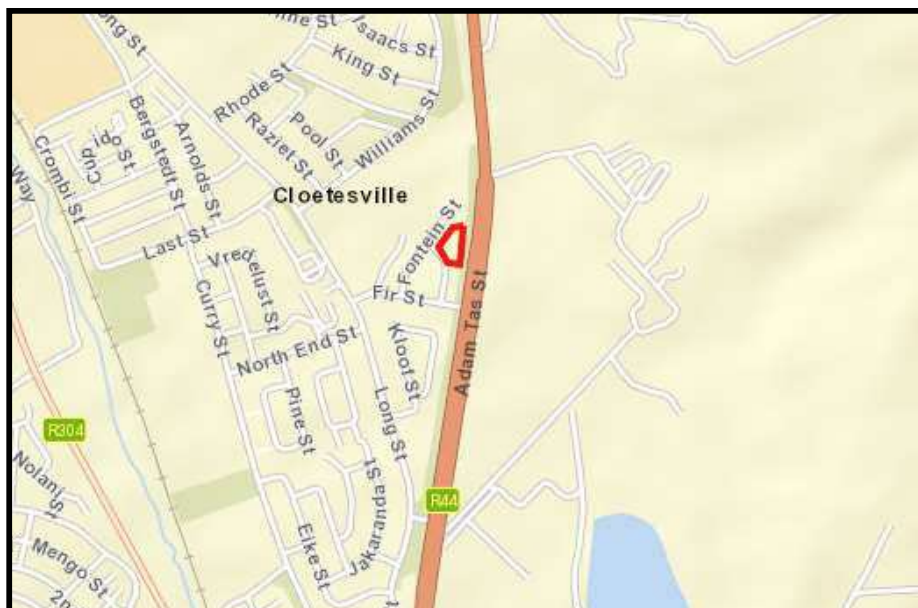
The corner of Last Road and Adam Tas Road is an ideal location for a high-rise building. It is proposed that a U-shaped building will provide the opportunity to develop accommodation whilst retaining many of the existing features of the site. The building should be located along the eastern portion of the site to retain the pedestrian walkways and the play park furniture can be relocated to the courtyard at the building. Parking can be provided where the existing play park furniture is located. It is expected that a total of 37 GAP/FLISP units can be developed on the site.

Council approved the feasibility study report to proceed with the planning processes to obtain development rights for the proposed housing project. Funding application has been approved on the Business Plan of the Provincial Department of Human Settlements for the outer financial year. A procurement process to appoint a professional team will follow in 2024/25 – 2025/26 for planning studies and during 2026/27 to obtain development rights.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Request for Proposals to appoint a service provider
2024/25	Planning
2025/26	Planning

1.6.4. Erf 6705 Stellenbosch, Cloetesville





Project Name		Erf 6705 Stellenbosch, Cloetesville
Property Description		Erf 6705 Stellenbosch, Cloetesville
Town		Stellenbosch
Suburb		Cloetesville
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		TBD
% of Total need addressed by Project		0,07
Housing Programme/s		BNG
Housing Opportunities	Sites	0
	Serviced Sites	0
	Top Structures (Units)	12
	Other	0
Project Readiness	Land Obtained	Yes
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	No
	Council Approval	No
	Risks / Issues	Soil conditions expected to impact on construction cost
Readiness Score	1	
Project Suitability	Geotech Conditions	Soil conditions expected to impact on construction cost
	Strategic alignment	The project is located within the approved urban edge and is identified in the SDF as strategic sites, projects, and/or infill opportunities of the MSDF. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	TBD

Erf 6705 Stellenbosch is a triangular shaped property with access from Wilger Road. Located to the north, north-west and south of the site are residential erven measuring between 450m² and 510m². The site is currently vacant.

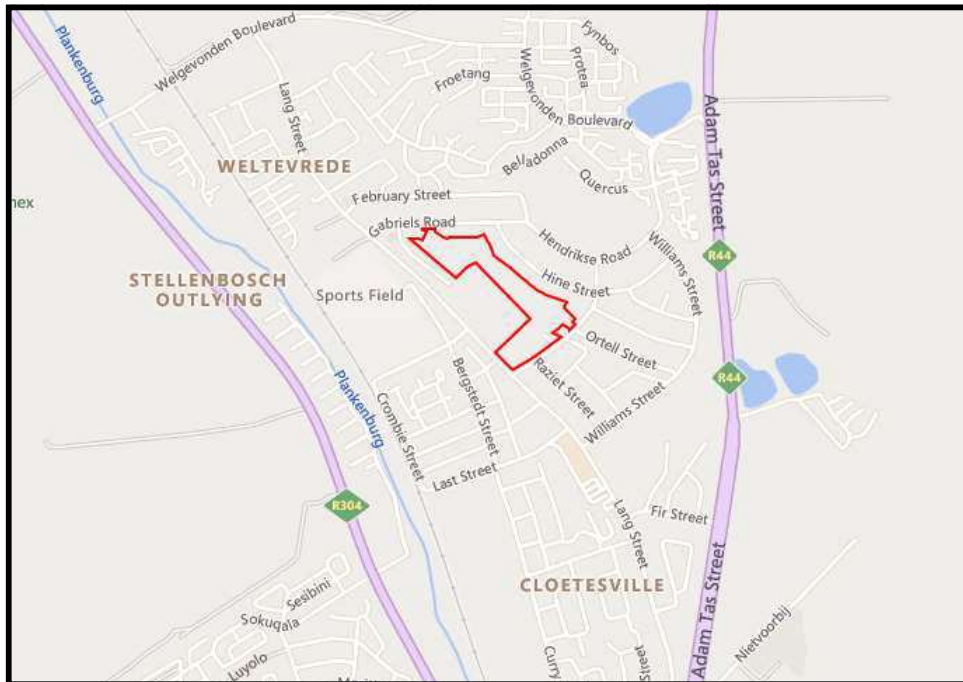
The site is considered a part of an existing neighbourhood and proposed housing typologies should therefore blend with the existing houses. As such, BNG units are proposed; a total of 12 BNG units can be developed on the site. The site contains an embankment along the western boundary, and it is proposed that it should be formalised for stormwater drainage.

Council approved the feasibility study report to proceed with the planning processes to obtain development rights for the proposed housing project. Funding application has been approved on the Business Plan of the Provincial Department of Human Settlements for the outer financial year. A procurement process to appoint a professional team will follow in 2024/25 – 2025/26 for planning studies and during 2026/27 to obtain development rights.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Request for Proposals to appoint a service provider
2024/25	Planning
2025/26	Planning

1.6.5. Erf 8915 Stellenbosch, Cloetesville





Project Name		Erf 8915 Stellenbosch, Cloetesville
Project Description		Erf 8915 Stellenbosch, Cloetesville
Project Location		Erf 8915 is situated adjacent to and stretches behind Pieter Langeveldt Primary School. Moreover, it is situated behind one row of houses. A concern raised for this site is that the expense of servicing the land could possibly jeopardise the feasibility of providing facilities for the disadvantaged. Another concern is the number of trees on the site, especially behind the school, and their environmental and heritage impact. Currently the site is being utilised as an illegal dumping site.
Town		Stellenbosch
Suburb		Cloetesville
Catalytic / PHDA Project		N/A
Urgency (Proposed year of implementation)		TBD
% of Total need addressed by Project		0,5
Housing Programme/s		IRD / FLISP / Other
Housing Opportunities	Sites	0
	Serviced Sites	84 (Top structures TBD)
	Top Structures (Units)	0
	Other	0
Project Readiness	Land Obtained	Yes
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	No
	Council Approval	Yes
	Risks / Issues	Steep slope; poor soil condition; insufficient infrastructure demand
Readiness Score	1	

Project Suitability	Geotech Conditions	The site is located along a steep slope
	Strategic alignment	Identified in the SDF as strategic sites, projects, and/or infill opportunities of the MSDF. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	TBD

Erf 8915 is situated adjacent to and stretches behind Pieter Langeveldt Primary School. Moreover, it is situated behind one row of houses. A concern raised for this site is that the expense of servicing the land could possibly jeopardise the feasibility of providing facilities for the disadvantaged. Another concern is the number of trees on the site, especially behind the school, and their environmental and heritage impact. Currently the site is being utilised as an illegal dumping site.

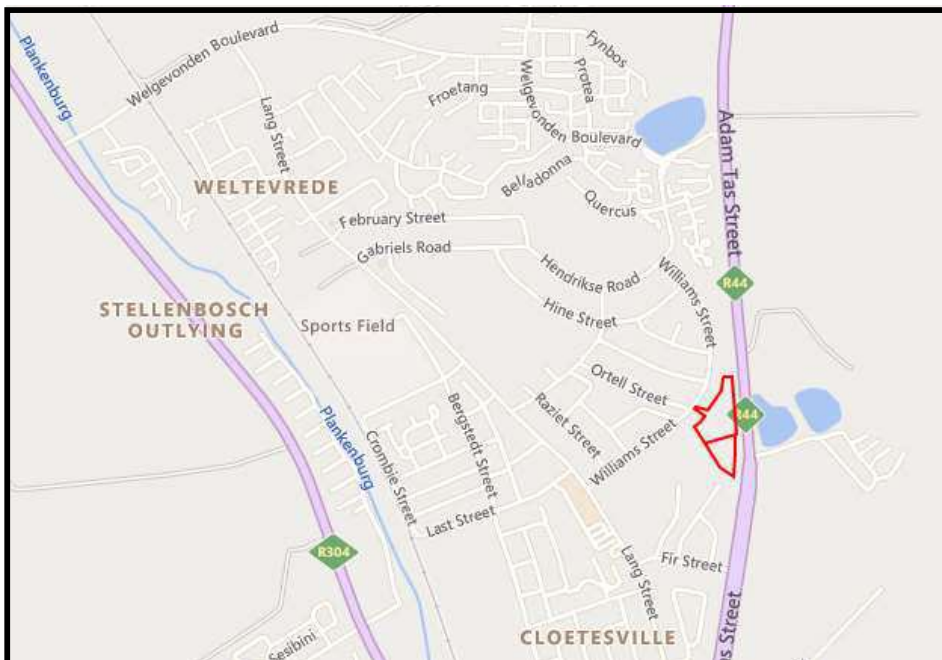
Council approved the feasibility study report to proceed with the planning processes to obtain development rights for the proposed housing project. Although it is expected that this site will be very costly to develop (due to the poor soil condition and subsequent required bulk earth works), it is recommended that the Stellenbosch Municipality develops the site for either BNG units or only serviced sites, depending on the subsidy quantum.

Funding application has been approved on the Business Plan of the Provincial Department of Human Settlements for the outer financial year. A procurement process to appoint a professional team will follow in 2024/25 – 2025/26 for planning studies and during 2026/27 to obtain development rights.

It is suggested that the following timeframe should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Request for Proposals to appoint a service provider
2024/25	Planning
2025/26	Planning

1.6.6. Erven 6668 and 7181 Stellenbosch, Cloeteville





Project Name		Erven 6668 and 7181 Stellenbosch, Cloetesville
Property Description		Erven 6668 and 7181 Stellenbosch, Cloetesville
Town		Stellenbosch
Suburb		Cloetesville
Catalytic / PHDA Project		N/A
Urgency (Proposed year of implementation)		TBD
% of Total need addressed by Project		0,5
Housing Programme/s		IRDP / FLISP / Other
Housing Opportunities	Sites	0
	Serviced Sites	83 (Top structures TBD)
	Top Structures (Units)	0
	Other	0
Project Readiness	Land Obtained	Yes
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	No
	Council Approval	Yes
	Risks / Issues	Significant bulk earth works required
Readiness Score	1	
Project Suitability	Geotech Conditions	Soil conditions poor; significant bulk earth works required
	Strategic alignment	Located within the approved urban edge. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	TBD

Erven 6668 and 7181 Stellenbosch are situated adjacent to the R44 arterial road and are near Rietenbosch Primary School. The old Drakenstein Road passes between the property and the R44. The site is relatively steep and located near a wetland area. This wetland area is currently in a poor condition and there are several illegal dwelling units on the site. The current access to the site is not sufficient should development occur on site and portions of Erven 7296 and/or 7047 Stellenbosch would need to be acquired.

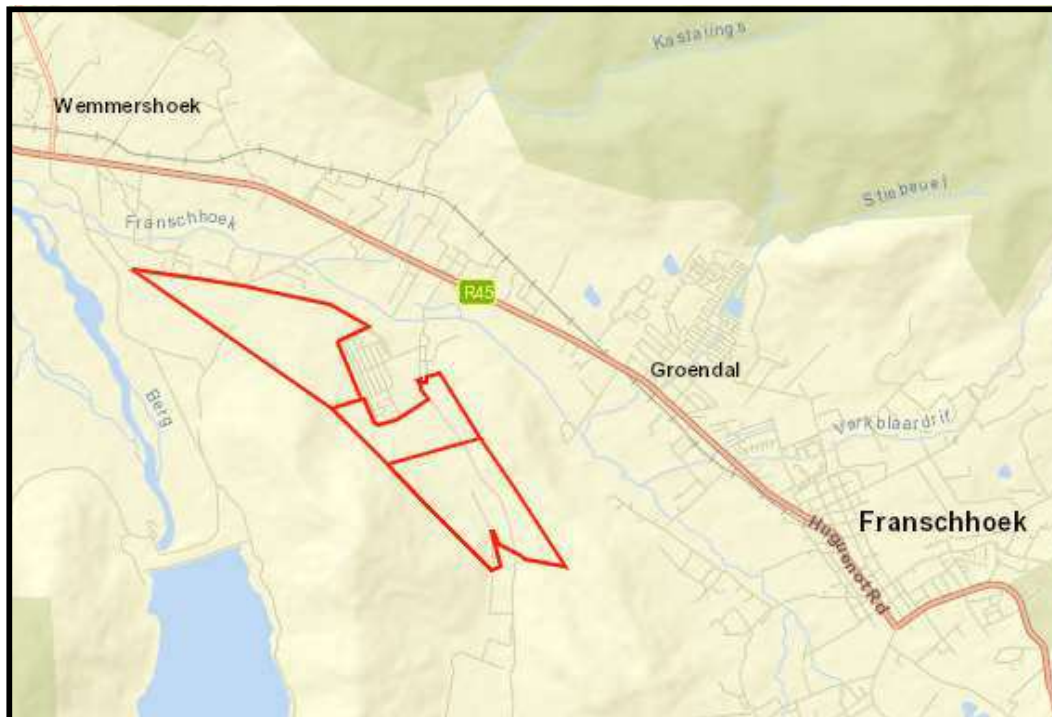
Only a portion of the site is developable. The developable portion of the site allows for a mix of opportunities in the form of single residential erven and high-rise apartment buildings. In total 17 BNG units and 65 GAP/FLISP units can be accommodated on the site. Depending on the socio-economic profile of the beneficiaries and the available subsidies, the site can also be developed as part of the UISP and the Stellenbosch Municipality would then be required to provide serviced sites (water, sewer and electrical connections) to the beneficiaries. The GAP units can be developed by the Municipality, or the land can be sold to the Social Housing Regulatory Authority (SHRA) which provides rental accommodation to people earning between R1 850 and R22 000 per month.

Council approved the feasibility study report to proceed with the planning processes to obtain development rights for the proposed housing project. Funding application has been approved on the Business Plan of the Provincial Department of Human Settlements for the outer financial year. A procurement process to appoint a professional team will follow in 2024/25 – 2025/26 for planning studies and during 2026/27 to obtain development rights.

It is suggested that the following timeframe should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Request for Proposals to appoint a service provider
2024/25	Planning
2025/26	Planning

1.7. La Motte: Farm 1339, Farm 1158 and Farm 1158/1 Paarl – Ward 2





Project Name		La Motte Old Forest Station IRDP
Property Description		Farm 1339, Farm 1158 and Farm 1158/1 Paarl
Town		Franschhoek
Suburb		La Motte
Catalytic / PHDA Project		No
Urgency (Proposed year of implementation)		TBD
% of Total need addressed by Project		6,8
Housing Programme/s		IRDP / FLISP
Housing Opportunities	Sites	830 + 283
	Serviced Sites	0
	Top Structures (Units)	0
	Other	0
Project Readiness	Land Obtained	No (Currently being transferred from Dpt. Of Transport & Public Works)
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	Yes (PID)
	Council Approval	Yes
	Risks / Issues	Land not in municipal ownership
Readiness Score	2	

Project Suitability	Geotech Conditions	Suitable, location in an already built-up area
	Strategic alignment	MSDF 2019 - The proposed housing development layout options falls within the urban edge of La Motte (page 87), and the project is listed on page 200. MHSP 2020 - Project is included in the proposed Housing Pipeline noted on page 131. IDP 2020 - Project is listed as a current municipal project on page 245. PSHDA - The Project is not included in the Stellenbosch PSHDA.
	Planning Opinion	This project has been supported by the Dept. of Human Settlements with the release of Tranche 1.1 and forms part of the Municipality's approach to dealing with the Langrug Informal Settlement. The project will allow for the decanting of qualifying beneficiaries from Langrug onto the site, but care must be taken with regard to the community dynamics associated with introducing a new group into an older rural community.

La Motte is a former Bosbou Hamlet situated approximately 3.5 km north-west of Franschhoek town, on the Robertsvallei Road, close to where it intersects the R45. Originally built to house forestry workers, the village is made up of the original dwellings and a range of community facilities. During the construction phase of the Berg River Water Scheme, new houses were built adjacent to the existing settlement to temporarily house the construction workers; these houses have been transferred to identified beneficiaries.

Portions of Farm 1653, Remainder Farm 1339, Remainder Farm 1158, and Portion 1 Farm 1158 Paarl have been identified for mixed-use housing development for the expansion of La Motte

Feasibility studies and various development options have been completed for consideration. From the findings, the identified properties have sufficient capacity for the provision of an integrated housing development. Discussions with the owner of the land, the Department of Transport and Public Works, have occurred to initiate the transfer of land to the Stellenbosch Municipality for housing developments.

The La Motte properties are owned by the National Department of Public Works and Infrastructure. In 2021, the Municipality entered into an Implementation Protocol (IP) with the Housing Development Agency (HDA) to assist and facilitate the process of ensuring the transfer of the above-mentioned properties for housing development. The HDA estimates that the land maybe transferred to the Municipality in 2025/26 FY, planning studies and approvals will be finalised thereafter.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Enablement of transfer of land
2024/25	-
2025/26	-

1.8. Droë Dyke – Ward 11



Project Name		Droë Dyke (1000)
Property Description		Portion of Remainder Farm 279; Portion 1 of Farm 284; Remainder Farm 284; Portion 17 of the Farm 183; Remainder Portion 35 of the Farm 183; Portion 8 of Farm 283; Remainder Farm 283; Farm 281
Town		Stellenbosch
Suburb		Stellenbosch
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		TBD
% of Total need addressed by Project		6,1
Housing Programme/s		IRDP, FLISP, Social Housing
Housing Opportunities	Sites	1000 (type TBD)
	Serviced Sites	0
	Top Structure (serviced)	0
	Other	0
Project Readiness	Land Obtained	No (National Dept. of Transport and Public Works – being transferred)
	EIA ROD	No
	Bulk capacity	No (Upgrades planned and being implemented)
	Land Use Approval	No
	PDOHS Approval	No (Was previously supported by PPC in 2013/14, but no applications have been submitted)
	Council Approval	Yes
	Risks / Issues	Scale, dependence on Adam Tas TOD Project
	Readiness Score	1
Project Suitability	Geotech Conditions	TBD
	Strategic alignment	MSDF 2019 - Project does fall within Urban Edge. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	This project was previously presented to the Dept. of Human Settlements in 2013 and was in principle supported. The project did not proceed from the pre-planning stage because the land could not be transferred from the National Dept. of Transport and Public Works. The project was reinvigorated recently as the land issue was resolved and the project was identified as the southern node of the Adam Tas TOD Project. As such this project shares the same opportunities as the Adam Tas TOD Development. The location on the southwestern periphery of Stellenbosch is not ideal and the project will probably not contribute towards alleviating the needs of Kayamandi, but previous discussion with Stellenbosch indicated that FLISP opportunities will be investigated for this site. As such the project can be supported for further investigation. It will be necessary to ensure that this project could be viable even if the remainder of the Adam Tas TOD Project is not developed in future.

In terms of the Stellenbosch Municipal Spatial Development Framework Droë Dyke is seen as part of the Adam Tas Corridor Catalytic Initiative to restructure Stellenbosch Town. The land parcels which make up Droë Dyke comprise of Stellenbosch Farms Portion 17 of the Farm 183, Portion 35 of the Farm 183, Portion 8 of the Farm 238, the Farm 283, and the Farm 281. The farms are situated at the entrance to Stellenbosch town and are adjacent to the R310 and the Eerste River, with the Stellenbosch railway line and reserve splitting the site. Collectively, the land parcels making up Droë Dyke equates to approximately 103 hectares.

Droë Dyke forms part of the residential component for the redevelopment of the Adam Tas Corridor. Droë Dyke is earmarked for medium to high density residential housing and commercial as well as public facilities (including sportsfields). The site will accommodate a public transport node within the R310/Adam Tas Public Transport Corridor and is also seen as a potential park and ride location.

The identified developable area, totalling 75.86 hectares is defined as the Droë Dyke Precinct. With the precinct plan providing the context of the urban form, spatial arrangements and movement routes, the actual overall development area for the precinct is 29.85 hectares.

Droë Dyke is suitable for social housing as it is a precinct in the Stellenbosch Restructuring Zone. The site offers significant opportunity to alleviate Stellenbosch Municipality’s housing demand. The site can accommodate and is attractive for a mix of social, affordable and open market housing.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Enablement of transfer of land. Land needs to be transferred to Municipality from National Department of Public Works & Infrastructure.
2024/25	-
2025/26	-

2. SOCIAL HOUSING

It is the intention of the Stellenbosch Municipality to give effect to the Social Housing Programme by making available land portions in the Restructuring Zones to Social Housing Institutions (SHI) and/or Other Development Agencies (ODA) who then will undertake all the necessary processes for the development of Social Housing Estates and the effective management of new rental stock. It is imperative that such SHI’s and ODA’s are duly accredited by the SHRA.

Social Housing is not a method for mass delivery, but a way to pursue integrated and sustainable urban development. Restructuring Zones were identified based on their close proximity to social and economic amenities and their potential to promote integration, access to economic opportunities and spatial restructuring.

Social Housing currently caters for people earning between R1 850 – R22 000 per month. It is desirable that environments created through this process should conform to health and safety principles, be liveable, vibrant, with the requisite amenities and facilities that provide a better quality of life for tenants. The proposed Social Housing Estate should optimise the utilisation of the land portions through innovative approaches in the development of a medium to high density residential estate.

Stellenbosch Municipality’s Social Housing Programme aims to effect the provision of affordable, well-located housing opportunities to low and moderate-income households. It is implemented within the framework of the National Social Housing policy, legislation and regulations. The Municipality is on a drive to accelerate the pace and scale of housing delivery, maximising social housing opportunities, and promoting socio, spatial and economic integration of people into its urban fabric.

This transformative aim will be fulfilled by the Municipality’s continued effort to identify well located municipal owned parcels of land for infill development of Social Housing with a precinct development approach. The key purpose is the creation of socially integrated neighbourhoods providing housing for low-middle income households into areas that they would normally be excluded from due to past legacies and the prevailing property markets.

It is crucial that the Social Housing projects complement the social functionality of the neighbourhood with inclusion of other minimum ancillary and complementary uses in the development driven by the integrated development principles. Social integration should be achieved by having an urban design approach that integrates the development with the existing surroundings. The creation of an enhanced public realm with quality environments should be promoted by designing active and passive green open space systems that link the proposed site with public facilities and amenities through safe pedestrian orientated public open space systems. Proposed layouts should consider barrier free access for physically disabled people and cater to people with special needs.

The urban design concept for such sites should be based on a socially integrated development with a holistic and reasonable neighbourhood level planning approach that unfolds through the site plan. It should show some level of conformity with the character of the existing urban environment and some innovation that fosters a sense of place. The site plan must demonstrate an appropriate medium-high density approach by building height and compact site plan with minimum parking. In addition, the site plan design for the public realm, common spaces and landscaping have to facilitate social integration with existing neighbourhoods.

Sites situated in approved and gazetted Restructuring Zones are eligible for social housing grants. Application for the social housing grants will be the responsibility of the SHI/ ODA.

2.1. Farms 81/2 and 81/9 Stellenbosch - Ward 16



Project Name	Farms 81/2 and 81/9 Stellenbosch	
Property Description	Farms 81/2 and 81/9 Stellenbosch	
Town	Stellenbosch	
Suburb	Cloetesville	
Catalytic / PHDA Project	PHDA	
Urgency (Proposed year of implementation)	2021/2022 – Planning to commence	
% of Total need addressed by Project	1,5 – 2,1	
Housing Programme/s	Social Housing	
Housing Opportunities	Sites	0
	Serviced Sites	0
	Top Structures (Units)	0
	Other	± 250 – 350 rental units
Project Readiness	Land Obtained	Yes
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	No
	Council Approval	Yes (feasibility study)
	Risks / Issues	Various site constraints; significance as gateway
	Readiness Score	2
Project Suitability	Geotech Conditions	The property is regarded as being of favourable to poor suitability for residential development. The factors that reduce the suitability of the land for development are the extent of uncontrolled fill, the existing topography and soil corrosivity.
	Strategic alignment	This project falls within the approved urban edge. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	TBD

In terms of the implementation of the Social Housing Programmes, the Stellenbosch Municipality has identified Portions 2 and 9 of the Farm No 81 Stellenbosch. This site is located between the Cloetesville and Kayamandi settlements. Its boundary is framed by the R304 to the west and the railway line to the east. The Plankenburg River traverses the site along the eastern boundary. The southern boundary of property includes portions of the Kayamandi Tourism Centre, as well as a bridge over the railway line. The northern boundary is framed by the Mount Simon residential development.

A feasibility study has been done during January 2020 to determine the development potential of the site. Council approved the feasibility report on the 12 February 2020 for Social Housing (rental stock). Further planning studies were conducted by a suitable, qualified, and experienced professional service providers during March 2021 to undertake a geotechnical investigation, flood line studies and a traffic impact assessment on the site.

In terms of the geotechnical investigation, the property is regarded as being of favourable to poor suitability for residential development. The factors that reduce the suitability of the land for development are the extent of uncontrolled fill, the existing topography and soil corrosivity.

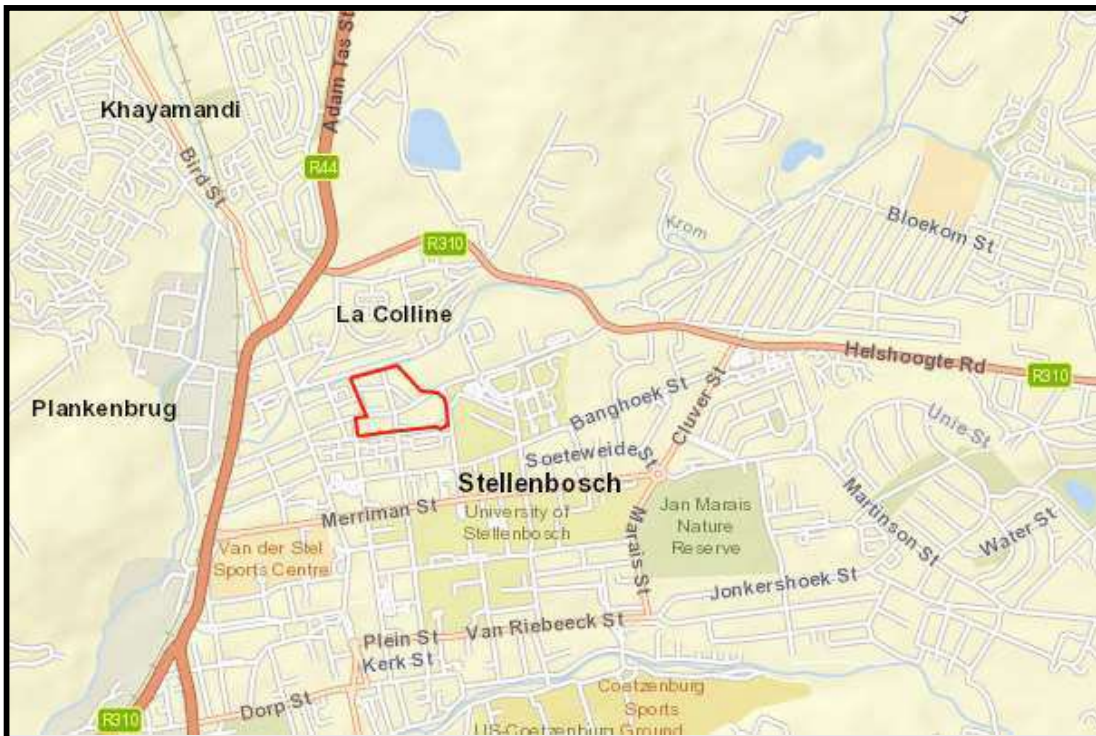
The tender has been advertised during June 2022 and closing date was 4 July 2022. On request from the bidders due to the short period to submit their bids, Bid Specification Committee approved extension of closing date to 8 August 2022.

The tender for the Request for Proposals (RFP) had to be cancelled due to material changes to the scope of works with reference to Construction Industry Development Board (CIDB) and Compensation for Occupational Injuries and Diseases Act (COIDA). The amended tender was re-advertised on 2 September 2022 and a compulsory clarification meeting was held on 15 September 2022. The closing date for the tender was on 3 October 2022. The tenders received was evaluated and served at Bid Evaluation Committee on 30 November 2022. Appointment of a SHI and/or ODA will occur after Bid Adjudication Committee approval.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Planning
2024/25	Planning
2025/26	Implementation

2.2. Lapland Precinct - Ward 10





Project Name		Lapland Precinct
Property Description		Erven 2149, 6590, 2608, 2609, 6659, 9106 Stellenbosch
Town		Stellenbosch
Suburb		Stellenbosch
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		TBD
% of Total need addressed by Project		2,3
Housing Programme/s		Social Housing
Housing Opportunities	Sites	0
	Serviced Sites	0
	Top Structures (Units)	368
	Other	0
Project Readiness	Land Obtained	No (Properties owned by the Municipality and the National Department of Public Works)
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	No
	Council Approval	Yes
	Risks / Issues	Relocation of prison; construction above existing units
	Readiness Score	0
Project Suitability	Geotech Conditions	TBC
	Strategic alignment	This project is located within the approved urban edge and has been identified for infill development. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	TBD

The Lapland Precinct comprises Erven 2149, 6590, 2608, 2609, 6659 and 9106 Stellenbosch.

The Lapland precinct situated on the northern outskirts of the Stellenbosch CBD is ideally located in a well-connected node via the R44 and Helshoogte Roads and is near various commercial and economic facilities. The surrounding land uses consist of residential spaces, public spaces, and commercial properties. The properties located in the precinct are owned by the Stellenbosch Municipality and the National Department of Public Works. The properties have extents upwards of 1300m² to roughly 4000m², are developed on a gentle gradient and are bordered to the north by Kromriver and Teen-die-Bult, Plankenburg to the west, Stellenbosch CBD to the south and Die Rand to the east. The Lapland precinct is home to the Stellenbosch Traffic Department, the Stellenbosch Correctional Services building and three high rise municipal flats (Lavanda, Aurora and Phyllaria) with a total of 220 existing rental units. Preliminary building inspections revealed that the structures are sound with some upgrades having been performed recently.

The precinct is made up of three high rise municipal flats (Lavanda, Aurora and Phyllaria) with a total of 220 rental units, the Department of Home Affairs, the Traffic Department and the Correctional Services Prison and ancillary housing and facilities. Taking cognisance of the Status Quo Study findings and in line with densification principles, the following development concepts and land use rights are proposed for the Lapland precinct:

Two of the existing high-rise buildings are proposed to be developed as mixed use eight-storey high rise tower blocks incorporating the existing governmental uses on ground floor together with retail shops and offices. Social housing with housing typologies ranging from one-bedroom to two-bedrooms are proposed for five floors. Market orientated Rental Housing Development of one bedroom and two-bedroom units are proposed for the two top floors. It is proposed that pavements be widened, and street furniture and informal traders be accommodated in a predesigned format. A density of 320 dwelling units per hectare is proposed.

It is proposed that the prison be relocated to the outskirts of Stellenbosch town on a site to be identified by the Stellenbosch Municipality and approved by the Department of Correctional Services. A portion of this property is to be set aside for market orientated rental housing development of one bedroom and two-bedroom units for two floors and retail and/or office spaces to be located on the ground floor. The proposed density is 616 dwelling units per hectare.

It is proposed that infill developments be implemented on the existing vacant land in between the existing flats to increase the density. This would allow for spatial and architectural maximisation of the existing site and the formulation of designs in line with SHRA design standards. To achieve the desired density and enhance the quality of living in the vicinity, it is proposed that the site be set aside for Social Housing purposes only with the accommodation of a crèche. Eight-storey buildings are proposed with a proposed density of 186 dwelling units per hectare.

The Municipality will go out on a procurement process to appoint an accredited Social Housing Institutes (SHI's) and/or Other Development Agencies (ODA's) for a social housing project on the property.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Request for Proposal
2024/25	Planning
2025/26	Planning

2.3. Teen-die-Bult Precinct - Ward 10



Project Name		Teen-die-Bult Precinct
Property Description		Farm 180 and Erven 2728, 3481 – 3486 Stellenbosch
Town		Stellenbosch
Suburb		Stellenbosch
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		TBD
% of Total need addressed by Project		1,1
Housing Programme/s		Social Housing
Housing Opportunities	Sites	0
	Serviced Sites	0
	Top Structures (Units)	180
	Other	0
Project Readiness	Land Obtained	Yes
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	No
	Council Approval	Yes
	Risks / Issues	Construction above existing units
	Readiness Score	1
Project Suitability	Geotech Conditions	TBC
	Strategic alignment	This project falls within the approved urban edge. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially,
	Planning Opinion	TBD

The Teen-die-Bult Precinct comprises the Remainder Farm 180 and Erven 2728, 3481 – 3486 Stellenbosch (portions of the Remainder Farm 180).

Less than 2km north of the Lapland precinct properties are the eight Teen-die-Bult erven. Situated close to major transport corridors in Helshoogte road and the R44, the Teen-die-Bult precinct is bordered to the west by Tenantville (a designated Restructuring Zone), by the La Colline precinct to the north and Simonswyk to the east. The surrounding land uses are predominantly residential with some commercial properties. As earlier mentioned, the Teen-die-Bult precinct consists of eight erven on gradually sloping terrain except for Farm 180 that has a comparatively steep gradient. Six of the properties are developed with existing duplex flats and low-rise flats that are in good condition and are known as Bellerive and Teen-die-Bult. Two properties are undeveloped Open Spaces which offer opportunities for developments. The properties are owned by the Stellenbosch Municipality.

It is proposed that new development be carried out on the consolidated site consisting of Farm 180 and Erf 2728 (Open Spaces) only. This is motivated by the maximisation of existing infrastructure capacity by the proposed development on the open spaces. It is also proposed that existing buildings in the precincts receive cosmetic upgrades (beautification) as a trade-off for maximising development on the parcels. This may ensure the community support of the project.

Eight-storey buildings are proposed with a proposed density of 184.27 dwelling units per hectare. A housing typology mix is proposed with Social Housing being the primary mix and market orientated rental housing development to cross subsidise the development of one-bedroom and two-bedroom units on the top floors.

The following is proposed for the Teen-die-Bult Precinct:

Precinct	Unit Type	Number	Expected Rental	Monthly Rental Income	Annual Rental Income
Teen-die-Bult	32m ² 1 Bedroom	50	R7 000,00	R350 000,00	R4 200 000,00
	34m ² 1 Bedroom	50		R350 000,00	R4 200 000,00
	45m ² 2 Bedroom	40	R8 500,00	R340 000,00	R4 080 000,00
	47m ² 2 Bedroom	40		R340 000,00	R4 080 000,00
	Total	180			R16 560 000,00

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	TBC
2024/25	TBC
2025/26	TBC

2.4. La Colline - Ward 10



Project Name	La Colline Precinct	
Property Description	Erven 2644, 2645, 2660, 2661, 2666, 2667, 2683, 2684, 2727 and 2729 Stellenbosch	
Town	Stellenbosch	
Suburb	Stellenbosch	
Catalytic / PHDA Project	PHDA	
Urgency (Proposed year of implementation)	TBD	
% of Total need addressed by Project	TBD	
Housing Programme/s	Social Housing	
Housing Opportunities	Sites	TBD
	Serviced Sites	TBD
	Top Structures (Units)	TBD
	Other	TBD
Project Readiness	Land Obtained	No (properties owned by the Municipality and the Department of Local Government and Housing)
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	No
	Council Approval	No
	Risks / Issues	TBD
	Readiness Score	0
Project Suitability	Geotech Conditions	TBD
	Strategic alignment	This project falls within the approved urban edge. The two public open spaces are important to be retained and upgraded. There are densification opportunities available. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially. Once the project reaches the planning phase, it needs to be considered within the capital planning process/CEF.
	Planning Opinion	TBD

The La Colline Precinct comprises Erven 2644, 2645, 2660, 2661, 2666, 2667, 2683, 2684, 2727 (General Residential) and 2729 Stellenbosch (Public Open Space). The La Colline Precinct, just a short walk north from the Teen-die-Bult and Lapland Precincts, is easily accessible via Helshoogte Road from the east, Ryneveld Street from the south and the R44 from the north. The La Colline Precinct consists of residential properties built around a public open space, Tobruk Park (which forms part of the La Colline Precinct erven) and an additional public open space called La Colline Park. The residential properties are developed with low rise duplex flats that appear to be structurally sound with some minor cosmetic remedial work required. The properties are owned by the Department of Local Government and Housing and the Stellenbosch Municipality.

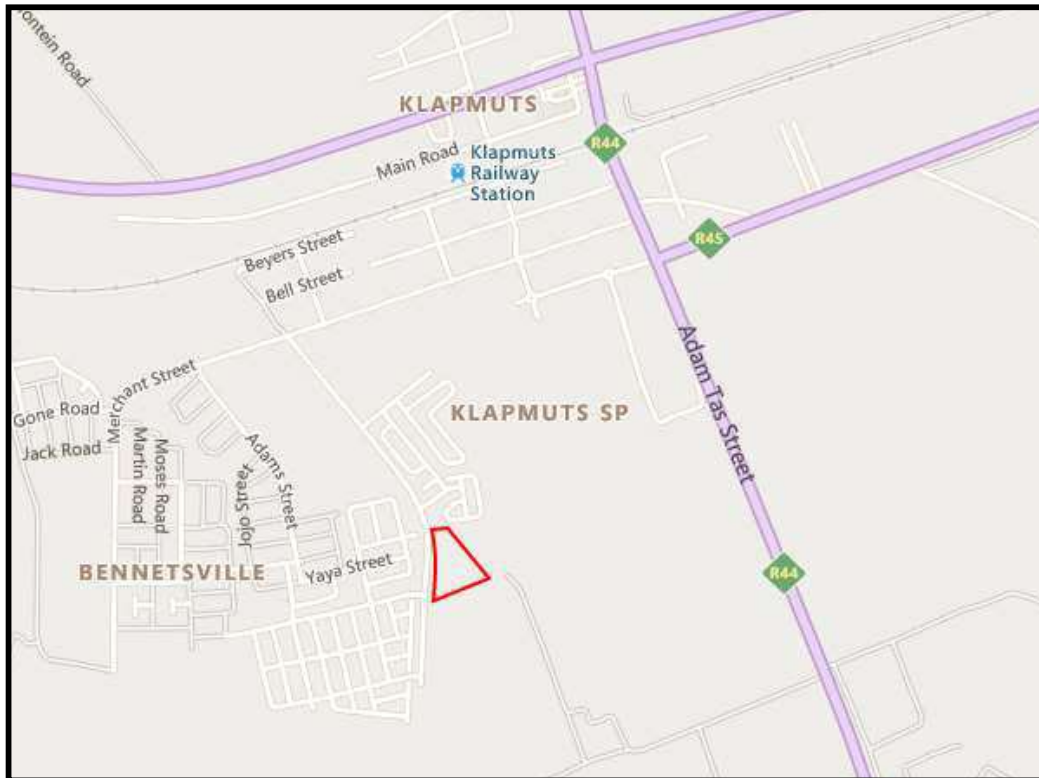
It is proposed that the residential properties remain as is and be the trade-off for the density maximisation development on the consolidated Teen-die-Bult sites. The open spaces should be developed as active open space for the enjoyment of the residents.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	TBC
2024/25	TBC
2025/26	TBC

3. FORMALISING AND UPGRADING OF EXISTING SETTLEMENTS

3.1. Erf 2183 Klapmuts, La Rochelle – Ward 18



Project Name	La Rochelle Klapmuts
Property Description	Erf 2183 Klapmuts

Town	Klapmuts	
Suburb	Klapmuts	
Catalytic / PHDA Project	No	
Urgency (Proposed year of implementation)	2023/24	
% of Total need addressed by Project	0,6	
Housing Programme/s	UISP	
Housing Opportunities	Sites	0
	Serviced Sites	100
	Top Structures (Units)	Possible Temporary Relocation Units
	Other	0
Project Readiness	Land Obtained	Yes
	EIA ROD	Yes
	Bulk capacity	Yes (Water supply is being upgraded ETA 18 months, Sewerage will require upgrades)
	Land Use Approval	No
	PDOHS Approval	No (Was previously supported by PPC in 2016/17, but no applications have been submitted)
	Council Approval	Yes
	Risks / Issues	Small size of project, possible land invasion high risk
	Readiness Score	4

Project Suitability	Geotech Conditions	Suitable, location in an already built-up area
	Strategic alignment	MSDF 2019 - Project does fall within the approved Urban Edge of Klapmuts (page 74), and the project is listed on page 199. MHSP 2020 - Project is included in the proposed Housing Pipeline noted on page 129. IDP 2020 - Project is not indicated in the IDP. PSHDA - The Project is not included in the Stellenbosch PSHDA.
	Planning Opinion	This project was previously presented to the PPC in 2016 and in principle supported for further studies. The specific type of housing program to be used was not confirmed by the Municipality. The site is located within in walking distance of socio-economic facilities in Klapmuts and development will increase the urban density of Klapmuts. The site is relatively small and will only be able to assist a small number of beneficiaries.

Klapmuts is situated on the N1 transport corridor and has significant potential to serve as centre for economic activity and residence within the metropolitan region and Stellenbosch Municipality. Erf 2183 Klapmuts is located along Gomas Street, Klapmuts, approximately 1.5km off the R310 that links Stellenbosch to the N1. The site is located on the south-eastern edge of the town of Klapmuts and is bordered by vacant land to its southern and eastern boundaries, with a proposed new housing development on the western and northern boundaries towards Mandela City, Klapmuts. To provide in the dire housing need in the Klapmuts area, especially for current backyarders, this property was identified as a possible option for a “site-and-service” housing project.

Erf 2183 Klapmuts is zoned Subdivisional Area for the following uses: Less Formal Residential Zone, Public Open Space Zone, Public Road, and Parking Zone. A team of professional service providers have been appointed to attend to the subdivision of the property into residential erven of approximately 40m² to 50m², the submission of all diagrams to the Surveyor-General’s office for approval and registration as well as the submission of all documents to the Provincial Department Human Settlements to obtain the relevant funding for this incremental housing project.

The service provider drafted conceptual subdivisional layouts and presented it to various internal departments for inputs. The Land Use Application submitted, await approval.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Planning approval
2024/25	Implementation
2025/26	Implementation

3.2. Langrug, Franschhoek (Planning P1) - Ward 1 and 2

Langrug informal settlement is in the north-eastern area of Franschhoek and falls within the jurisdiction of the Stellenbosch Municipality. On the southern side of the settlement is Groendal formal housing developments down to Franschhoek town. On the eastern side is the Mooiwater low-cost housing development. On the northern side of Langrug is a nature reserve that is located on the upper part of the mountain slope on which Langrug informal settlement encroaches.



Project Name		3256 Franschoek Langrug (1900) UISP
Property Description		Erven 959 – 1120 and Erf 2901
Town		Franschoek
Suburb		Langrug
Catalytic / PHDA Project		No
Urgency (Proposed year of implementation)		2024/25 – Rehabilitation of freshwater dam
% of Total need addressed by Project		TBD
Housing Programme/s		UISP
Housing Opportunities	Sites	0
	Serviced Sites	1900
	Top Structures (Units)	0
	Other	0
Project Readiness	Land Obtained	Yes
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	Yes (PID)
	Council Approval	Yes
	Risks / Issues	Dense informal settlement that will require a large decanting site
Readiness Score	3	
Project Suitability	Geotech Conditions	Suitable, location in an already built-up area, although structures are being constructed on steep mountain slopes.
	Strategic alignment	MSDF 2019 - Project does fall within the approved Urban Edge of Franschoek (page 77), and the project is listed on page 200. MHSP 2020 - Project is included in the proposed Housing Pipeline noted on page 131. IDP 2020 - Project is listed as a current municipal project on page 245. PSHDA - The Project is not included in the Stellenbosch PSHDA.
	Planning Opinion	This project has been supported by the Dept. of Human Settlements with the release of Tranche 1.1 and is a critical priority for the Dept. of Human Settlements. Addressing the Langrug Informal Settlement must be a major priority for both local and provincial government. Decanting of Langrug Informal Settlement must be dealt with carefully to avoid damaging the local community.

Living conditions at informal settlements are typically poor with residents facing a range of basic livelihood challenges, such as poor access to basic sanitation, low to no potable water supply, inadequate electricity provision, detrimental solid waste accumulation in public spaces, frequent shack fires, safety, and security risks; to name a few. Langrug informal settlement is no exception to these deplorable living conditions. Furthermore, and due to the growing number of informal housing and population in the settlement coupled with the lack of availability of land for housing in the Franschoek Area, there is a growing need at Langrug for additional basics services and amenities (roads, water, sanitation, electricity etc.), the management of grey and black water emanating from households, and the development of housing projects in the settlement.

Considering the above challenges, there are various projects and interventions which have been identified for planning and eventual implementation. The objective of these projects is to upgrade Langrug incrementally and to, as far as possible, formalise existing development patterns to improve the delivery of basic services.

Hereunder is a summary of the medium to long term projects:

- The construction of phase 2 emergency access road and the installation of underground services.
- Relocation and subsequent rehabilitation of the dam area.
- Cancellation of the existing General Plan and consolidation to create one land unit.

The Municipality is planning to undertake detailed planning studies to unlock housing development opportunities, develop a phased approach implementation plan premised on detailed designs for the provision of basic services and formalization of Langrug, apply for development rights and installation of basic services, and identify suitable land for decanting.

The Department: Housing Development to request technical proposals from service provider to finalise detailed planning for the rehabilitation of the freshwater dam and implement an in-situ upgrading project in September 2023, pending availability of funding.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Planning
2024/25	Implementation of upgrading projects
2025/26	

3.3. Kayamandi Town Centre Ward 12, 13, 14





Project Name		3258 ISSP Kayamandi Town Centre (1000) UISP
Property Description		Various
Town		Stellenbosch
Suburb		Kayamandi
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		2024/2025
% of Total need addressed by Project		11,3
Housing Programme/s		UISP / Institutional
Housing Opportunities	Sites	0
	Serviced Sites	0
	Top Structures (Units)	1 847
	Other	0
Project Readiness	Land Obtained	Yes
	EIA ROD	No
	Bulk capacity	Yes
	Land Use Approval	No
	PDOHS Approval	Yes (PID)
	Council Approval	Yes
	Risks / Issues	Large scale of project and need for decanting onto a non-existent TRA
	Readiness Score	4

Project Suitability	Geotech Conditions	Suitable, location in an already built-up area
	Strategic alignment	MSDF 2019 - Project does fall within the approved Urban Edge of Stellenbosch (page 70), and the project is listed on page 200. MHSP 2020 - Project is included in the proposed Housing Pipeline noted on page 130. IDP 2020 - Project is listed as a current municipal project on page 179. PSHDA - The Project is included in the Stellenbosch PSHDA.
	Planning Opinion	This project has already been supported by the release of Tranche 1.1 and the Dept. of Human Settlements is waiting for the PFR application currently. The project will entail the redevelopment of the older town centre of Kayamandi that is in desperate need of attention. The project will require a decanting site. This project can be further supported for feasibility studies.

A service provider has been appointed by Municipality to conduct a feasibility report to assess the redevelopment of the Town Centre of Kayamandi. The scope of their work during the feasibility phase consisted of determining the existing status quo, contextual assessment of the site, planning policy directives, site development plan with housing placing thereon, indicating the development patterns, proposed land uses and residential densities.

The feasibility studies were completed in December 2017 and Council approved the development at a Council Meeting on 28 March 2018. The objective has since been to prepare and submit a detailed planning application for the Town Centre of Kayamandi, to determine the civil services bulk capacity for the Kayamandi Town Centre, to compile engineering designs and submit for approval and to apply for funding approval to install services and build multi-storey top structures. The Environmental and Heritage studies have been completed for the Town Centre and draft layouts and draft house typologies have been concluded. A Geotechnical study of the area has been conducted and a funding application has been submitted to the Provincial Department of Human Settlements during June 2020 for the detailed planning of 1854 units. The planning layout has been approved by Council on 24 August 2020.

The consultant revised the previously Council approved feasibility report and planning layout of 24 August 2020. In September 2021, the consultants submitted the draft urban design framework and typologies for the redevelopment of the Town Centre. The draft submissions were workshopped with internal departments as well as the PDoHS for comments and/or inputs. An item will serve at Council during May 2022, to seek approval for the revised conceptual design planning layouts.

The Town Centre development is linked to the Northern Extension development. Land Use Application has been submitted, awaits approval.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Planning approval
2024/25	Implementation
2025/26	Implementation

3.4. Maasdorp Village, Franschhoek – Ward 2



Project Name		Maasdorp Village, Franschoek
Property Description		Farm La Motte 1041/27 and 1041/28 Paarl
Town		Rural
Suburb		Rural
Catalytic / PHDA Project		N/A
Urgency (Proposed year of implementation)		Current – planning
% of Total need addressed by Project		0,1
Housing Programme/s		Township Establishment
Housing Opportunities	Sites	0
	Serviced Sites	0
	Top Structures (Units)	0
	Other	16 existing units
Project Readiness	Land Obtained	No
	EIA ROD	Yes - Checklist completed; EA not applicable
	Bulk capacity	No
	Land Use Approval	No
	PDOHS Approval	No
	Council Approval	Yes – with respect to a Memorandum of Understanding with the Dept. of Public Works
	Risks / Issues	Costly sites
	Readiness Score	2
Project Suitability	Geotech Conditions	Suitable, already built-up area
	Strategic alignment	This project falls within the approved urban edge and has been identified in the SDF as future mixed-use, community, and residential infill. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	TBD

The Maasdorp Forest Village comprises portions 27 and 28 of Farm La Motte No 1041 Paarl is located north of the intersection of Main Road 191 (R45) and Divisional Road 1351 approximately four kilometres northeast of Franschoek.

The site currently accommodates approximately 32 formal houses and outbuildings. The property is currently zoned for Agricultural purposes and must be rezoned and subdivided to enable formal township establishment accommodating the existing households and as otherwise may be determined by further investigations and community engagements.

In June 2018 a service provider was appointed to attend to the township establishment process for Maasdorp Forest Village, Franschoek: portions 27 and 28 of Farm La Motte No 1041 Paarl, and future expansion on Portions 3 and 7 of Farm La Motte No 1041, Franschoek; the project has later been referred to only as the detailed planning and design for the township establishment of Maasdorp Forest Village.

Community engagements, a traffic impact study, engineering services reports and a geotechnical investigation have been completed together with draft plans of subdivision for further consideration. The required process for township establishment took longer than anticipated primarily due to the impact of Covid-19 on processes, the challenges on the ability to interact with relevant stakeholders and certain aspects in the planning process that arose and now requires additional input. Due to the socio-economic impact of Covid-19 and the relevancy of the socio-economic profile on the feasibility of proposed property extents and accommodation of original Maasdorp residents on these properties, the necessity to update the socio-economic survey and engineering services costing for efficient decision-making purposes on the development proposal, was identified.

The service provider submitted the Land Use Planning Application to the Department: Land Use Planning and was advertised for public participation during February 2023. Planning approvals to be obtained during 2023/24 financial year.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Planning approval
2024/25	Application for funding to PDoHS
2025/26	Implementation of services depending on approval of funding

3.6 Five housing projects in Kayamandi, Stellenbosch

In 1995, to direct and accommodate the accelerated growth and severe development pressure that prevailed in the Kayamandi Township, the former Stellenbosch Transitional Council commissioned the drafting of a Spatial Development Framework for Kayamandi and the immediate surrounding area. During 1996 and 1997 Special Council Meetings and workshops were held to deal with the Development Framework of Kayamandi with the aim to identify and implement priority projects within the area. The Spatial Development Framework was formally approved on 11 September 1996 and the priority projects plan during January 1997. Although the projects were implemented during the period, majority of the erven however have not been formally registered at the Surveyor General and the deeds office to proceed with the individual transfers of the properties to the respective end users/beneficiaries. For various reasons, the formal township establishment process for certain projects was not completed. Stellenbosch Municipality is now able to finalise the required statutory land use management approvals required for formal township establishment.

A service provider has been appointed to finalise township establishment by obtaining the necessary land use rights for each of the five projects situated in Kayamandi, Stellenbosch as well as submission of all diagrams in the Surveyor-General's office for registration and approval.

Five of these properties are now the subject of a township establishment process. Four of the projects have obtained land Use approval during January 2023 by the MPT. Project 5B was submitted to Land Use department and was withheld due to no Power of Attorney could be submitted for Erf 66.

The said provisions applied to the following projects:

- *Project 4 A (Erven 1080 to 1112, Kayamandi) (Ward 12)*

The 146 units were developed as rental stock units. The relevant statutory approvals (consolidation of land units) are required to enable the registration of the sectional title scheme on the consolidated properties. A service provider appointed to entail the amendment of the approved General Plan.



- **Project 4 B (Red Bricks Hostels - Erven 112, 114, 115, 116) (Ward13)**

The project formed part of the hostel upgrading programme for Kayamandi and was implemented and constructed during 2004. It comprised the consolidation of erven 112, 114, 115 and 116 as registered in terms of General Plan.



The project entails the rezoning and the subdivision of the property into 51 units and 5 public open spaces.

- **Project 5 A (175 Units - Erven 1123 – 1154) (Ward 15)**

The project entailed the consolidation of Erven 1123 and 1152 as well as Erven 1113 and 1122 as registered in terms of General Plan. The said erven formed part of the 18,5-ha development area that comprised Erven 707 and 1071 as approved in terms of Act 4 of 1984.

The project entails the subdivision of the property into 175 higher density units and public open spaces.

Although the General Plan (Erven 1982 – 2165) was submitted to the Provincial government Western Cape, the registration of the plan was not done to date since Erf 1120 (public place) was not closed.



- **Project 5 B (137 Units – Erven 513-522, 67 and 69 and portion of Erf 523) (Ward 12 and 15)**

Project 5B formed part of the Kayamandi Town Centre urban renewal project as funded in terms of the overall hostel project upgrading programme. The development made provision for 137 higher density units, a new road, and several open spaces.



The development entails the consolidation of Erven 67, 69, a portion of Erf 523 and Erven 513-522 and the re-subdivision thereof into individual higher density units. The project was implemented and constructed during 2004. The project was partially completed due to the construction of informal structures on the remainder of the property. A total of 42 units have been built. It is recommended that the amendments of the General Plans (149/1987 and 290/1989) be done.

- **Project 8 (Mpelazwe – Remainder Erf 288 Kayamandi - 65 units) (Ward 13)**

Mpelazwe is one of the oldest parts of the Kayamandi town and was identify as priority projects considering its historic character and response from the community.



The development forms part of the hostel upgrading programme and comprised the development of 54 residential units.

Although approval was previously granted for the relay out of the area it still forms part of Remainder Erf 288 as per General Plan.

Although erf numbers (Erven 2392-2446) have been allocated, the formal rezoning and subdivision and closure of public roads have not been completed to date.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Registration of erven by SG office
2024/25	-
2025/26	-

3.4.1. Erven 1080 - 1112 Kayamandi (33 erven) – Ward 12





Project Name		Erven 1080 - 1112 Kayamandi (33 erven)
Property Description		Erven 1080 - 1112 Kayamandi
Town		Kayamandi
Suburb		Kayamandi
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		2021/2022 Planning to commence
% of Total need addressed by Project		0,2
Housing Programme/s		Township Establishment
Housing Opportunities	Sites	0
	Serviced Sites	0
	Top Structures (Units)	Completed
	Other	33 erven
Project Readiness	Land Obtained	Yes
	EIA ROD	No
	Bulk capacity	Yes
	Land Use Approval	No
	PDOHS Approval	Yes (previous)
	Council Approval	Yes
	Risks / Issues	Community challenges and possible encroachments
Readiness Score	4	
Project Suitability	Geotech Conditions	Suitable, already built-up area
	Strategic alignment	These projects fall within the approved urban edge and have been identified in the SDF as future mixed-use, community, and residential infill. From an MSDF/CEF perspective, these projects fall within the functional area and priority development areas and from a strategic perspective align spatially.

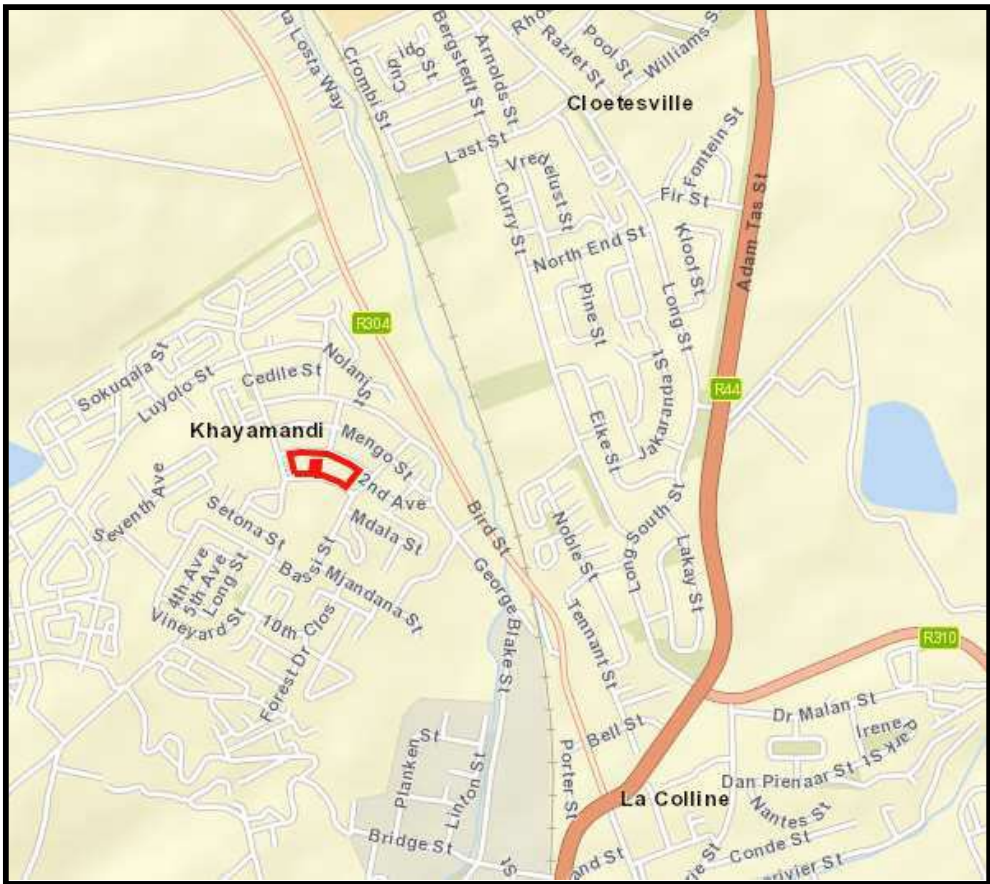
	Planning Opinion	TBD
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The project was approved by Council in 1996 and comprised the development of 146 family units by Stocks Housing Cape (Pty) Ltd. The 146 units were developed as rental stock units on Erven 1080 to Erven 1112 and were completed in 1998. The relevant statutory land use approvals are required to enable the registration of the sectional title scheme on the consolidated properties. This process will also entail the amendment of the approved General Plan (GP 3343/1993).

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Registration of erven by SG office
2024/25	-
2025/26	-

3.4.2. Red Bricks Hostels: Erven 112, 114, 115, 116 Kayamandi – Ward 13





Project Name		Red Bricks Hostels: Erven 112, 114, 115, 116 Kayamandi
Property Description		Erven 112, 114, 115, 116 Kayamandi
Town		Kayamandi
Suburb		Kayamandi
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		2021/2022 Planning to commence
% of Total need addressed by Project		0,3
Housing Programme/s		Township Establishment
Housing Opportunities	Sites	0
	Serviced Sites	0
	Top Structures (Units)	0
	Other	51 units
Project Readiness	Land Obtained	Yes
	EIA ROD	No
	Bulk capacity	Yes
	Land Use Approval	No
	PDOHS Approval	Yes (previous)
	Council Approval	Yes
	Risks / Issues	Community challenges and possible encroachments
	Readiness Score	4
Project Suitability	Geotech Conditions	Suitable, already built-up area
	Strategic alignment	TBD
	Planning Opinion	TBD

The project formed part of the hostel upgrading programme for Kayamandi and was implemented and constructed in 2004. It comprised the consolidation of erven 112, 114, 115 and 116 as registered in terms of General Plan L 149/1987. The project entails the rezoning and the subdivision of the property into 51 units and 5 public open spaces.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	-Registration of erven at SG office
2024/25	-
2025/26	-

3.4.3. Erven 1123 – 1154 and 1113 – 1120 Kayamandi – Ward 15





Project Name		Erven 1123 – 1154 and 1113 – 1120 Kayamandi
Property Description		Erven 1123 – 1154 and 1113 – 1120 Kayamandi
Town		Kayamandi
Suburb		Kayamandi
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		2021/2022 Planning to commence
% of Total need addressed by Project		1,1
Housing Programme/s		Township Establishment
Housing Opportunities	Sites	0
	Serviced Sites	0
	Top Structures (Units)	0
	Other	175
Project Readiness	Land Obtained	Yes
	EIA ROD	No
	Bulk capacity	Yes
	Land Use Approval	No
	PDOHS Approval	Yes (previous)
	Council Approval	Yes
	Risks / Issues	Community challenges and possible encroachments
	Readiness Score	4
Project Suitability	Geotech Conditions	Suitable, location in an already built-up area
	Strategic alignment	TBD
	Planning Opinion	TBD

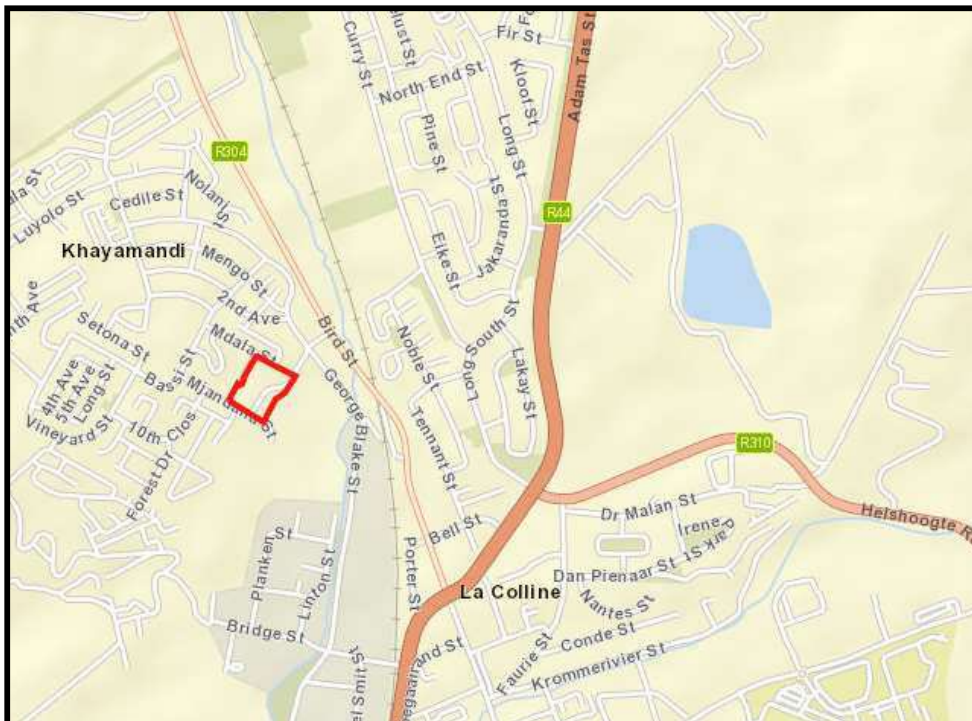
The project entailed the consolidation of Erven 1123 and 1152 as well as Erven 1113 and 1122 as registered in terms of General Plan 3343/1993. The project entails the subdivision of the property into 175 higher density units and public open spaces. Although the General Plan (Erven 1982 – 2165) was submitted to the

Provincial government Western Cape, the registration of the plan was not done to date due to the fact that Erf 1120 (public place) was not closed.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	-Registration of erven at the SG office
2024/25	-
2025/26	-

3.4.4. Erven 513-522, 66, 67, 69 and Portion of Erf 523 Kayamandi – Wards 12 and 15



Project Name	Erven 513-522, 66, 67, 69, a portion of Erf 523 Kayamandi		
Property Description	Erven 513-522, 66, 67, 69, a portion of Erf 523 Kayamandi		
Town	Kayamandi		
Suburb	Kayamandi		
Catalytic / PHDA Project	PHDA		
Urgency (Proposed year of implementation)	2021/2022 Planning to commence		
% of Total need addressed by Project	0,8		
Housing Programme/s	Township Establishment		
Housing Opportunities	Sites	0	
	Serviced Sites	0	
	Top Structures (Units)	0	
	Other	137	
Project Readiness	Land Obtained	Yes. Only Erf 66 is in private ownership	
	EIA ROD	No	
	Bulk capacity	Yes	
	Land Use Approval	No	
	PDOHS Approval	Yes (previous)	
	Council Approval	Yes	
	Risks / Issues	Community challenges and possible encroachments	
	Readiness Score	4	
Project Suitability	Geotech Conditions	Suitable, location in an already built-up area	
	Strategic alignment	TBD	
	Planning Opinion	TBD	

This project formed part of the Kayamandi Town Centre urban renewal project as funded in terms of the overall hostel project upgrading programme. The development made provision for 137 higher density units, a new road and several open spaces. The underlying erven forms part of General Plan 149/1987 and General Plan 290/1989. The development entails the consolidation of Erven 67, 69, a portion of Erf 523 and Erven 513-522 and the re-subdivision thereof into individual higher density units. The project was implemented and constructed during 2004. The project was partially completed due to the construction of informal structures on the remainder of the property. A total of 42 units have been built. It is recommended that the amendments of the General Plans (149/1987 and 290/1989) be done.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Registration of erven at the SG office
2024/25	-
2025/26	-

3.4.5. Mpelazwe: Remainder Erf 288 Kayamandi - Ward 13



Project Name	Mpelazwe: Remainder Erf 288 Kayamandi	
Property Description	Mpelazwe: Remainder Erf 288 Kayamandi	
Town	Kayamandi	
Suburb	Kayamandi	
Catalytic / PHDA Project	PHDA	
Urgency (Proposed year of implementation)	2021/2022 Planning to commence	
% of Total need addressed by Project	0,3 – 0,4	
Housing Programme/s	Township Establishment	
Housing Opportunities	Sites	0
	Serviced Sites	0
	Top Structures (Units)	0
	Other	54 – 65
Project Readiness	Land Obtained	Yes
	EIA ROD	No
	Bulk capacity	Yes
	Land Use Approval	No
	PDOHS Approval	Yes (previous)
	Council Approval	Yes
	Risks / Issues	Community challenges and possible encroachments
	Readiness Score	4
Project Suitability	Geotech Conditions	Suitable, location in an already built-up area
	Strategic alignment	TBD
	Planning Opinion	TBD

Mpelazwe is one of the oldest parts of the Kayamandi town and was identify as priority project considering its historic character and response from the community. The development formed part of the hostel upgrading programme and comprised the development of 54 residential units. Although approval was previously granted for the re-layout of the area, it still forms part of Remainder Erf 288 as per General Plan 149/1987. Erf numbers (Erven 2392-2446) have been allocated; however, the formal rezoning, subdivision and closure of public roads have been completed.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	-Registration of erven at the SG office
2024/25	-
2025/26	-

3.5. Portion 1 of the Farm Meerlust No 1006 Paarl, Franschhoek – Ward 3



Project Name	3460 Meerlust, Franschoek (200)	
Property Description	Portion 1 of the Farm Meerlust 1006	
Town	Meerlust	
Suburb	Meerlust	
Catalytic / PHDA Project	No	
Urgency (Proposed year of implementation)	TBD	
% of Total need addressed by Project	1,2	
Housing Programme/s	IRDP	
Housing Opportunities	Sites	0
	Serviced Sites	0
	Top Structures (serviced)	200
	Other	0
Project Readiness	Land Obtained	Yes
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	Yes (PID)
	Council Approval	Yes
	Risks / Issues	Location, site is not located close to any urban settlements and extreme small scale of project
	Readiness Score	3
Project Suitability	Geotech Conditions	TBD
	Strategic alignment	This property is partially located within the the approved urban edge. The portion within the urban edge has been identified in the SDF as future mixed-use, community, and residential infill as well as green areas to be retained. The Spatial Planning Section will undertake a Local Spatial Development Framework (LSDF) to determine potential and future development of this property.
	Planning Opinion:	TBD

In accordance with the housing need, Stellenbosch Municipality has identified a portion of land, Portion 1 of the Farm Meerlust No 1006 Paarl, in the Franschoek Valley known as Meerlust for residential development. Ownership of the property currently vests with the National Department of Public Works and Infrastructure.

The site is located on the southern edge of the R45 close to the intersection of the R45 and the R310 and lies between Werda in the north-west and Allee Bleue, Lekkerwyn and the Pickstones to the east. The site is located on a sub-regional corridor linking the towns of Franschoek and Paarl.

The Municipality has appointed the Housing Development Agency (HDA) via an Implementation Protocol Agreement (IPA) to assist and finalise the transfer of land from the National Department of Public Works and Infrastructure (DPWI) to the Municipality. The HDA has reviewed previous planning studies and proposed layout options that were conducted on the property. An item will be submitted to Council in July 2022, to seek approval for the revised conceptual design planning layouts. The HDA have appointed a professional team to finalise planning studies and attend to the required applications to obtain land use rights, the registration of diagrams / general plans with the Surveyor General and the relevant applications to the Provincial Department of Human Settlements

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Transfer of land from DPW&I;
2024/25	Detailed Planning studies
2025/26	Development rights

3.6. Jonkershoek – Ward 5



Project Name	Jonkershoek	
Property Description	Various	
Town	Stellenbosch	
Suburb	Jonkershoek	
Catalytic / PHDA Project	N/A	
Urgency (Proposed year of implementation)	TBD	
% of Total need addressed by Project	0,7	
Housing Programme/s	Township Establishment / IRDP / FLISP	
Housing Opportunities	Sites	TBD
	Serviced Sites	TBD
	Top Structures (Units)	TBD
	Other	40 existing units
Project Readiness	Land Obtained	No
	EIA ROD	No
	Bulk capacity	No
	Land Use Approval	No
	PDOHS Approval	No
	Council Approval	Yes- with respect to a Memorandum of Understanding
	Risks / Issues	Conservation status and bulk service provision restraints
	Readiness Score	0
Project Suitability	Geotech Conditions	TBD
	Strategic alignment	The Spatial Planning Section will undertake a Local Spatial Development Framework (LSDF) to determine potential and future development of this property.
	Planning Opinion	TBD

The Jonkershoek Valley is located about 10km east of Stellenbosch, below the imposing Hottentots-Holland Mountains. The valley is relatively narrow (3-5 km) and approximately 13 kilometres in length. The upper Jonkershoek Valley has been conserved as part of the Jonkershoek Nature Reserve to preserve the mountain fynbos ecosystems; however, large areas have been converted to plantation forestry. Besides the original Jonkershoek farmyard, Jonkershoek has a bosdorp, which historically accommodated the labour force of forestry and catchment management.

The Municipality has appointed the Housing Development Agency (HDA) via an Implementation Protocol Agreement (IPA) to assist and finalise the transfer of land from the National Department of Public Works and Infrastructure (DPWI) to the Municipality. The HDA has reviewed previous planning studies and proposed layout options that were conducted on the property. An item will be submitted to Council in July 2022, to seek approval for the revised conceptual design planning layouts. The HDA have appointed a professional team to finalise planning studies and attend to the required applications to obtain land use rights, the registration of diagrams / general plans with the Surveyor General and the relevant applications to the Provincial Department of Human Settlements

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Transfer of land from various property owners;
2024/25	Detailed planning studies
2025/26	Development rights

4. IMPLEMENTATION PHASE

4.1. Erf 3229 Franschhoek (Mooiwater) – Ward 1



Project Name	Erf 3229 Mooiwater, Franschhoek TRA	
Property Description	Erf 3229	
Town	Franschhoek	
Suburb	Mooiwater	
Catalytic / PHDA Project	No	
Urgency (Proposed year of implementation)	Current	
% of Total need addressed by Project	1,6	
Housing Programme/s	UISP	
Housing Opportunities	Sites	258
	Serviced Sites	0
	Top Structures (Units)	0
	Other	Provision of communal basic services 51 standpipes and waterborne toilets
Project Readiness	Land Obtained	Yes
	EIA ROD	The proposed development does not trigger Environmental authorisation
	Bulk capacity	Yes (Water supply sufficient, Sewerage needs some upgrades)
	Land Use Approval	Yes, LUPA approval for a temporary departure obtained in 2022
	PDOHS Approval	Yes – the project is supported by PDoHS.
	Council Approval	Yes
	Risks / Issues	Decanting of beneficiaries, invasion is a high risk
	Readiness Score	1
Project Suitability	Geotech Conditions	Suitable, location in an already built-up area
	Strategic alignment	MSDF 2019 - Project does fall within the approved Urban Edge but is not indicated specifically. MHSP 2020 - Project is not included in the HSP. IDP 2020 - Erf 3229 is noted as necessary for the decanting of Langrug, but the project is not specifically mentioned. PSHDA - Not included in the Stellenbosch PSHDA, although Langrug Informal Settlement is included.
	Planning Opinion	This project will allow for the partial decanting of the Langrug Informal Settlement and as such can be supported by the Dept. of Human Settlements. The location of the decanting site is within the urban area of Franschhoek and within walking distance of the Langrug settlement. Consideration should be given to a long-term solution for this site, as experience with the Langrug Informal Settlement has been that addressing this settlement will not be a speedy process.

Erf no. 3229 at Mooiwater was identified as a temporary decanting site for the relocation of families residing and impacted by the freshwater dam at Langrug informal settlement. Their livelihoods are under constant threat during winter and rainy session as the freshwater dam fills up and flood structures within the dam area. The freshwater dam was flagged as a risk and unsafe for human settlement purposes. It was recommended that the dam wall be rehabilitated.

Erf no. 3229 is currently vacant and is being used for illegal dumping. A consultant was appointed in 2019 to undertake a Geotechnical Study to assess the feasibility of establishing a decanting site on Erf no. 3229. The

outcome of the study indicates that the property is suitable for human settlement purposes subject to undertaking site works and rehabilitation of the property.

The Municipality appointed a team of professional to undertake planning studies for the proposed development of a Temporary Development Area (TRA) on Erf 3229 Franschoek. The primary purpose of this project is to create a decanting site (TRA) for the relocation of households residing and impacted by the freshwater dam at Langrug informal settlement.

The design of the layout plan for the proposed development has been completed. The land use application to use the property as a decanting site was Approved by the Municipal Tribunal in February 2022. The proposed development does not trigger an Environmental Authorisation in terms of NEMA.

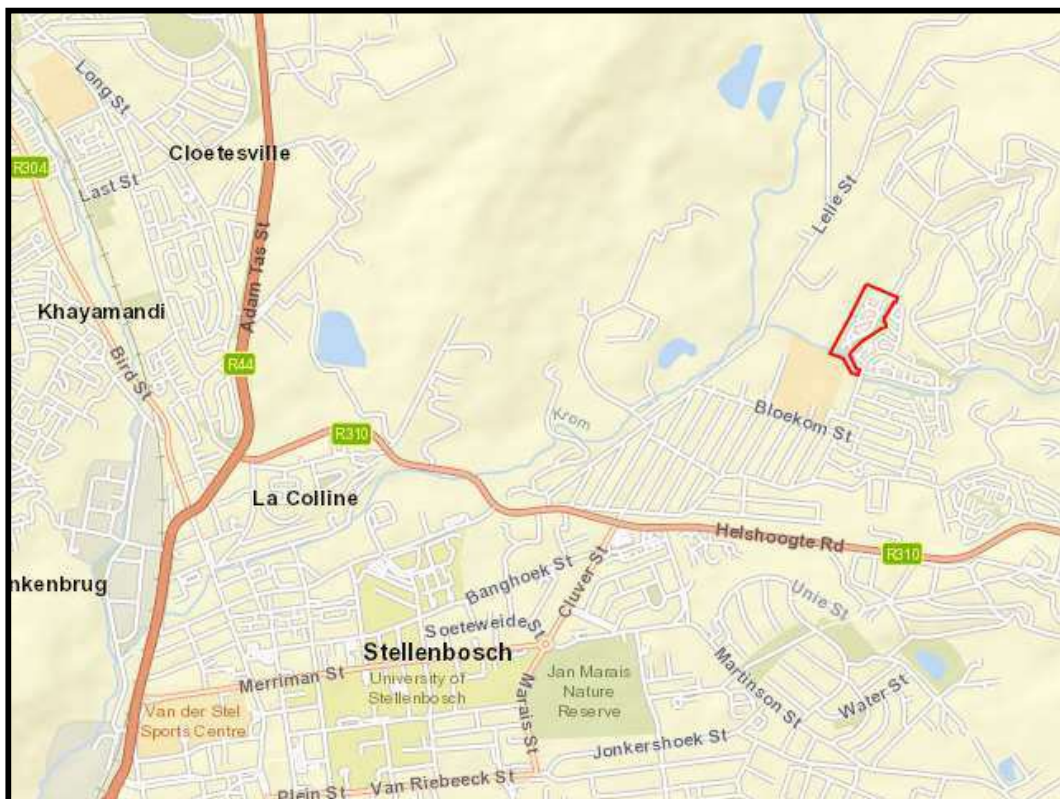
The project was implemented in two phases as follows.

- Phase 1: A contractor was appointed in July 2022 for the-site rehabilitation and construction of bulk. The project was completed in December 2022.
- Phase 2: The Project Management Unit is in the process of appointing a contractor for the installation of Civil and Electrical infrastructure. The completion date of the project is scheduled for June 2024.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Implementation of Phase 2
2024/25	Implementation of Phase 2
2025/26	-

4.2. A portion of Erf 9445 Stellenbosch: (Oak Tree Village, Idas Valley) – Ward 5





Project Name		Stellenbosch Idas Valley IRDP
Property Description		Erf 9445
Town		Stellenbosch
Suburb		Idas Valley
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		Current
% of Total need addressed by Project		1
Housing Programme/s		IRDP / FLISP
Housing Opportunities	Sites	0
	Serviced Sites	0
	Top Structures (Units)	166
	Other	0
Project Readiness	Land Obtained	Yes
	EIA ROD	Yes
	Bulk capacity	Yes
	Land Use Approval	Yes
	PDOHS Approval	Yes (PIRR)
	Council Approval	Yes
	Risks / Issues	Community cooperation and land invasion
Readiness Score	Current	
Project Suitability	Geotech Conditions	Suitable
	Strategic alignment	N/A
	Planning Opinion	Development rights obtained

The subject site is located on the original Erf 9445 Stellenbosch in Idas Valley. The required approvals were obtained for the creation of 166 erven which will provide residential opportunities for the GAP market and by means of the FLISP programme.

The 166 erven are to be provided with engineering services and houses to be built by the Developer. The housing project will be implementation over a period of two years. The construction of 166 top structures commenced in May 2022. The completion date of the project is scheduled in December 2023.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Construction of top structures
2024/25	-
2025/26	-

4.3. The Steps and Orlean Lounge, Cloetesville – Ward 16





Project Name		The Steps and Orlean Lounge: Rectification of existing units
Property Description		Erven 6846, 8667, 6852, 8937 Stellenbosch
Town		Stellenbosch
Suburb		Cloeteville
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		Current
% of Total need addressed by Project		1
Housing Programme/s		Rectification (Municipal)
Housing Opportunities	Sites	0
	Serviced Sites	0
	Top Structures (Units)	0
	Other	Rectification of 161 existing units
Project Readiness	Land Obtained	N/A
	EIA ROD	N/A
	Bulk capacity	Yes
	Land Use Approval	N/A
	PDOHS Approval	N/A
	Council Approval	Yes
	Risks / Issues	Community cooperation, decanting
	Readiness Score	N/A
Project Suitability	Geotech Conditions	Suitable location in an already urban area
	Strategic alignment	This project is located within the approved urban edge and has been identified for infill development. From an MSDP/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	N/A

In 2003, the Municipality identified a portion of land in Cloetesville to address the numerous housing challenges in the area. Several of the 161 units were built to specifically address overcrowding and backyarders. The project was implemented through the People’s Housing Programme and many defects and challenges were experienced on these sites (sub-standard buildings).

A contractor was appointed for rectification of 161 houses. The upgrade of the housing units commenced July 2020. The completion date of the project is scheduled for June 2023.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	The rectification works and completion date is scheduled for June 2023.
2024/25	-
2025/26	-

4.4. Zone O, Kayamandi – Wards 14 and 15





Project Name		ISSP Kayamandi Zone O (711) UISP
Property Description		Erf 2991
Town		Kayamandi
Suburb		Kayamandi
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		Current
% of Total need addressed by Project		4,4
Housing Programme/s		UISP
Housing Opportunities	Sites	711
	Serviced Sites	0
	Top Structures (Units)	0
	Other	0
Project Readiness	Land Obtained	Yes
	EIA ROD	Yes
	Bulk capacity	Yes
	Land Use Approval	Yes
	PDOHS Approval	Yes (PIRR)
	Council Approval	Yes
	Risks / Issues	Risk of land invasion and community cooperation
	Readiness Score	Current

Project Suitability	Geotech Conditions	Suitable
	Strategic alignment	This project is located within the approved urban edge. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	Development rights obtained (MPT approval)

The property is located on the western side of Kayamandi, on the slope leading up to the school and reservoir. The access to the land is through Kayamandi, with the most direct route being from the R304 (Bird Street extension) via the northern entrance to Kayamandi (Sokuqala Street). Zone O comprises an original portion of Remainder Erf 2183, Portion of Erf 1714, Unregistered Erven 863 and 873 (Portions of Erf 707) Kayamandi.

The civil designs and drawings for project have been approved by the relevant competent authorities. The project will be implemented in phases as indicated in the map above (i.e. phase 1, phase 2 and phase 3). For technical reasons, the implementation of the project will commence at phase 3 which comprises of 178 sites. The Project Management Unit (PMU) is project co-ordinating and managing the implementation of 178 internal services for phase 3. The PMU is in the final stages of appointing a contractor for the installation of internal services.

A contractor was appointed in July 2022 for the installation of civil services for 178 sites. The contractor has been unable to establish on site due to the relocation of 58 families on site. There has been a collaborative effort in the municipality to relocate the families to commence with the implementation of the project. According to the program, the contractor is expected to commence with the construction activities in May 2023. The completion date of the project is scheduled for June 2024.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Implementation of 178 internal services
2024/25	-
2025/26	-

4.5. Enkanini ABS (Planning) – Ward 12



Project Name	3259 ISSP Kayamandi Enkanini (1300) UISP	
Property Description	Various	
Town	Stellenbosch	
Suburb	Kayamandi	
Catalytic / PHDA Project	PHDA	
Urgency (Proposed year of implementation)	Current (planning and service installation)	
% of Total need addressed by Project	8	
Housing Programme/s	UISP	
Housing Opportunities	Sites	1 300
	Serviced Sites	0
	Top Structures (Units)	0
	Other	0
Project Readiness	Land Obtained	Yes
	EIA ROD	Yes
	Bulk capacity	Yes
	Land Use Approval	Yes
	PDOHS Approval	Yes (PRF)
	Council Approval	Yes
	Risks / Issues	Large scale of project and need for decanting onto a non-existent TRA
Readiness Score	4	
Project Suitability	Geotech Conditions	Steep slopes, increased cost of development
	Strategic alignment	This project is located within the approved urban edge and has identified in the SDF as future mixed-use, community, and residential infill. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	This project has already been supported by the release of Tranche 1.1 and the Dept. of Human Settlements is waiting for the PFR application currently. The project will entail the formalisation of the Enkanini Informal Settlement in Kayamandi. The project will require a decanting site. This project can be further supported for feasibility studies.

Enkanini is an informal settlement located to the north-west of Stellenbosch town. It abuts light industrial areas, informal settlements such as Zone O, the Town Centre and Watergang. The footprint of the Enkanini Informal Settlement covers an area of approximately 17.9 hectares of land located on portions of five properties being the Remainder of the Farm 183, the Farm 181, Portion 5 of the Farm 175, Portion 33 of the Farm 175 Stellenbosch, and Erf 2175 Kayamandi. The informal settlement has a total number of structures estimated at approximately 3300 units and approximately 10 000 inhabitants.

Urban Dynamics Western Cape was appointed as lead consultant to obtain the statutory land use planning, environmental and related approvals to enable the formalisation of the Enkanini Informal Settlement.

The Department Infrastructure Services is currently busy with the installation of 1 000 electrical connections. Integrated National Electrification Programme (INEP) approved and funded the project. It should be noted that the Programme is rolled out over the next three to four years, which will result in the installation of additional electrical connections.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Provision of electricity
2024/25	Provision of electricity
2025/26	In situ upgrading

4.6. Watergang Phase 2C – Erf 3603 Kayamandi – Ward 14



Project Name	Watergang Phase 2C	
Property Description	Erf 3603 Kayamandi	
Town	Kayamandi	
Suburb	Kayamandi	
Catalytic / PHDA Project	PHDA	
Urgency (Proposed year of implementation)	TBD	
% of Total need addressed by Project	0,5	
Housing Programme/s	UISP	
Housing Opportunities	Sites	87
	Serviced Sites	0
	Top Structures (Units)	0
	Other	0
Project Readiness	Land Obtained	Yes
	EIA ROD	Yes
	Bulk capacity	Yes
	Land Use Approval	Yes
	PDOHS Approval	Yes
	Council Approval	Yes
	Risks / Issues	Cost to install services and rehabilitate site
	Readiness Score	Current
Project Suitability	Geotech Conditions	TBC
	Strategic alignment	N/A
	Planning Opinion	Development rights have been obtained

Erf 3603 Kayamandi was subdivided, and the General Plan approved by the Surveyor-General. The property provides for 87 residential opportunities and has been serviced. It has been determined that the cost to rehabilitate the site to make it liveable is extremely high, especially considering the retaining walls to be constructed. This project is thus pending further discussions on the way forward.

The development of Erf 3603 is directly linked with the upgrade/development of the Zone O informal settlement. There are approximately 60 residents that do not qualify for a government subsidy programme. It has been resolved by the Department to temporarily relocate the 60 residents from Zone O to Erf 3603 to create space for the implementation of the Zone O upgrading project. The implementation of the Zone O upgrading project is set to commence in during May 2023.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	TBD according to new layout and costing
2024/25	-
2025/26	-

Appendix G. Capital Expenditure Framework

Stellenbosch Local Municipality



Capital Expenditure Framework

2023/24



Report Title Stellenbosch Local Municipality: Capital Expenditure Framework

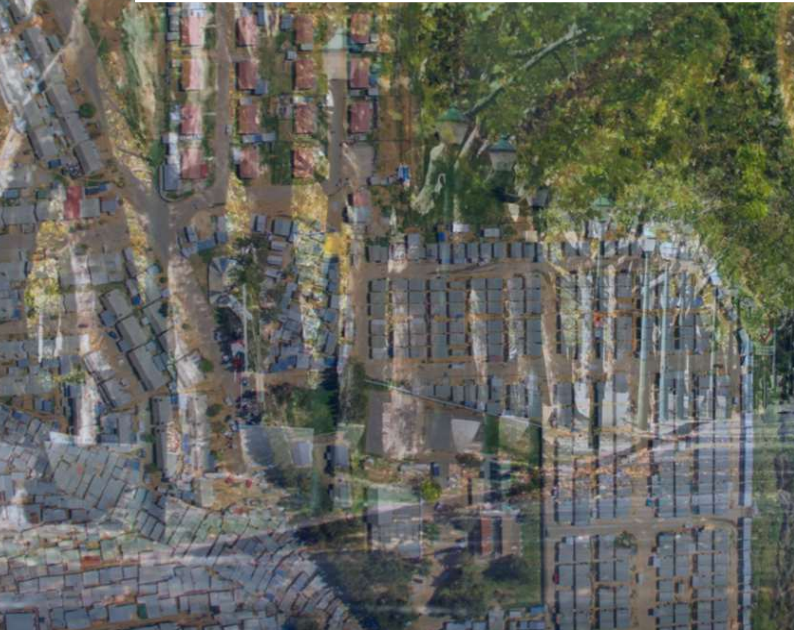
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Nomenclature / Abbreviations

CAPEX	Capital Expenditure
CEF	Capital Expenditure Framework
CBD	Central Business District
COGTA	Cooperative Governance and Traditional Affairs
CPF	Capital Planning Forum
CPM	Capital Prioritisation Model
CRC	Current Replacement Cost
CRR	Capital Replacement Reserve
DORA	Division of Revenue Act
DRC	Depreciated Replacement Cost
EUL	Economic Useful Life
FA	Functional Area
FY	Financial Year
IDP	Integrated Development Plan
IUDF	Integrated Urban Development Framework
IUDG	Integrated Urban Development Grant
LOS	Level of Service
LTFM	Long Term Financial Model

LTFP	Long Term Financial Plan
LTFS	Long Term Financial Strategy
mSCOA	Municipal Standard Chart of Accounts
MTREF	Medium Term Revenue Expenditure Framework
NT	National Treasury
PDA	Priority Development Area
RUL	Remaining Useful Life
SDF	Spatial Development Framework
SIG	Social infrastructure Grant
SPLUMA	Spatial Planning and Land use Management Act
STATSSA	Statistics South Africa

Part 1

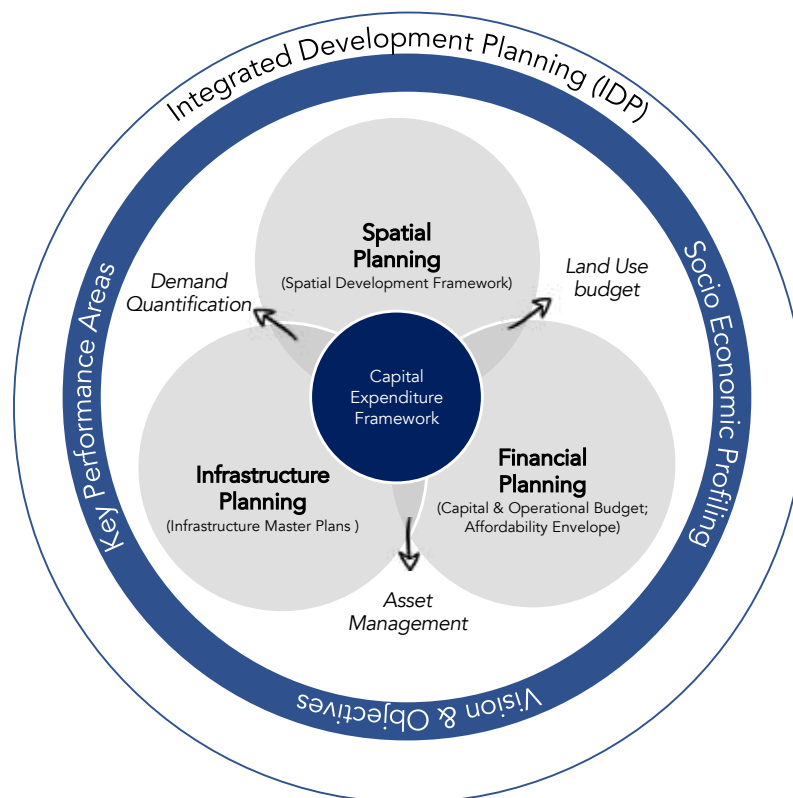
Introduction

1 Part 1: Introduction

1.1 What is a Capital Expenditure Framework

The Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) requires that a Municipal Spatial Development Framework (MSDF) “determine a Capital Expenditure Framework for the municipality’s development programmes, depicted spatially”. The intention of this regulation is to more effectively link the municipality’s development strategies spatially with the municipality’s budget, grounded in the existing and future infrastructure backlogs and demands, as well as the affordability envelope as defined by the Long Term Financial Plan, as illustrated in Figure 1-1

Figure 1-1: The Capital Expenditure Framework within the built environment context

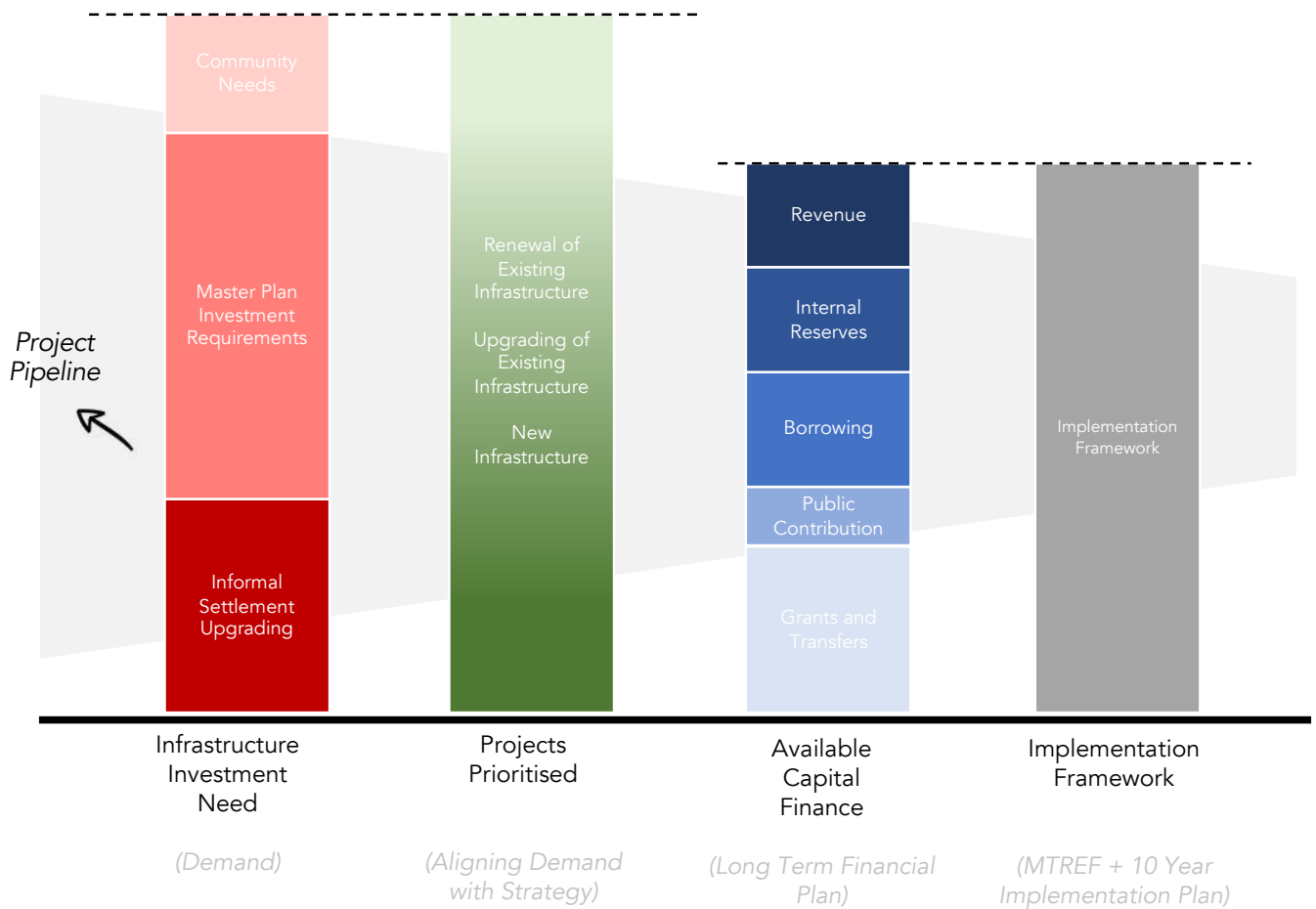


1.2 Aim of Capital Expenditure Framework

The intention of the CEF is to more effectively link the municipality’s spatial development strategies with the municipality’s budget and the budgets of other government stakeholders, grounded in the existing infrastructure backlogs and future demands, as well as the affordability envelope as defined by the Long Term Financial Plan.

From Figure 1-2 one can see the illustration that infrastructure investment need, expressed as projects, usually exceeds available capital finance, and therefore it is an imperative for municipalities to partake in a prioritisation process to determine which projects are best aligned with the strategy of the municipality, together with a budget scenario process to determine which projects are affordable and should be implemented when.

Figure 1-2: Relationship Between Capital Expenditure Framework Elements



1.3 Role of the Capital Expenditure Framework as a Policy Instrument

One of the contributing factors to the lack of spatial transformation is that strategic policy seldom leads the implementation agenda of municipalities. Instead, the allocation and expenditure of funds are primarily concentrated on short-term objectives. This inclination is reinforced by the "term of office" political structure, outlined in the Integrated Development Plan, which sets a five-year program. Additionally, the Medium-Term Revenue and Expenditure Framework, which stipulates three-year budget cycles, further entrenches this pattern.

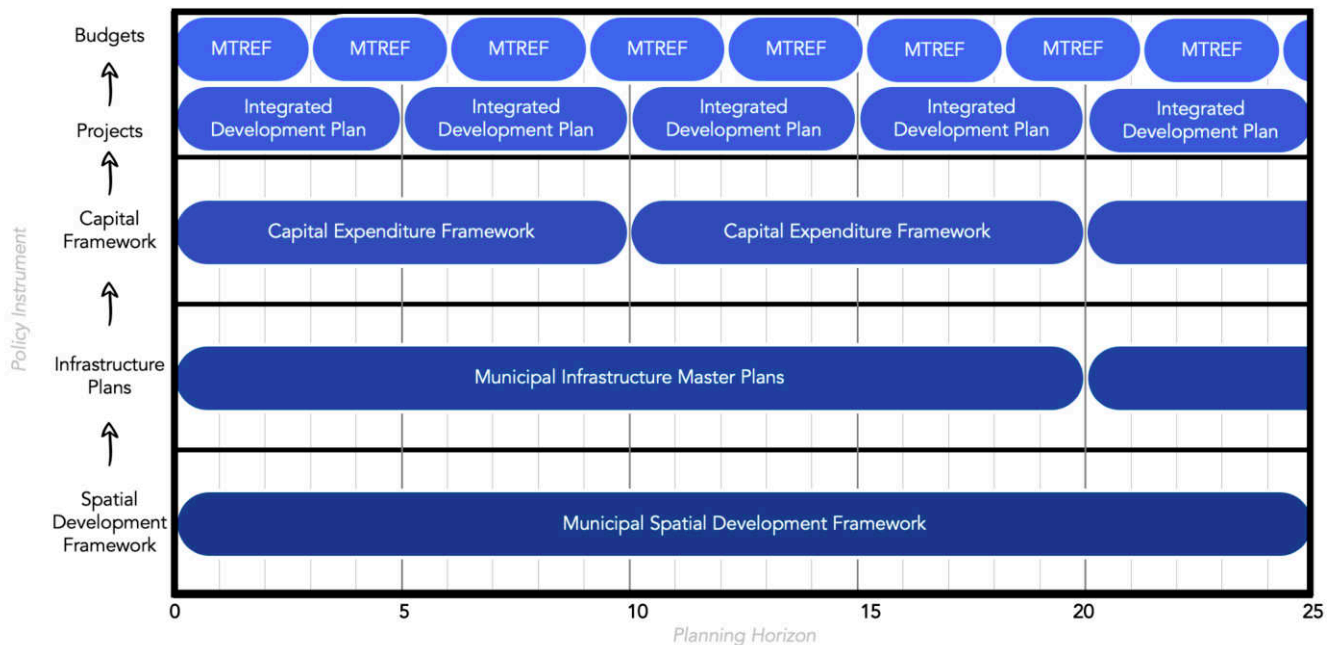
Ideally, the infrastructure and built environment programmes articulated in the 5-year Integrated Development Plan should align with the spatial objectives of the MSDF, which is a 20-year plan for the management of the physical growth and development of the municipality.

Annual assessments of municipal IDP's have generally shown a poor linkage between the spatial strategies and proposals articulated in MSDF's, and the proposed location of investment of budgeted infrastructure and built environment programmes within municipalities. This misalignment, while not apparent in all municipalities, is fundamentally problematic and must be addressed.

The problem lies not only with the IDP's content and process but also with the absence of clearly articulated infrastructure requirements to achieve the MSDF and the failure to integrate the MSDF as a strategic decision-making tool that impacts budgetary processes. This overwhelming misalignment between the three spheres shown in Figure 1-1 is thought to be improved through the formalisation of a CEF, but even more important, the collaboration required to compile one. Due to its effectiveness, this long-term planning horizon encourages decision-makers to adopt a long-term perspective.

A view that appreciates that decisions taken today are the foundation upon which the municipality's spatial form, infrastructure network and financial standing will be based in the years and decades ahead. The Capital Expenditure Framework (CEF) offers a mechanism through which the municipality's long-term strategic development vision truly directs infrastructure implementation whilst remaining conscious of the municipality's financial position and infrastructure planning needs.

Figure 1-3: The Relationship Between Policy Instruments Effecting the Spatial Form



1.4 Objectives of Capital Expenditure Framework

The objectives of a Capital Expenditure Framework includes:

- **Compiling a list of infrastructure projects:** The first objective is to compile a list of all infrastructure projects based on engineering master plans, which provides a comprehensive understanding of the municipality's infrastructure needs.
- **Quantifying MSDF proposals:** The second objective is to determine the resources needed to implement each project by quantifying the Municipal Spatial Development Framework (MSDF) proposals in terms of functional areas.
- **Consolidating infrastructure demand:** The third objective is to consolidate infrastructure projects into a comprehensive list of infrastructure demand, which provides a comprehensive overview of the municipality's infrastructure needs.
- **Contextualizing affordability:** The fourth objective is to contextualize the affordability envelope, as set out in the Long-Term Financial Plan (LTFP), which helps to understand the expected revenue, expenditure, and capital budget available over a 10-year period.
- **Prioritizing infrastructure demand:** The fifth and final objective is to determine and apply a prioritisation framework to the infrastructure demand, taking into consideration the intent of the MSDF and the financial limitations of the LTFP. This helps to prioritise infrastructure projects based on their importance and affordability, ensuring that resources are allocated in the most effective way possible.

1.5 Structure of this Capital Expenditure Framework

This Capital Expenditure Framework is structured based on the adaptive version of the guidelines issued by COGTA.¹

Table 1-1: Structure of this Capital Expenditure Framework

Document Reference	Adapted CEF Structure Reference	Adapted CEF Structure Aim
Part 1: Introduction	Not included	To provide a contextualisation to the Capital Expenditure Framework.
Part 2: Functional and Priority Development Areas	Phase 2a	This part introduces functional areas for priority investment which are defined and mapped to indicate the spatial strategy depicted in the MSDF (linked to the MSDF proposals). The identified functional areas are used to determine the future population, housing, and land demand based on existing socio-economic and related data.
Part 3: Infrastructure demand	Phase 1 Phase 2b	This part compiles a list of projects (budgeted and unbudgeted), sourced from various documents such as master plans, community needs, and sector plans, that are required to meet the infrastructure demand for the next 10 years. It also determines the investment requirements for each functional area, including operational and maintenance costs per asset class. The goal is to compare the optimal infrastructure requirements scenario with the known infrastructure demand based on current planning frameworks.
Part 4: Affordability Envelope	Phase 3	This part is a reflection of the municipality's financial health and long-term financial plan. Primarily it includes the results of the re-application of the long-term financial plan to determine the appropriate affordability envelope.
Part 5: Prioritisation and Budget Scenario	Phase 4	This part has a prioritisation framework that considers spatial, engineering, and financial factors to calculate a composite score indicating each project's relative importance in the pipeline. It also applies this framework to the budget fit process to determine how to allocate capital within the affordability envelope per project for the next 10 years.
Part 6: Capital Expenditure Programme	Phase 5	This part is a breakdown of the 10-year capital expenditure framework. Essentially, it analyses the fitted project pipeline in terms of spatial alignment, asset type alignment, and other attributes to ultimately verify that the 10-year capital expenditure framework is in line with the strategic intent of the prioritisation framework and the MSDF objectives.
Part 7: Institutional Arrangements	Not included	As a concluding chapter to the CEF, this part aims to identify areas of enhancement that will render the CEF not only as a compliance document but to solidify institutional change around the alignment of planning, engineering, and financial practices – with the ultimate aim to improve service delivery.

¹ Methodologies used to complete each part of this document are constantly under refinement, enhancement and improvement.

Figure 1-4: Overview of the Adapted CEF Methodology



Part 2

Functional and Priority Area Profiling

2 Part 2: Functional and Priority Area Profiling

2.1 Relationship between Functional Areas and the Spatial Development Framework

There is a direct relationship between an SDF and functional areas. The SDF seeks to understand the spatial environment and along with the spatial vision addresses issues. The SDF has several focus areas often referred to as “priority areas” or “priority development areas”. These areas then need to be identified in terms of functional areas. The purpose of this is to have a wall-to-wall coverage of the municipality and ensure no area is left out. The purpose of this is to pack out the SDF in terms of functional areas. The purpose of this is to be able to identify and quantify the population growth across functional areas. This enables the municipality to quantify land requirements and economic growth opportunities within the municipality.

2.2 What is a Functional Area

COGTA’s Guide to preparing a Capital Expenditure Framework expresses a functional area with similar characteristics in terms of service and developmental needs. A functional area can thus be defined as a delineated area with similar characteristics that require similar development and services. An example is demarcating rural and urban areas separately because of each area’s unique aspects and needs, leading to a unique development approach. The functional areas must account for the total population and subsequent population growth over a 10-year period. The functional area also accounts for the capex awarded for a 10-year period towards infrastructure investments that fall within the affordability envelope.

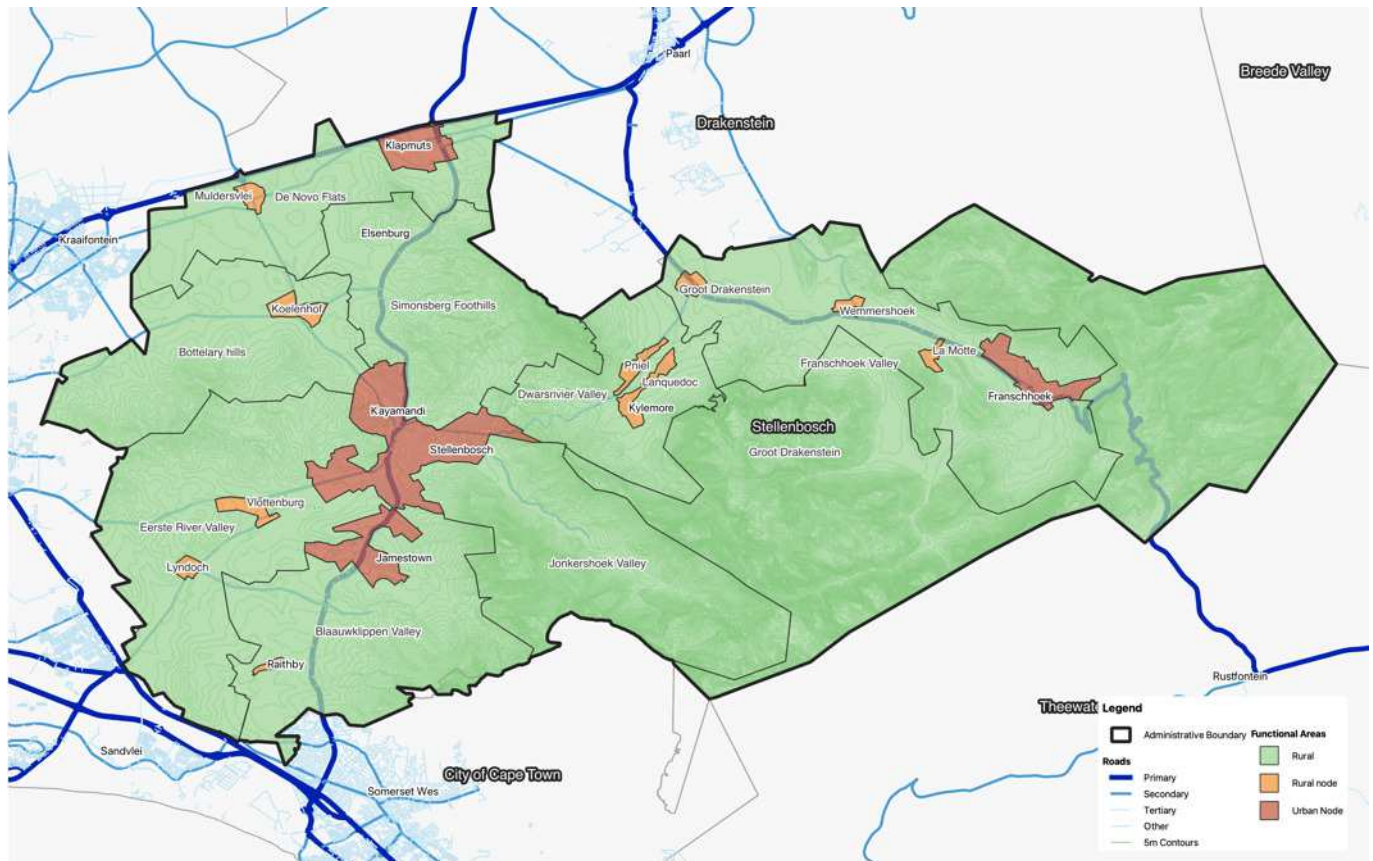
2.3 What is a Priority Area

Priority areas can be defined as areas where the municipality aims to focus investment to achieve the goals of the Spatial Development Framework or other lower-order plans. Priority areas are often referred to as focus areas and are defined in terms of functional areas. For this reason, functional areas can include specific priority areas such as specific nodes focusing on servicing rural areas. There is a direct relationship between functional areas and priority areas. Entire functional areas can be recognised as a priority areas or one functional area can include several priority areas.

2.4 Functional Area Delineation

The following shows the functional areas of Stellenbosch Local Municipality and explains what the three different functional areas and the total area they occupy within the municipality. Figure 2-1 visually showcases the delineated functional areas of the municipality. There are three main categories of functional areas within Stellenbosch: urban nodes, rural nodes, and rural areas.

Figure 2-1: Functional Areas



Urban Node: Areas that are considered urban in nature and include the urban core, urban centre and general urban areas. These areas have the greatest variety of uses such as commercial uses, office space, and public transport routes. Densification is often seen in urban nodes and this does include having accommodation for students as seen in Stellenbosch. The urban node is associated with larger towns and cities and serves as the main service centre to all surrounding smaller towns within the municipality. The urban node is approximately 1 076 ha or 1,29% of the area of the municipality. This indicates that the municipality has a small area that is devoted to being an urban node functional area.

Rural Node: These areas are mainly residential in nature but can serve the purpose of accommodating light industrial, office or retail uses. The rural node is also suburban in nature and is connected to more prominent urban nodes through transport networks or higher-order roads. Rural nodes also function as service nodes to rural areas and serve as the residency of many agricultural workers. The rural nodes cover approximately 3 726 ha or 4,48% of the municipality.

Rural: The most predominant area in the municipality is the rural functional area. As a result of the agricultural activities within the municipality, the rural functional area occupies approximately 94,23% of the municipality. As the name suggests this functional area includes several activities relating to agriculture and this is seen in the many wine estates present throughout the municipality. The rural functional area also includes several areas categorised as natural. These areas are areas with unfavourable development conditions or protected areas.

2.5 Functional Area Profiles

This section shows the demographic, socio-economic and spatial characteristics for the municipal area. The spatial and socio-economic profile of the municipality drives future demand and hence capital and operating investment and expenditure.

The aim of this analysis is to obtain an in-depth understanding of the demographic and socio-economic characteristics of the population that are being served in each FA of the municipality. This assessment typically includes access to infrastructure and social services and amenities, as well as the level of service of these services and amenities. The purpose of the municipal profiling is, therefore, twofold:

- Firstly, to identify the population within the municipality and FAs in order to determine the base unit of needs estimation as input to the infrastructure modelling and financial modelling, and;
- Secondly, to understand the status quo of services within the municipality.

These two basic elements can be used to quantify and project growth, which in turn will unlock the ability to project infrastructure provision demand over the planning horizon of 10-years. Understanding the socio-economic and spatial profile of the municipality enables the municipality to make more accurate and informed decisions regarding capital investment going forward.

Social profiling is usually presented in the SDF, however, given the lack of quantification in the existing SDFs across local governments nation-wide, municipal and FA profiling is deemed as a necessary step by the CEF guidelines as a prerequisite to evidence-based planning.

It is challenging to show all the required detail in the maps in this report. Therefore, each map in this section is linked to a URL. By clicking on the map, the map will open in the user's default browser. When in the browser, one can zoom in and out and change the selection of background maps. Use the legend on the map in the report as a reference for the colours on the map in the browser.

2.5.1 Data Sources

It is vital to consider as many as possible data sources in determining future population and household numbers. The following data and datasets informed the do estimates of future population and household levels.

- Official data sources:
 - Census data from StatsSA. This data covers 1996, 2001 and 2011;
 - Community Surveys from StatsSA for 2007 and 2016;
 - Mid-year population estimates from StatsSA, and;
 - Local housing data from the municipality.
- Commercial data sources:
 - Quantec that provides times series data per annum since 1993. This data is only available at the municipal level, and;
 - GeoTerralimage provides advanced demographic data at sub-municipal data. Their 2018 data release was used.

Data represented in the following tables potentially differ from previous CEF's completed due to the fact that the demarcation boundary of the municipality changed. Compared to 2016 data, a total of 480ha is added to the Stellenbosch jurisdiction. Through spatial analysis tools, particularly data partitioning protocols, population figures are assigned to the analysis areas factoring in the change in total area and demarcation and consequently represent a change in absolute data numbers. This is best seen in the Community Survey data of 2016.

2.5.2 Demographic Profile

A range of factors impacts the demographic profile of the municipality. These factors interact horizontally and, importantly, have a hierarchical relationship with national, provincial and regional demographics. The analysis of variables is therefore done on a comparative basis and by also exploring relationships between demographic variables as well as the relationship that the demographics have with economic development. The factors considered are:

- Population size, household numbers and size and the expected change in these numbers;
- Age, language, and education;
- The impact of HIV and AIDS on population growth expectations, and;
- Migration

2.5.3 Population Characteristics

2.5.3.1 Population Structure, Age, and Gender

The total population is the starting point. For any planning assessment, the total population is fundamental to the current and long-term demand for services and facilities. The table below shows the population, with a gender split, for the three census periods, Community Survey 2016 and WoIrdPop. From the time-related figures, inferences can be drawn about population growth or decline. Gender splits, if appropriate under local conditions, also serves as a proxy for migrant labour. Generally speaking, male absenteeism indicates that an area is shedding workers while surplus males show the area is attracting migrant labour based on expectations of economic growth and job creation.

Table 2-1 below shows that the region has always had a nearly equal split of gender in the population. As explained above, indications are that migrant labour is not a factor to consider.

Table 2-1: Population and Gender

	1996	2001	2011	2016	2020
Males	51,208	57,862	76,133	89,929	99,717
Females	53,392	61,138	79,508	92,956	100,581
Population density (persons/ha)	1.14	1.39	1.82	2.14	2.35
Total Population	104,600	119,001	155,641	182,886	200,642

Source: Census 1996, 2001, 2011, Community survey 2016, /SDSA (MapAble 2023) /WoIrdPop2020

Age groups are significant in any demographic assessment. The population's age structure provides a clear indication of the expected long-term demand for community and social services, housing, and infrastructure services. The table below only reflects on four age categories. The first category is the preschool population; the second category is the extent of the school population, the third category is the economically active population, and the last group is the elderly population.

The age structure of the study area has remained relatively unchanged over all the age groups. Interestingly, over 63% of the population falls within the economically active group of 20 to 65 years of age, as reported in the 2016 community survey figures. This percentage has also increased from just over 50% in 1996. The two following maps (Figure 2-2 and Figure 2-3) show the percentage population below 19 years and the working-age group population. Figure 2-2 emphasises the high percentage of people within the working-age group in the municipality.

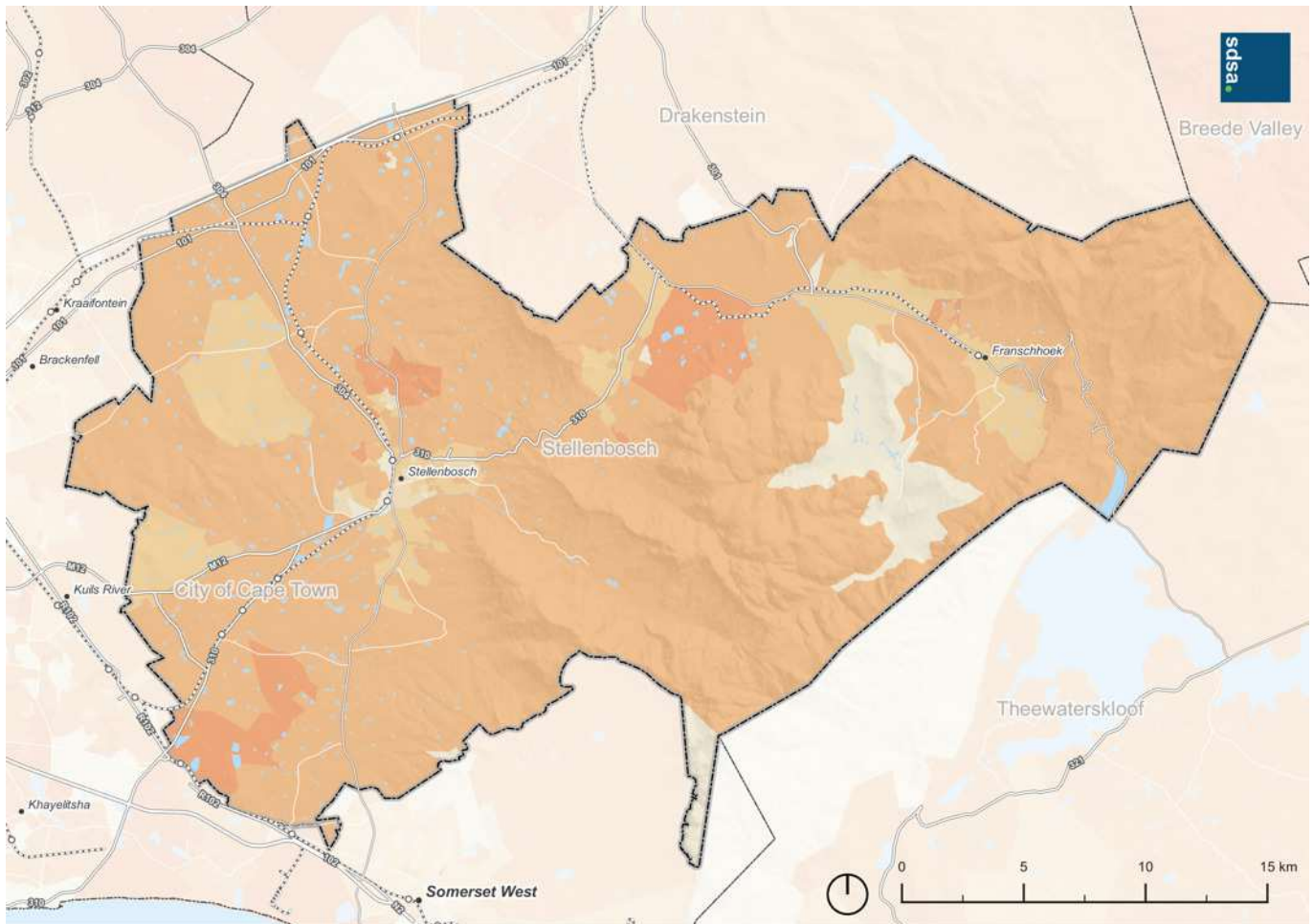
Table 2-2: Age Groups

	1996		2001		2011		2016	
	Male	Female	Male	Female	Male	Female	Male	Female
<5	5,679	5,527	8,008	7,858	5,735	5,812	7,318	7,754
5 to 20	15,403	16,104	19,802	20,730	17,528	18,213	23,169	22,224

	1996		2001		2011		2016	
	Male	Female	Male	Female	Male	Female	Male	Female
20 to 65	27,777	28,708	45,413	46,874	32,522	34,303	56,073	58,595
>65	1,636	2,411	2,910	4,047	2,078	2,811	3,368	4,383
Unspecified	714	642	0		0		0	
Total	51,208	53,392	57,862	61,138	76,133	79,508	89,929	92,956
	104,600		119,001		155,641		182,886	

Source: Census 1996, 2001, 2011, Community survey 2016, /SDSA (MapAble 2023)

Figure 2-2: % of the Population: Younger than 19 Years 2011



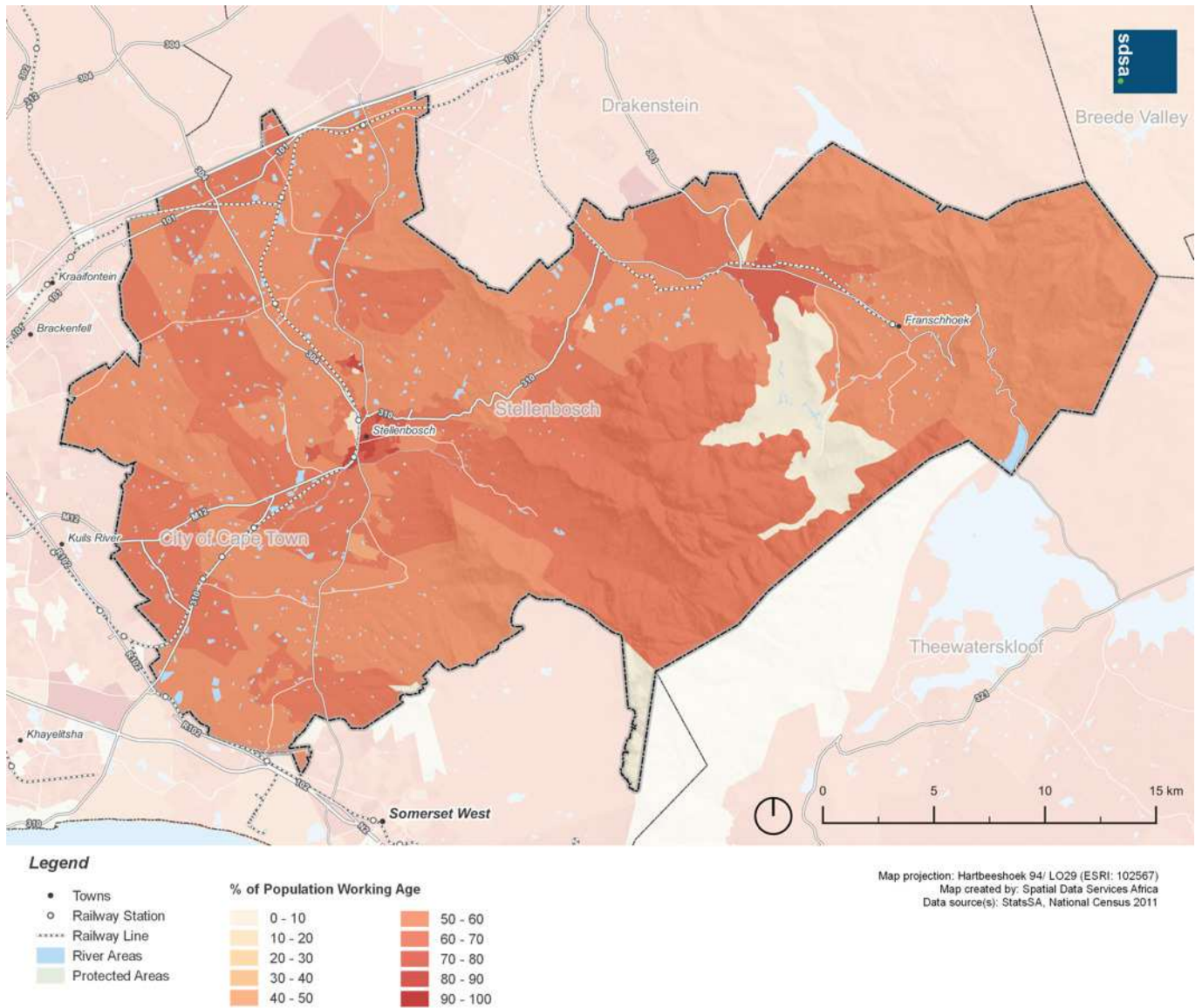
Legend

- Towns
 - Railway Station
 - Railway Line
 - Blue River Areas
 - Green Protected Areas
- % of Population < 19 years**
- | | |
|---------|----------|
| 0 - 10 | 50 - 60 |
| 10 - 20 | 60 - 70 |
| 20 - 30 | 70 - 80 |
| 30 - 40 | 80 - 90 |
| 40 - 50 | 90 - 100 |

Map projection: Hartbeeshoek 94/ LO29 (ESRI: 102567)
Map created by: Spatial Data Services Africa
Data source(s): StatsSA, National Census 2011

Source: Census 2011 / MapAble 2023

Figure 2-3: % of the Population: Working Age (20 to 65 years) 2011



Source: Census 2011 / MapAble 2023

2.5.3.2 The Differences in Population Groups

Population groups need not be a central issue in development analysis. However, looking at the local population's composition might help explain current dynamics based on historical population settlement patterns.

Table 2-3 below shows the populations at various geographic levels in 2021. The population figures show structural differences in composition between the various scales and racial groups. The coloured population is the dominant group in the Stellenbosch municipality and accounts for more than half the population. The second-largest group is the black group with the white and Asian groups accounting for less than 15% of the population. This pattern is relatively similar in the larger district and the province. Compared to the national population structure, a clear difference is evident.

Table 2-3: Comparative Population Numbers by Population Group 2021

2021	South Africa		Western Cape		Cape Winelands		Stellenbosch	
	Total	%	Total	%	Total	%	Total	%
Black population	48 734 600	81,42%	2 701 985	38,23%	266 260	28,09%	60 140	32,67%
Coloured population	5 232 220	8,74%	3 372 083	47,72%	585 015	61,72%	98 024	53,25%
Asian population	1 472 856	2,46%	79 376	1,12%	3 545	0,37%	656	0,36%
White population	4 412 519	7,37%	913 657	12,93%	93 034	9,82%	25 256	13,72%
Population total	59 852 195	100,00%	7 067 100	100,00%	947 855	100,00%	184 076	100,00%

Source: Quantec 2023

Table 2-4 below shows the population in the municipality as it has changed over the last 26 years. The figures indicate substantial growth in the Black and Coloured populations while the other population groups declined.

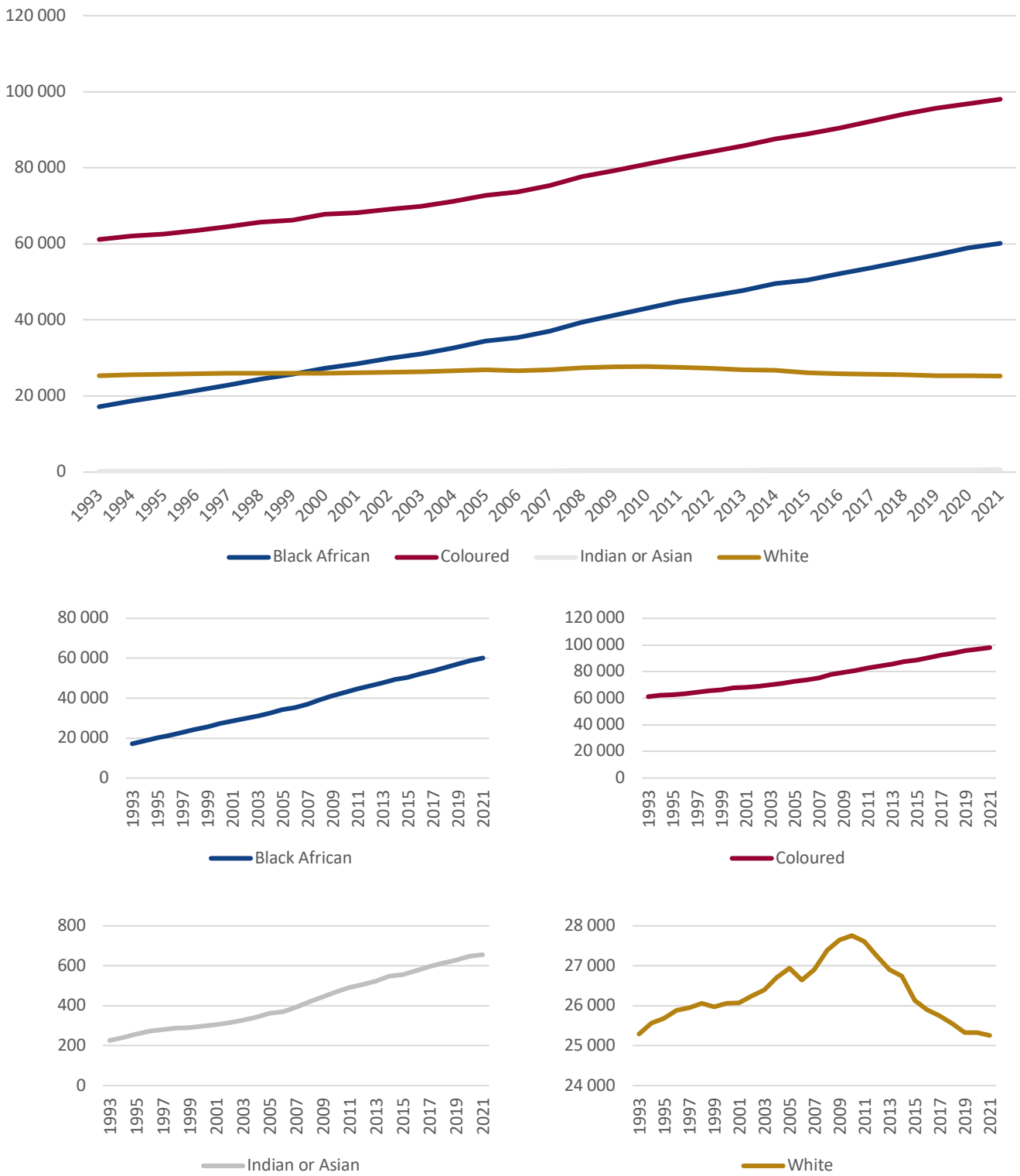
Table 2-4: Population Groups

	1995	2000	2005	2010	2015	2021
Black	20 038	27 294	34 409	43 098	50 459	60 140
White	62 573	67 819	72 782	80 926	88 854	98 024
Coloured	258	299	362	468	556	656
Indian	25 694	26 055	26 945	27 757	26 130	25 256
Total	108 563	121 467	134 499	152 249	166 000	184 076

Source: Quantec 2023

Figure 2-4 below illustrates these changes. The growth in the Black and Coloured population groups seems to be consistent over the assessed period. The white population group shows an increase in the population until 2010, whereafter there is a strong decline in numbers. The Asian population group has also increased, but from a small base.

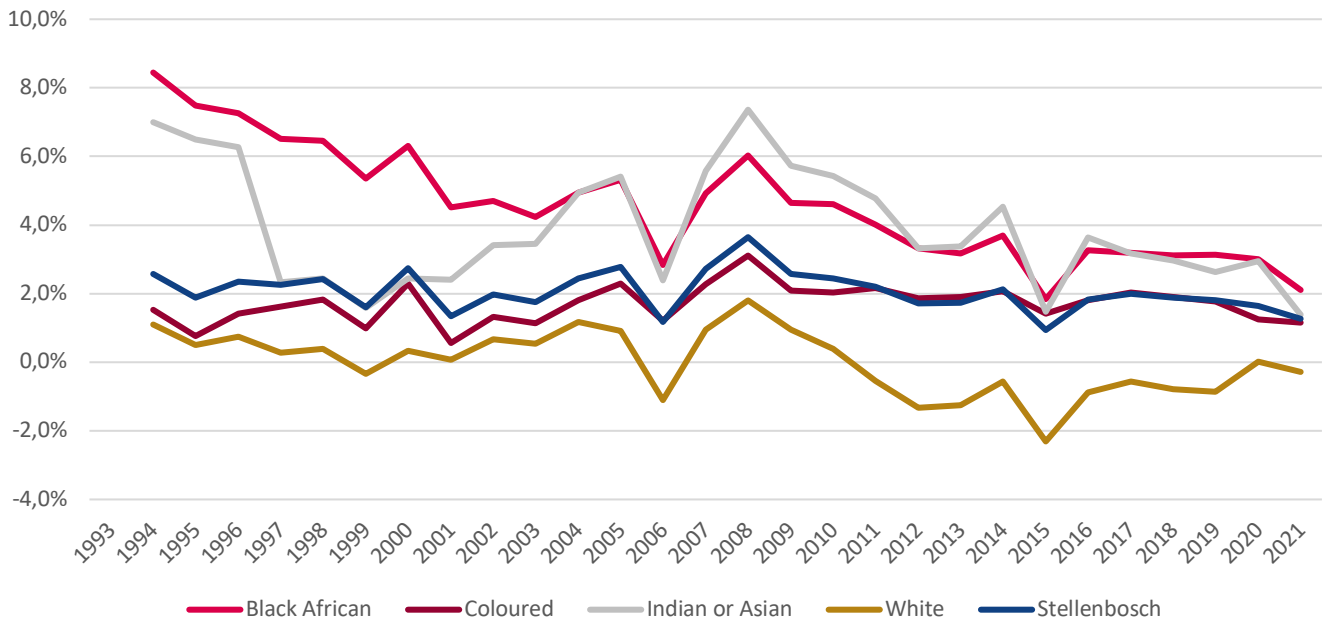
Figure 2-4: Population Growth 1993 to 2021



Source: Quantec 2023

Figure 2-5 below shows the rate of change of the population between different groups. All the population groups, except for whites, show a similar trend. The figures show a real decline in the number of whites since 2011.

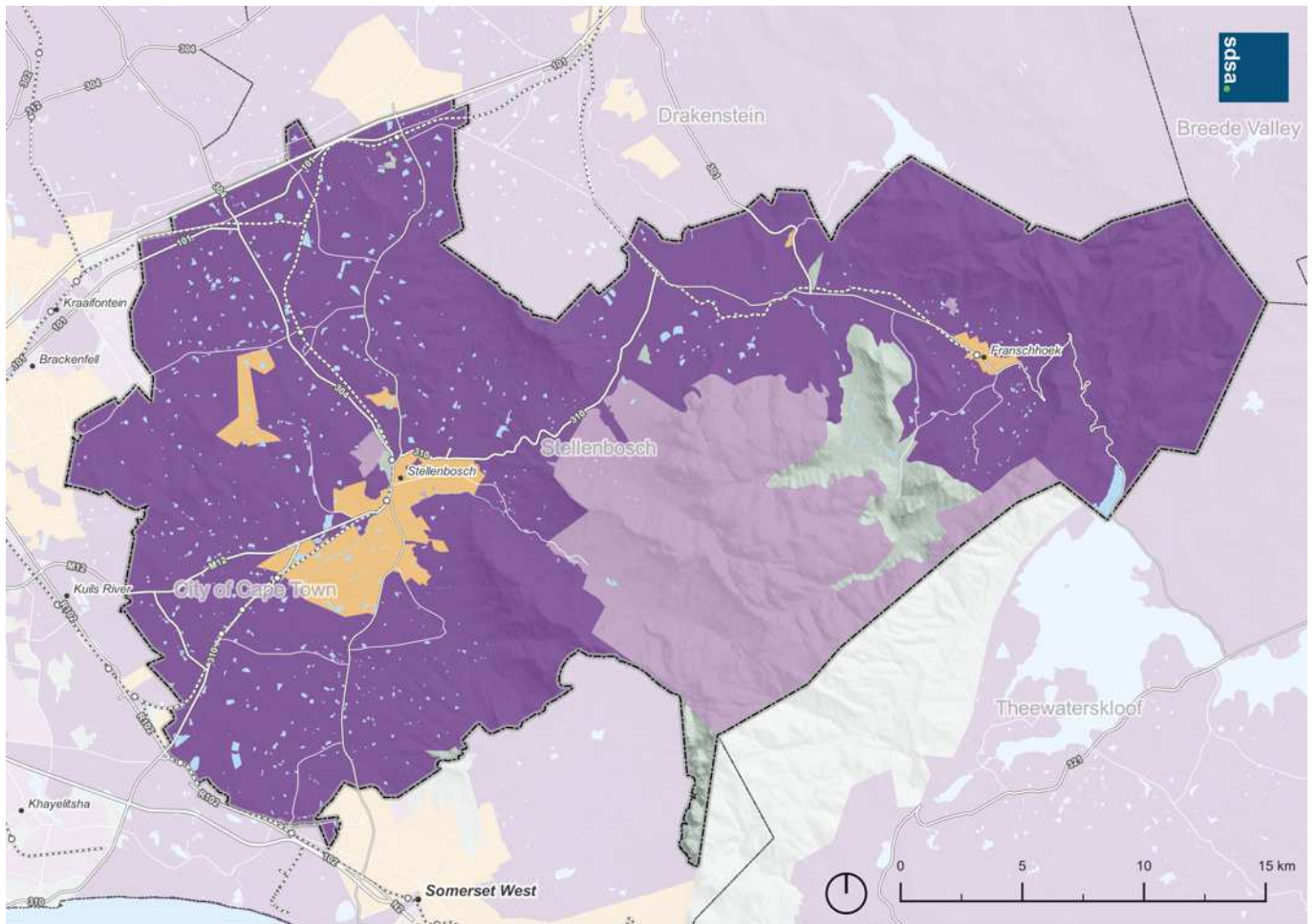
Figure 2-5: Population Growth Rates by Population Group



Source: Quantec 2023

The spatial distribution of the dominant population group in the municipality is shown in Figure 2-6 below.

Figure 2-6: Population Majority 2011



Legend

- Towns
- Railway Station
- Railway Line
- ▬ River Areas
- ▬ Protected Areas

Majority Population Group

- | | |
|----------------|----------|
| Not Applicable | Coloured |
| Asian | Other |
| Black | White |

Map projection: Hartbeeshoek 94/ LO29 (ESRI: 102567)
Map created by: Spatial Data Services Africa
Data source(s): StatsSA, National Census 2011

Source: Census 2011 / MapAble 2023

2.5.3.3 The Spatial Dynamics of the Population

The sections above dealt with the profile for the municipality. However, with the CEF aim to do spatial targeting, it is essential to give a perspective of where people are located and where changes occurred overtime throughout the municipality.

The table illustrates how spatial variances occur and why it is vital to consider population change's spatial dynamics. The next three maps show where changes occurred. The first essential element is the fact that population growth occurred in very specific localities. It is mainly associated with the more critical nodal points and then also with specific new developments.

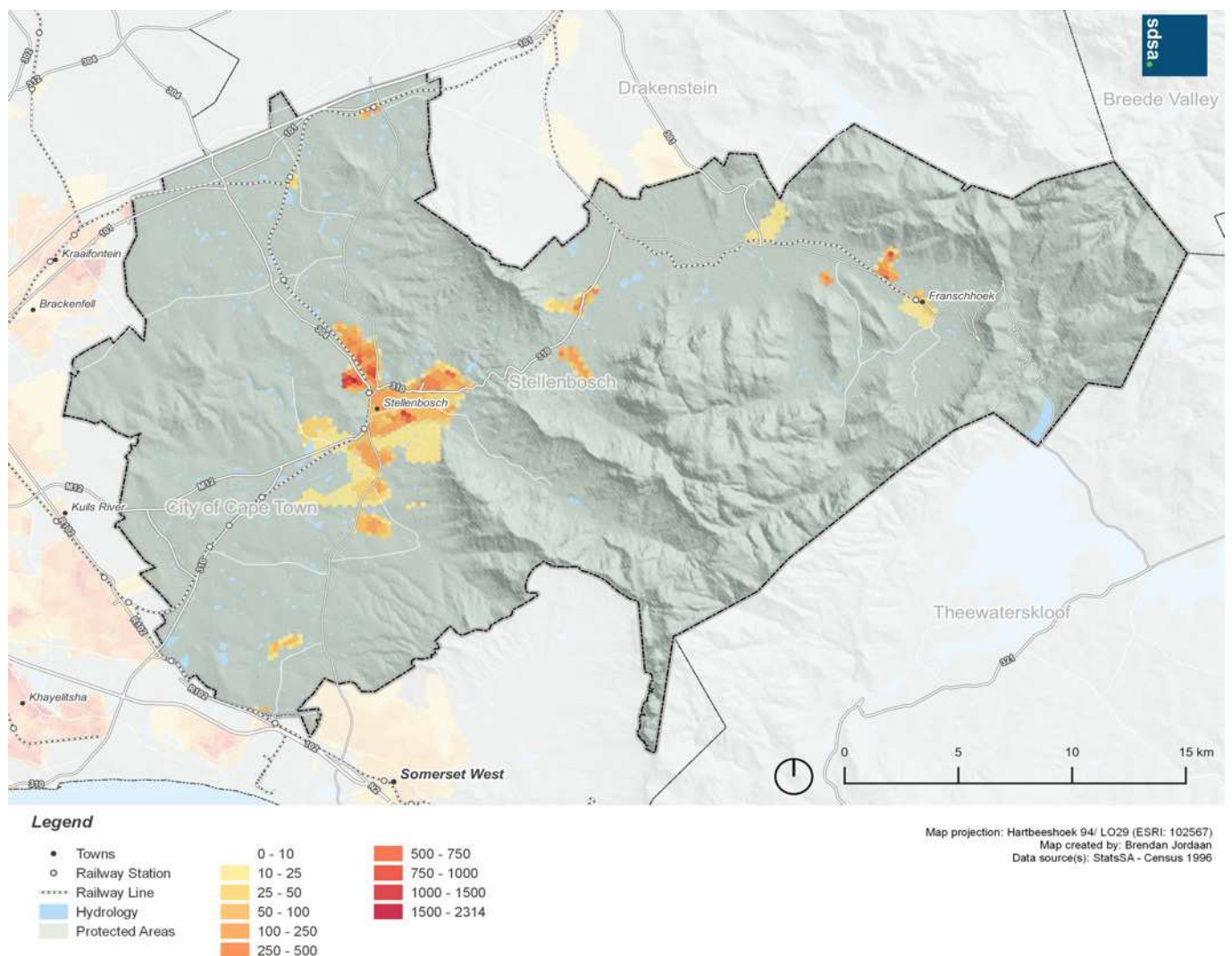
The second important aspect is that most of the rural areas increase in population in small numbers. Most of the depopulation found within the municipality is in the areas surrounding the existing towns and settlements, such as Stellenbosch and Franschhoek.

Table 2-5: Population change from 1996 to 2020

Population and households	
Population (1996):	104 600
Population (2020):	200 642
Population Change	96 042
Average annual population growth rate	2.8%
Population Density (People/Ha):	2.35

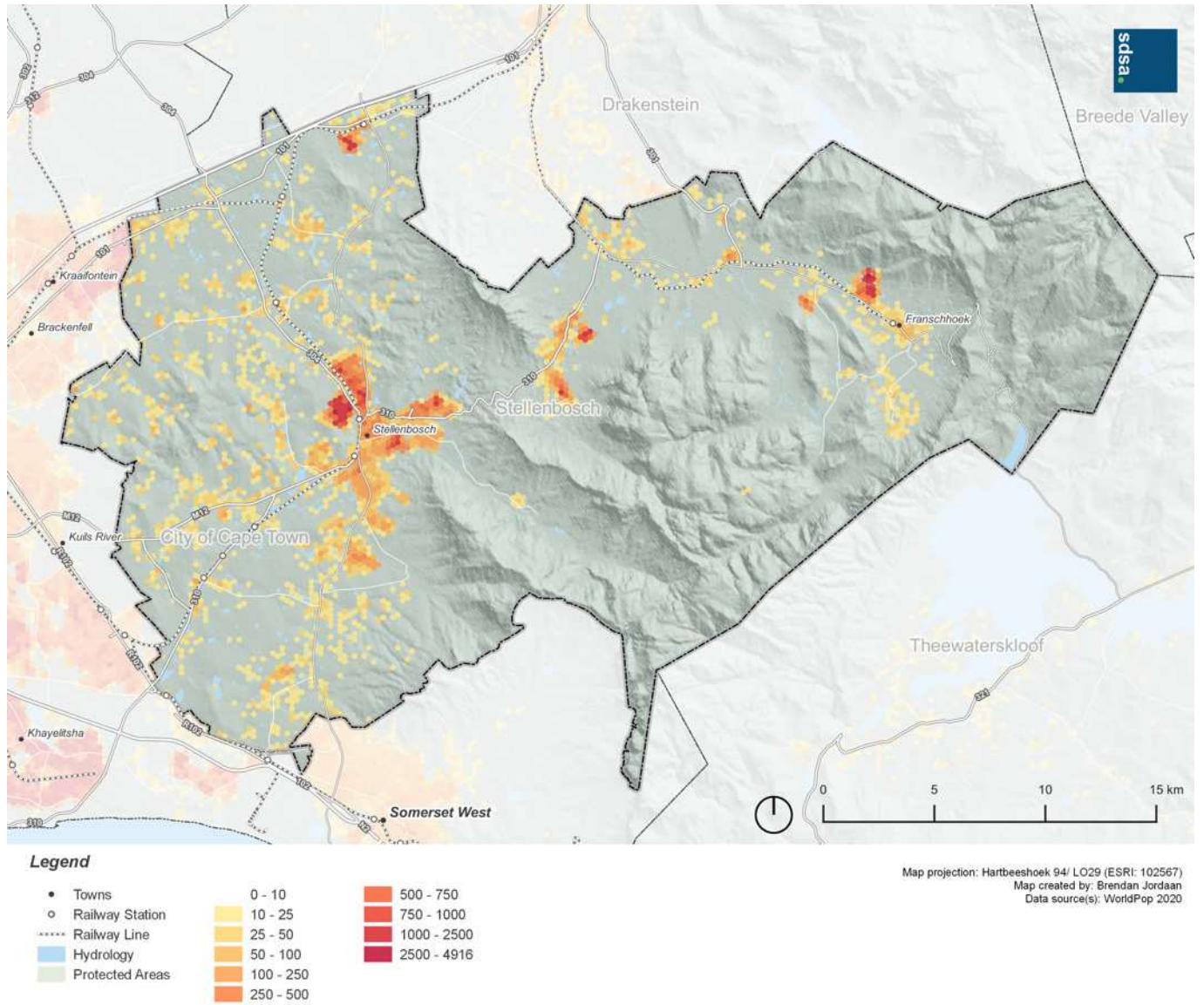
Source: Census 96, WorldPop 2020 (MapAble 2023)

Figure 2-7: The Spatial Distribution of Population in 1996



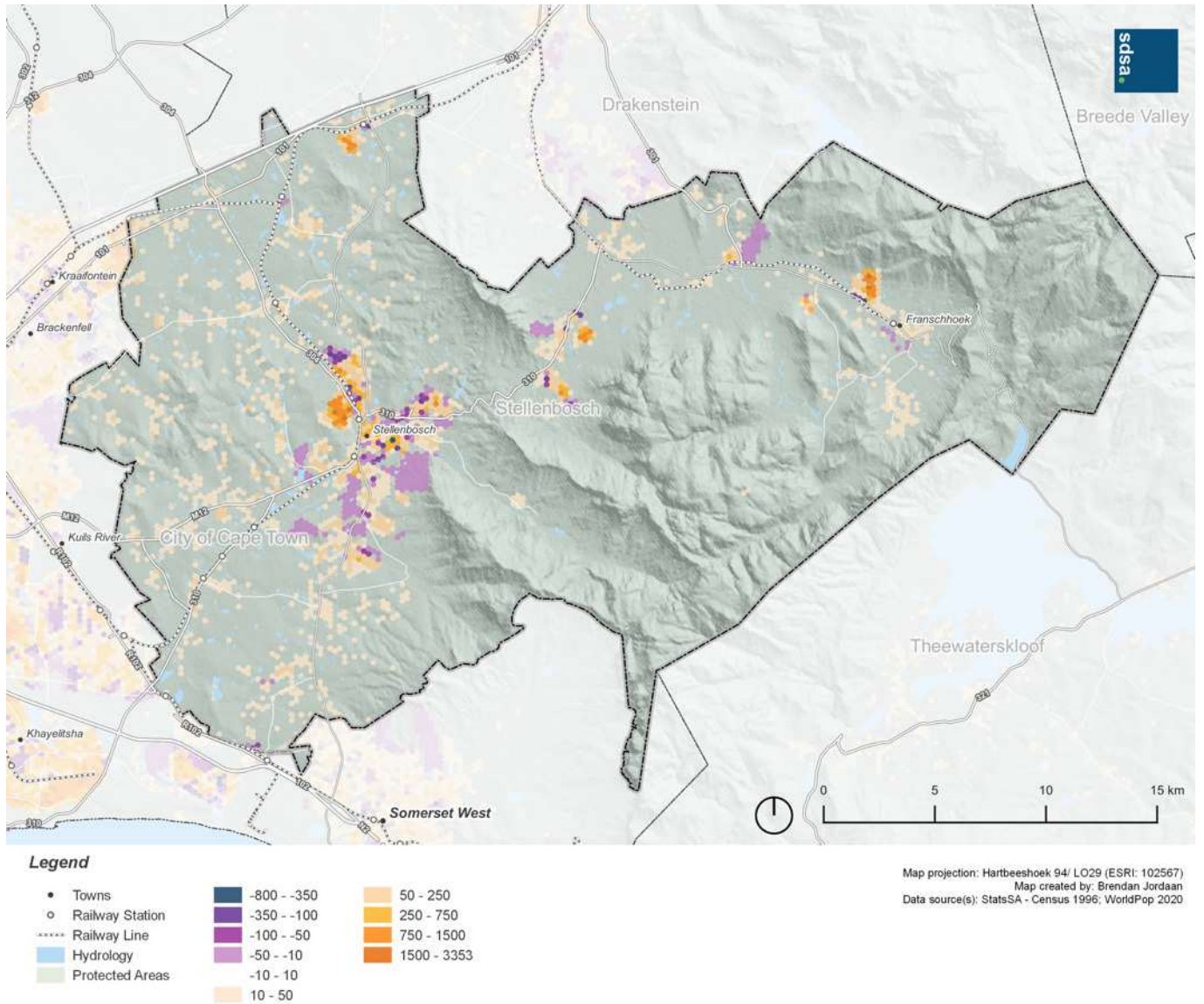
Source: SDSA (MapAble 2023)

Figure 2-8: The Spatial Distribution of Population in 2020



Source: SDSA (MapAble 2023)

Figure 2-9: Nett Population Changes Between 1996 and 2020



Source: SDSA (MapAble 2023)

2.5.3.4 Population Change and Growth

Assessing population change in a municipal area is challenging for several reasons:

- Municipalities function in an integrated environment where changes at a national, provincial, and neighbouring areas directly impact local growth.
- Data sources differ in terms of baseline data used and hence in outcomes which complicate comparative assessments.
- Municipal population figures are, with a few exceptions, a disaggregation of higher-order data. Between censuses, mid-year population estimates at the district level are the only available sources. Most data sets use StatsSA's mid-year population estimates as a benchmark.
- Long-term projections (ten years and longer) are subject to high uncertainty levels because many factors drive local development.
- Interventionistic policies from the government are often unpredictable and focus on deliberately change historical trends. This increases the level of uncertainty in outcomes.

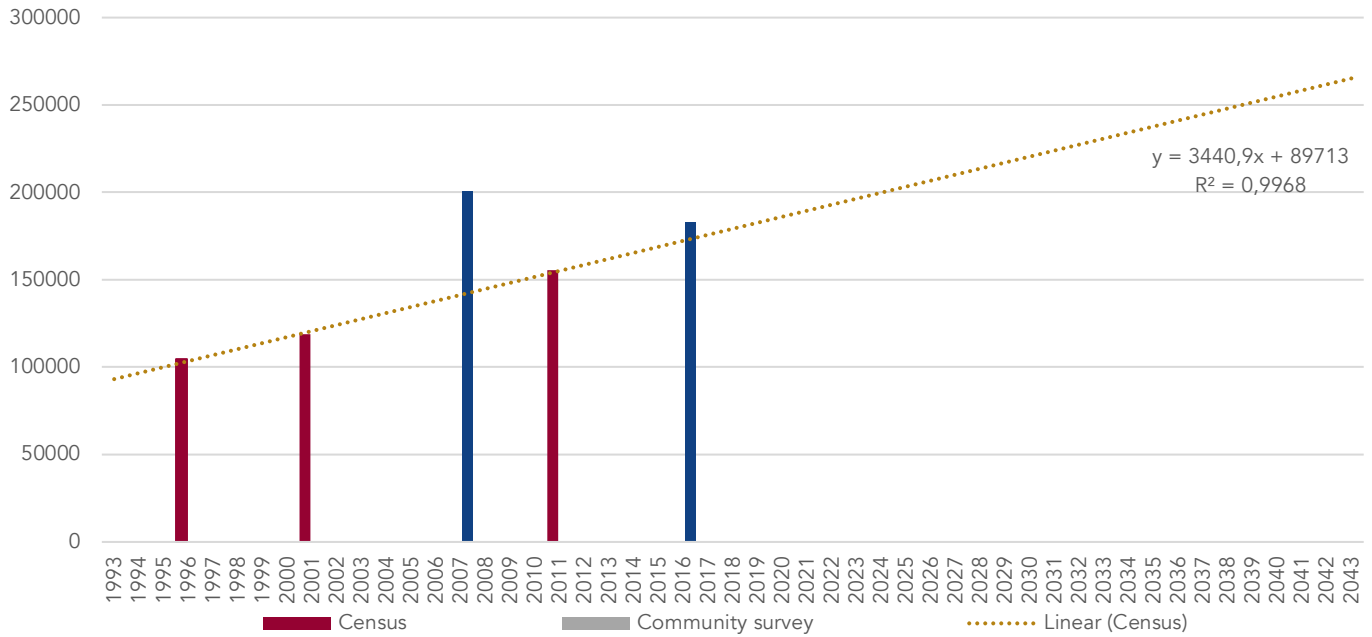
Notwithstanding these challenges, it remains essential to project and estimate future population and household numbers. Population and household changes are the drivers of the long-term demand for land and services.

The historical perspective on population and household changes are essential. It is also the basis for determining future household and population levels. However, countless factors impact population and household growth. Long-term estimates and the scale of a municipality remains challenging due to the open nature of the development systems and the free movement of people and access to goods and services across municipal boundaries. Any long-term projection must only be regarded as indicative, and changes need to be monitored continuously. Population and household growth ultimately determine the services demand in the municipality.

The next series of graphs show how the different available data sets relate. The approach is to build from the known official data and then add the commercial datasets after using trend analysis to reach a workable scenario.

Figure 2-10, below starts by looking at the main StatsSA data sources. These include the census data for 1996, 2001, and 2011 as well as the 2007 and 2016 Community Surveys. One can immediately see some questionable results, especially from the 2007 Community Survey where a figure of 200 524 people seems out of place compared to the other results. Applying a trend line to the Census data a near perfect correlation between the data occurs. Following this growth path, one sees an expected increase in the municipality's future population, reaching over 250 000 people by 2043.

Figure 2-10: Census and Community Survey Outcomes



The next graph shows the results when the Population estimates of StatsSA in Stellenbosch local municipality comes into play. This data was prepared for the Stellenbosch local municipality by StatsSA. The trendline also shows near-perfect correlation but unlike the census data is shows a predicted slowing down of the population growth rate over time. In this case, the expected future population by 2040 is below 250 000.

Figure 2-11: Projections Based on StatsSA Data

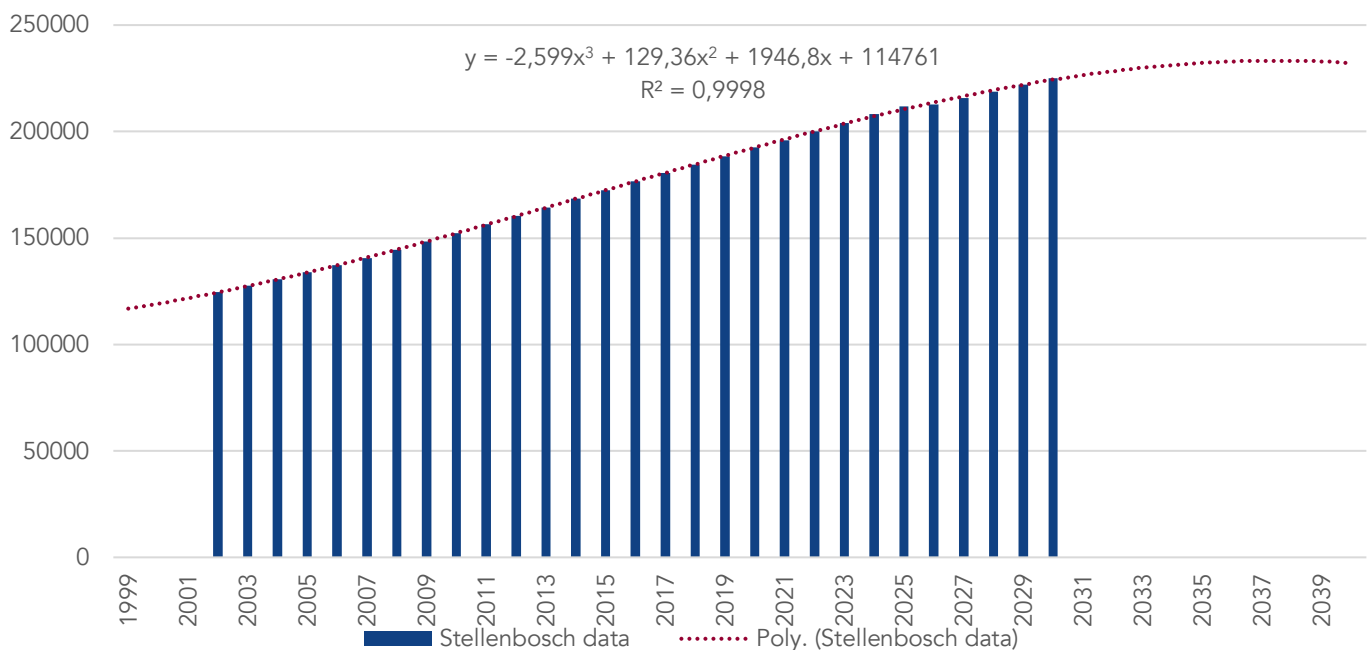
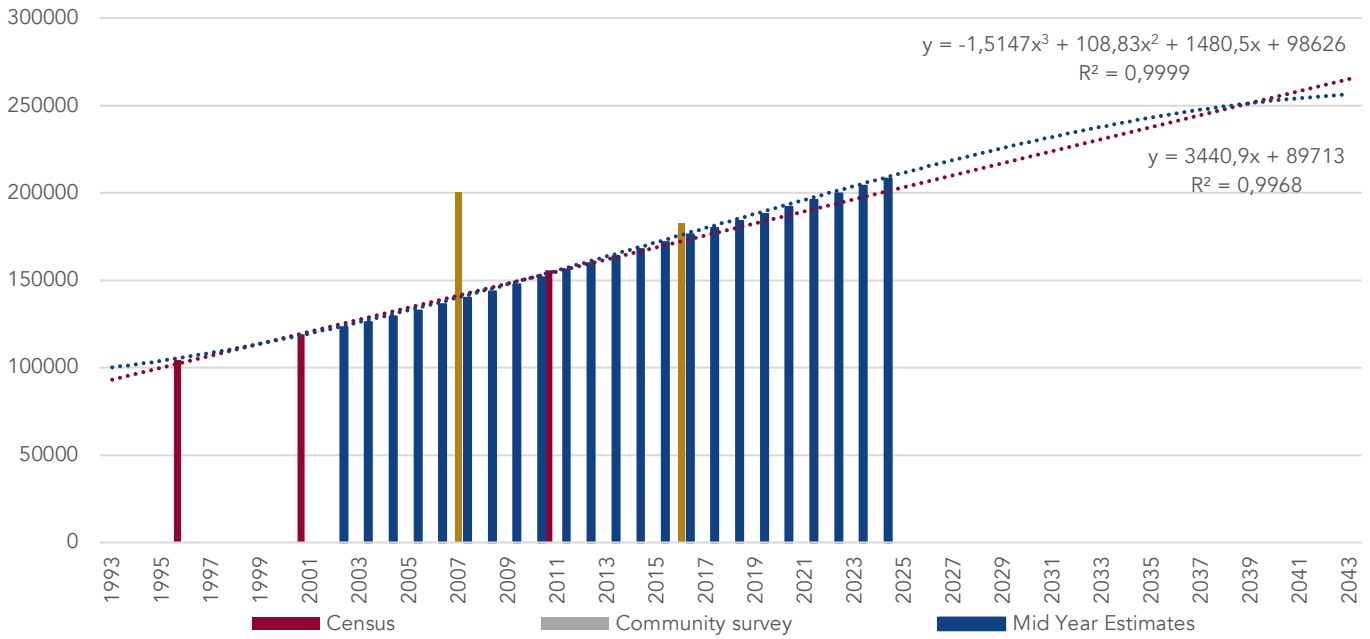


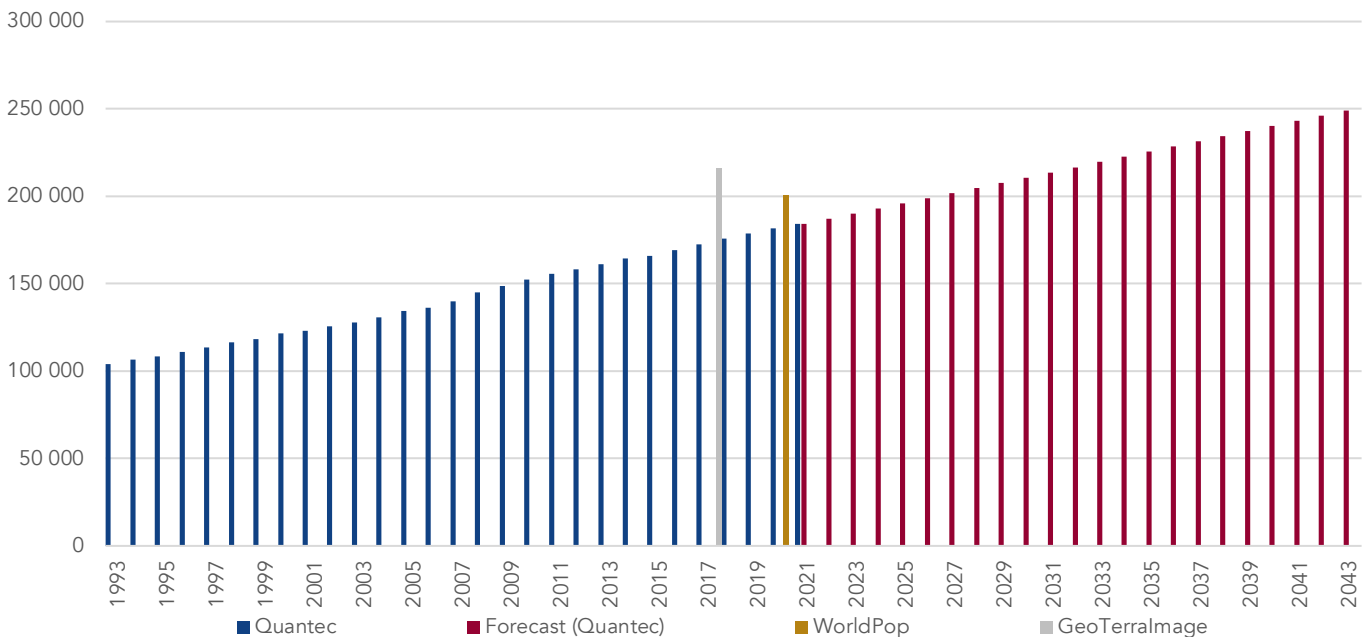
Figure 2-11 above shows the results when the mid-year population estimates of StatsSA. The trendlines of the mid-year estimates and the Stellenbosch StatsSA data show a similar trend and a strong correlation. Based on this, one can assume that a future estimate based only on the three census figures might present inaccurate results. The complication with these three data sets from Statistics South Africa is apparent.

Figure 2-12: Projections Based on StatsSA Data



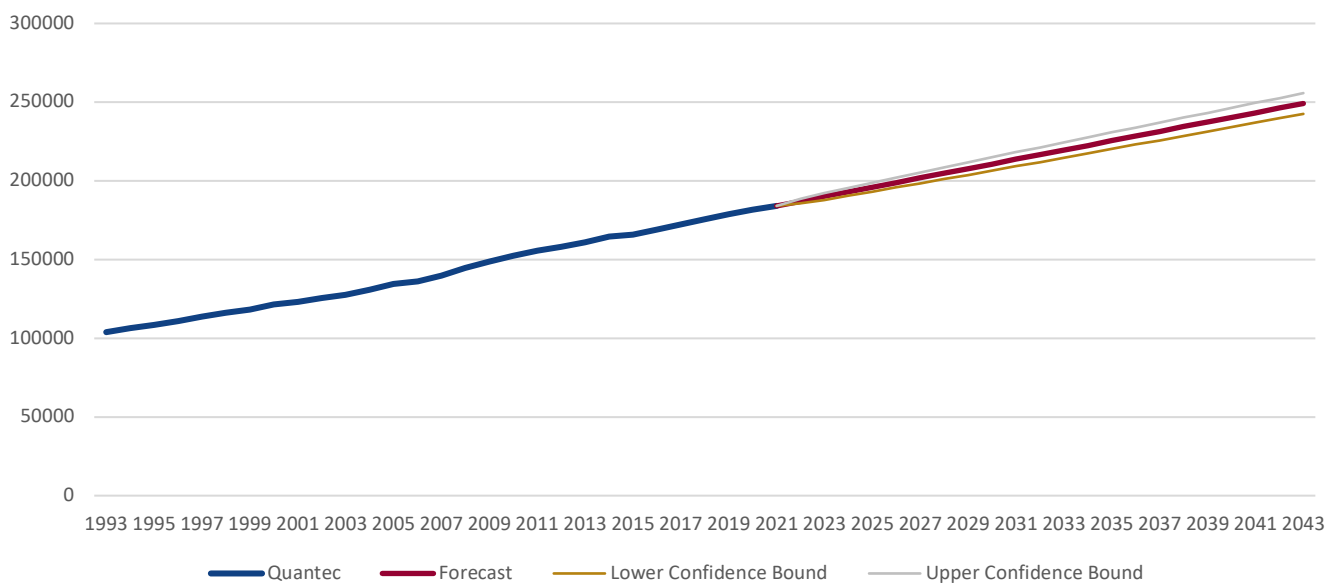
The chart below shows the Quantec data, a GTI data point for 2017 and a WorldPop data point of 2020. The Quantec data provides the most extended set of historical data. It is interesting to note the different trends between the data sets and that the Quantec data correlates with the results of StatsSA's mid-year population estimates. This is to be expected as the Quantec data benchmarks on the mid-year population estimates. GTI's data can be empirically verified, and it might point to an undercount of about 22.5% in the population. An undercount of this extent can have serious implication for planning in the municipality. Similarly, households show a 33.7% undercount based on the mid-year population estimates.

Figure 2-13: Quantec and GTI Population Data



When one uses the Quantec data and applies Microsoft Excel's forecast function, the following forecast shows the population levels until 2040 within a 95% confidence limit. The figure below shows the results.

Figure 2-14: Forecasting Population using Quantec Data



The forecast indicates that the expected population in 2043 is 249 146. Although this is statistically within 95% confidence levels, the upper and lower confidence bounds are different but possible. The variation in a 95% confidence between the upper and lower limits highlights the importance of closely monitoring population continuously.

Table 2-6 below shows the projected population figures. The Quantec and mid-year population estimate trends show growth in the expected population in 2043 at 249 146 and 256 272, respectively. At the same time, the Census forecast is higher than both previously mentioned indicators with the 2043 predicted population at 265 199. This is a difference of about 10 000 people in the estimated population of 2043 between the different data sets. There are various challenges with midyear population estimates and StatsSA did not realise updated estimates at the municipal level for 2021.

Table 2-6: Projected Population Numbers

	2021	2025	2030	2035	2040	2043
Quantec forecast	184 076	195 961	210 734	225 508	240 282	249 146
Census Trend	189 499	203 263	220 467	237 672	254 876	265 199
Mid-year population estimates trends (Stellenbosch working figures)	196 145	211 565	228 921	243 085	252 921	256 272

2.5.4 Household Characteristics

Households are usually assessed in the context of the total population. This gives rise to density ratios and household size. The total number of households is always an important factor in determining the overall demand for infrastructure services and housing. Household density is an important indicator of settlement efficiency and plays an important role in urban planning and development strategies. Household size has an impact on the extent of consumption of goods and services. One should note that housing support strategies have affected household formation to the extent that there are often different rates of change between households and population. The basic household profile for the assessment area is shown in Table 2-7 below. Table 2-8 shows the number of households per population group.

Table 2-7: Total Households, Size and Density

	1996	2001	2011	2016
Total households	26,147	35,170	43,322	55,338
Household density (households/ha)	0.29	0.41	0.51	0.65

	1996	2001	2011	2016
Ave household size	4.00	3.38	3.59	3.30

Source: Census 1996, 2001, 2011/MapAble 2023

Table 2-8: Number of Households by Group

	1995	2000	2005	2010	2015	2021
Black Households	5 712	7 949	10 342	13 445	16 207	19 752
Coloured households	13 359	14 537	15 580	17 261	18 884	20 758
Asian households	74	84	97	118	134	152
White households	11 182	11 945	12 228	12 130	10 956	10 130
Households total	30 327	34 516	38 248	42 954	46 181	50 792

Source: Quantec 2023

2.5.4.1 Historical Household Growth Trends

As shown in Figure 2-15 below, the trends for households are broadly the same as for population. This is also true for the next graph showing the growth rates (Figure 2-16: Comparative Household Growth Rates from 1993 to 20). However, the change dynamics in population and households are not precisely the same, and when the two data sets are used to show household sizes and the changes in household size, several important aspects emerge.

The number of black households has grown significantly between 1993 to 2021 and still shows the most robust growth of all population groups. Coloured households also show strong growth but not at the rate of black households. White households show an interesting pattern. There was a decline in white households since 2009, and by 2021 white households numbers decreased to below the 1993 level.

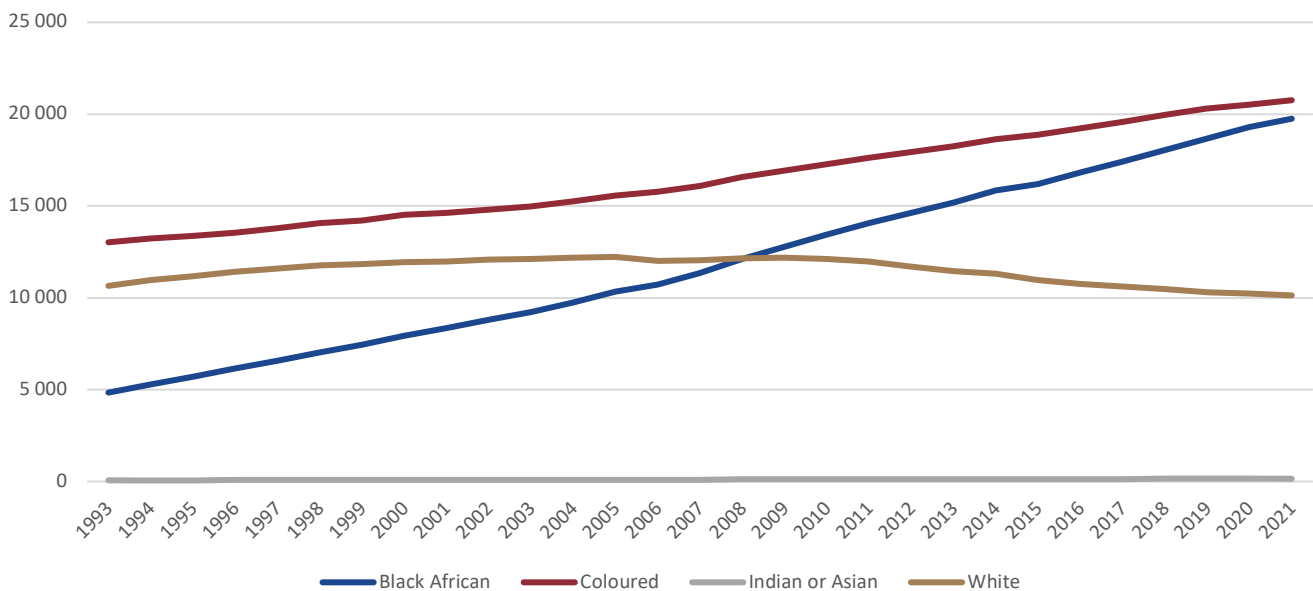
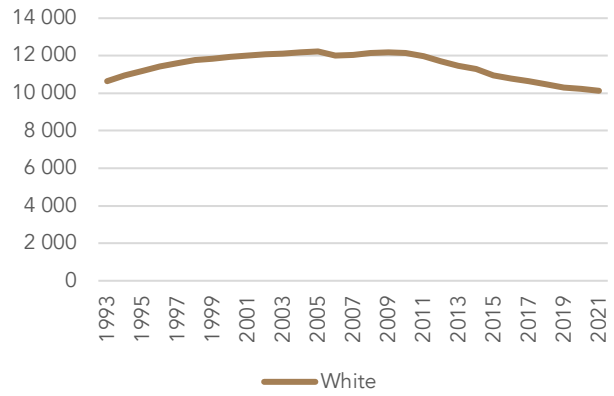
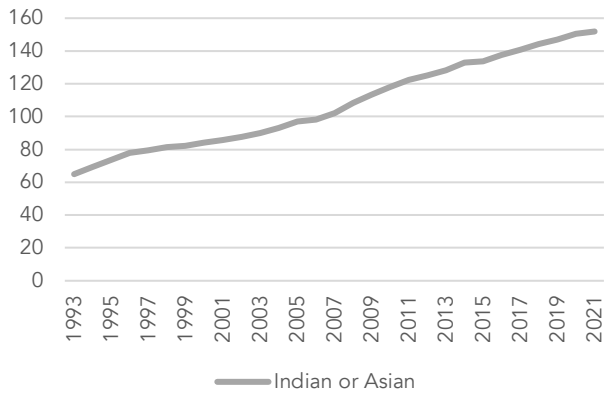
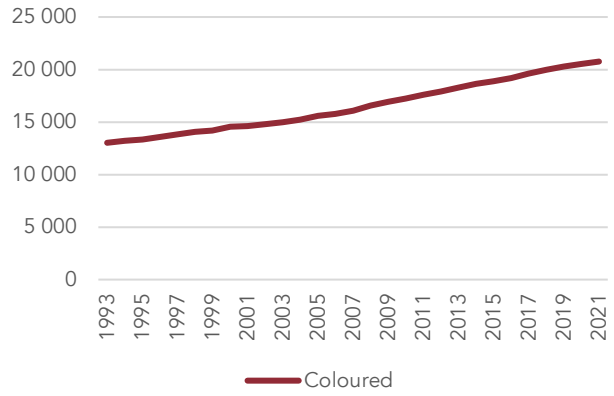
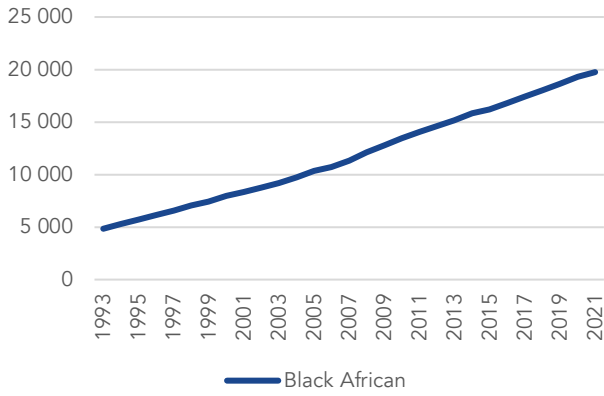


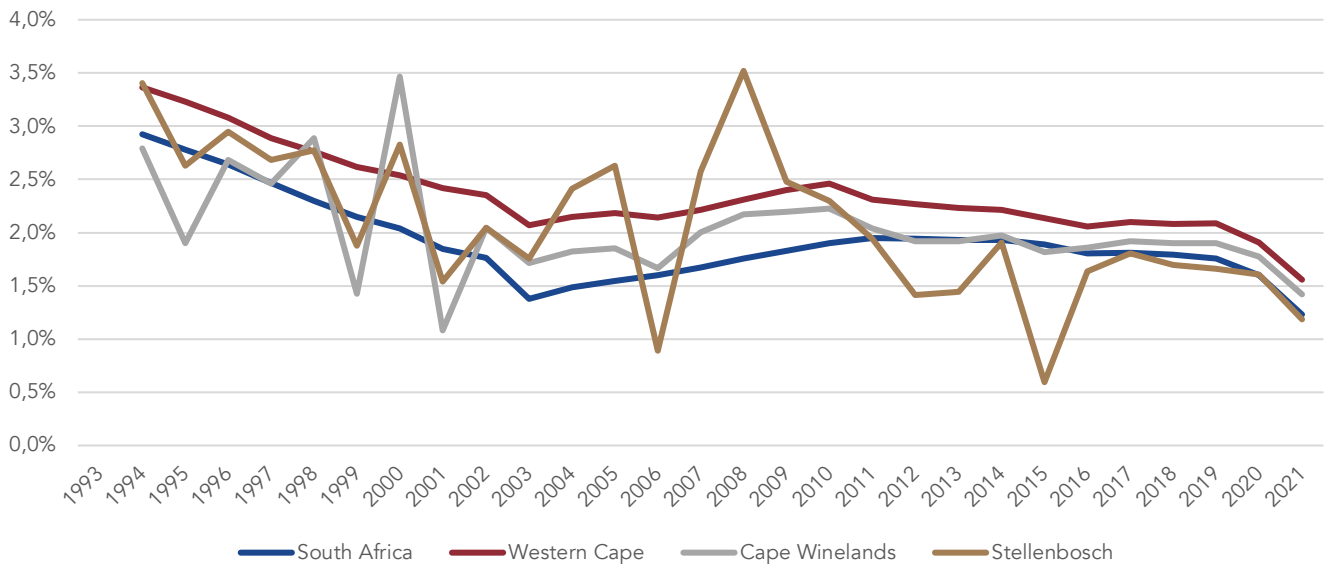
Figure 2-15: Household Growth from 1993 to 2021



Source: Quantec 2023

The corresponding growth rates are shown in the figure below. The graph shows a similar trend for the country, province, district, and the municipality. It is interesting to note that the household growth rate in the Stellenbosch Local Municipality has been below that of the district, province and national rates since 2012.

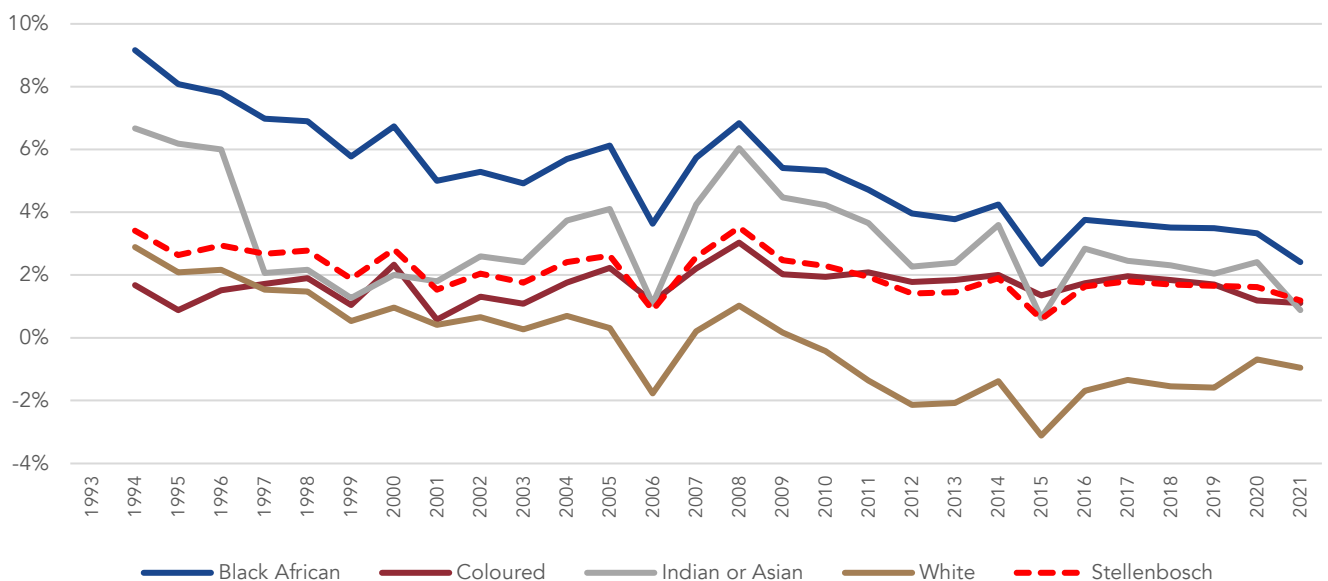
Figure 2-16: Comparative Household Growth Rates from 1993 to 2021



Source: Quantec 2023

The figure below confirms the declining growth rates and compares the household growth rates per population group in the municipality. The household growth rates for the black and Asian population groups have generally been above the municipality's total. The coloured population group follows a very similar trend that the total. This is to be expected as the coloured population group accounts for the majority of the population. The white population group is below the total for the municipality and is continuously declining. Since 2010 the household growth rate for the white population group has been negative.

Figure 2-17: Household growth rates in Stellenbosch Local Municipality 1993 to 2021

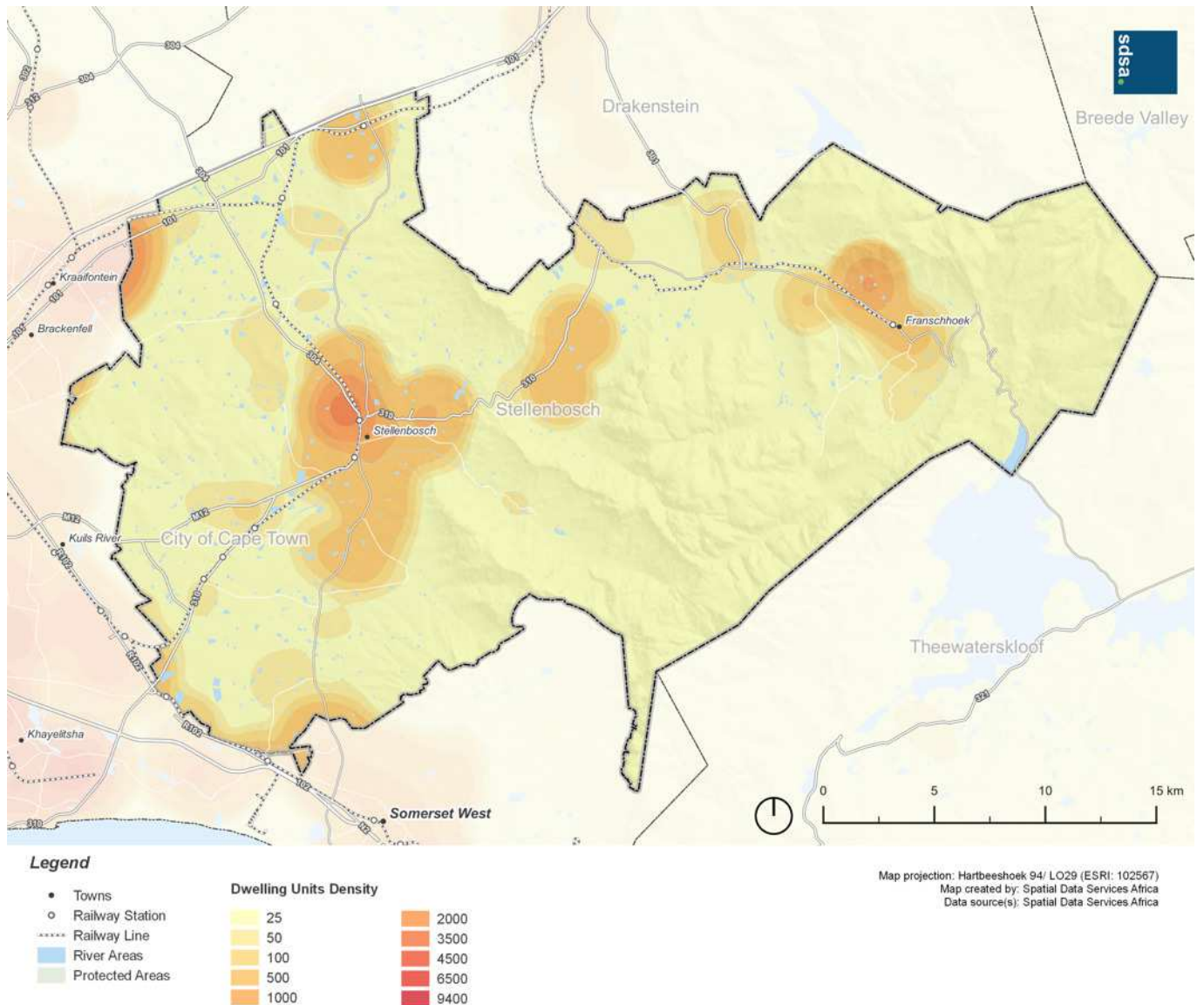


Source: Quantec 2023

Figure 2-18 below shows household densities in the municipality at a 2km kernel density. As can be expected, the overall densities follow a similar pattern to the population's spatial distribution. The highest

densities are in and around Stellenbosch with some lower densities being recorded in Franschoek, Klapmuts and the area around Pniel, Langedoc and Kylemore.

Figure 2-18: Household Densities - Dwelling Units per km2 (2km Kernel)



Source: MapAble 2023

2.5.4.2 Household Size

Household size is an important indicator. In demographic terms, it relates to the stages of the demographic cycle, and decreasing household sizes is also an indicator of improving socio-economic conditions. However, increasing household sizes may also indicate economic stress leading to overcrowding and bigger households. Decreasing household sizes might also result from government housing programs that, in effect, encourage large family units to split up to access subsidised housing.

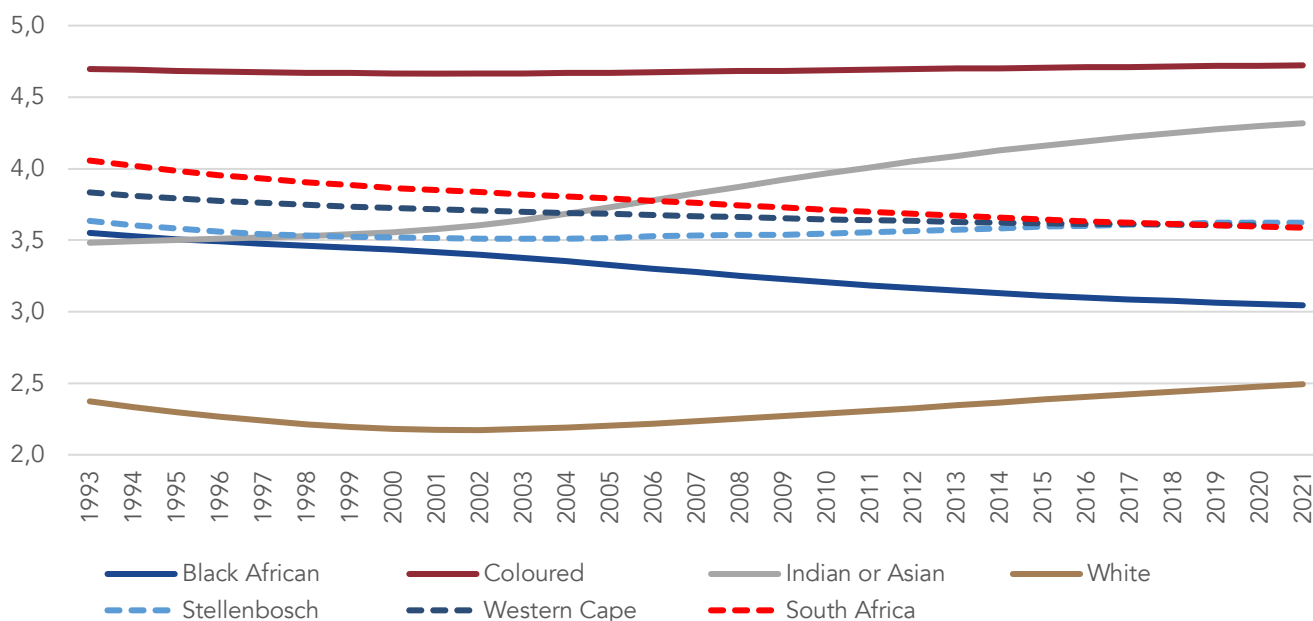
Table 2-9 below and the graph show that overall household sizes have relatively stable in the assessed period. The Coloured population's household size remains the same, while the Asian and White populations' households size increased.

Table 2-9: Household Size from 1993 to 2021

	1995	2000	2005	2010	2015	2021
Black population	3,5	3,4	3,3	3,2	3,1	3,0
Coloured population	4,7	4,7	4,7	4,7	4,7	4,7
Asian population	3,5	3,6	3,7	4,0	4,2	4,3
White population	2,3	2,2	2,2	2,3	2,4	2,5
Average HH Size	3,6	3,5	3,5	3,5	3,6	3,6

Source: Quantec 2023

Figure 2-19: Household Sizes by Population Group



Source: Quantec 2023

2.5.4.3 Household Change and Growth Forecasts

Households and household change are one of the most critical aspects of long-term planning in any area. The number of households translates into customer units, and households usually represent more than 95% of the customers in a municipality.

Except for the outdated censuses and community surveys, all official statistics used at a municipal or sub-municipal level are all derived from the mid-year population estimates of StatsSA. Both Quantec and GTI use the midyear estimates to calculate and calibrate their household figures. However, GTI also uses their building-based land use (BBLU) data derived from satellite imagery, to aggregate statistics and then to calibrate using mid-year population estimates.

The differences in sources of base year figures are noticeable, and when these figures are projected for planning purposes, small variations in number translates into big differences over a twenty-year planning horizon.

The necessity to do forecasts is important since it becomes the basis for all planning activities. Housing programmes, service delivery planning and budgets are all dependent on estimating and forecasting the long-term customer profiles of the service providers. As a previous section highlighted the challenges with population forecasts, housing units' forecasts are even more challenging. This does not imply that one should not do household forecasts, but it is important to continuously monitor changes and patterns. Underlying any planning implementation systems is a data and information monitoring system.

The following graphs highlight the implications of current household data sources for different forecast scenarios.

StatsSA shows household data in the censuses for 1996, 2001 and 2011, community surveys for 2016 and the mid-year estimates. The data points are shown in the figure below. The trendlines show very good correlation coefficient of 0.99 on the mid-year estimates and census points. The trend lines show about 74 845 and 60 402 households by 2043, respectively.

Figure 2-20: Household Trends Based on StatsSA Data

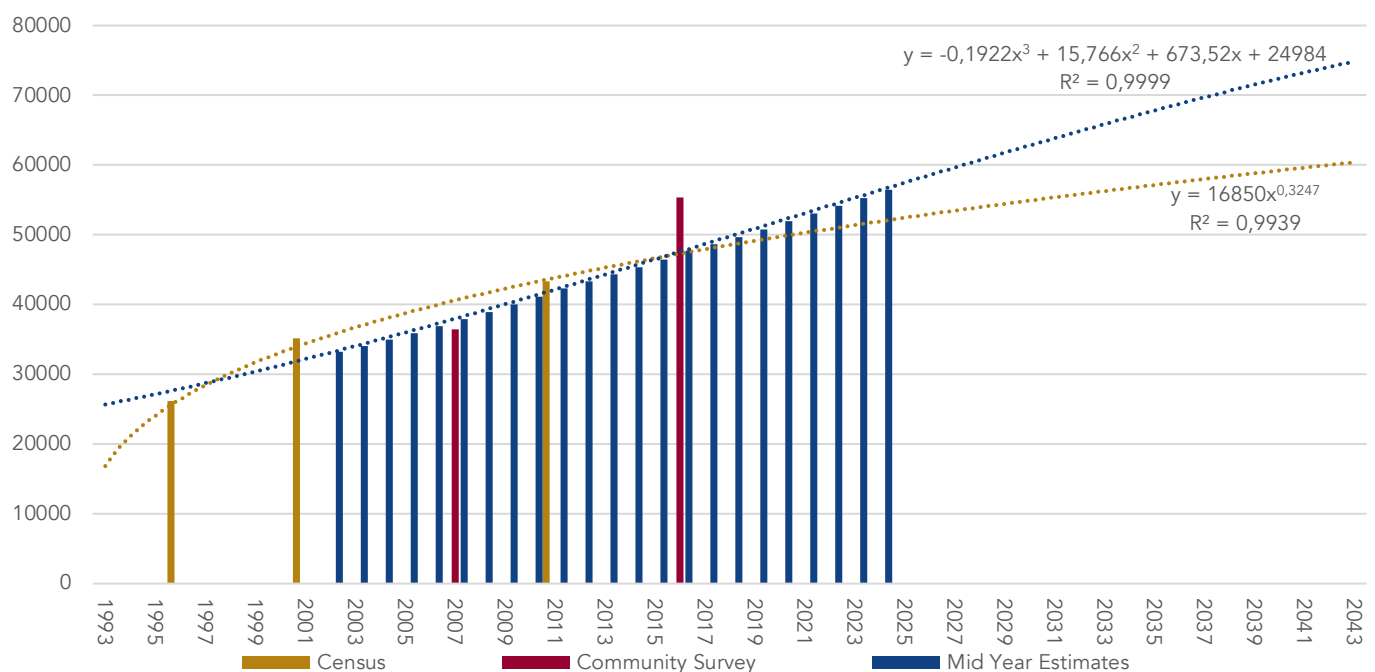
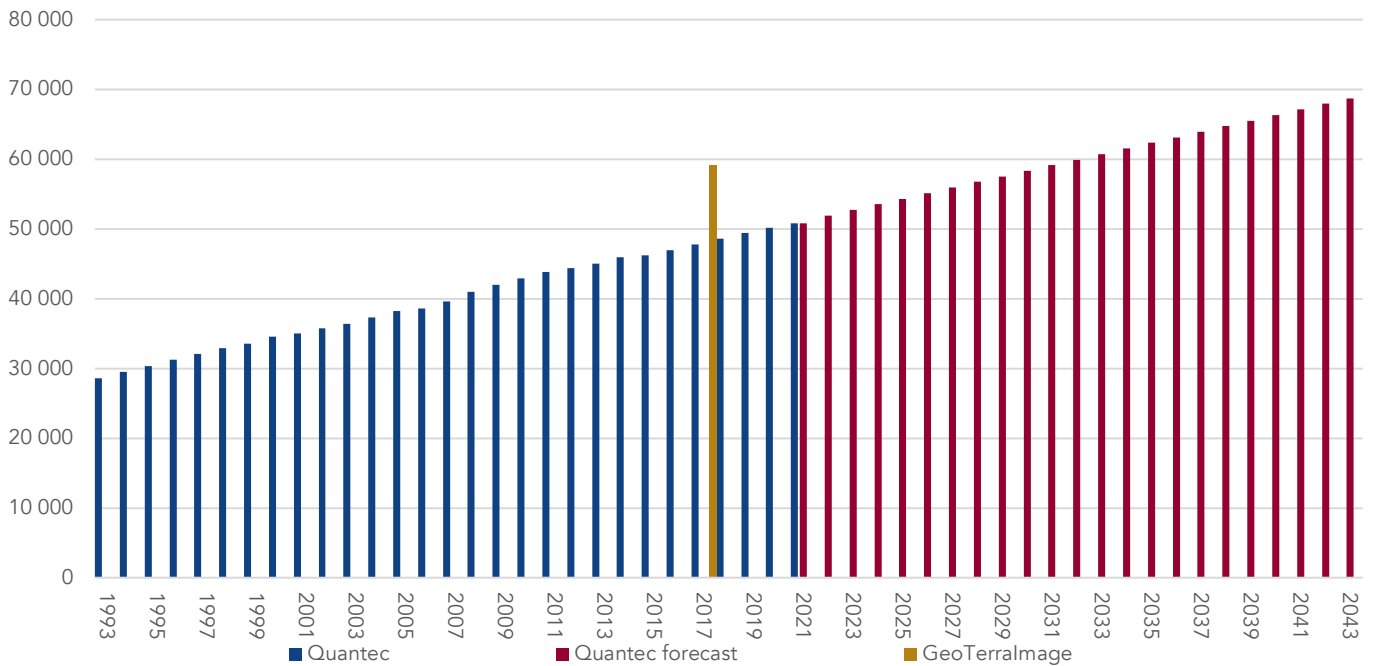


Figure 2-21 below shows Quantec data, benchmarked to mid-year population estimates, and also the GTI figure for 2017. The GTI figure is substantially higher, but it is verifiable as it based on observed structures. There are 59 078 physically observed housing structures compared to the 48 595 households according to the Quantec data based on the StatsSA baseline. It implies a substantial undercount as indicated In Figure 2-21.

Figure 2-21: Household Trends Based on Quantec Data



The Quantec household figures, mid-year estimates, and the current number of dwelling units per GeoTerralImage data are not within acceptable margins from each other as largest difference is 14 000 households. Establishing long trends remains a challenge.

The following household numbers support the identified trends.

Table 2-10: Projected household numbers

	2021	2025	2030	2035	2040	2043
Quantec forecast	50 792	54 326	58 329	62 333	66 336	68 738
Census trend	50 285	52 440	54 898	57 146	59 224	60 402
Mid-year population estimates trends (Figures adopted by Stellenbosch)	53 077	57 472	62 797	67 815	72 382	74 845

However, uncertainty is high and requires continuous growth monitoring.

2.6 Functional Area Summary

The following sections are summary profiles for the various functional areas identified within Stellenbosch Local Municipality. These areas are identified as follows:

- Urban nodes,
- Rural nodes, and
- Rural area

The profiles are broken in to separate tables for each functional area that showcase different data sets. These data sets include the following:

- Total area in hectares,
- Population and household numbers,
- Social and community facilities,
- Non-urban land cover,
- Urban land cover,
- Levels of Services,
- Points of interest, and

- Road types.

2.6.1 Functional Area 1: Urban Node Profile

The urban node profiles provide an overview of pertinent available socio-economic data and include the areas defined as urban nodes in the Stellenbosch Municipality Spatial Development Framework. These urban nodes are Stellenbosch, Franschhoek and Klapmuts.

2.6.1.1 The Extent of Urban Nodes

Table 2-11 below, shows the extent of the three urban nodes in hectare. Of the three urban nodes under investigation, the Stellenbosch node is the most extensive, comprising 2 868 hectares, while Franschhoek and Klapmuts are relatively similar in size, measuring 484 and 450 hectares, respectively.

Table 2-11: Total Area of Urban Nodes

Area	Stellenbosch	Franschhoek	Klapmuts	Total
Area (ha)	2 868	484	450	3 802

Source: Census / MapAble 2023

2.6.1.2 Population and Households

Table 2-12 provides an overview of pertinent population and household figures for the three urban nodes of Stellenbosch, Franschhoek and Klapmuts. Population and household figures are derived from StatsSA census data (1996, 2002, 2011) and WorldPop2020. Other third-party data are not considered as the data must be presented at a sub-municipal level. Most other data sources only provide figures for the municipal area. In all three areas, the population increased considerably between 2001 and 2011. However, the rate of growth declined between 2011 and 2020. Despite this, the population growth in the urban nodes is still growing at an average of 4% per annum and saw a total increase of 33%.

Population densities in the three urban nodes are similar to population growth. Franschhoek has the highest density (39.2 people/ha), shortly followed by Stellenbosch (36.7 people/ha), while Klapmuts has the lowest relative density (22.9 people/ha).

The growth in the number of households shows a more pronounced increase than the number of people. The data shows that in all three urban nodes, the number of households grew by 7% per annum between 2001 and 2011. Unfortunately, more recent data is not available to calculate current growth trends in household growth.

As with the relationship between population numbers and population densities, household figures also follow a similar growth trend. The average household size is expected to decline in all three urban nodes as household figures grow faster than compared to the population. This is confirmed in the figures. Franschhoek showed the most significant decline between 2001 and 2011 at 26%, while in Stellenbosch, the average household size declined by 15%. The average household size in Klapmuts only decreased by 7%. Overall the average annual household size in all three urban nodes decreased by 2%.

Table 2-12: Population and Household Numbers of Urban Nodes

Population and households	Year	Stellenbosch	Franschhoek	Klapmuts	Total
Total Population	1996	54 467	5 692	1 576	61 735
	2001	56 723	7 909	4 176	68 808
	2011	78 635	14 521	7 814	100 970
	2020	105 292	18 982	10 293	134 567
Population density (persons/ha)	1996	18,50	11,75	1,61	16,24
	2001	19,78	16,33	9,29	18,10
	2011	27,42	29,98	17,37	26,56

Population and households	Year	Stellenbosch	Franschhoek	Klapmuts	Total
	2020	36,71	39,22	22,87	35,39
Total households	1996	14 311	1 322	341	15 974
	2001	14 598	1 928	972	17 498
	2011	23 743	4 785	1 966	30 494
Household density (households/ha)	1996	4,86	2,73	0,35	4,20
	2001	5,09	3,98	2,16	4,60
	2011	8,28	9,88	4,37	8,02
Ave household size	1996	3,81	4,32	4,62	3,86
	2001	3,89	4,10	4,30	3,93
	2011	3,31	3,03	3,98	3,31

Source: Census / MapAble 2023

2.6.1.3 Social and Community Facilities

The dominance of Stellenbosch is again highlighted in the prevalence of social and community facilities as seen in Table 2-13 below. There is a total of 30 education facilities located in the urban nodes, 23 health care facilities, four SAPS stations and one lower court.

Table 2-13: Social and Community Facilities Numbers of Urban Nodes

Social and community facilities	Stellenbosch	Franschhoek	Klapmuts	Total
Primary schools	14	3	1	18
Secondary school	10	1	0	11
Intermediate school	0	0	0	0
Combined school	0	1	0	1
Public health	9	2	1	12
Private health	1	0	0	1
SAPS stations	2	1	1	4
Lower courts	1	0	0	1

Source: Department of Basic Education 2016 / Department of Health 2015 / South African Police Services 2015 / MapAble 2023

2.6.1.4 Land Cover

Because the areas under assessment are urban nodes, one would not expect extensive land cover related to non-urban activities. Table 2-14 below depicts the changes in Land Cover related to non-urban uses between 1990 and 2014. Land cover data for 2018 is available from the Department of Environmental Affairs - Directorate Geospatial Information Management. However, the 2018 data had been reclassified, making direct comparisons between the different timeframes difficult.

From the table below, the only significant changes to note are those related to Cultivated commercial fields, Cultivated commercial pivots, and Cultivated orchards and vines in the Stellenbosch Urban Node. All these categories have seen a slight decrease and can potentially result from urban expansion.

Table 2-14: Non-urban Land Cover in Hectares of Urban Nodes

Land cover non-urban	Year	Stellenbosch	Franschhoek	Klapmuts	Total
Cultivated commercial fields	1990	43,6	2,9	63,8	110,3
	2014	30,4	2,6	66,4	99,3
Cultivated commercial pivot	1990	0,0	0,0	0,0	0,0
	2014	0,0	0,0	0,0	0,0
Cultivated orchards and vines	1990	229,7	89,8	43,3	362,8
	2014	166,3	88,9	42,2	297,4

Land cover non-urban	Year	Stellenbosch	Franschhoek	Klapmuts	Total
Sugarcane	1990	0,0	0,0	0,0	0,0
	2014	0,0	0,0	0,0	0,0
Subsistence farming	1990	0,0	0,0	0,0	0,0
	2014	0,0	0,0	0,0	0,0
Forests & Plantations	1990	160,2	7,7	0,0	167,9
	2014	42,9	1,1	0,0	44,0
Mining	1990	0,0	0,0	0,0	0,0
	2014	0,0	0,0	0,0	0,0

Source: Department of Environmental Affairs / MapAble 2023

Regarding the urban-related land cover, most of the categories in all three urban nodes show a slight increase or decrease of 1% - 2%. The most significant change occurred in the urban informal category. The Stellenbosch urban node saw an increase of 111%. Franschhoek's informal category grew from 0 hectares in 1990 to 12.5 hectares in 2014. The urban informal category grew by a staggering 152% per annum between 1990 and 2014.

Table 2-15: Urban Land Cover in Hectares of Urban Nodes

Land cover Urban	Year	Stellenbosch	Franschhoek	Klapmuts	Total
Urban built-up	1990	0,0	0,0	1,6	1,6
	2014	15,7	0,0	3,8	19,5
Urban commercial	1990	277,4	7,9	1,3	286,6
	2014	300,3	5,3	0,5	306,1
Urban industrial	1990	158,5	4,6	3,2	166,3
	2014	139,4	3,8	1,8	145,1
Urban residential	1990	789,3	88,6	25,7	903,5
	2014	749,4	99,3	18,7	867,5
Urban townships	1990	87,2	36,6	2,4	126,2
	2014	123,4	54,7	40,0	218,1
Urban informal	1990	1,3	0,0	0,0	1,3
	2014	35,2	12,5	0,0	47,6
Rural villages	1990	0,0	0,0	0,0	0,0
	2014	0,0	0,0	0,0	0,0
Urban sports and golf	1990	192,7	4,2	0,0	196,9
	2014	268,2	5,3	3,1	276,7
School and sports grounds	1990	65,8	19,7	0,7	86,2
	2014	49,5	16,9	0,4	66,7
Smallholdings	1990	37,0	4,7	0,0	41,8
	2014	65,6	3,8	0,0	69,4

Source: Department of Environmental Affairs / MapAble 2023

2.6.1.5 Zoning and Vacant Land

An assessment of the zoning of the urban nodes is presented in Table 2-16 below. In the Stellenbosch urban node, the conventional residential zone (21%) and public roads and parking zone (15%) dominate. Despite the urban nature of the node, the largest zoning category is the agriculture and rural zone (25%). A similar pattern is also evident in Franschhoek but differs in that private open space is the largest category (25%). Klapmuts, despite being categorised as an urban node, still shows a largely rural nature based on prevalent zoning based on the fact that 54% of the node is zoned as agriculture and the rural zone. The conventional residential zone makes up 9% of the Klapmuts area, with a variety of other zoning mainly in the range of 1% – 4%.

Table 2-16: Zoning

Zoning Category	Stellenbosch	Franschhoek	Klapmuts	Total
Agriculture and Rural Zone	713.22	78.40	246.12	1 037.73
Community Zone	39.39	13.16	5.66	58.21
Conventional Residential Zone	606.89	99.09	41.80	747.78
Education Zone	181.56	13.26	5.37	200.18
Industrial Zone	104.05	5.01	2.42	111.48
Less Formal Residential Zone	62.98	17.39	12.46	92.84
Limited Use Zone	0.89	5.18	3.33	9.39
Local Business Zone	14.69	0.92	7.31	22.92
Mixed Use Zone	123.42	12.47	7.39	143.28
Multi-unit Residential Zone	93.09	7.57	15.34	116.00
Natural Environment Zone	0	0	0	0
Private Open Space Zone	267.85	120.31	8.44	396.61
Public Open Space Zone	105.95	16.90	5.95	128.80
Public Roads and Parking Zone	421.81	46.12	31.86	499.78
Subdivisional Area	3.60	6.92	5.27	15.79
Transport Facility Zone	13.76	0.00	16.20	29.96
Utility Services Zone	33.82	2.46	16.25	52.52
Other	108.51	27.29	27.86	163.66
Total	2 895.48	472.46	459.02	3 826.96

Source: Stellenbosch Municipality

The data presented in Table 2-17 below shows that 437 hectares (15%) in Stellenbosch are indicated as vacant. In Franschhoek and Klapmuts 128 hectares (27%) and 300 hectares (65%) of the node are shown as vacant, respectively.

Table 2-17: Vacant Land

	Stellenbosch	Franschhoek	Klapmuts	Total
Vacant Land	437.5	128.7	300.2	866.3

Source: Stellenbosch Municipality

2.6.1.6 Access to Services

Water services have been a very high priority in service delivery strategies over the past two decades. One of the critical Millennium Goals adopted in 2000 stated that countries should aim to halve people's proportion without access to safe drinking water and basic sanitation by 2015. At least 50% of households should have access to at least basic services according to these goals. Table 2-18 below show the percentage of households that have access to full, intermediate, basic and below basic levels of services for water. The Stellenbosch urban node has maintained good service levels, with most of the population receiving water services above the basic standard. Franschhoek showed a drastic decline in the percentage of households that had access to full services between 1996 and 2001. This can potentially be explained by the increase in population during that time. One must also consider the increase in land cover in the urban informal category to explain this decline. In general, over time, the urban nodes show a recovery in water services provision.

Table 2-18: % Access to Water Services of Urban Nodes

Access to water services	LOS	Stellenbosch	Franschhoek	Klapmuts	Total
1996	Full	77,9%	76,3%	19,2%	76,5%
	Intermediate	6,5%	5,9%	25,4%	6,8%
	Basic	15,0%	17,0%	41,3%	15,7%
	Below Basic	0,2%	0,6%	11,5%	0,5%
	None	0,4%	0,3%	2,6%	0,4%
2001	Full	71,3%	25,9%	50,0%	65,1%
	Intermediate	10,4%	11,6%	21,7%	11,1%
	Basic	9,8%	24,0%	12,7%	11,5%
	Below Basic	8,3%	37,4%	15,3%	11,9%
	None	0,3%	1,1%	0,4%	0,4%
2011	Full	73,2%	47,6%	67,7%	68,8%
	Intermediate	5,6%	11,1%	16,4%	7,2%
	Basic	15,3%	32,0%	15,0%	17,9%
	Below Basic	5,3%	7,7%	0,2%	5,3%
	None	0,6%	1,7%	0,7%	0,8%

Source: Census / MapAble 2023

Access to appropriate sanitation services is a very high health priority. Table 2-19 below shows that despite the increase in population, the municipality has been able to keep up with the demand for sanitation services.

Table 2-19: % Access to Sanitation Services of Urban Nodes

Access to sanitation services	LOS	Stellenbosch	Franschhoek	Klapmuts	Total
1996	Full	92,1%	63,9%	21,3%	88,3%
	Intermediate	0,0%	0,0%	0,0%	0,0%
	Basic	0,0%	0,0%	0,0%	0,0%
	Below Basic	1,8%	9,1%	59,6%	3,6%
	None	6,1%	27,0%	19,1%	8,1%
2001	Full	97,0%	40,0%	62,8%	88,8%
	Intermediate	0,0%	0,4%	0,5%	0,1%
	Basic	0,2%	0,1%	12,7%	0,9%
	Below Basic	0,8%	1,9%	4,4%	1,1%
	None	2,0%	57,7%	19,6%	9,1%

Access to sanitation services	LOS	Stellenbosch	Franschhoek	Klapmuts	Total
2011	Full	97,0%	77,1%	88,6%	93,3%
	Intermediate	0,1%	0,1%	1,2%	0,2%
	Basic	0,2%	0,0%	0,4%	0,1%
	Below Basic	1,3%	18,6%	8,4%	4,4%
	None	1,5%	4,3%	1,4%	1,9%

Source: Census / MapAble 2023

Solid waste management and refuse removal are essential for health and environmental considerations. The three urban nodes show good service provision to households over the period assessed.

Table 2-20: % Access to Refuse Removal Services of Urban Nodes

Access to refuse removal services	LOS	Stellenbosch	Franschhoek	Klapmuts	Total
1996	Full	96,0%	82,1%	82,2%	94,7%
	Intermediate	0,4%	0,4%	1,3%	0,4%
	Basic	1,9%	0,8%	8,1%	1,9%
	Below Basic	0,5%	15,6%	6,6%	1,9%
	None	1,2%	1,0%	1,5%	1,2%
2001	Full	95,8%	80,9%	96,1%	94,2%
	Intermediate	1,0%	0,8%	0,4%	1,0%
	Basic	1,5%	3,8%	0,6%	1,7%
	Below Basic	1,5%	13,8%	2,9%	2,9%
	None	0,2%	0,6%	0,1%	0,2%
2011	Full	94,9%	96,2%	94,4%	95,1%
	Intermediate	0,7%	2,1%	1,3%	0,9%
	Basic	2,2%	0,2%	1,9%	1,9%
	Below Basic	1,2%	0,3%	0,7%	1,0%
	None	1,0%	1,3%	1,7%	1,1%

Source: Census / MapAble 2023

Although electricity does not have the same implications for health as water and sanitation, access to electricity is essential for general development, especially education. Access to electricity was, therefore, always a high priority. Table 2-21 below shows how access to electricity has changed since 1996. This table is based on access to lighting as a proxy for access to electricity. Stellenbosch and Klapmuts show good access to electricity since 1996, while Franschhoek has improved over time.

Table 2-21: % Access to Electricity Services of Urban Nodes

Access to electricity services	LOS	Stellenbosch	Franschhoek	Klapmuts	Total
1996	Full access	95,3%	56,3%	74,9%	91,6%
	No access	4,8%	43,7%	25,1%	8,4%
2001	Full access	97,7%	38,2%	71,8%	89,7%
	No access	2,3%	61,9%	28,3%	10,3%
2011	Full access	93,9%	88,8%	96,2%	93,2%
	No access	6,1%	11,2%	3,8%	6,8%

Source: Census / MapAble 2023

2.6.1.7 Points of Interest

The points of interest information are derived from a third-party data source (MapIT). Table 2-22 shows the number of points of interest, summarised into six (6) categories. As would be expected in urban nodes, there is a high concentration of Offices, Retail, Entertainment and Commercial activities, especially in the Stellenbosch Urban Node. Klapmuts, with its much smaller population, has much fewer points of interest to consider.

Table 2-22: Points of Interest in Urban Nodes

Points Of Interest	Stellenbosch	Franschhoek	Klapmuts	Total
Primary economic activities	4	3	0	7
Offices, Retail, entertainment and commercial	1220	159	25	1404
Multiple residential	112	8	0	120
Community and social facilities	228	39	4	271
Government, Infrastructure and Transport	95	11	3	109
Tourism, recreation, accommodation and natural features	189	84	5	278

Source: MapIT / MapAble 2023

2.6.1.8 Road types

Table 2-23 below shows the road types in each of the urban nodes. It also distinguishes between the length of paved and unpaved roads. In the Stellenbosch urban node, 95% of the roads are paved. This is mainly made up of main roads and residential roads, while the unpaved roads are related to informal road types. 85% of the roads in the Franschhoek urban node are paved, with suburban roads comprising the majority of these. 74% of roads in Klapmuts are paved, with Main roads (4.6km) and suburban roads (18.4km) accounting for the majority of paved road types.

Table 2-23: Road Types in Urban Nodes

Road type		Stellenbosch	Franschhoek	Klapmuts	Total
Major road	Paved road (km)	0,0	0,0	0,0	0,0
	Unpaved road (km)	N/A	N/A	N/A	0,0
Main road	Paved road (km)	47,7	3,3	4,6	55,6
	Unpaved road (km)	0,0	0,0	0,0	0,0
Secondary road	Paved road (km)	0,0	0,0	0,0	0,0
	Unpaved road (km)	0,0	0,0	0,0	0,0
Suburban road	Paved road (km)	252,4	43,6	18,4	314,5
	Unpaved road (km)	2,2	3,2	5,1	10,6
Informal roads	Paved road (km)	13,4	0,2	0,7	14,3
	Unpaved road (km)	13,9	5,1	3,4	22,4
Tracks	Paved road (km)	0,0	N/A	N/A	0,0
	Unpaved road (km)	N/A	N/A	N/A	0,0
Trails	Paved road (km)	N/A	N/A	N/A	0,0
	Unpaved road (km)	N/A	N/A	N/A	0,0
Totals	Paved road (km)	314,2	47,0	N/A	361,2

	Unpaved road (km)	16,2	8,3	8,5	33,0
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Source: MapIT / MapAble 2023

2.6.2 Functional Area 2: Rural Node Profile

The rural node profiles provide an overview of pertinent available socio-economic data and include the areas defined as rural nodes in the Stellenbosch Municipality Spatial Development Framework. These rural nodes are Muldersvlei, Koelhof, Vlottenburg, Lynedoch, Raithby, Kylemore, Pniel, Groot Drakenstein, Wemmershoek and La Motte.

2.6.2.1 The Extent of Rural Nodes

Table 2-24 below shows the extent of the rural nodes in the Stellenbosch Municipality. The largest of these nodes, in terms of area in hectares, is Kylemore (184 ha), Koelhof (182 ha) and Vlottenburg (153 ha). The smallest rural nodes are Raithby (45 ha), Wemmershoek (66 ha), and La Motte (69 ha). The average size of a rural node is 110 ha.

Table 2-24: Total area of Rural Nodes

Area	Muldersvlei	Koelhof	Vlottenburg	Lynedoch	Raithby	Kylemore	Pniel	Groot Drakenstein	Wemmershoek	La Motte	Total
Area (ha)	105	182	153	78	45	184	119	98	66	69	1 099

Source: Census / MapAble 2023

2.6.2.2 Population and Households

The rural nodes in the Stellenbosch Municipality have all seen a sharp increase in population. When looking at these figures in terms of percentages, one must also consider that this growth has taken place from a small base. Overall, between 1996 and 2020, the rural nodes showed total increase of 286% or 12% per annum. In terms of numbers, Kylemore has seen the most significant growth adding 8 990 people between 1996 and 2020. Pniel, Wemmershoek and La Motte have also shown sharp increases in recent years but not to the extent of Kylemore. These increases can also be because of new housing projects that make it difficult to assess trends effectively.

With the increase in population, one can expect an increase in population density. Most rural nodes remain sparsely populated, with Muldersvlei, Koelhof, Vlottenburg, Lynedoch, and Groot Drakenstein having a population density below six (6) person/ha. Interestingly Kylemore has the highest population density (57 persons/ha) of any node in the municipal area.

Household growth shows a similar pattern as population growth. Where the data differs from the data in the urban nodes is in the average household sizes. The smaller rural nodes have shown an increase in the average household size, while the most prominent rural nodes have shown a decrease in household sizes but not to the extent that it happened in the urban nodes.

Table 2-25: Population and Household Numbers of Rural Nodes

Population and households	Year	Muldersvlei	Koelhof	Vlottenburg	Lynedoch	Raithby	Kylemore	Pniel	Groot Drakenstein	Wemmershoek	La Motte	Total
Total Population	1996	50	150	98	35	262	1 483	1 983	102	190	906	5 259
	2001	98	118	99	50	34	3 527	2 412	71	554	50	7 013
	2011	72	448	334	164	440	7 233	1 725	118	859	1 606	12 999
	2020	266	1 080	750	249	788	10 473	2 878	318	1 299	2 209	20 310

Population and households	Year	Muldersvlei	Koelhof	Vlottenburg	Lynedoch	Raithby	Kylemore	Pniel	Groot Drakenstein	Wemmershoek	La Motte	Total
Population density (persons/ha)	1996	0,40	0,82	0,64	0,45	5,85	8,06	16,70	1,04	2,87	13,18	4,79
	2001	0,93	0,65	0,65	0,65	0,77	19,17	20,32	0,73	8,35	0,73	6,38
	2011	0,68	2,46	2,19	2,11	9,83	39,31	14,53	1,20	12,96	23,37	11,83
	2020	2,53	5,93	4,90	3,19	17,51	56,92	24,18	3,24	19,68	32,01	18,48
Total households	1996	14	39	24	11	72	286	434	19	38	154	1 091
	2001	24	28	23	12	8	687	566	14	104	10	1 476
	2011	17	97	86	36	105	1 645	428	27	202	397	3 040
Household density (households/ha)	1996	0,11	0,21	0,16	0,14	1,60	1,55	3,65	0,19	0,57	2,24	0,99
	2001	0,23	0,15	0,15	0,15	0,19	3,73	4,76	0,14	1,57	0,14	1,34
	2011	0,16	0,53	0,56	0,47	2,34	8,94	3,61	0,27	3,04	5,78	2,77
Ave household size	1996	3,61	3,84	4,08	3,34	3,65	5,18	4,59	5,36	5,00	5,90	4,82
	2001	4,10	4,28	4,28	4,28	4,15	5,14	4,27	5,11	5,32	5,11	4,75
	2011	4,16	4,68	3,87	4,40	4,22	4,40	4,03	4,36	4,31	4,06	4,28

Source: Census / MapAble 2023

2.6.2.3 Social and Community Facilities

Social and community services are limited in rural nodes, with most rural nodes only consisting of a single primary school. Only Kylemore and Groot Drakenstein have a public health facility. A SAPS is located in Groot Drakenstein.

Table 2-26: Social and Community Facilities Numbers of Rural Nodes

Social and community facilities	Muldersvlei	Koelhof	Vlottenburg	Lynedoch	Raithby	Kylemore	Pniel	Groot Drakenstein	Wemmershoek	La Motte	Total
Primary schools	0	1	1	1	1	1	1	0	1	0	7
Secondary school	0	0	0	0	0	0	0	0	0	0	0
Intermediate school	0	0	0	0	0	0	0	0	0	0	0
Combined school	0	0	0	0	0	0	0	0	0	0	0
Public health	0	0	0	0	0	1	0	1	0	0	2
Private health	0	0	0	0	0	0	0	0	0	0	0
SAPS stations	0	0	0	0	0	0	0	1	0	0	1
Lower courts	0	0	0	0	0	0	0	0	0	0	0

Source: Department of Basic Education 2016 / Department of Health 2015 / South African Police Services 2015 / MapAble 2023

2.6.2.4 Land Cover

Non-urban land uses have remained relatively the same for most rural nodes. The most prevalent non-urban land cover category is cultivated orchards and vines, located mainly in Vlotenburg and Lynedoch.

Table 2-27: Non-urban land cover in hectares of Rural Nodes

Land cover non-urban	Year	Muldersvlei	Koelhof	Vlotenburg	Lynedoch	Raithby	Kylemore	Pniel	Groot Drakenstein	Wemmershoek	La Motte	Total
Cultivated commercial fields	1990	0,6	0,1	17,6	0,1	0,0	7,8	0,2	0,0	0,0	0,0	26,5
	2014	0,5	0,1	15,1	0,0	0,0	6,5	0,6	0,0	0,0	0,0	22,8
Cultivated commercial pivot	1990	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
	2014	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
Cultivated orchard and vines	1990	3,9	13,3	47,6	43,0	9,8	0,0	6,9	3,2	0,0	1,5	129,2
	2014	4,2	14,5	48,6	47,3	6,3	0,4	6,8	2,8	0,0	1,8	132,7
Sugarcane	1990	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
	2014	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
Subsistence farming	1990	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
	2014	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
Forests & Plantations	1990	4,1	0,0	0,0	0,0	0,0	7,0	10,7	0,0	21,0	17,3	60,1
	2014	3,4	0,0	0,0	0,0	0,0	0,0	8,9	0,0	0,0	2,8	15,0
Mining	1990	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
	2014	0,0	17,1	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	17,1

Source: Department of Environmental Affairs / MapAble 2023

As with the non-urban land cover, the urban land cover also shows small changes. The most prominent category is indicated as urban townships. This category also showed the most considerable growth. This is most significant in Kylemore, where an additional 16.7 hectares of urban townships is indicated. This relates to or can be explained by the increase in population in this node.

Table 2-28: Urban Land Cover in Hectares of Rural Nodes

Land cover Urban	Year	Muldersvlei	Koelhof	Vlotenburg	Lynedoch	Raithby	Kylemore	Pniel	Groot Drakenstein	Wemmershoek	La Motte	Total
Urban built-up	1990	0,0	0,9	0,0	0,0	0,0	0,0	0,0	0,0	0,2	0,0	1,1
	2014	0,0	0,2	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,3
Urban commercial	1990	0,0	0,0	1,6	0,0	0,2	0,0	0,0	0,0	0,0	0,0	1,9
	2014	0,0	0,0	0,8	0,0	0,5	0,0	0,0	0,0	0,0	0,0	1,3
Urban industrial	1990	0,0	3,6	11,3	3,5	0,0	0,0	0,0	9,6	4,2	0,0	32,1
	2014	0,0	2,1	8,5	1,6	0,0	0,0	0,0	6,5	2,1	0,0	20,8
Urban residential	1990	0,0	0,0	1,4	0,0	18,6	0,0	0,0	2,0	13,3	0,0	35,3
	2014	0,0	1,3	0,4	0,0	14,7	0,0	0,0	1,0	11,5	0,0	28,9
Urban townships	1990	0,0	0,0	6,2	0,0	0,0	58,9	62,4	0,0	0,0	11,1	138,5

Land cover Urban	Year	Muldersvlei	Koelhof	Vlottenburg	Lynedoch	Raithby	Kylemore	Pniel	Groot Drakenstein	Wemmersh oek	La Motte	Total
	2014	0,0	0,0	2,7	0,0	0,0	75,6	58,9	0,0	0,0	23,6	160,8
Urban informal	1990	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
	2014	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
Rural villages	1990	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
	2014	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
Urban sports and golf	1990	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	4,7	0,0	4,7
	2014	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	3,5	0,0	3,5
School and sports grounds	1990	0,0	3,9	0,0	6,9	2,8	4,0	0,0	0,0	1,5	0,0	19,1
	2014	0,0	2,4	0,0	4,9	1,5	3,4	0,0	0,0	0,9	0,0	13,1
Smallholdings	1990	0,0	0,0	0,0	0,0	2,4	0,0	0,0	0,0	0,0	0,0	2,4
	2014	0,0	0,0	0,0	0,0	12,8	0,0	0,0	0,0	0,0	0,0	12,8

Source: Department of Environmental Affairs / MapAble 2023

2.6.2.5 Zoning and Vacant Land

An assessment of the zoning of the rural nodes is presented in Table 2-29 below. Most of the rural nodes, 63% in total, are zoned as Agricultural and Rural Zone. Another 14% is zoned as Conventional Residential Zone.

Table 2-29: Zoning

Zoning Category	Muldersvlei	Koelhof	Vlottenburg	Lynedoch	Raithby	Kylemore	Pniel	Groot Drakenstein	Wemmershoek	La Motte	Total
Agriculture and Rural Zone	183.05	120.28	27.15	85.10	4.91	93.87	32.44	54.99	65.54	56.27	723.59
Community Zone	0.00	2.95	0.00	0.00	0.00	0.96	1.43	0.00	0.08	0.09	5.50
Conventional Residential Zone	0.00	6.38	4.78	0.71	9.00	53.39	45.14	0.00	7.83	31.10	158.34
Education Zone	0.00	0.00	0.00	0.00	4.49	4.32	3.86	0.00	0.38	0.29	13.34
Industrial Zone	0.00	6.33	0.00	0.00	0.00	0.00	0.00	0.00	1.42	0.00	7.75
Less Formal Residential Zone	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Limited Use Zone	0.00	0.00	0.14	0.80	0.00	0.04	0.81	0.00	0.00	0.00	1.79
Local Business Zone	0.00	1.14	0.00	0.00	0.00	0.00	0.54	0.00	0.10	0.33	2.11
Mixed Use Zone	0.00	0.00	0.00	0.38	0.00	0.32	0.64	0.00	0.00	0.00	1.34
Multi-unit Residential Zone	0.00	1.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.60
Natural Environment Zone	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Private Open Space Zone	0.00	7.38	7.73	0.64	2.90	10.00	0.00	0.00	0.00	1.20	29.84
Public Open Space Zone	0.00	0.00	0.00	0.29	1.21	1.02	1.05	0.00	8.78	6.57	18.92
Public Roads and Parking Zone	0.00	12.34	3.44	0.00	4.52	25.71	9.14	0.00	3.30	5.98	64.43
Subdivisional Area	0.00	1.27	0.00	3.85	1.02	1.34	0.00	0.00	0.00	0.00	7.48
Transport Facility Zone	1.36	0.25	0.00	1.43	0.00	0.00	0.00	0.00	0.00	0.00	3.04

Zoning Category	Muldersvlei	Koelhof	Vlottenburg	Lynedoch	Raithby	Kylemore	Pniel	Groot Drakenstein	Wemmershoek	La Motte	Total
Utility Services Zone	0.00	10.33	0.00	0.00	0.07	0.00	0.77	0.00	2.10	1.29	14.56
Other	0.00	4.11	85.62	0.00	2.27	5.94	5.30	0.00	0.00	0.10	103.32
Total	184.41	174.34	128.85	93.19	30.40	196.90	101.11	54.99	89.53	103.22	1 156.95

Source: Stellenbosch Municipality

The data presented in Table 2-30 below shows that 112 hectares are indicated as vacant land. 95 Hectares are allocated in Kylemore and the other 17 hectares is located in Pniel.

Table 2-30: Vacant Land

	Muldersvlei	Koelhof	Vlottenburg	Lynedoch	Raithby	Kylemore	Pniel	Groot Drakenstein	Wemmershoek	La Motte	Total
Vacant Land	0.00	0.00	0.00	0.00	0.00	95.08	17.68	0.00	0.00	0.00	112.76

Source: Stellenbosch Municipality

2.6.2.6 Access to Services

Table 2-31 to Table 2-34 below show access to services concerning water, sanitation, refuse removal and electricity. In general, the pattern between these different services is the same. Muldersvlei, Koelhof, Vlottenburg and Lynedoch all show limited access to full services for the various service categories. However, by 2011 most of the households in these areas were served with full services across the service spectrum. Raithby, Kylemore, Pniel, Groot Drakenstein, Wemmershoek and La Motte shows that full services have been available to almost all households since 1996.

Table 2-31: % Access to Water Services of Rural Nodes

Access to water services	LOS	Muldersvlei	Koelhof	Vlottenburg	Lynedoch	Raithby	Kylemore	Pniel	Groot Drakenstein	Wemmershoek	La Motte	Total
1996	Full	47,1%	38,7%	60,7%	58,4%	73,4%	72,9%	94,4%	84,6%	92,2%	98,3%	84,0%
	Intermediate	47,3%	55,5%	19,4%	23,9%	23,2%	15,3%	4,7%	6,9%	0,4%	0,2%	10,8%
	Basic	1,4%	0,5%	7,2%	8,5%	0,1%	0,1%	0,0%	6,3%	0,0%	0,5%	0,5%
	Below Basic	0,9%	4,5%	7,2%	2,5%	2,6%	8,0%	0,2%	0,4%	0,0%	0,3%	2,8%
	None	3,2%	0,8%	5,6%	6,8%	0,7%	3,8%	0,6%	1,9%	7,4%	0,6%	1,9%
2001	Full	72,2%	70,2%	70,2%	70,2%	72,3%	83,4%	94,2%	69,0%	94,8%	69,0%	87,3%
	Intermediate	17,7%	19,0%	19,0%	19,0%	17,3%	9,7%	4,5%	22,9%	2,8%	22,9%	8,0%
	Basic	6,9%	7,2%	7,2%	7,2%	4,9%	2,0%	0,7%	2,7%	0,1%	2,7%	1,7%
	Below Basic	3,0%	2,8%	2,8%	2,8%	4,2%	4,6%	0,1%	4,7%	2,3%	4,7%	2,6%
	None	0,3%	0,7%	0,7%	0,7%	1,3%	0,3%	0,5%	0,8%	0,0%	0,8%	0,4%
2011	Full	91,5%	30,4%	65,6%	86,7%	87,9%	83,4%	93,3%	78,2%	91,5%	82,0%	83,2%
	Intermediate	5,5%	8,0%	13,0%	10,3%	9,7%	16,0%	2,5%	5,5%	6,9%	16,6%	12,8%
	Basic	1,4%	55,8%	14,9%	1,7%	0,0%	0,1%	0,0%	3,4%	0,6%	0,7%	2,4%
	Below Basic	0,0%	5,6%	5,4%	0,8%	1,4%	0,1%	1,8%	6,0%	0,5%	0,5%	0,9%
	None	1,6%	0,2%	1,1%	0,6%	0,9%	0,4%	2,5%	6,9%	0,5%	0,3%	0,8%

Source: Census / MapAble 2023

Table 2-32: % Access to Sanitation Services of Rural Nodes

Access to sanitation services	LOS	Muldersvlei	Koelhof	Vlottenburg	Lynedoch	Raithby	Kylemore	Pniel	Groot Drakenstein	Wemmershoek	La Motte	Total
1996	Full	43,3%	61,3%	68,0%	51,8%	70,5%	78,0%	93,8%	83,9%	92,2%	98,5%	85,7%
	Intermediate	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%
	Basic	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%
	Below Basic	49,9%	30,7%	30,0%	35,6%	29,0%	21,7%	4,5%	12,1%	0,5%	0,9%	12,5%
	None	6,9%	8,0%	2,0%	12,6%	0,5%	0,3%	1,7%	4,1%	7,4%	0,6%	1,8%
2001	Full	80,0%	81,0%	81,0%	81,0%	82,8%	85,5%	96,0%	85,9%	97,4%	85,9%	90,1%
	Intermediate	0,7%	0,4%	0,4%	0,4%	0,6%	0,0%	0,0%	0,8%	0,0%	0,8%	0,1%
	Basic	8,8%	5,8%	5,8%	5,8%	3,5%	0,1%	0,0%	1,9%	0,1%	1,9%	0,5%
	Below Basic	7,5%	7,9%	7,9%	7,9%	7,5%	13,0%	0,1%	4,8%	0,2%	4,8%	6,7%
	None	3,0%	5,0%	5,0%	5,0%	5,6%	1,4%	3,8%	6,6%	2,3%	6,6%	2,7%
2011	Full	92,6%	31,8%	74,8%	91,7%	89,0%	89,6%	97,6%	85,4%	91,4%	88,4%	88,4%
	Intermediate	2,6%	3,7%	2,6%	0,9%	1,3%	0,0%	0,0%	8,3%	0,0%	0,0%	0,3%
	Basic	0,0%	1,6%	0,6%	0,9%	2,7%	0,0%	0,6%	0,0%	0,0%	0,0%	0,3%
	Below Basic	4,8%	29,6%	21,0%	6,0%	2,9%	9,3%	0,6%	3,2%	2,9%	5,2%	7,7%
	None	0,1%	33,3%	1,0%	0,5%	4,0%	1,1%	1,2%	3,2%	5,8%	6,5%	3,3%

Source: Census / MapAble 2023

Table 2-33: % Access to Refuse Removal Services of Rural Nodes

Access to refuse removal services	LOS	Muldersvlei	Koelhof	Vlottenburg	Lynedoch	Raithby	Kylemore	Pniel	Groot Drakenstein	Wemmershoek	La Motte	Total
1996	Full	12,2%	16,5%	44,3%	23,9%	84,4%	93,8%	99,0%	58,2%	88,1%	97,1%	89,3%
	Intermediate	0,0%	0,9%	1,9%	4,7%	0,1%	0,1%	0,0%	4,9%	1,3%	0,1%	0,3%
	Basic	39,9%	48,8%	30,8%	14,4%	1,4%	0,9%	0,0%	29,2%	0,0%	0,2%	3,9%
	Below Basic	32,0%	11,3%	15,5%	46,6%	13,3%	3,6%	0,3%	2,2%	1,6%	1,9%	4,0%
	None	15,8%	22,6%	7,3%	9,3%	0,7%	1,7%	0,7%	5,2%	8,2%	0,8%	2,5%
2001	Full	34,4%	33,4%	33,4%	33,4%	43,1%	98,6%	99,2%	58,8%	98,8%	58,8%	94,1%
	Intermediate	1,0%	2,4%	2,4%	2,4%	1,3%	0,0%	0,0%	1,6%	0,1%	1,6%	0,2%
	Basic	7,3%	16,7%	16,7%	16,7%	7,5%	0,2%	0,1%	3,0%	0,1%	3,0%	1,1%
	Below Basic	56,5%	45,5%	45,5%	45,5%	44,8%	1,1%	0,7%	35,6%	1,1%	35,6%	4,5%
	None	0,8%	2,0%	2,0%	2,0%	3,2%	0,0%	0,0%	0,9%	0,0%	0,9%	0,2%
2011	Full	48,0%	82,0%	57,9%	63,4%	95,1%	99,6%	92,9%	54,5%	100,0%	94,8%	95,0%
	Intermediate	4,2%	7,0%	6,6%	4,3%	1,4%	0,0%	0,5%	9,8%	0,0%	4,0%	1,2%
	Basic	11,3%	2,4%	2,1%	8,3%	1,5%	0,2%	0,0%	3,1%	0,0%	0,2%	0,5%
	Below Basic	29,1%	6,7%	10,8%	10,3%	1,9%	0,2%	0,8%	10,8%	0,0%	0,9%	1,3%
	None	7,4%	1,9%	22,5%	13,8%	0,1%	0,1%	5,8%	21,9%	0,0%	0,1%	2,0%

Source: Census / MapAble 2023

Table 2-34: % Access to Electricity Services of Rural Nodes

Access to electricity services	LOS	Muldersvlei	Koelhof	Vlottenburg	Lynedoch	Raithby	Kylemore	Pniel	Groot Drakenstein	Wemmershoek	La Motte	Total
1996	Full access	68,4%	80,7%	83,7%	79,4%	94,3%	94,4%	92,5%	94,0%	91,2%	97,9%	92,8%
	No access	31,6%	19,3%	16,3%	20,6%	5,7%	5,6%	7,5%	6,0%	8,9%	2,1%	7,2%
2001	Full access	91,1%	92,7%	92,7%	92,7%	92,8%	95,7%	96,2%	87,8%	96,1%	87,8%	95,6%
	No access	8,9%	7,3%	7,3%	7,3%	7,2%	4,3%	3,8%	12,2%	3,9%	12,2%	4,4%
2011	Full access	96,5%	37,9%	82,8%	97,5%	94,5%	97,8%	97,6%	91,8%	97,6%	97,1%	95,1%
	No access	3,7%	62,1%	17,5%	2,6%	5,6%	2,2%	2,4%	8,3%	2,3%	2,9%	4,9%

Source: Census / MapAble 2023

2.6.2.7 Points of Interest

Table 2-35 below provides a breakdown of points of interest in each rural node. In general, one can deduce that most of the nodes serve a local function. Muldersvlei and Koelhof show a more significant concentration of offices, retail, entertainment and commercial points. In contrast, the points of interest in other nodes primarily relate to community or tourism-related activities.

Table 2-35: Points of Interest in Rural Nodes

Points Of Interest	Muldersvlei	Koelhof	Vlottenburg	Lynedoch	Raithby	Kylemore	Pniel	Groot Drakenstein	Wemmershoek	La Motte	Total
Primary economic activities	1	0	1	0	0	0	0	1	0	0	3
Offices, Retail, entertainment and commercial	17	13	6	5	3	4	7	6	1	0	62
Multiple residential	1	0	0	0	0	1	0	1	0	1	4
Community and social facilities	1	6	2	4	1	5	2	1	1	1	24
Government, Infrastructure and Transport	0	0	1	2	0	0	1	3	0	0	7
Tourism, recreation, accommodation, and natural features	1	0	5	0	1	3	6	2	2	0	20

Source: Census / MapAble 2023

2.6.2.8 Road Types

Most roads in the rural nodes are categorised as suburban roads. These roads make up 54% of all roads. 17% of roads are informal and unpaved, while 11% are classified as main roads.

Table 2-36: Road Types in Rural Nodes

Road type		Muldersvlei	Koelhof	Vlottenburg	Lynedoch	Raithby	Kylemore	Phiel	Groot Drakenstein	Wemmershoek	La Motte	Total
Major road	Paved road (km)	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
	Unpaved road (km)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Main road	Paved road (km)	1,9	0,9	2,3	2,2	0,0	0,0	1,4	1,7	0,6	0,2	11,3
	Unpaved road (km)	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
Secondary road	Paved road (km)	0,0	1,6	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	1,6
	Unpaved road (km)	0,0	0,4	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,4
Suburban road	Paved road (km)	2,0	2,4	2,1	0,4	3,0	17,9	8,7	0,0	3,6	3,1	43,2
	Unpaved road (km)	0,4	0,0	0,0	0,0	0,0	0,0	0,9	0,0	0,2	3,1	4,5
Informal roads	Paved road (km)	0,2	0,4	0,0	0,1	0,0	0,0	0,1	0,0	0,0	0,0	0,7
	Unpaved road (km)	1,1	2,5	4,6	2,4	0,1	1,6	0,6	3,2	0,3	1,0	17,6
Tracks	Paved road (km)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Unpaved road (km)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Trails	Paved road (km)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Unpaved road (km)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Totals	Paved road (km)	4,1	5,2	4,4	2,7	3,0	17,9	10,2	1,7	4,2	3,3	56,7
	Unpaved road (km)	1,5	2,9	4,6	2,4	0,1	1,6	1,5	3,2	0,5	4,1	22,6

Source: Census / MapAble 2023

2.6.3 Combined Functional Areas Profiles

The combined functional area profiles provide an overview of crucial socio-economic data for the sum of the urban and rural nodes, and the remaining municipality termed the rural functional area.

2.6.3.1 The Extent of Functional Areas

The urban nodes cover 4% of the municipality's total area, while the rural nodes cover only 1% of the total area. Most of the municipality (94%) is classified as rural.

Table 2-37: Total Area of Functional areas

Area	Urban Node	Rural Node	Rural Area	Total
Area (ha)	3 802	1 099	80 458	85 359

Source: Census / MapAble 2023

2.6.3.2 Population and Households

In total, the Stellenbosch Municipality grew by an estimated 95 979 people between 1996 and 2020. 76% of that growth occurred within the urban nodes, while the larger rural area accounts for 8%. The municipality grew by 92% between 1996 and 2020, or 3.8% per annum. This is more than the national average of 1.7% and the western cape provincial average of 2.7% between the same periods. As indicated, most of that growth occurred in the urban nodes. However, when comparing growth rates, rural areas have grown the fastest at 11.9% per annum.

The growth in population in the urban and rural nodes has seen a marked increase in the population densities of these nodes. Overall densities increased by 210% in urban and 286% in rural nodes. The densities in rural areas are, as to be expected, much lower increasing by 22% over the period assessed. The municipality's densities have increased by 106% between 1996 and 2020, or 4.4% per annum.

Household growth shows similar trends to population growth. Household growth in the urban nodes has been prominent, accounting for 85% of all new households in the municipality since 1996. But as with the population, the growth rate in the rural nodes has been far more pronounced. Overall, household growth has occurred at 4.4% per annum for the municipality between 1996 and 2011 or 66%.

Overall, household growth took place at a faster rate than population growth. This means that the average household size in the municipality has decreased. The average household size reduced by 10% for the municipality, and decreased by 19% in the urban and 11% in the rural nodes. This decrease is often related to migrant labour, where males move in search of economic opportunities.

Table 2-38: Population and Household Numbers of Functional areas

Population and households	Year	Urban Node	Rural Node	Rural Area	Total
Total Population	1996	61 735	5 259	37 325	104 319
	2001	68 808	7 013	43 178	118 999
	2011	100 970	12 999	41 690	155 659
	2020	134 567	20 310	45 421	200 298
Population density (persons/ha)	1996	16,24	4,79	0,46	1,14
	2001	18,10	6,38	0,54	1,39
	2011	26,56	11,83	0,52	1,82
	2020	35,39	18,48	0,56	2,35
Total households	1996	15 974	1 091	9 082	26 147
	2001	17 498	1 476	10 153	29 127
	2011	30 494	3 040	9 788	43 322
	Household density (households/ha)	1996	4,20	0,99	0,11

Population and households	Year	Urban Node	Rural Node	Rural Area	Total
	2001	4,60	1,34	0,13	0,34
	2011	8,02	2,77	0,12	0,51
Ave household size	1996	3,86	4,82	4,11	4,00
	2001	3,93	4,75	4,25	4,09
	2011	3,31	4,28	4,26	3,59

Source: Census / MapAble 2023

2.6.3.3 Social and Community Facilities

Regarding social facilities, most education (61%) and health facilities (87%) are located within urban nodes. There are 12 education facilities in the rural area, compared to the 7 in the rural nodes.

Table 2-39: Social and Community Facilities Numbers of Functional areas

Social and community facilities		Urban Node	Rural Node	Rural Area	Total
Primary schools		18	7	5	30
Secondary school		11	0	2	13
Intermediate school		0	0	1	1
Combined school		1	0	4	5
Public health		12	2	0	14
Private health		1	0	0	1
SAPS stations		4	1	0	5
Lower courts		1	0	1	2

Source: Department of Basic Education 2016 / Department of Health 2015 / South African Police Services 2015 / MapAble 2023

2.6.3.4 Land Cover

Non-urban land uses have decreased from 31 923 hectares to 26 584 hectares. This is a reduction of 16.7%. A similar reduction took place in the rural nodes, where the non-urban land cover was reduced by 13%. The urban nodes saw non-urban land cover reduced by 200 hectares from 640 ha to 440 ha. This is a 31% reduction and can be due to new development in these areas.

Table 2-40: Non-Urban Land Cover in Hectares of Functional areas

Land cover non-urban	Year	Urban Node	Rural Node	Rural Area	Total
Cultivated commercial fields	1990	110,3	26,5	4 078,5	4 215,3
	2014	99,3	22,8	3 870,5	3 992,6
Cultivated commercial pivot	1990	0,0	0,0	0,0	0,0
	2014	0,0	0,0	84,1	84,1
Cultivated orchard and vines	1990	362,8	129,2	19 197,9	19 689,8
	2014	297,4	132,7	19 005,2	19 435,4
Sugarcane	1990	0,0	0,0	0,0	0,0
	2014	0,0	0,0	0,0	0,0
Subsistence farming	1990	0,0	0,0	0,0	0,0
	2014	0,0	0,0	0,0	0,0
Forests & Plantations	1990	167,9	60,1	7 789,9	8 017,8
	2014	44,0	15,0	2 951,1	3 010,1
Mining	1990	0,0	0,0	0,0	0,0
	2014	0,0	17,1	44,6	61,6

Source: Department of Environmental Affairs / MapAble 2023

Table 2-41 below shows the land cover changes related to urban activities for the urban nodes, rural nodes, and rural areas. Urban land cover grew by 375 hectares in the municipal area. 55% of that change occurred within the urban nodes, while the rural area's urban footprint increased from 796 ha to 960 ha or 43%. Changes in the Rural nodes were small, where the urban footprint increased by six (6) ha.

In the urban nodes, the residential category is the largest, but the informal category saw the most growth, from 1.3 ha to 48 ha. In the rural nodes, the informal category covers the most area and saw the most significant increase. Industrial land cover is the largest urban-related category in the rural area but did decline somewhat. Smallholdings saw the most growth, increasing by 135% from 23 ha to 339 ha.

Table 2-41: Urban Land Cover in Hectares of Functional Areas

Land cover Urban	Year	Urban Node	Rural Node	Rural Area	Total
Urban built-up	1990	1,6	1,1	21,4	24,1
	2014	19,5	0,3	14,5	34,2
Urban commercial	1990	286,6	1,9	51,2	339,6
	2014	306,1	1,3	42,3	349,7
Urban industrial	1990	166,3	32,1	285,9	484,3
	2014	145,1	20,8	265,9	431,8
Urban residential	1990	903,5	35,3	51,5	990,3
	2014	867,5	28,9	58,5	954,9
Urban townships	1990	126,2	138,5	128,4	393,1
	2014	218,1	160,8	102,2	481,1
Urban informal	1990	1,3	0,0	0,0	1,3
	2014	47,6	0,0	3,9	51,5
Rural villages	1990	0,0	0,0	0,0	0,0
	2014	0,0	0,0	0,0	0,0
Urban sports and golf	1990	196,9	4,7	86,9	288,4
	2014	276,7	3,5	110,7	390,9
School and sports grounds	1990	86,2	19,1	27,7	133,0
	2014	66,7	13,1	22,9	102,6
Smallholdings	1990	41,8	2,4	144,0	188,2
	2014	69,4	12,8	338,9	421,1

Source: Department of Environmental Affairs / MapAble 2023

2.6.3.5 Zoning and Vacant Land

According to the data presented in Table 2-42 below 89% of the municipality is zoned as Agriculture and Rural. In the rural area that number is higher at 93% and 63% in the rural nodes. This highlights the rural nature of the municipality. In the urban nodes this category is far less and only constitutes 27% of all zonings. In the urban nodes the Conventional Residential Zone (20%), Public Roads and Parking Zone (13%), and the Private Open Space Zone (10%) also features prominently.

Table 2-42: Zoning

Zoning Category	Urban Node	Rural Node	Rural Area	Total
Agriculture and Rural Zone	1 037.73	723.59	74 943.32	76 705.54
Community Zone	58.21	5.50	20.78	84.51
Conventional Residential Zone	747.78	158.34	25.83	932.28
Education Zone	200.18	13.34	252.23	465.81
Industrial Zone	111.48	7.75	39.30	158.57
Less Formal Residential Zone	92.84	0.00	0.00	92.87

Zoning Category	Urban Node	Rural Node	Rural Area	Total
Limited Use Zone	9.39	1.79	1 685.74	1 696.93
Local Business Zone	22.92	2.11	0.00	25.04
Mixed Use Zone	143.28	1.34	0.00	144.67
Multi-unit Residential Zone	116.00	1.60	17.22	134.85
Natural Environment Zone	0.00	0.00	203.70	203.70
Private Open Space Zone	396.61	29.84	175.53	602.11
Public Open Space Zone	128.80	18.92	3.83	151.60
Public Roads and Parking Zone	499.78	64.43	178.39	742.79
Subdivisional Area	15.79	7.48	0.00	23.28
Transport Facility Zone	29.96	3.04	49.86	82.87
Utility Services Zone	52.52	14.56	105.59	172.69
Other	163.66	103.32	3 301.01	3 568.13
Total	3 826.96	1 156.95	81 002.32	85 988.23

Source: Stellenbosch Municipality

In terms of vacant land 23% of the urban node category is indicated as being vacant, while 10% and 11% are shown as vacant in the rural node and rural area categories respectively. In terms of vacant land as it relates to the total area of the municipality only 1% of vacant land is located within the urban node and 11.6% in the rural areas. The rural nodes only contain 0.1% of all vacant land in the municipality.

Table 2-43: Vacant land

	Urban Node	Rural Node	Rural Area	Total
Vacant Land	866.29	112.76	9 035.61	10 014.67

Source: Stellenbosch Municipality

2.6.3.6 Access to Services

Table 2-44 to Table 2-47 below show access to services concerning water, sanitation, refuse removal and electricity. The figures show that households are well served in most service categories, with almost all households having access to full-service levels. It is only in terms of refuse removal in rural areas where people have less access. This is to be expected as refuse removal is usually not provided in these areas.

Table 2-44: % Access to Water Services in Functional Areas

Access to water services	LOS	Urban Node	Rural Node	Rural Area	Total
1996	Basic and above	97,77%	98,43%	94,24%	96,57%
	Below Basic	2,23%	1,57%	5,76%	3,43%
2001	Basic and above	95,7%	95,9%	80,5%	90,4%
	Below Basic	4,3%	4,1%	19,5%	9,6%
2011	Basic and above	98,78%	99,32%	81,15%	94,84%
	Below Basic	1,2%	0,7%	18,9%	5,2%

Source: Census / MapAble 2023

Table 2-45: % Access to Sanitation Services in Functional areas

Access to sanitation services	LOS	Urban Node	Rural Node	Rural Area	Total
1996	Full	95,3%	97,2%	62,6%	84,0%
	Intermediate	0,0%	0,0%	0,0%	0,0%
	Basic	0,0%	0,0%	0,0%	0,0%

Access to sanitation services	LOS	Urban Node	Rural Node	Rural Area	Total
	Below Basic	3,5%	1,9%	19,4%	8,9%
	None	1,2%	0,9%	18,1%	7,0%
2001	Full	97,1%	90,1%	69,4%	87,1%
	Intermediate	0,4%	1,0%	0,1%	0,3%
	Basic	0,3%	1,4%	5,0%	2,0%
	Below Basic	0,6%	5,7%	7,9%	3,4%
	None	1,6%	1,8%	17,5%	7,2%
2011	Full	98,1%	95,1%	67,7%	91,0%
	Intermediate	0,4%	1,9%	1,4%	0,7%
	Basic	0,2%	0,4%	1,4%	0,5%
	Below Basic	1,1%	2,0%	19,9%	5,4%
	None	0,2%	0,6%	9,6%	2,4%

Source: Census / MapAble 2023

Table 2-46: % Access to Refuse Removal Services of Functional areas

Access to refuse removal services	LOS	Urban Node	Rural Node	Rural Area	Total
1996	Full	94,5%	95,6%	41,6%	76,2%
	Intermediate	0,1%	0,4%	2,6%	1,0%
	Basic	0,4%	0,4%	25,8%	9,3%
	Below Basic	3,2%	1,8%	23,1%	10,1%
	None	1,5%	1,8%	7,0%	3,4%
2001	Full	96,9%	90,0%	46,6%	79,0%
	Intermediate	1,7%	1,9%	0,1%	1,1%
	Basic	0,1%	0,1%	12,3%	4,4%
	Below Basic	0,9%	7,7%	39,9%	14,8%
	None	0,4%	0,3%	1,1%	0,7%
2011	Full	98,1%	95,1%	49,6%	86,9%
	Intermediate	0,1%	0,8%	10,4%	2,5%
	Basic	0,1%	1,7%	13,1%	3,1%
	Below Basic	1,3%	1,7%	16,1%	4,7%
	None	0,4%	0,6%	10,7%	2,7%

Source: Census / MapAble 2023

Table 2-47: % Access to Electricity Services in Functional Areas

Access to electricity services	LOS	Urban Node	Rural Node	Rural Area	Total
1996	Full access	94,7%	97,0%	80,9%	90,0%
	No access	5,3%	3,0%	19,1%	10,0%
2001	Full access	98,9%	98,6%	76,2%	91,0%
	No access	1,1%	1,4%	23,8%	9,1%
2011	Full access	98,5%	99,2%	73,9%	93,0%
	No access	1,5%	0,8%	26,1%	7,0%

Source: Census / MapAble 2023

2.6.3.7 Points of Interest

The allocation of points of interest per each functional area is presented in Table 2-48 below. 60% of all points of interest are located within the urban nodes and 37% in the rural area. The rural nodes have limited access to these points of interest and only account for 3% of the total points. As one would expect, activities related to primary economic activities are primarily found in rural areas. In contrast, Offices, Retail, entertainment, commercial, community facilities, government, infrastructure and transport activities are concentrated within the urban nodes.

Table 2-48: Points of interest in Functional Areas

Points Of Interest	Urban Node	Rural Node	Rural Area	Total
Primary economic activities	7	3	65	75
Offices, Retail, entertainment and commercial	1404	62	661	2127
Multiple residential	120	4	33	157
Community and social facilities	271	24	57	352
Government, Infrastructure and Transport	109	7	42	158
Tourism, recreation, accommodation and natural features	278	20	497	795

Source: Census / MapAble 2023

2.6.3.8 Road Types

Table 2-49 below shows the road types and the length of paved or unpaved roads within the different functional areas as they relate to the three main functional area categories. 92% of all roads in the urban nodes are paved, with the suburban road category accounting for 75% or 315 km of that total. In the rural nodes, 72% (57 km) of the roads are paved, while only 33% (403 km) of roads in the rural areas are paved. Of the 1 710 km of road in the municipality, 49% are paved, and 51% are unpaved. Suburban roads account for most of the paved surfaces in total, while informal roads are generally unpaved.

Table 2-49: Road Types in Functional areas

Road type		Urban Node	Rural Node	Rural Area	Total
Major road	Paved road (km)	0,0	0,0	25,2	25,2
	Unpaved road (km)	N/A	N/A	N/A	N/A
Main road	Paved road (km)	55,6	11,3	125,8	192,6
	Unpaved road (km)	0,0	0,0	0,0	0,0
Secondary road	Paved road (km)	0,0	1,6	18,2	19,8
	Unpaved road (km)	0,0	0,4	4,8	5,2
Suburban road	Paved road (km)	314,5	43,2	226,8	584,4
	Unpaved road (km)	10,6	4,5	27,3	42,4
Informal roads	Paved road (km)	14,3	0,7	3,2	18,2
	Unpaved road (km)	22,4	17,6	778,4	818,4
Tracks	Paved road (km)	N/A	N/A	N/A	N/A
	Unpaved road (km)	N/A	N/A	N/A	N/A
Trails	Paved road (km)	N/A	N/A	N/A	N/A
	Unpaved road (km)	N/A	N/A	N/A	N/A
Totals	Paved road (km)	361,2	56,7	426,40	844,34

Road type		Urban Node	Rural Node	Rural Area	Total
	Unpaved road (km)	33,0	22,6	810,4	866,0

Source: Census / MapAble 2023

2.6.4 Summary and Conclusions of the Functional Area Profiles

2.6.4.1 Urban Nodes

- The population growth in the urban nodes is still growing at an average of 4% per annum and saw a total increase of 33%;
- In terms of densities, Franschhoek has the highest density (39.2 people/ha), shortly followed by Stellenbosch (36.7 people/ha), while Klipmuts has the lowest relative density (22.9 people/ha);
- Households in Franschhoek showed the most significant decline between 2001 and 2011 at 26%, while in Stellenbosch, the average household size declined by 15%. The average household size in Klipmuts only decreased by 7%. Overall the average annual household size in all three urban nodes decreased by 2%;
- The Stellenbosch urban node saw an increase of 111% in urban informal settlement growth. Franschhoek's informal category grew from 0 hectares in 1990 to 12.5 hectares in 2014. The urban informal category grew by a staggering 152% per annum between 1990 and 2014;
- By zoning, in the Stellenbosch urban node, the conventional residential zone (21%) and public roads and parking zone (15%) dominate. Despite the urban nature of the node, the largest zoning category is the agriculture and rural zone (25%). A similar pattern is also evident in Franschhoek but differs in that private open space is the largest category (25%). Klipmuts, despite being categorised as an urban node, still shows a largely rural nature based on prevalent zoning based on the fact that 54% of the node is zoned as agriculture and rural zone;
- In Stellenbosch 437 hectares (15%) are indicated as vacant. In Franschhoek and Klipmuts 128 hectares (27%) and 300 hectares (65%) of the node are shown as vacant, respectively, and;
- The Stellenbosch urban node has maintained good service levels, with most of the population receiving water services above the basic standard. Franschhoek showed a drastic decline in the percentage of households that had access to full services between 1996 and 2001. This can potentially be explained by the increase in population during that time. One must also consider the increase in land cover in the urban informal category to explain this decline. In general, over time, the urban nodes show a recovery in water services provision.

2.6.4.2 Rural Nodes

- Between 1996 and 2020, the rural nodes showed a total population increase of 286% or 12% per annum. Kylemore has seen the most significant growth adding 8 990 people between 1996 and 2020. Pniel, Wemmershoek and La Motte have also shown sharp increases in recent years but not to the extent of Kylemore;
- With urban landcover, the most prominent category is indicated as urban townships. This category also showed the most considerable growth. This is most significant in Kylemore, where an additional 16.7 hectares of urban townships is indicated. This relates to or can be explained by the increase in population in this node;
- In the assessment of the zoning of the rural nodes, 63% in total are zoned as Agricultural and Rural Zone. Another 14% is zoned as Conventional Residential Zone;
- Within the rural nodes 112 hectares are indicated as vacant land. 95 hectares are allocated in Kylemore and the other 17 hectares is located in Pniel, and;

- Muldersvlei, Koelhof, Vlottenburg and Lynedoch all show limited access to full services for the various service categories. However, by 2011 most of the households in these areas were served with full services across the service spectrum. Raithby, Kylemore, Pniel, Groot Drakenstein, Wemmershoek and La Motte show that full services have been available to almost all households since 1996.

2.6.4.3 Combined Functional Areas

- The urban nodes cover 4% of the municipality's total area, while the rural nodes cover only 1% of the total area. Most of the municipality (94%) is classified as rural;
- In total, the Stellenbosch Municipality grew by an estimated 95 979 people between 1996 and 2020. 76% of that growth occurred within the urban nodes, while the larger rural area accounts for 8%. The municipality grew by 92% between 1996 and 2020, or 3.8% per annum. This is more than the national average of 1.7% and the western cape provincial average of 2.7% between the same periods. However, when comparing growth rates, rural areas have grown the fastest at 11.9% per annum;
- Overall densities increased by 210% in urban and 286% in rural nodes. The densities in rural areas are, as to be expected, much lower only increasing by 22% over the period assessed. The municipality's densities have increased by 106% between 1996 and 2020, or 4.4% per annum;
- Household growth shows similar trends to population growth. Household growth in the urban nodes has been prominent, accounting for 85% of all new households in the municipality since 1996. But as with the population, the growth rate in the rural nodes has been far more pronounced. Overall, household growth has occurred at 4.4% per annum for the municipality between 1996 and 2011 or 66%;
- The average household size reduced by 10% for the municipality, and decreased by 19% in the urban and 11% in the rural nodes;
- Regarding social facilities, most education (61%) and health facilities (87%) are located within urban nodes. There are 12 education facilities in the rural area, compared to the 7 in the rural nodes;
- Non-urban land uses have decreased from 31 923 hectares to 26 584 hectares. This is a reduction of 16.7%. A similar reduction took place in the rural nodes, where the non-urban land cover was reduced by 13%. The urban nodes saw non-urban land cover reduce by 200 hectares from 640 ha to 440 ha (31% reduction);
- Urban land cover grew by 375 hectares in the municipal area. 55% of that change occurred within the urban nodes, while the rural area's urban footprint increased from 796 ha to 960 ha or by 43%. Changes in the Rural nodes were small, where the urban footprint increased by only six (6) ha;
- In the urban nodes, the residential category is the largest, but the informal category saw the most growth, from 1.3 ha to 48 ha. In the rural nodes, the informal category covers the most area and saw the most significant increase. Industrial land cover is the largest urban-related category in the rural area but did decline somewhat. Smallholdings saw the most growth, increasing by 135% from 23 ha to 339 ha;
- 89% of the municipality is zoned as Agriculture and Rural. In the rural area that number is higher at 93% and 63% in the rural nodes. This highlights the rural nature of the municipality. In the urban nodes this category is far less and only constitutes 27% of all zonings. In the urban nodes the Conventional Residential Zone (20%), Public Roads and Parking Zone (13%), and the Private Open Space Zone (10%) also features prominently;
- In terms of vacant land 23% of the urban node category is indicated as being vacant, while 10% and 11% are shown as vacant in the rural node and rural area categories respectively. In terms of

vacant land as it relates to the total area of the municipality only 1% of vacant land is located within the urban node and 11.6% in the rural areas. The rural nodes only contain 0.1% of all vacant land in the municipality;

- Households are well served in most service categories, with almost all households having access to full-service levels. It is only in terms of refuse removal in rural areas where people have less access. This is to be expected as refuse removal is usually not provided in these areas;
- 60% of all points of interest are located within the urban nodes and 37% in the rural area. The rural nodes have limited access to these points of interest and only account for 3% of the total points, and;
- 92% of all roads in the urban nodes are paved, with the suburban road category accounting for 75% or 315 km of that total. In the rural nodes, 72% (57 km) of the roads are paved, while only 33% (403 km) of roads in the rural areas are paved. Of the 1 710 km of road in the municipality, 49% are paved, and 51% are unpaved. Suburban roads account for most of the paved surfaces in total, while informal roads are generally unpaved.

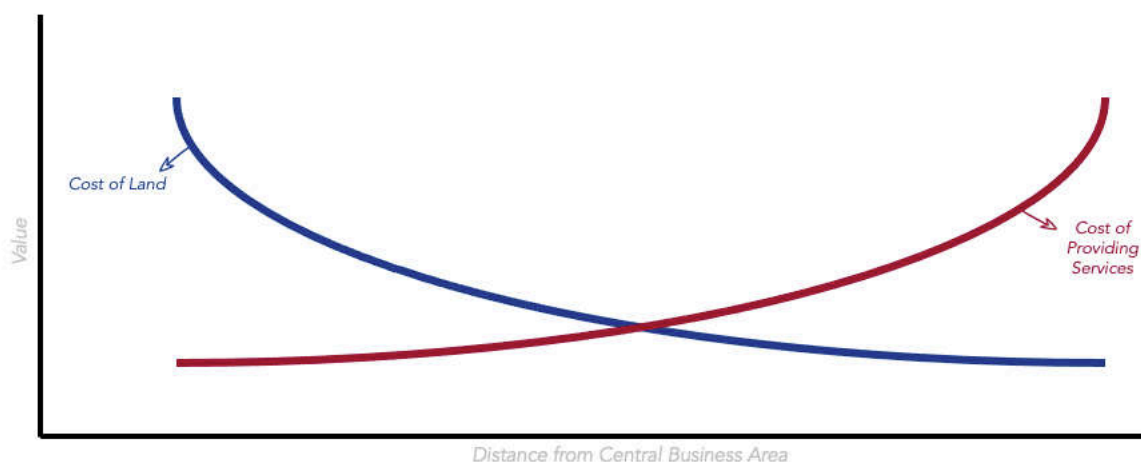
2.7 Functional Area Investment Priority

The bid-rent model is an economic model that attempts to explain the relationship between the price of land and its location. The model is based on the concept that the highest price that someone is willing to pay for a particular piece of land, based on the land's location and the potential revenue that can be generated from it – usually directly correlated to accessibility to various activities.

According to the bid-rent model, as you move away from the central business areas of a city, the land becomes less valuable, and the bid rent decreases. This is because the further away you get from the central business area, the lower the potential revenue from the land.

The bid-rent model can be represented graphically as a downward-sloping curve, with the bid rent declining as you move away from the central business areas of a city. This relationship between land value and location is important from a capital expenditure point of view, as the bid-rent model is indirectly proportionally related to the cost of services. Services, are more expensive the further away it is from central business areas as the service per person delivered per Rand invested increase as distance increases.

Figure 2-22: Bid-Rent Model vs Cost of Services



It is based on the fundamental principles of the relationship between the two models above, that the priority assessment as expressed in Table 2-50, indicate the municipality's investment priorities.

Table 2-50: Functional Areas and Their Investment Priority

Summary	Spatial Areas	Function	Priority
FA 1 Urban Node	<ul style="list-style-type: none"> • Stellenbosch • Kayamandi • Klamputs • Jamestown • Franschhoek 	<ul style="list-style-type: none"> • Function as urban areas and main service centre • Variety of uses • Densification in certain urban nodes 	Primary Investment Node
FA 2 Rural Node	<ul style="list-style-type: none"> • Muldersvlei • Koelenhof • Vlottenburg • Lyndoch • Raithby • Kylemore • Lanquedoc • Pniel • Groot Drakenstein • Wemmershoek • La Motte 	<ul style="list-style-type: none"> • Residential and suburban areas • Serves as accommodation to Agricultural workers • Light industry • Linked to urban nodes 	Upgrading Area
FA 3 Rural Area	<ul style="list-style-type: none"> • De Novo Flats • Simonsberg Foothills • Jonkerhoek Valley • Groot Drakenstein • Franschhoek Valley • Eerste River Valley • Dwarsrivier Valley • Bottelary Hills • Blaauwklippen Valley 	<ul style="list-style-type: none"> • Rural areas • Agricultural activities • Unfavourable development conditions • Largest functional area 	Maintenance Area

Part 3

Infrastructure Demand Quantification

3 Part 3: Infrastructure Demand Quantification

The infrastructure demand quantification section aims to understand the specific infrastructure demand that a municipality has. This section will look at all the masterplans provided by the municipality and consolidate these masterplans into one project 'wish list'. These master plans will be unpacked to ensure we understand the demand identified in all the master plans. The demand will be quantified per functional areas that were identified in part 2. The infrastructure demand quantification chapter aims to compare the Quantified Demand and master plans can be compared to identify differences.

3.1 Summary of Masterplans

Table 3-1 provides a summary of all the municipality's master plans that are required to meet the infrastructure demand over the planning horizons. This table summarizes infrastructure master plans by examining their update year, planning horizon, timespan, and whether they contain project-specific information.

Table 3-1: Master Plan Register

Service Type	Master Plan	Update By	Update Year	Planning Horizon	Timespan	Project Specific Detail
Roads	Comprehensive Integrated Transport Plan	PGWC SLM CWDM	2011	2015	5 years	Yes
Water	River Management Plan Update	Jeffares & Green (Pty) Ltd	2011	-	-	Yes
Electricity	Electrical Infrastructure Master Plan	Royal HaskoningDHV (Pty) Ltd	2015	2034	20 years	Yes
Roads	The Development and Implementation of a Stormwater Management System	V&V Consulting Engineers	2018	2047	20 years	Partial
Waste Management	Integrated Waste Management Plan	JCPE (Pty) Ltd	2020	2024	5 years	Yes
Water	Stellenbosch Municipality Bulk Water Resources: Water Resilience Master Planning for The Stellenbosch System	GLS	2021	2030	5 years & 10 Years	Yes
Roads	Roads Master Plan 2022 Update	WSP	2022	2040	5 years, 10 years, 15 years & 20 years	Yes

Table 3-1 highlights key observations that can be made from the array of masterplans. These masterplans have long-term planning horizons but some master plans such as the Comprehensive Integrated Transport Plan and River Management Plan Update have planning horizons that are in the past and require updating. Most of the master plans have project-specific detail with the only exception being the River Management Plan Update that only has partial project detail listed in terms of listing the upgrades that need to be implemented. Many of the master plans have 20-year or 10-year planning horizons and indicating the longer-term planning vision within these master plans.

3.1.1 Water

3.1.1.1 River Management Plan Update

The River Management Plan evaluates the three rivers in the Stellenbosch municipality and the associated legal framework. It conducts a status quo analysis of the rivers and surrounding areas, identifies issues affecting the river corridors, and provides maintenance planning interventions based on identified problem areas.

The main objective of the River Management Plan is to assess the condition of the rivers and identify issues within the municipality. Subsequently, this information is used to develop a plan that addresses these issues effectively. The process is done to receive environmental authorisation in order to tackle remedial work within the municipality. The River Management Plan identifies 20 key projects to resolve issues identified in river corridors.

3.1.1.2 Stellenbosch Municipality Bulk Water Resources: Water Resilience Master Planning for The Stellenbosch System

The Bulk Water Resources master plan analyses the bulk water demand and resources of the towns and cities within the municipality. The master plan aims to enhance Stellenbosch's water resilience by improving its understanding of water demand. In order to understand this the masterplan must be read in conjunction with the *Water Master Plan 2019* and *Bulk Water Resources: Drought Intervention Projects*. This provides a perspective and ensures understanding of the implemented projects that will improve water resilience.

The main objective of the Bulk Water Resources master plan is to analyse water demand in order to improve the operation of bulk water systems. The master plan identifies necessary projects for improving bulk water resources over 5- and 10-year periods. Lastly, the master plan identifies future resources that need to be monitored, to reach future demand and ensure more resilience in periods of drought.

3.1.2 Electricity

3.1.2.1 Electrical Infrastructure Master Plan

The Electrical Master Plan focuses on providing a 20-year plan to maintain electrical infrastructure in good condition while meeting the demands of the municipality. The master plan begins with an examination of the load forecast of certain areas and their subsequent substations. Thereafter, it evaluates the current condition of the infrastructure. The Electrical Master Plan further examines the network development projects that are needed for the growth estimated by 2034. Costs are estimated for these projects and the report concludes by giving recommendations and considerations.

The main objective of the Electrical Master Plan is to provide the municipality with a long-term plan for the development and renewal of the current electrical infrastructure. The master plan provides a 20-year timeline for numerous projects relating to the upgrading and renewal of electrical infrastructure.

3.1.3 Roads

3.1.3.1 Comprehensive Integrated Transport Plan

The Comprehensive Integrated Transport Plan is a 5-year integrated transport plan that aims to comprehend public transport, and travel demand. The plan creates a shared vision for integrating different forms of transport. The Transport Plan aims to understand legislation, which guides a vision and several goals. Different aspects of transport are observed such as transport needs assessment, public transport, transport infrastructure, travel demand and freight transport strategy. This facilitates the determination of a strategy and subsequent discussion of a funding plan. The Comprehensive Integrated Transport Plan discusses numerous projects related to transport over a 5-year timeline.

The main objective of the Comprehensive Integrated Transport Plan is to develop a public transport network that is sustainable and accessible to all. The Comprehensive Integrated Transport Plan aims to boost the economy by connecting citizens and visitors in Stellenbosch through offering affordable options of different forms of transport.

3.1.3.2 The Development and Implementation of a Stormwater Management System

The Development and Implementation of a Stormwater Management System consists of two parts: the As-Built Report and the Hydro Report. These reports combine to form the master plan for the Stormwater Management System of Stellenbosch. The purpose of these reports is to identify problem areas, give management actions, estimate costs and propose remedial measures. The master plan estimates the costs of repairing key stormwater infrastructure through 2-year and 20-year proposals.

The main objective of the master plan is to provide guidance on what the best practices are for the implementation of new and upgrading infrastructure in underdeveloped areas. The master plan is a guideline that offers budget proposals and upgrade plans.

3.1.3.3 Roads Master Plan 2022 Update

The 2022 Roads Master Plan is an update of the 2012 Roads Master Plan. This master plan integrates and coordinates the planning of future road infrastructure. The roads master plan identifies roads and plans them in the short, medium and long-term timeline. The roads master plan is an effective planning tool that allocates funds for road projects to improve road infrastructure and overall public transport. The roads master plan aids strategic plans such as IDPs and SDFs.

The roads master plan aims to assist Stellenbosch Municipality, and other organisations such as the South African National Roads Agency Ltd (SANRAL) and the Western Cape Provincial Government in effective planning and coordinating of road infrastructure. The roads master plan identifies and quantifies several road projects within the municipality, and serves as a tool to assist in the allocation of funds for these projects.

3.1.4 Waste Management

3.1.4.1 Integrated Waste Management Plan

The Integrated Waste Management Plan is a statutory requirement of the National Environmental Management: Waste Act, 2008. The development of an IWMP is an important tool that investigates the current state of the solid waste removal system and identifies the current needs to sustain waste management practices. An evaluation of the status quo identifies gaps in the waste management system, and implementation items are identified at an authority level to improve it.

The overall aim of the IWMP is to integrate and optimise the waste management system. This is done to reduce the environmental and financial impacts of waste management. The plan underlines the principles of the National Waste Management Strategy:

- The prevention of waste generation;
- The recovery of waste of which the generation cannot be prevented, and
- The safe disposal of waste that cannot be recovered.

3.2 Single Infrastructure Projects Portfolio

The Single Infrastructure Profile combines all projects from different masterplans into one project wish list. The benefit of having one infrastructure project portfolio includes centralising the area of needs and identifying service areas that have specific requirements. A project portfolio assists in monitoring the status of projects, making monitoring easier. Annexure A comprises of a single infrastructure project

portfolio that includes all projects from the master plans, which are subdivided based on their service type. Based on this, we can make the following observations:

- There are approximately 344 projects, and;
- These projects are divided according to the following service types:
 - Electricity: 25 projects;
 - Roads and Stormwater: 241 projects;
 - Waste management: 18 projects, and;
 - Water: 60 projects.

The following table outlines the completeness of data found in the single infrastructure project portfolio:

Table 3-2: Breakdown of the Completeness of Data in Annexure A

Service Type	Project Name		Budget		Project Description		Project Location		Funding Source	
	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
Electricity	25	0	25	0	25	0	0	25	0	25
Roads and Stormwater	258	16	226	48	83	191	0	274	131	143
Waste Management	18	0	18	0	0	18	0	18	18	0
Water	60	0	21	39	0	60	27	33	60	0
Total	361	16	290	87	108	269	27	350	209	168
% Total	95,76%	4,24%	76,92%	23,08%	28,65%	71,35%	7,16%	92,84%	55,44%	44,56%

Table 3-2 confirms that 331 of 341 (96,22%) of projects have a project name and confirms that 67,73% of the projects have a budget or demand over time. This high number suggests that most projects have a budget captured and price estimation. The project description, location and funding source have very low numbers when compared to the rest of the data. In conclusion, it is indicated that the project name and budget is the most frequent captured information in the infrastructure portfolio.

3.2.1 Unpacking The Infrastructure Projects Portfolio

Unpacking the infrastructure projects portfolio allows us to make numerous observations regarding the total project cost of the different service types. In this section, we will explore the nuances of the data by unpacking it per directorate and department; asset class and sub-class; and action and sub-action, in relation to the total cost of projects. By doing this, we can observe specific details of the infrastructure projects portfolio.

The complete Infrastructure Projects Portfolio can be found in the Annexure at the end of the document.

3.2.2 Unpacking Projects per Directorate and Department

Figure 3-1 and Table 3-3 reveal that the infrastructure projects portfolio has been unpacked per directorate and department. This view allows us to see which specific directorates and departments have more projects or projects with a higher total cost.

Figure 3-1: Total Project Demand per Department

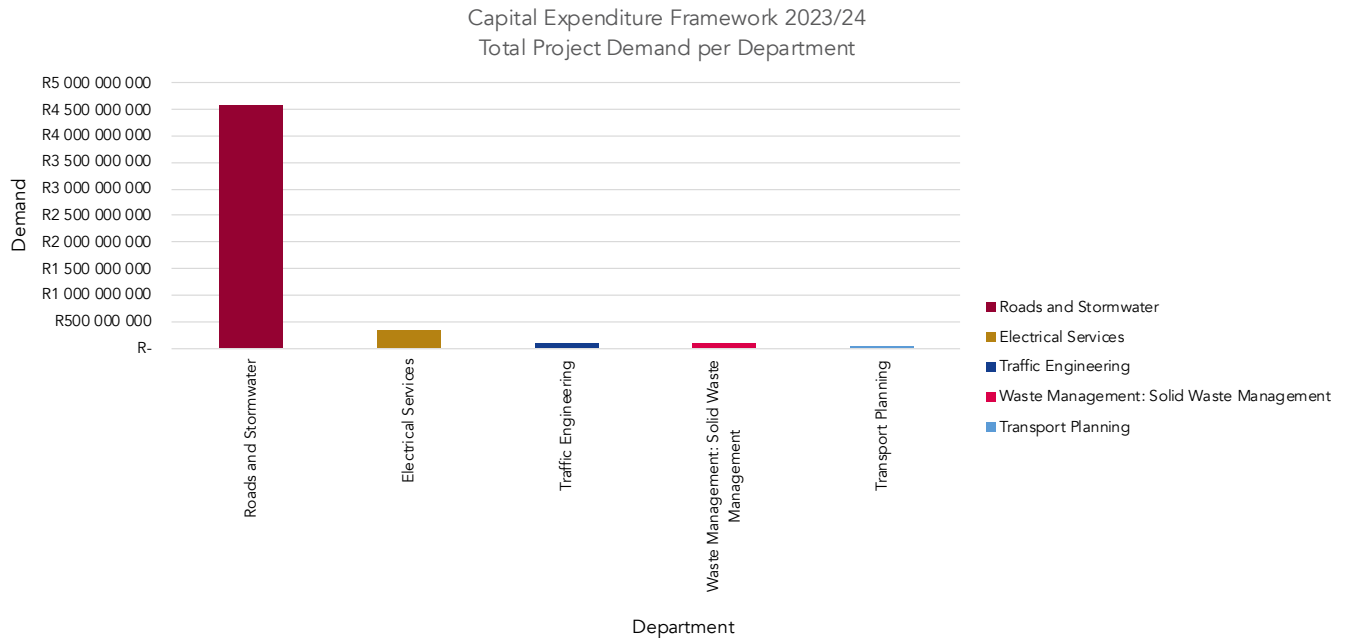


Table 3-3: Total Project Demand per Directorate and Department

Directorate	Department	Sum of Total Project Demand	Total %
Infrastructure Services	Roads and Stormwater	R4 568 546 380,31	90,24%
Infrastructure Services	Electrical Services	R329 301 049,00	6,50%
Infrastructure Services	Traffic Engineering	R76 724 300,00	1,52%
Infrastructure Services	Waste Management: Solid Waste Management	R75 735 000,00	1,50%
Infrastructure Services	Transport Planning	R12 390 000,00	0,24%
Infrastructure Services	Water and Wastewater Services: Water	R-	0,00%
Total			R5 062 696 729,31

What is immediately evident from Figure 3-1: Total Project Demand per Department is the large total project demand for the Department of Roads and Stormwater. The reason for this can be attributed to the three master plan documents that comprise all projects linked to this department – Comprehensive Infrastructure Plan, Roads Master Plan 2022 and The Development and Implementation of a Stormwater Management System. The two projects with the largest total project demand are from these master plans. The 6810 Conduits to be upgraded in Stellenbosch, Rehabilitation and improvements to MR168 between MR159 and MR177 in the Stellenbosch Area. These master plans have a comprehensive and long-term focus which results in a large amount of project costs such as the Conduits Upgrade project in Stellenbosch that has a 20-year project timeline. Table 3-3 provides the exact amounts and reveals that 90,24% of the total project demand in the infrastructure is attributed to roads and stormwater projects. The table also highlights that all projects within the portfolio are from the same directorate – Infrastructure Services, which indicates the need of projects to address infrastructure concerns.

3.2.3 Unpacking Projects per Asset Class and Sub-Class

Asset class and sub-class indicates which assets have more demand within the infrastructure project portfolio. Unpacking the projects in this manner enables us to analyse the departments in greater detail and shifts our focus to the asset level. By using this method we can see which assets types are more prevalent in the infrastructure projects portfolio.

Figure 3-2: Total Project Demand per Asset Sub-Class

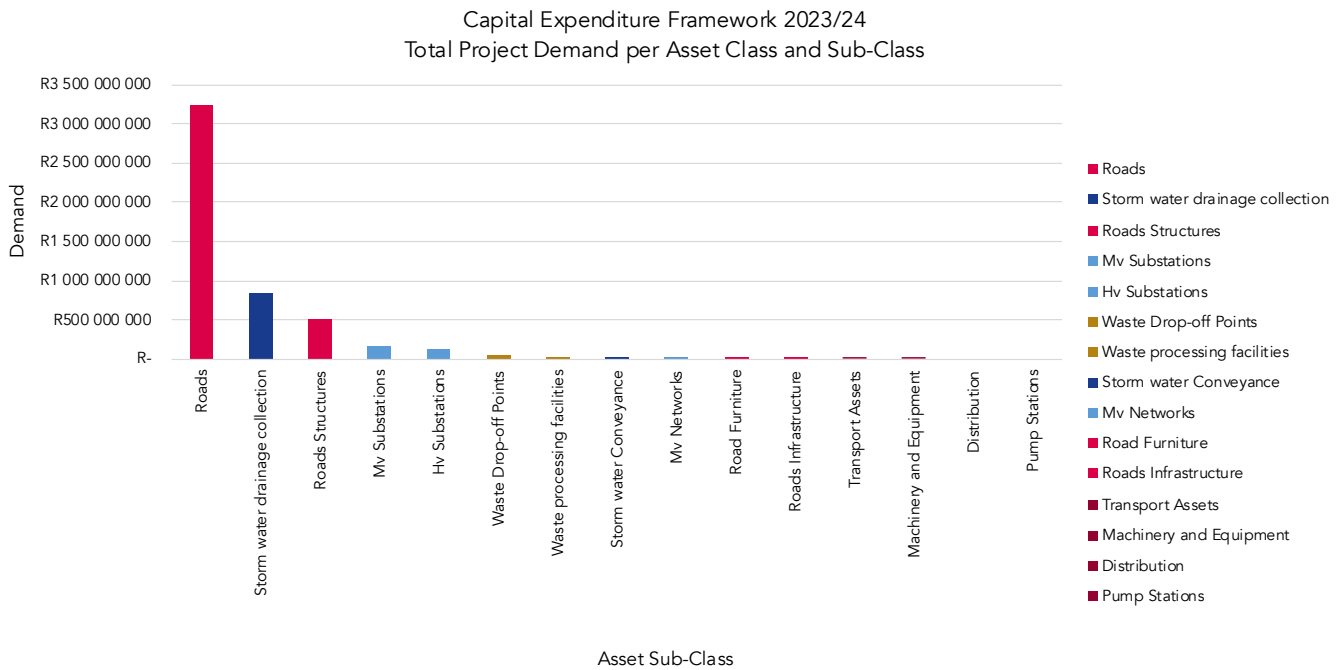


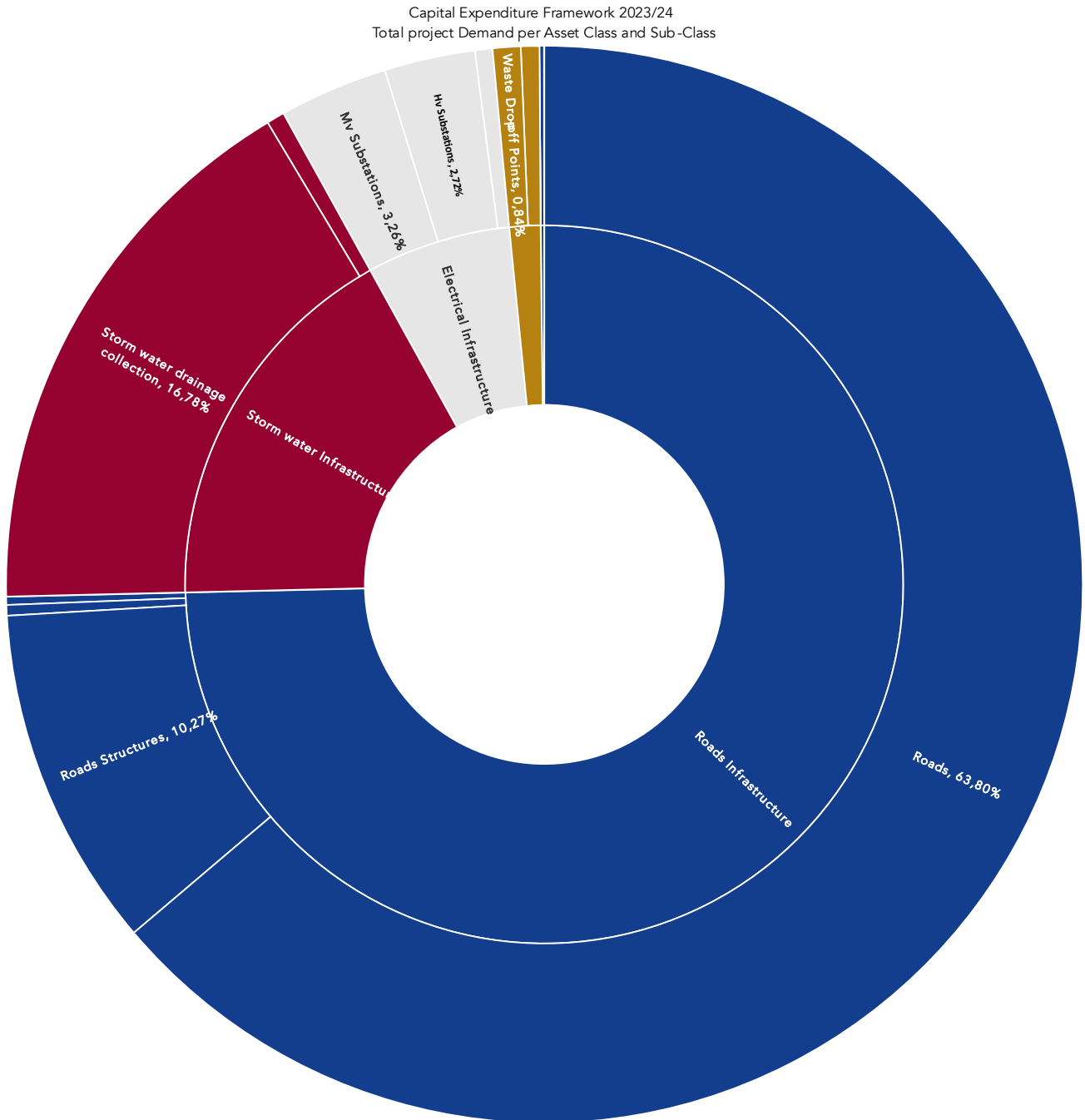
Table 3-4: Total Cost per Asset Class and Sub-Class

Class	Sub-Class	Sum of Total Project Demand	Total %
Roads Infrastructure		R3 778 497 300,00	74,63%
	Road Furniture	R16 150 000,00	0,32%
	Roads	R3 230 137 300,00	63,80%
	Roads Infrastructure	R12 310 000,00	0,24%
	Roads Structures	R519 900 000,00	10,27%
Storm water Infrastructure		R876 563 380,31	17,31%
	Storm water Conveyance	R27 090 000,00	0,54%
	Storm water drainage collection	R849 473 380,31	16,78%
Electrical Infrastructure		R329 301 049,00	6,50%
	Hv Substations	R137 700 000,00	2,72%
	Mv Networks	R26 407 075,00	0,52%
	Mv Substations	R165 193 974,00	3,26%
Solid Waste Infrastructure		R70 600 000,00	1,39%
	Waste Drop-off Points	R42 300 000,00	0,84%
	Waste processing facilities	R28 300 000,00	0,56%
Transport Assets	Transport Assets	R7 150 000,00	0,14%
Machinery and Equipment	Machinery and Equipment	R585 000,00	0,01%
Water Supply Infrastructure		R0,00	0,00%
	Distribution	R0,00	0,00%
	Pump Stations	R0,00	0,00%
Total		R 5 062 696 729,31	

What becomes evident when analysing Figure 3-2 is the two largest asset sub-classes contributing to total project cost – Roads and Storm water drainage collection. Table 3-4 confirms that Roads (74,63%) and Storm water infrastructure (17,31%) account for 91,85% of the total demand in the infrastructure projects portfolio. Roads (63,80%) and Storm Water Drainage (16,78%) are the asset sub-classes that contribute to 80,58% of the total demand of projects. These plans have a 20-year focus and explain the large project

costs incurred within these master plans. From the top ten projects with the highest total project demand nine of the projects are projects that are from the asset class of Roads Infrastructure. This clarifies the high infrastructure demand that roads and stormwater projects have. Figure 3-3 visually illustrates the the proportion of total project demand each asset class and sub-class has.

Figure 3-3: Share of Total Project Demand per Asset Class and Sub-Class



3.2.4 Unpacking Projects per Action and Sub-Action

By examining projects per action and sub-action observations can be made regarding where the total demand of projects is. Is the demand higher in new projects, or is it focused on existing projects, specifically those concerning renewal or upgrading? Unpacking projects in this manner reveals the number of projects for each action and sub-action and their respective total demand.

Figure 3-4: Total Demand per Action and Sub-Action

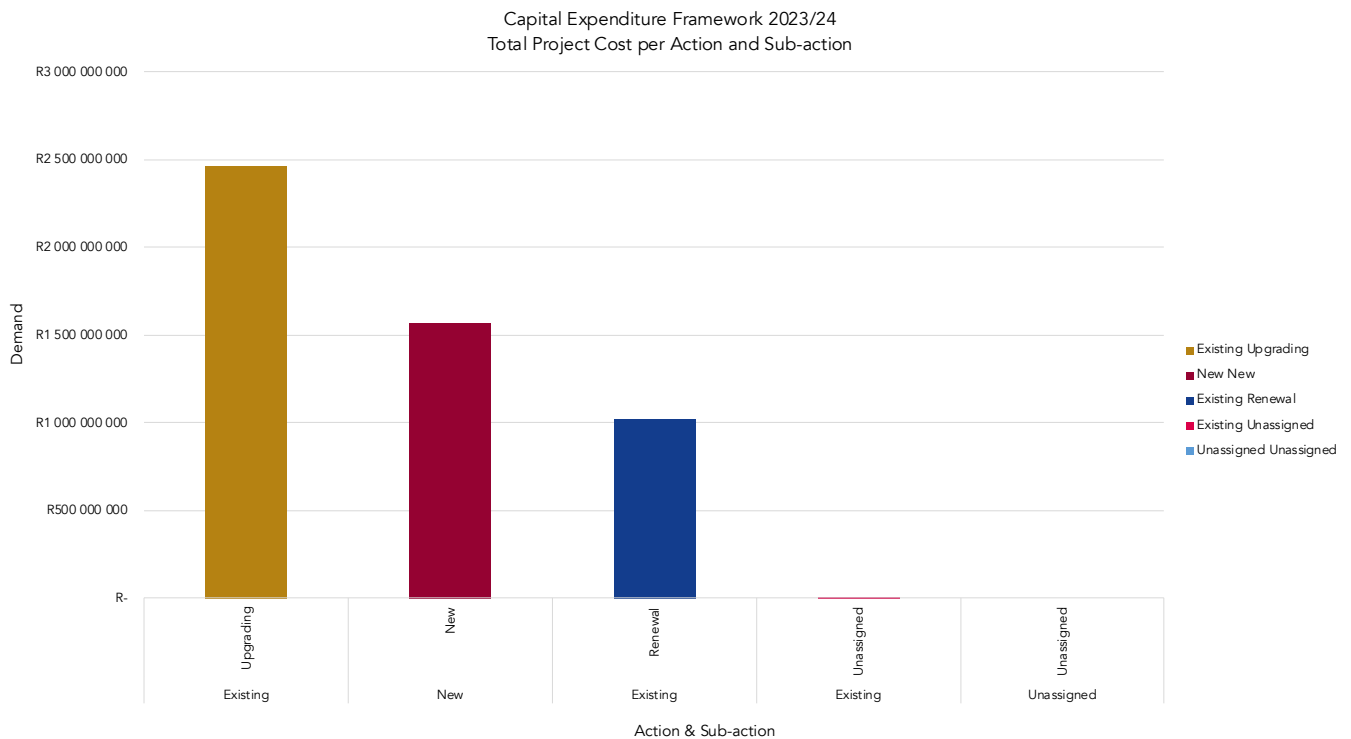


Table 3-5: Total Demand per Action and Sub-Action

Action	Sub Action	Number of Projects	Sum of Total Project Demand	Total%
Existing	Upgrading	106	R2 464 744 891,31	48,68%
New	New	169	R1 574 806 129,00	31,11%
Existing	Renewal	92	R1 021 945 709,00	20,19%
Existing	Unassigned	2	R1 200 000,00	0,02%
Unassigned	Unassigned	8	R0,00	0,00%
Total			R5 062 696 729	100,00%

When observing Figure 3-4 and Table 3-5 what becomes evident is that projects relating to upgrading have the highest total project demand. The table confirms this by indicating that upgrading projects account for 48,68% of the total project demand, whilst new projects (31,11%) and renewal projects (20,19%) have the second and third-largest total project demand. The table indicates that most projects in the infrastructure projects portfolio are new projects (169), and that there are more upgrading projects (106) than renewal projects (92).

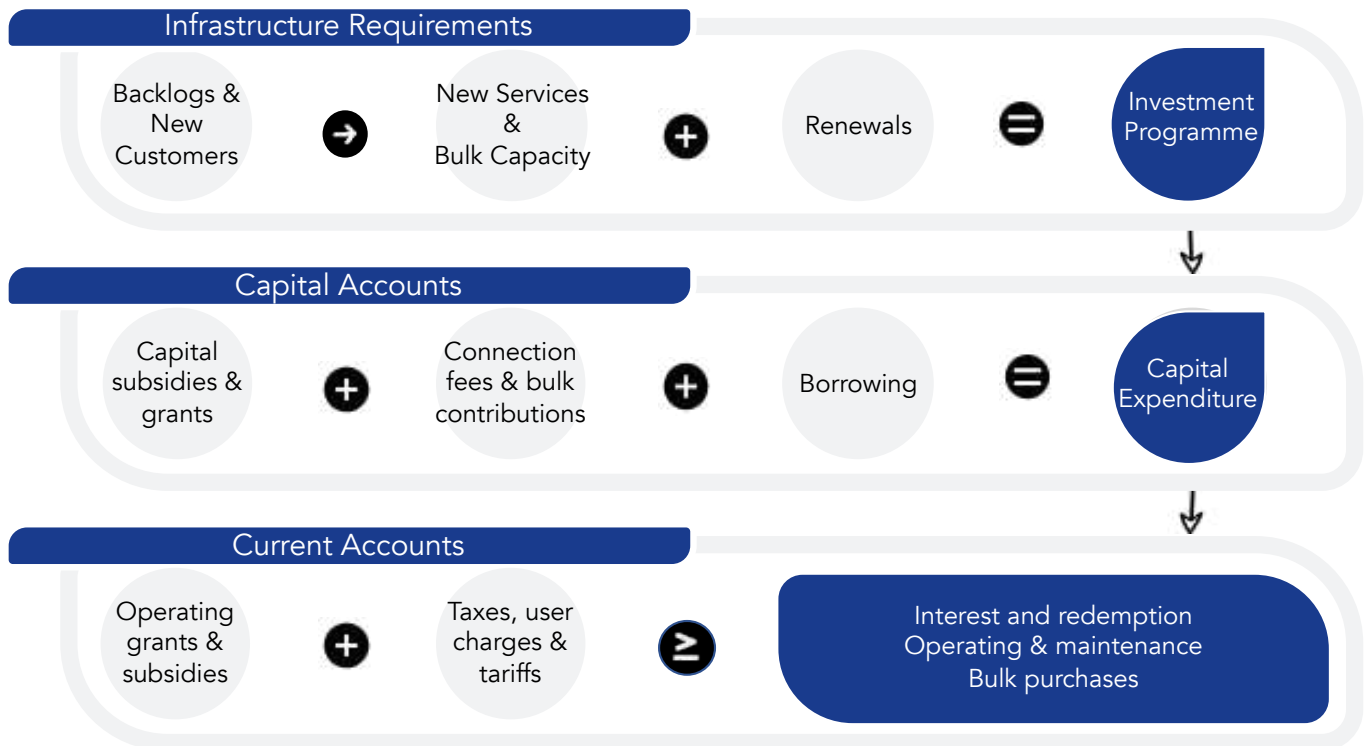
3.3 Investment Demand and Growth: The Infrastructure Planning Equation

Long-term customer growth is usually one of the biggest drivers of investment demand. The ability to address annual customer growth ensures, at a minimum, that increases in backlogs do not occur. However, it adds to operating expenditure and the maintenance burden of a service provider that must offset income and revenue streams through appropriate cost recovery processes.

below shows the relationship and components of infrastructure and service delivery. Within this framework, the demand for infrastructure services (investment programme) is the sum of existing backlogs

and household growth plus service upgrading requirements and asset renewals. Capital expenditure funds the investment programme. The capital expenditure adds interest and redemption, operating and maintenance, and bulks purchases costs to the current or operating account of the Council. Capital subsidies and grants, connection and bulk service contributions, and borrowing funds the capital account. Maintaining this equilibrium over the long term ensures financial sustainability. In terms of the CEF, the planning horizon is a minimum of ten years.

Figure 3-5: Infrastructure Investment Planning Equation²



Investment demand is a function of three core processes, namely:

- The investment required to address backlogs in services access;
- Investment to address the required renewal of assets and renewal backlogs, and;
- The investments to address the demand created through growth.

The quantification of investment requirements is a detailed and very complicated process. The assessment below addresses all the elements necessary for the CEF process. Within the scope and timeframes of the project, it was, for example, not possible to assess the impact of existing infrastructure capacity. Available capacities will lower investment demands.

3.3.1 Dealing with Infrastructure Backlogs

The drive behind government infrastructure and service policies since 1994 was to eradicate backlogs. Many factors do affect the extent of backlogs and also the ability of municipalities to address the matter. The project brief did not allow for a backlogs study to determine the current size of the backlogs. However, the assessment of backlogs was made and addressed as part of the demand for capital investment.

Determining the extent of the backlog is difficult. There are conflicting figures on backlogs that cannot be reconciled. The following were considered:

² BC Gildenhuys, Creating a framework to develop revenue enhancement strategies and support asset management planning in a sustainable investment and service delivery environment (2018)

- Census 2011 was the last comprehensive dataset on service access and backlogs;
- Backlogs reflect the total position in the municipality irrespective of service areas or service server provider responsibilities;
- Service areas differ for each service. The service area for water and sanitation is not the same as that for electricity or refuse removal services or the Council's responsibility for constructing and maintaining roads;
- The CEF addresses services in terms of the different functional areas, which implies no wall-to-wall service coverage; for example, the Council may not provide reticulated water and sanitation services to farms. Within the project's scope and the timeframes, it was not possible to further explore this matter, and;
- Policy decisions directly impact the extent of the backlog, such as a policy position on the acceptability of backyard shacks as a housing typology. There are an estimated 4 530 backyard shacks in Stellenbosch. If backyard shacks represent an acceptable housing typology, then they are not part of the backlog. However, as the provincial housing policy suggests, they are indeed part of the backlog, then it adds an estimated R380 million to the capital requirements of the Council. Policy decisions have a considerable impact on the Council's finances and impact on capital and operating expenditure.

The sections and tables below show the backlog situation as calculated from the different censuses. It was impossible to desegregate any 2016 Community Survey figures or other official data source at a sub-municipal level.

3.3.1.1 Access to Water Services

Table 3-6: Change in Access to Water Services per Functional Area per Census

Level of service	Census	Urban		Rural		Farms		Total Area	
		Total	% for census	Total	% for census	Total	% for census	Total	% for census
Full	1996	12 235	76%	947	83%	6 398	71%	19 580	75%
	2001	16 234	70%	1 414	87%	7 357	71%	25 005	71%
	2011	21 035	69%	2 606	83%	7 696	80%	31 337	72%
Intermediate	1996	1 100	7%	126	11%	1 569	17%	2 795	11%
	2001	2 134	9%	133	8%	1 799	17%	4 066	12%
	2011	2 192	7%	413	13%	916	10%	3 521	8%
Basic	1996	2 525	16%	6	1%	348	4%	2 879	11%
	2001	2 106	9%	23	1%	577	6%	2 706	8%
	2011	5 477	18%	75	2%	679	7%	6 231	14%
Below Basic	1996	82	1%	43	4%	535	6%	660	3%
	2001	2 578	11%	52	3%	513	5%	3 143	9%
	2011	1 628	5%	26	1%	181	2%	1 835	4%
None	1996	72	0%	24	2%	144	2%	240	1%
	2001	159	1%	3	0%	83	1%	245	1%
	2011	231	1%	23	1%	150	2%	404	1%

Table 3-6 shows the following:

- Farms and rural nodes generally have better higher levels of services than the municipality's urban component, and no access and access to less than basic services is also higher in the urban areas.
- The figures highlight the urban components' pressure, notwithstanding substantial increases in the number of households with service access.

The municipality reported the following figures to Statistic South Africa for the Non-Municipal Financial Census released in 2021.

Table 3-7: Number of Consumer Units Receiving Water Services

	Number of domestic consumer units served through a delivery point				Total number of non-domestic consumer units receiving water services	Total number of consumer units receiving water services
	Inside the yard	Less than 200m from a yard	More than 200m from a yard	Total number of domestic consumer units receiving water services		
2017	39 044	6 231	1830	47 105	903	48 008
2018	41 623	9 699	0	51 322	903	52 225
2019	41623	9699	0	51 322	903	52225
2020	41633	9699	0	51 332	903	52235

According to these figures, there are no service backlogs in the Municipal area and access to full services increased by more than 32% in 8 years. The figures show an increase from 31 337 households with access to full services in 2011 to 41 623 households in 2019. However, one should consider the fact that there are currently more than 15 000 informal and backyard structures in the municipal area.

3.3.1.2 Access to Sanitation Services

Access to sanitation follows a similar pattern to water services, and again, the pressure on the urban areas is evident. The number of households with below basic services is proportionally higher than in the urban areas. From the table, the policy to provide full services to all households is evident.

Table 3-8: Change in Access to Sanitation Services per Functional Area per Census

		Urban		Rural		Farms		Total Area	
		Total	%	Total	%	Total	%	Total	%
Full	1996	14 121	88%	968	84%	6 871	76%	21 960	84%
	2001	21 031	91%	1 456	90%	8 645	84%	31 132	89%
	2011	28 532	93%	2 760	88%	8 145	85%	39 437	91%
Intermediate	1996	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
	2001	25	0%	3	0%	86	1%	114	0%
	2011	56	0%	12	0%	251	3%	319	1%
Basic	1996	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
	2001	168	1%	8	0%	420	4%	596	2%
	2011	41	0%	7	0%	158	2%	206	0%
Below Basic	1996	587	4%	160	14%	1 601	18%	2 348	9%
	2001	250	1%	113	7%	704	7%	1 067	3%
	2011	1 345	4%	255	8%	731	8%	2 331	5%
None	1996	1 306	8%	19	2%	521	6%	1 846	7%
	2001	1 737	7%	44	3%	476	5%	2 257	6%
	2011	587	2%	109	3%	339	4%	1 035	2%

The Statistic South Africa for the Non-Municipal Financial Census released in 2019 shows Table 3-9 figures. These figures confirm full services as the preferred service option. However, it shows only 40 373 households receiving services while the data on water services shows a total of 51 322 households in the municipal area. It is not possible to account for the more than 10 000 household discrepancy.

Table 3-9: Number of Consumer Units Receiving Sanitation Services

	Flush toilets connected to a public sewerage system	Flush toilets connected to septic tank	Bucket system	Ventilated improved pit latrines	Other	Total number of domestic consumer units receiving sanitation services	Total number of non-domestic consumer units receiving sanitation services	Total number of consumer units receiving sanitation services
2017	37 939	1079	0	0	1 193	40 211	1024	41 235
2018	38 027	1079	0	0	1 267	40 373	925	41 298
2019	38 027	1079	0	0	1267	40 373	925	41 298
2020	38 027	1079	0	0	1267	40 373	925	41 298

3.3.1.3 Access to Electricity Services

Access to electricity is generally with households without electricity remaining about 7% of total households. The non-financial census does not report on access to electricity. Even though the percentage access improved, the available data shows that more people are without electricity in real terms. The current position not be confirmed, and backlogs used for modelling purposes were estimated as the percentages of the current households per functional areas shown in Table 3-10.

Table 3-10: Change in Access to Electricity Services per Functional Area per Census

		Urban		Rural		Farms		Total Area	
		Total	%	Total	%	Total	%	Total	%
Full	1996	14 646	91%	1 065	93%	7 819	87%	23 530	90%
	2001	21 253	92%	1 570	97%	9 539	92%	32 362	92%
	2011	28 472	93%	2 990	95%	8 843	92%	40 305	93%
No Access	1996	1 368	9%	82	7%	1 175	13%	2 625	10%
	2001	1 958	8%	54	3%	791	8%	2 803	8%
	2011	2 090	7%	153	5%	780	8%	3 023	7%

3.3.1.4 Access to Sanitation

The table confirms the focus on urban and rural nodes with only between 2% and 3% of the households without access.

Table 3-11: Change in Access to Refuse Removal Services per Functional Area per Census

		Urban		Rural		Farms		Total Area	
		Total	%	Total	%	Total	%	Total	%
Full	1996	15 145	95%	1 024	89%	3 777	42%	19 946	76%
	2001	21 877	94%	1 528	94%	5 238	51%	28 643	81%
	2011	29 068	95%	2 990	95%	5 614	58%	37 672	87%
Intermediate	1996	60	0%	3	0%	194	2%	257	1%
	2001	368	2%	6	0%	187	2%	561	2%
	2011	288	1%	35	1%	745	8%	1 068	2%
Basic	1996	317	2%	46	4%	2 052	23%	2 415	9%
	2001	324	1%	17	1%	979	9%	1 320	4%
	2011	561	2%	16	1%	770	8%	1 347	3%
Below Basic	1996	303	2%	45	4%	2 284	25%	2 632	10%
	2001	587	3%	71	4%	3 784	37%	4 442	13%
	2011	301	1%	37	1%	1 715	18%	2 053	5%

		Urban		Rural		Farms		Total Area	
		Total	%	Total	%	Total	%	Total	%
None	1996	189	1%	28	2%	688	8%	905	3%
	2001	1 737	7%	44	3%	476	5%	2 257	6%
	2011	344	1%	65	2%	779	8%	1 188	3%

3.3.1.5 The Customer Base for Service Delivery

The previous sections provide available base profiles of service access in the municipality. The demand for services is a function of the municipality's existing customer base's current profile and characteristics. There is a distinction between the following customer categories:

- Residential or domestic customers. Domestic customers are entitled to a range of social and community services from the Council, irrespective of where they reside in the municipal area. However, the Council focus its housing support in particular areas, and generally, people living on farms are excluded from the Council delivered infrastructure and housing services. However, this does not absolve the Council from its Constitutional obligation to ensure that these households have access to essential services. However, practically, service delivery focuses on the urban and rural nodes in the municipality.
- Non-residential customers are all other customers that receive services from the municipality, and the focus of service delivery is again on the urban and rural nodes. However, this does not exclude service delivery outside these areas. The demand for services is a derivative of socio-economic growth and changes.

For modelling purposes, Table 3-12 shows the distinction in the residential customer base between a "service population" (those who uses social and community services) and a "housing population", which is representative of the number of households that fall within the housing mandate of the Council and Government. The next table shows the key numbers:

Table 3-12: Service Demand and Housing Demand Inputs to Model Demand

	Service demand	Housing demand
Average household size	3.07	3.07
Base year population	200 091	136 364
Population growth rate	1.62%	2.31%
Population estimate at end of programme	235 033	171 306
Households	65 176	44 418

The smaller number that constitutes the gross housing demand excludes the following:

- A total of 8 827 households in hostels and student residences;
- The 1 094 households were accommodated in institutions such as nursing homes, orphanages, etc. ;
- The 5 041 households residing of farms, and;
- 3 323 "other" formal households that live outside the urban and rural areas on farms.

The housing demand also excludes 2 473 households living in backyard shacks.

3.3.1.6 The Backlog Profile

It is not possible to provide an exact number for backlogs. The available data is irreconcilable, and the figures are estimates based on available information.

Table 3-13: Assignment of Levels of Services for Assessment Purposes

	Number of households	Comments
Water services		
House/building connection unlimited metered supply	25 924	This figure does not affect the outcomes of the assessment as they are fully serviced. Their impact reflects in asset renewal demand.
Communal standpipe less than 200m distance	9 699	It was assumed all informal structures in the urban and rural nodes have access to a communal standpipe within 200m of the residence
Waterpoint more than 200m distance	0	These are the informal structure outside the urban and rural nodes which the Council will have to accommodate.
No formal service	8 941	These are the households currently residing in backyards
Water total	44 418	
Sanitation services		
Waterborne sewerage to each stand 110mm connection	28 248	These are the total formal households in urban areas
Septic or conservancy tank with toilet structure	2 536	The households in rural nodes were assigned here.
Communal chemical toilet	1 193	The "other" category reported by the Council to StatsSA were assumed to be in this category
No formal service	12 441	This is the balance of the households.
Sanitation total	44 418	
Electricity services		
Electricity connections	35 171	The total of all formal households in the urban and rural nodes
No formal services	9 247	Households in the urban and rural nodes not included above
Electricity total	44 418	
Refuse		
Weekly kerbside waste removal	34 274	Assumed that all formal households receive a weekly refuse removal service
Communal waste collection point	8 258	All informal structures in the urban and rural nodes were included here.
No formal service	10 144	Households in the urban and rural nodes not included above
Refuse removal total	44 418	
Roads & stormwater		
Paved 6.5	3 998	These figures were derived from the data in the Council's Roads Asset Management Plan. The figures remain an estimate.
Paved 5.5	29 249	
Paved 4.5	4 886	
Gravel/graded	1 777	
No service	4 509	
Roads & stormwater total	44 418	

3.3.2 Asset Renewals and Renewal Backlog

Asset renewals and renewal backlogs should be calculated from asset registers. Asset registers for the main infrastructure services were not available, and the figures used came from the Council's unaudited financial statements for FY2122. The assets' valuation/cost was assumed to be equal to the current replacement cost (CRC), and carrying value is representative of the depreciated replacement cost (DRC) of the assets

The general rule is that asset renewals should more or less be equal to the annual depreciation on assets based on their Economic Useful Life (EUL). Renewal backlogs is a function of the condition of an asset and renewal backlogs occur where an asset's Remaining Useful Life (RUL) is less than about 45% of its Current Replacement Cost (CRC).

Table 3-14: The Council's Asset Base

Asset group	Current replacement cost (CRC)	Depreciated replacement cost (DRC)	DRC as % of CRC	Renewal backlog	Renewal target years	% of CRC	CRC per serviced household	CRC per serviced household
	R'000	(R'000)		(R)	n.a		(R)	R'000
Water	1 845 786	1 377 472	74.6%	0	10	30.6%	27 329	52 027
Sanitation	1 283 713	1 051 417	81.9%	0	10	21.2%	19 007	40 145
Electricity	1 445 744	992 045	68.6%	0	10	23.9%	21 406	41 106
Roads & Stormwater	1 399 509	871 785	62.3%	0	10	23.2%	20 722	35 067
Refuse removal	66 824	52 195	78.1%	0	10	1.1%	989	1 950
	6 041 576	4 344 914	71.9%	0	0	100.0%	89 453	170 295

The Council has a substantial asset base that amounts to an average of about R89 453 per household for the five major infrastructure services. However, the average cost per serviced households is R170 295. The high cost per household reflects the high levels of services in the municipal area.

The figures show that the Council's assets are in excellent condition but that roads and stormwater may present challenges within the next few years if asset renewal is not addressed to the extent required. According to these figures, there are no renewal backlogs in the municipal area.

3.3.3 Demand Created Through Growth

In the processes to determine the demand created through growth, four elements were addressed:

- Land demand created through growth expectations;
- Long-term capital requirements to meet the growing demand;
- Operating impact of capital expenditure, and;
- Consumption and use.

3.3.3.1 Land Demand

Land demand is determined by norms standards that were applied to various land uses. S explained earlier, a distinction was made between the demand for housing (residential demand) and demand for other land uses, including business, industrial, open space, community, and social facilities. Land demand for residential purposes was restricted to the urban and rural nodes, as shown in the report's previous section. It was assumed that the municipality would prioritise infrastructure services in these areas.

However, the land demand for the other uses is a function of thresholds to sustain them, and it was therefore calculated on the total growth demand in the municipal area. This is technically not 100% correct since the service function of these uses may exceed administrative boundaries. It gives recognition that factors outside its jurisdiction may determine development demand in a municipality. In this

assessment, the long-term demand was only calculated based on growth expectations within the municipal area. It is not practical to separate Stellenbosch from its region.

3.3.3.2 Long-Term Capital Expenditure

Long-term capital expenditure is a function of land demand and the growth in customers. The results show the incremental cost for bulk and reticulated infrastructure. The point of departure is the assignment of appropriate service levels to each user or customer category. This is essentially a policy matter. For the purposes of assessment, the Council's current approach of providing a full level of service was adopted. This is one area where different approaches and policy options can be introduced to assess the impact of service level approaches on demand for capital and the operating impact thereof. The capital cost per service for each of the land use categories was calculated.

3.3.3.3 The Operating Impact of Capital Expenditure

It is relatively easy to calculate capital demand. However, the critical aspects are the long-term operating impact of capital expenditure. Furthermore, an over-investment in services that do not address affordability may lead to structural impediments where the municipality will find it difficult to meet customers' operating obligations that cannot pay for services. This is usually one of the main contributors to cash flow constraints in municipalities. Operating cost is based on a life-cycle approach that considers both maintenance and operating costs. All costs are presented as marginal costs.

3.3.3.4 Consumption and Use

Since consumptions and use norms and standards are used to calculate operating costs, the same values are used to calculate the demand for water, wastewater discharge, electricity consumption, the roads required and the solid waste volume and tonnage. The results are also presented as annual increments to reflect the impact of growth.

3.4 Modelling Outcomes and Growth Impact Forecasts

A development cost model³ was used to model and forecast long-term investment demand.

3.4.1 Population Growth as the Basis for Modelling Investment Demand

As indicated earlier, the investment demand modelling is premised on population growth that translated into customer units. The first step was to do a population growth forecast. A forecast was done for the municipality. (See the section of the socio-economic profile of the municipality) This represents the growth of the service population. The housing population was calculated using the forecast for the whole municipality and factoring the household characteristics of the urban and rural nodes into the equation.

The issues and challenges with reliable population and household figures were highlighted in the previous section on the socio-economic characteristics of the municipal area. In being consistent with a conservative approach, low population growth was accepted where the population would increase at an average rate of 1.4% per annum. There is, however, the possibility that this may even be lower. The following projection were used for modelling purposes

³ The Development Cost Model V15 is a proprietary model developed and applied by BC Gildenhuys and Associates over the past 20 years to address the land use and capital expenditure demand and the operating consequences thereof in municipal service delivery.

Table 3-15: Population as the Basis for the Assessment

Year	Population increment	Residential customers	Non-residential customers	Total customers
2 023	3 892	1 095	31	1 126
2 024	3 828	1 145	41	1 186
2 025	3 754	1 114	46	1 160
2 026	3 672	1 143	42	1 185
2 027	3 581	1 017	37	1 054
2 028	3 480	1 050	45	1 095
2 029	3 371	1 007	34	1 041
2 030	3 252	994	36	1 030
2 031	3 125	908	36	944
2 032	2 988	894	32	926
Total	40 650	10 364	380	10 744

3.4.2 Scenario Assessment

The scenario applied for assessment tried to emulate the current policy and strategy choices of the municipality as closely as possible. However, it is important to remember that this remains a modelling approach that crudely aims to replicate a very complicated system. It was, therefore, necessary to make some basic assumptions before the model was calibrated.

3.4.2.1 Assumptions and Inputs on Housing Variables

As described above, the model uses the growth in population to determine housing demand as well as ancillary uses. However, there several key inputs that need to be considered. They are:

- Residential typologies;
- The residential mix in terms of stand sizes, and;
- Stand sizes assigned to the different typologies.

Housing typologies for the CEF are configured around low, medium and high-density residential development that includes different housing typologies. Stand, and households sizes were linked to each of these typologies. Household sizes and cars per household were also considered in the model. Table 3-16 shows the input assumptions for housing typologies, stand sizes and household sizes.

Table 3-16: Assumptions on Housing Typologies, Mix Stand and Household Sizes

Residential types	Residential mix	Stand sizes	Household size
Single Residential: Low income	20.0%	250	4.11
Single Residential: Medium income	22.5%	500	3.75
Single Residential: High income	15.5%	850	3.00
Medium Density: Low income	15.0%	5 000	3.50
Medium Density: Medium income	7.0%	4 000	3.25
Medium Density: High income	5.0%	3 000	2.90
High Density: Low income	2.5%	5 000	3.00
High Density: Medium income	2.5%	4 000	2.50
High Density: High income	5.0%	3 000	2.10

Future backyard dwellers were included as part of the demand for capital expenditure in the equation. It was assumed that this would remain for the full assessment period although there are indications that household incomes have been decreasing.

3.4.2.2 Norms and Standards for Land Use Budgeting

The following land use norms and standards were used in the land use budgeting process.

Table 3-17: Land Use Budgeting Norms and Standards

Land use	Provision unit	Provision norm - persons/cars/ children	Ruling stand size m2
Residential			
Single Res: Low Inc	units per net ha (net)	40	250
Single Res: Med Inc	units per net ha (net)	20	500
Single Res: High Inc	units per net ha (net)	12	850
Medium Dens: Low Inc	units per net ha (net)	40	2 000
Medium Dens: Med Inc	units per net ha (net)	30	3 000
Medium Dens: High Inc	units per net ha (net)	25	3 000
High Dens: Low Inc	units per net ha (net)	80	2 000
High Dens: Med Inc	units per net ha (net)	75	3 000
High Dens: High Inc	units per net ha (net)	60	3 000
Backyard dwellings	units per household	0	0
Business			
3rd Order commercial	m2 per capita	2.00	2 000
2nd Order Commercial	m2 per capita	3.00	5 000
1st Order Commercial	m2 per capita	6.00	25 000
Market/trading area	m2 per capita	7.00	5 000
Garages & filling stations	per 2500 cars	1	2 000
Industrial & commercial			
Light industrial	ha per 7500 people	3	3 000
Heavy industrial	ha per 5000 people	3	10 000
Commercial	ha per 5000 people	3	10 000
Public spaces: recreation			
Parks: public	ha per 1000 people	0.33	5 000
Parks: private	ha per 1000 people	1	10 000
Sports fields	per 1000 housing units	3.5	10 000
Stadiums	per 125000 people	1	50 000
Community facilities: municipal			
Municipal office	per 75000 people	1.00	3 000
Community hall	per 25000 people	1.00	3 000
Local library	per 50000 people	1.00	1 500
Primary health clinic	per 50000 people	1.00	3 000
Fire station & Ambulance	per 75000 people	1.00	7 500
Ambulance station	per 75000 people	1.00	3 000
Cemeteries	ha per 5500 people	1.00	20 000
Public parking areas	m2 per capita	0.20	3 000
Market/trading area	ha per 10000 people	1.00	7 500
Taxi ranks	m2 per capita	0.10	3 000
Community facilities: other			
Post office	per 20000 people	1.00	1 500
Lower Court	per 100000 people	1.00	2 000
Post collection point	per 3000 housing units	1.00	200

Land use	Provision unit	Provision norm - persons/cars/ children	Ruling stand size m2
Police station	per 80000 people	1.00	5 000
District hospital	per 300000 people	1.00	50 000
Community health centre	per 100000 people	1.00	2 000
Hospice	per 50000 people	1.00	2 000
Old age home	per 50000 people	1.00	10 000
Children's homes	per 200000 people	1.00	5 000
Thusong centre	per 70000 people	1.00	10 000
Place of worship	per 1000 people	1.00	2 000
Crèche	per 2800 people	1.00	2 000
Nursery school	per 5000 people	1.00	3 000
Primary school	per 6700 people	1.00	32 000
Secondary school	per 12400 people	1.00	45 000
After school centre	per 5000 people	1.00	2 000
ABET/Skills training	per 50000 people	1.00	50 000

The norms and standards were derived from different sources. The main sources were the cadastre from the office of the Surveyor General, the CSIR norms and standards for social and community facilities and then also calculated from the current land cover in the municipality. The approach was to calibrate the model on local data as far as possible.

3.4.2.3 Service Levels

Service levels relate to the technology used to supply a customer with a service. It should not be confused with a service standard which represents the qualitative aspects of service delivery.

The following describes the levels of services (LOS) available for the modelling process.

Table 3-18: Levels of Service Options for Water

Level of services	Description
LOS00	No formal service
LOS01	Water point more than 200m distance
LOS02	Communal standpipe less than 200m distance
LOS03	Yard tap connection (single tap) and or limited supply with a dry on-site system
LOS04	Yard tap connection (single tap) and or limited supply linked to waterborne sanitation
LOS05	House/building connection unlimited metered supply
LOS06	Supply volume. is limited to 100mm connection, peak flow limited, and on-site storage required
LOS07	All requirements met up to 150mm pipe, 150mm connection

Table 3-19: Levels of Service Options for Sanitation

Level of services	Description
LOS00	No formal service
LOS01	Bucket system
LOS02	Unventilated pit latrines and soakaways
LOS03	Ventilated improved pit (VIP)
LOS04	Dry composting toilet
LOS05	Communal chemical toilet
LOS06	Low flow (small bore) system with toilet structure
LOS07	Septic or conservancy tank with toilet structure

LOS08	Waterborne sewerage to each stand 110mm connection (no toilet structure)
LOS09	Waterborne sewerage to each stand 110mm connection, with toilet structure
LOS10	Waterborne sewer available, max connection size 150 mm or larger
LOS11	Waterborne sewerage, discharge load is above normal limits.

Table 3-20: Levels of Service Options for Electricity

Level of services	Description
LOS00	No electricity service
LOS01	None grid electricity service
LOS02	Grid-connected and metered - Single phase 230V up to 20A or 4.6 kVA
LOS03	Grid-connected and metered - Single phase 230V up to 60A or 13.8kVA
LOS04	Grid-connected and metered - Three phase / Multiphase 230/400V up to 150A or 100kVA
LOS05	Grid-connected and metered - Bulk higher than 230/400V - not exceeding 11kV (at least 25 kVA)
LOS06	Grid-connected and metered - Bulk - exceeding 11kV (at least 100 kVA)

Table 3-21: Levels of Service Options for Roads and Stormwater

Level of services	Description
LOS00	No service
LOS01	Tracks (Graded)
LOS02	Gravel within 500m
LOS03	Gravel
LOS04	Paved 4.5m
LOS05	Paved 5.5m
LOS06	Paved 6.5
LOS07	Paved heavy capacity of 7.5m

Table 3-22: Levels of Service Options for Refuse Removal Services

Level of services	Description
LOS00	None
LOS01	Communal waste collection point
LOS02	Weekly kerbside waste removal
LOS03	Bi-weekly kerbside waste removal
LOS04	Bi-weekly waste removal from site 1
LOS05	Daily waste removal from site 1
LOS06	Bi-weekly waste removal from site 2
LOS07	Daily waste removal from site 2

Based on the available service level options, the following levels of services were assigned to the land uses in the development cost model. Changes in the levels of service do have significant impacts on the demand for capital and also the operating position of the Council and hence its sustainability. The impact of different service level choices and resulting scenario were not tested as part of this report.

Table 3-23: Level of Service Assigned per Land Use

	Water	Sanitation	Electricity	Roads & stormwater	Refuse removal
Residential					
Single Res: Low Inc	LOS05	LOS09	LOS02	LOS04	LOS02
Single Res: Med Inc	LOS05	LOS08	LOS03	LOS05	LOS02
Single Res: High Inc	LOS05	LOS08	LOS03	LOS06	LOS02
Medium Dens: Low Inc	LOS05	LOS09	LOS02	LOS04	LOS02
Medium Dens: Med Inc	LOS05	LOS08	LOS03	LOS05	LOS02
Medium Dens: High Inc	LOS05	LOS08	LOS03	LOS06	LOS02
High Dens: Low Inc	LOS05	LOS09	LOS02	LOS04	LOS02
High Dens: Med Inc	LOS05	LOS08	LOS03	LOS05	LOS02
High Dens: High Inc	LOS05	LOS08	LOS03	LOS06	LOS02
Backyard dwellings	LOS00	LOS00	LOS00	LOS00	LOS00
Business					
3rd Order commercial	LOS05	LOS08	LOS04	LOS06	LOS05
2nd Order Commercial	LOS05	LOS08	LOS05	LOS06	LOS05
1st Order Commercial	LOS07	LOS08	LOS05	LOS07	LOS05
Market/trading area	LOS07	LOS08	LOS05	LOS07	LOS07
Garages & filling stations	LOS05	LOS08	LOS05	LOS07	LOS03
Industrial & commercial					
Light industrial	LOS05	LOS08	LOS05	LOS06	LOS05
Heavy industrial	LOS07	LOS08	LOS05	LOS07	LOS05
Storage and warehouses	LOS05	LOS08	LOS05	LOS06	LOS04
Public spaces: recreation					
Parks: public	LOS05	LOS00	LOS04	LOS05	LOS02
Parks: private	LOS05	LOS00	LOS04	LOS05	LOS02
Sports fields	LOS05	LOS08	LOS04	LOS06	LOS02
Stadiums	LOS05	LOS08	LOS04	LOS07	LOS02
Community facilities: municipal					
Municipal office	LOS05	LOS08	LOS04	LOS07	LOS02
Community hall	LOS05	LOS08	LOS04	LOS06	LOS02
Library	LOS05	LOS08	LOS04	LOS06	LOS02
Primary health clinic	LOS05	LOS08	LOS04	LOS06	LOS02
Fire station & Ambulance	LOS07	LOS08	LOS04	LOS06	LOS02
Solid waste/Mini dump/depot	LOS05	LOS08	LOS04	LOS06	LOS02
Cemeteries	LOS05	LOS08	LOS03	LOS06	LOS02
Crematorium	LOS05	LOS08	LOS03	LOS06	LOS02
Service utilities	LOS05	LOS08	LOS04	LOS06	LOS05
Taxi ranks	LOS05	LOS08	LOS03	LOS07	LOS05
Community facilities: other					
Post office	LOS05	LOS08	LOS05	LOS06	LOS02
Lower Court	LOS05	LOS08	LOS04	LOS06	LOS02
Post collection point	LOS05	LOS08	LOS04	LOS06	LOS02
Police station	LOS05	LOS08	LOS05	LOS06	LOS02
Hospital	LOS06	LOS08	LOS07	LOS06	LOS05
Community health centre	LOS05	LOS08	LOS05	LOS06	LOS05

	Water	Sanitation	Electricity	Roads & stormwater	Refuse removal
Hospice	LOS05	LOS08	LOS05	LOS06	LOS02
Old age home	LOS05	LOS08	LOS05	LOS06	LOS02
Children's homes	LOS05	LOS08	LOS07	LOS06	LOS02
Thusong centre	LOS05	LOS08	LOS08	LOS06	LOS02
Place of worship	LOS05	LOS08	LOS05	LOS06	LOS02
Crèche	LOS05	LOS08	LOS03	LOS06	LOS02
Grade R / Nursery	LOS05	LOS08	LOS03	LOS06	LOS02
Primary school	LOS05	LOS08	LOS05	LOS06	LOS02
Secondary school	LOS05	LOS08	LOS04	LOS06	LOS02
After school centre	LOS05	LOS08	LOS03	LOS06	LOS02
Tertiary/Skills training centre	LOS06	LOS08	LOS05	LOS06	LOS02

3.4.3 The Modelling Outcomes

This section documents the results of the modelling process. The outcomes are presented as a high-level summary. It is important to note that the tables show incremental quantities, which includes all service elements and components. It is currently impossible to model the impact of major interventions such as building a new wastewater treatment work or significant investment to reconfigure the management of solid waste. Those aspects must be discounted in the project prioritisation process.

Although the results link the demand to a specific year, it is still important to take note of budgeting processes and the extent of lead times before project implementation can commence. The figures are indicative, annual demands and the actual demands will be reflected in the project prioritisation process as part of the project outputs.

3.4.3.1 Land Use Demand

Table 3-24 shows the summary of land use demand which is a result of the growth forecasts.

Table 3-24: Land Use Demand for the Programme Period 2019 to 2028

	No of units	% of the total land	No of stand required	Area (ha) included
Residential	10 428	69.1%	5 912	422.1
Single Res: Low Inc	1 702	7.0%	1 702	42.5
Single Res: Med Inc	2 097	17.1%	2 097	104.8
Single Res: High Inc	1 805	25.1%	1 805	153.5
Medium Dens: Low Inc	1 997	8.2%	100	49.9
Medium Dens: Med Inc	753	4.1%	63	25.1
Medium Dens: High Inc	602	3.9%	80	24.1
High Dens: Low Inc	291	0.6%	7	3.6
High Dens: Med Inc	349	0.8%	12	4.7
High Dens: High Inc	832	2.3%	46	13.9
Backyard dwellings	0	0.0%	0	0.0
Business		10.1%	115	61.8
3rd Order commercial		1.1%	34	6.8
2nd Order Commercial		1.6%	20	10.0
1st Order Commercial		3.3%	8	20.0
Market/trading area		3.9%	48	24.0

	No of units	% of the total land	No of stand required	Area (ha) included
Garages & filling stations		0.2%	5	1.0
Industrial & commercial		11.3%	150	68.8
Light industrial		5.7%	116	34.8
Heavy industrial		2.8%	17	17.0
Storage and warehouses		2.8%	17	17.0
Public spaces: recreation		8.9%	56	54.5
Parks: public		0.2%	3	1.5
Parks: private		2.8%	17	17.0
Sports fields		5.9%	36	36.0
Stadiums		0.0%	0	0.0
Community facilities: municipal		2.5%	13	15.5
Municipal office		0.0%	0	0.0
Community hall		0.0%	1	0.3
Library		0.0%	0	0.0
Primary health clinic		0.0%	0	0.0
Fire station & Ambulance		0.0%	0	0.0
Solid waste/Mini dump/depot		0.0%	0	0.0
Cemeteries		2.0%	6	12.0
Crematorium		0.1%	2	0.6
Service utilities		0.4%	3	2.3
Taxi ranks		0.0%	1	0.3
Community facilities: other		4.9%	44	30.0
Post office		0.0%	1	0.2
Lower Court		0.0%	0	0.0
Post collection point		0.0%	0	0.0
Police station		0.0%	0	0.0
Hospital		0.0%	0	0.0
Community health centre		0.1%	3	0.6
Hospice		0.0%	0	0.0
Old age home		0.0%	0	0.0
Children's homes		0.0%	0	0.0
Thusong centre		0.0%	0	0.0
Place of worship		0.3%	10	2.0
Crèche		0.4%	12	2.4
Grade R / Nursery		0.3%	6	1.8
Primary school		2.1%	4	12.8
Secondary school		1.5%	2	9.0
After school centre		0.2%	6	1.2
Tertiary/Skills training centre		0.0%	0	0.0
Roads		26.0%	0	158.8

3.4.3.2 Summary of General Elements

Table 3-25 and Table 3-26 show the context and main elements that define the expected level of capital and operating expenditure. The outcomes are shown per annum (refer to Table 3-25) and cumulative (refer to Table 3-26).

Table 3-25: Summary of Totals per Annum (annual increments)

	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Service population	3 892	3 828	3 754	3 672	3 581	3 480	3 371	3 252	3 125	2 988
Housing population	3 892	3 828	3 754	3 672	3 581	3 480	3 371	3 252	3 125	2 988
Total area (ha)	81	86	83	83	78	79	74	71	68	66
Average stand size m2	1 188.1	1 249.0	1 221.8	1 242.9	1 219.7	1 241.1	1 231.9	1 205.9	1 206.2	1 224.4
Population density (p/ha):	47.8	44.5	45.1	44.4	45.7	44.2	45.4	45.9	45.9	45.4
Household density (hh/ha):	13.5	13.3	13.4	13.8	13.0	13.3	13.5	14.0	13.3	13.6
Residential Cus	1 095	1 145	1 114	1 143	1 017	1 050	1 007	994	908	894
Other CUs:	31	41	46	42	37	45	34	36	36	32
Total customer units	1 126	1 186	1 160	1 185	1 054	1 095	1 041	1 030	944	926
Total no of stands	685.0	688.0	681.0	665.0	642.0	634.0	603.0	588.0	564.0	537.0
Roads area (ha)	15.8	15.2	14.9	14.7	14.4	13.8	13.5	13.0	12.6	12.1
Roads as % of total area	19.4%	17.7%	17.9%	17.8%	18.4%	17.6%	18.2%	18.4%	18.6%	18.5%

Table 3-26: Summary of Totals per Annum (Cumulative)

	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Service population	3 892	7 719	11 473	15 146	18 726	22 207	25 578	28 830	31 954	34 942
Housing population	3 892	7 719	11 473	15 146	18 726	22 207	25 578	28 830	31 954	34 942
Total area (ha)	81	167	251	333	411	490	564	635	703	769
Average stand size m2	1 188	2 437	3 659	4 902	6 121	7 363	8 594	9 800	11 006	12 231
Population density (p/ha):	48	46	46	45	46	45	45	45	45	45
Household density (hh/ha):	13	13	13	13	13	13	13	13	13	13
Residential Cus	1 095	2 240	3 353	4 496	5 513	6 563	7 569	8 563	9 471	10 364
Other CUs:	31	72	118	160	197	242	276	312	348	380
Total customer units	1 126	2 312	3 471	4 656	5 710	6 805	7 845	8 875	9 819	10 744
Total no of stands	685	1 373	2 054	2 719	3 361	3 995	4 598	5 186	5 750	6 287
Roads area (ha)	15.8	31.0	45.9	60.7	75.1	89.0	102.5	115.5	128.1	140.3
Roads as % of total area	19.4%	18.5%	18.3%	18.2%	18.3%	18.1%	18.2%	18.2%	18.2%	18.2%

3.4.3.3 Summary of Capital Expenditure per Service

Table 3-27 and

Table 3-28 show the required capital expenditure incrementally per annum (refer to Table 3-27) and cumulative per annum (refer to

Table 3-28) to accommodate the forecasted demand.

Table 3-27: Incremental Capital Expenditure: All Services (R'000)

Year	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Growth investments	113 041	120 295	118 248	120 710	107 772	111 681	104 763	104 110	96 750	94 084
Access backlogs	149 280	149 280	149 280	149 280	149 280	149 280	149 280	149 280	149 280	149 280
Renewals	119 436	121 808	124 336	126 835	129 366	131 642	134 004	136 195	138 382	140 427
Renewal backlog	0	0	0	0	0	0	0	0	0	0
Total (R'000)	381 757	391 382	391 863	396 825	386 418	392 602	388 046	389 584	384 412	383 791
Water										
Growth investments	17 230	18 874	18 637	19 071	16 498	17 568	16 501	16 411	14 903	14 942
Access backlogs	13 727	13 727	13 727	13 727	13 727	13 727	13 727	13 727	13 727	13 727
Renewals	24 586	24 815	25 067	25 315	25 569	25 789	26 023	26 242	26 461	26 659
Renewal backlog	0	0	0	0	0	0	0	0	0	0
Total	55 543	57 417	57 431	58 113	55 794	57 084	56 251	56 380	55 092	55 329
Sanitation										
Growth investments	30 500	31 359	30 355	30 932	28 441	28 581	27 645	26 763	25 404	24 041
Access backlogs	62 145	62 145	62 145	62 145	62 145	62 145	62 145	62 145	62 145	62 145
Renewals	37 962	38 864	39 791	40 689	41 604	42 445	43 290	44 108	44 899	45 650
Renewal backlog	0	0	0	0	0	0	0	0	0	0
Total	130 607	132 368	132 291	133 766	132 190	133 171	133 080	133 015	132 448	131 836
Electricity										
Growth investments	28 760	31 088	30 583	31 617	27 999	28 940	26 812	26 922	25 148	24 436
Access backlogs	22 292	22 292	22 292	22 292	22 292	22 292	22 292	22 292	22 292	22 292
Renewals	28 824	29 398	30 018	30 627	31 258	31 816	32 393	32 928	33 464	33 966
Renewal backlog	0	0	0	0	0	0	0	0	0	0
Total	79 876	82 778	82 892	84 537	81 549	83 048	81 497	82 141	80 904	80 694
Roads & Stormwater										
Growth investments	35 522	37 512	36 839	37 626	33 443	34 809	32 811	32 662	29 966	29 375
Access backlogs	50 695	50 695	50 695	50 695	50 695	50 695	50 695	50 695	50 695	50 695
Renewals	23 480	24 076	24 705	25 323	25 955	26 516	27 100	27 650	28 198	28 701
Renewal backlog	0	0	0	0	0	0	0	0	0	0
Total	109 697	112 283	112 240	113 644	110 093	112 019	110 606	111 008	108 859	108 771
Refuse removal										
Growth investments	1 029	1 462	1 834	1 463	1 391	1 783	993	1 352	1 330	1 290
Access backlogs	420	420	420	420	420	420	420	420	420	420
Renewals	4 584	4 655	4 755	4 881	4 981	5 076	5 199	5 267	5 360	5 451
Renewal backlog	0	0	0	0	0	0	0	0	0	0
Total	6 033	6 537	7 009	6 764	6 792	7 280	6 612	7 039	7 110	7 161

Table 3-28: Capital Expenditure (All Services (R'000) (Cumulative)

Year	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Growth investments	113 041	233 336	351 584	472 294	580 066	691 747	796 510	900 620	997 370	1 091 454
Access backlogs	149 280	298 559	447 839	597 118	746 398	895 677	1 044 957	1 194 236	1 343 516	1 492 795
Renewals	119 436	241 244	365 579	492 415	621 781	753 422	887 427	1 023 621	1 162 003	1 302 430
Renewal backlog	0	0	0	0	0	0	0	0	0	0
Total (R'000)	381 757	773 139	1 165 002	1 561 827	1 948 244	2 340 847	2 728 893	3 118 477	3 502 889	3 886 679
Water										
Growth investments	17 230	36 105	54 742	73 813	90 310	107 878	124 379	140 790	155 693	170 635
Access backlogs	13 727	27 455	41 182	54 910	68 637	82 365	96 092	109 819	123 547	137 274
Renewals	24 586	49 401	74 467	99 782	125 351	151 139	177 162	203 404	229 865	256 525
Renewal backlog	0	0	0	0	0	0	0	0	0	0
Total	55 543	112 960	170 392	228 504	284 298	341 382	397 633	454 013	509 105	564 434
Sanitation										
Growth investments	30 500	61 859	92 213	123 146	151 587	180 168	207 813	234 576	259 980	284 021
Access backlogs	62 145	124 290	186 435	248 580	310 725	372 870	435 015	497 160	559 306	621 451
Renewals	37 962	76 826	116 618	157 307	198 910	241 355	284 645	328 753	373 652	419 302
Renewal backlog	0	0	0	0	0	0	0	0	0	0
Total	130 607	262 975	395 266	529 032	661 223	794 394	927 474	1 060 490	1 192 938	1 324 774
Electricity										
Growth investments	28 760	59 848	90 430	122 048	150 047	178 987	205 799	232 721	257 869	282 305
Access backlogs	22 292	44 583	66 875	89 167	111 459	133 750	156 042	178 334	200 625	222 917
Renewals	28 824	58 222	88 240	118 868	150 125	181 941	214 335	247 262	280 726	314 692
Renewal backlog	0	0	0	0	0	0	0	0	0	0
Total	79 876	162 654	245 546	330 082	411 631	494 679	576 176	658 317	739 220	819 914
Roads & Stormwater										
Growth investments	35 522	73 035	109 874	147 500	180 943	215 752	248 563	281 226	311 191	340 567
Access backlogs	50 695	101 390	152 085	202 780	253 475	304 170	354 865	405 560	456 255	506 950
Renewals	23 480	47 556	72 261	97 585	123 539	150 055	177 154	204 805	233 003	261 704
Renewal backlog	0	0	0	0	0	0	0	0	0	0
Total	109 697	221 980	334 220	447 864	557 957	669 976	780 582	891 590	1 000 449	1 109 220
Refuse removal										
Growth investments	1 029	2 490	4 324	5 788	7 179	8 962	9 955	11 307	12 637	13 927
Access backlogs	420	841	1 261	1 681	2 102	2 522	2 942	3 363	3 783	4 204
Renewals	4 584	9 239	13 993	18 874	23 855	28 931	34 130	39 397	44 757	50 208
Renewal backlog	0	0	0	0	0	0	0	0	0	0
Total	6 033	12 570	19 579	26 343	33 136	40 416	47 028	54 067	61 177	68 338

The next set of figures summarises the total capex position per service.

Figure 3-6: Capex Position per Service



3.4.3.4 Summary of Operating Expenditure

One of the key elements that are often overlooked in capital investment planning is the operating consequences of capital investment. The next two tables show the forecasted operating and maintenance cost associated with the projected capital expenditure. It is an incremental cost and does not reflect on the revenue side and cost recovery strategies that the municipality may apply.

Table 3-29: Incremental Operating & Maintenance Expenditure: All Services per Annum (R'000)

Year	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Growth investments	11 420	12 417	12 418	12 532	11 193	11 768	10 618	10 813	10 079	9 800
Access backlogs	11 718	11 718	11 718	11 718	11 718	11 718	11 718	11 718	11 718	11 718
Total (R'000)	23 138	24 134	24 136	24 250	22 911	23 486	22 336	22 531	21 797	21 518
Water										
Growth investments	518	569	563	576	497	530	497	496	449	451
Access backlogs	383	383	383	383	383	383	383	383	383	383
Total	900	952	946	959	879	913	880	878	832	834
Sanitation										
Growth investments	1 618	1 677	1 628	1 661	1 514	1 534	1 475	1 439	1 351	1 293
Access backlogs	3 069	3 069	3 069	3 069	3 069	3 069	3 069	3 069	3 069	3 069
Total	4 686	4 746	4 696	4 730	4 583	4 602	4 544	4 507	4 420	4 361

Year	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Electricity										
Growth investments	6 028	6 516	6 411	6 632	5 875	6 069	5 612	5 652	5 267	5 112
Access backlogs	4 185	4 185	4 185	4 185	4 185	4 185	4 185	4 185	4 185	4 185
Total	10 213	10 701	10 596	10 817	10 060	10 254	9 797	9 837	9 452	9 297
Roads & Stormwater										
Growth investments	2 666	2 815	2 764	2 823	2 509	2 611	2 463	2 451	2 248	2 204
Access backlogs	3 840	3 840	3 840	3 840	3 840	3 840	3 840	3 840	3 840	3 840
Total	6 507	6 655	6 604	6 663	6 349	6 451	6 303	6 291	6 088	6 044
Refuse removal										
Growth investments	591	839	1 053	840	799	1 024	570	776	763	741
Access backlogs	241	241	241	241	241	241	241	241	241	241
Total	832	1 081	1 294	1 082	1 040	1 265	811	1 018	1 005	982

Table 3-30: Operating & Maintenance Expenditure: All Services per Annum (R'000) (Cumulative)

Year	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Growth investments	11 420	23 836	36 254	48 786	59 980	71 748	82 366	93 179	103 257	113 057
Access backlogs	11 718	23 436	35 154	46 872	58 589	70 307	82 025	93 743	105 461	117 179
Total (R'000)	23 138	47 272	71 408	95 658	118 569	142 055	164 391	186 922	208 718	230 236
Water										
Growth investments	518	1 087	1 650	2 226	2 723	3 253	3 751	4 246	4 695	5 147
Access backlogs	383	765	1 148	1 531	1 913	2 296	2 679	3 061	3 444	3 827
Total	900	1 852	2 798	3 757	4 636	5 549	6 429	7 308	8 139	8 973
Sanitation										
Growth investments	1 618	3 295	4 922	6 584	8 098	9 631	11 107	12 545	13 896	15 189
Access backlogs	3 069	6 137	9 206	12 274	15 343	18 411	21 480	24 548	27 617	30 686
Total	4 686	9 432	14 128	18 858	23 440	28 043	32 586	37 094	41 513	45 874
Electricity										
Growth investments	6 028	12 543	18 954	25 586	31 461	37 530	43 142	48 794	54 061	59 173
Access backlogs	4 185	8 370	12 555	16 740	20 925	25 111	29 296	33 481	37 666	41 851
Total	10 213	20 914	31 509	42 326	52 387	62 641	72 438	82 275	91 727	101 024
Roads & Stormwater										
Growth investments	2 666	5 481	8 245	11 068	13 577	16 188	18 651	21 102	23 350	25 554
Access backlogs	3 840	7 680	11 521	15 361	19 201	23 041	26 882	30 722	34 562	38 402
Total	6 507	13 162	19 766	26 429	32 778	39 229	45 533	51 824	57 912	63 956
Refuse removal										
Growth investments	591	1 430	2 483	3 323	4 121	5 145	5 715	6 492	7 255	7 996
Access backlogs	241	483	724	965	1 207	1 448	1 689	1 931	2 172	2 413
Total	832	1 912	3 207	4 288	5 328	6 593	7 405	8 422	9 427	10 409

3.4.3.5 Summary of Consumption and Use

Service delivery is about consumption and use. The next two tables show the expected demand for water and electricity. Also, the estimated wastewater and solid waste generated was calculated. These number can be used to assess the impact of future demand on the existing capacities of bulk facilities.

Table 3-31: Incremental Consumption and Usage

Year	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Water (Ml/day)⁴										
Growth investments	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Access backlogs	0.7	0.8	0.8	0.8	0.8	0.8	0.7	0.7	0.7	0.6
Total	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Sanitation (Ml/day)	1.0	1.1	1.1	1.1	1.0	1.1	1.0	1.0	1.0	0.9
Growth investments										
Access backlogs	0.5	0.6	0.6	0.6	0.5	0.6	0.5	0.5	0.5	0.5
Total	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Electricity (MWh/day)	0.8	0.9	0.9	0.9	0.8	0.9	0.8	0.8	0.8	0.8
Growth investments										
Access backlogs	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	119.6	135.2	134.1	147.5	114.3	129.3	116.0	122.6	107.7	109.6
Roads & Stormwater (km/a)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Growth investments	125.4	140.9	139.8	153.2	120.1	135.1	121.7	128.4	113.4	115.3
Access backlogs										
Total	12.4	13.0	12.8	13.0	11.6	12.1	11.4	11.3	10.4	10.2
Refuse removal (tons/day)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Growth investments										
Access backlogs										
Total	32.2	51.3	55.6	54.2	49.0	51.9	45.3	33.8	44.9	42.4
Refuse removal (m3/day)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Growth investments	32.2	51.3	55.6	54.2	49.0	51.9	45.3	33.8	44.9	42.4
Access backlogs										
Total	64.6	102.8	111.5	108.5	98.1	103.9	90.9	67.7	90.0	85.0

Table 3-32: Cumulative Consumption and Usage

Year	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Water (Ml/day)⁵										
Growth investments	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Access backlogs	73%	155%	239%	322%	397%	478%	547%	620%	686%	750%
Total	30%	59%	89%	119%	148%	178%	207%	237%	267%	296%
Sanitation (Ml/day)	1.0	2.1	3.3	4.4	5.5	6.6	7.5	8.6	9.5	10.5
Growth investments										
Access backlogs	0.5	1.1	1.7	2.3	2.8	3.4	3.9	4.4	4.9	5.3

⁴ Water consumption reflects net consumption based on delivery norms and standards. It excluded unaccount for water and waterlosses.

⁵ Water consumption reflects net consumption based on delivery norms and standards. It excluded unaccount for water and waterlosses.

Year	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Total	0.3	0.6	0.9	1.2	1.5	1.8	2.1	2.4	2.7	3.0
Electricity (MWh/day)	0.8	1.7	2.6	3.5	4.3	5.2	6.0	6.8	7.6	8.3
Growth investments										
Access backlogs	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	120	255	389	536	651	780	896	1 019	1 126	1 236
Roads & Stormwater (km/a)	6	11	17	23	29	34	40	46	52	57
Growth investments	125	266	406	559	679	814	936	1 065	1 178	1 293
Access backlogs										
Total	12	25	38	51	63	75	86	98	108	118
Refuse removal (tons/day)	0	0	0	0	0	0	0	0	0	0
Growth investments	12	25	38	51	63	75	86	98	108	118
Access backlogs										
Total	32	84	139	193	242	294	339	373	418	461
Refuse removal (m3/day)	0	0	0	0	0	0	0	0	0	0
Growth investments	32.2	84	139	193	242	294	339	373	418	461
Access backlogs										
Total	65	167	279	387	485	589	680	748	838	923

3.4.4 Issues to be Considered

The modelling was done against the backdrop of uncertainty and doubtful data critical to the process. The following should be considered:

- Conflicting population sources necessitated an estimate. The availability of data and an appropriate system to track and monitor change is a challenge and may directly impact the ability of the Council to quantify, measure and manage change and development.
- There are a range of policy options regarding service levels, the backlog eradication rate, backyard settlement, and other issues that need to be considered. This assessment gives a broad outline of the current approach and policies within the municipality.
- There is no detailed bulk services capacity assessment data available. As a result, the extent of current bulk capacities is not known and may impact capital expenditure estimates.
- The recent announcement regarding changes in housing policies of the national government will have to be considered. It might have an impact on settlement and urbanisation pattern that will have to be monitored.
- Many of the current issues may lead to long term structural problems resulting from a long history of investment in appropriate service levels and the impact it had and will continue to have on the operations of the Council.
- The current economic climate and the impact of government interventions may have a negative impact on the customer base and hence the ability to recover cost and sustain itself financially with the framework of current delivery policies. Measures are required to monitor the medium and long-term impact on the Council continuously.

Part 4

Affordability Envelope

4 Part 4: Affordability Envelope

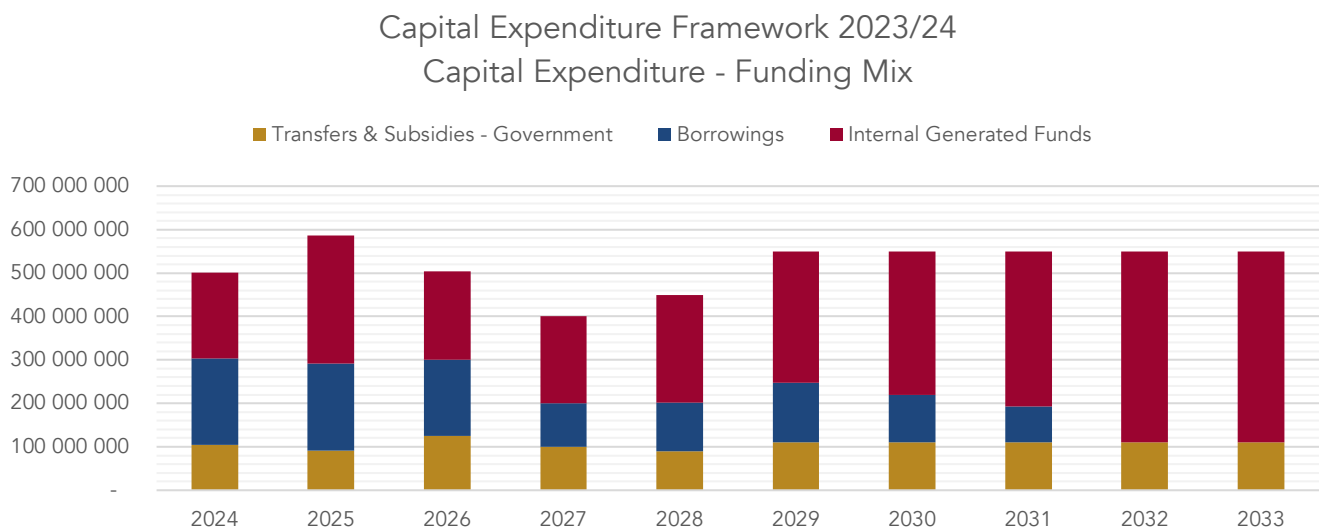
4.1 What is an Affordability Envelope

The affordability 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 scenario 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.

4.2 10-Year Affordability Envelope

Figure 4-1: The Funding Mix of Affordable Capital Expenditure Over the Next 10 Years



provides a financial roadmap for the municipality, showing how it plans to finance its capital expenditure projects over the next decade. It is important to note that the actual amounts of funding and spending may vary based on a range of factors, including economic conditions, political priorities, and unforeseen events.

Table 4-1: Capital Expenditure

R'000	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Capital Expenditure	501,550	585,895	503,456	400,000	450,000	550,000	550,000	550,000	550,000	550,000

Capital Expenditure represents the total amount of capital that the municipality plans to spend on capital projects each year. The amounts for each year range from R501 million in 2024 to R550 million in 2033. This amount is the sum of the funding from all sources mentioned below, and it represents the maximum amount that the municipality can afford to spend on capital projects in each year. The capital expenditure represents the investment that the municipality will make in its infrastructure and facilities to support economic growth and improve the quality of life for its residents.

Table 4-2: Funding Mix of Planned Capital Expenditure

R'000	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Transfers & Subsidies - Government	103,856	91,949	125,864	100,000	90,000	110,000	110,000	110,000	110,000	110,000
Borrowings	200,000	200,000	175,000	100,000	112,500	137,500	110,000	82,500		
Internal Generated Funds	197,694	293,946	202,592	200,000	247,500	302,500	330,000	357,500	440,000	440,000
Total	501,550	585,895	503,456	400,000	450,000	550,000	550,000	550,000	550,000	550,000

Table 4-3: Funding Mix as a Percentage of Capital Expenditure

Percentage	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Transfers & Subsidies - Government	21%	16%	25%	25%	20%	20%	20%	20%	20%	20%
Borrowings	40%	34%	35%	25%	25%	25%	20%	15%	0%	0%
Internal Generated Funds	39%	50%	40%	50%	55%	55%	60%	65%	80%	80%

Transfers & Subsidies - Government: This funding source represents the amount of money that the municipality expects to receive from the government in the form of transfers and subsidies. The amounts for each year range from R104 million in 2024 to R110 million in 2033. These funds are typically used to finance specific projects, such as infrastructure development or social programs.—The Transfers & Subsidies over the 10 years range between 16% and 25% of the municipality's total funding for capital expenditure. The municipality will not be able to continue with the implementation of grant funded projects unless it is critical for service delivery purposes and therefor the budget must be reprioritised.

Borrowings: This funding source represents the amount of money that the municipality plans to borrow from financial institutions to finance capital projects. The amounts for each year range from R200 million in 2024 to R82.5 million in 2031 with no borrowings for 2032 and 2033. Borrowings are typically used to finance large capital projects that require significant upfront investment, such as building a new facility or acquiring a major asset.

Internal Generated Funds: This funding source represents the amount of money that the municipality expects to generate from its own revenue streams, such as taxes, fees, and fines. The amounts for each year range from a minimum R198 million in 2024 to R440 million in 2033. Internal generated funds are typically used to finance ongoing capital projects, such as maintenance and upgrades to existing infrastructure and facilities.

4.3 Recommendations from LTFP

The long-term financial plan is a critical document that outlines the financial sustainability of the municipality over a 10-year period. It plays a significant role in determining the affordability envelope, which is the limit to which the municipality can commit to capital projects without compromising its financial stability. The plan is based on assumptions and historic financial results. The process involves testing the plan using various financial ratios and general principles of affordability to determine the affordable capital expenditure and funding mix.

The detail long term financial plan is included in Annexure of the financial report. This plan is essential for the municipality as it helps them to make informed financial decisions that align with their strategic objectives and long-term goals.

Part 5

Prioritisation

5 Part 5: Prioritisation

5.1 What Does Prioritisation Entail

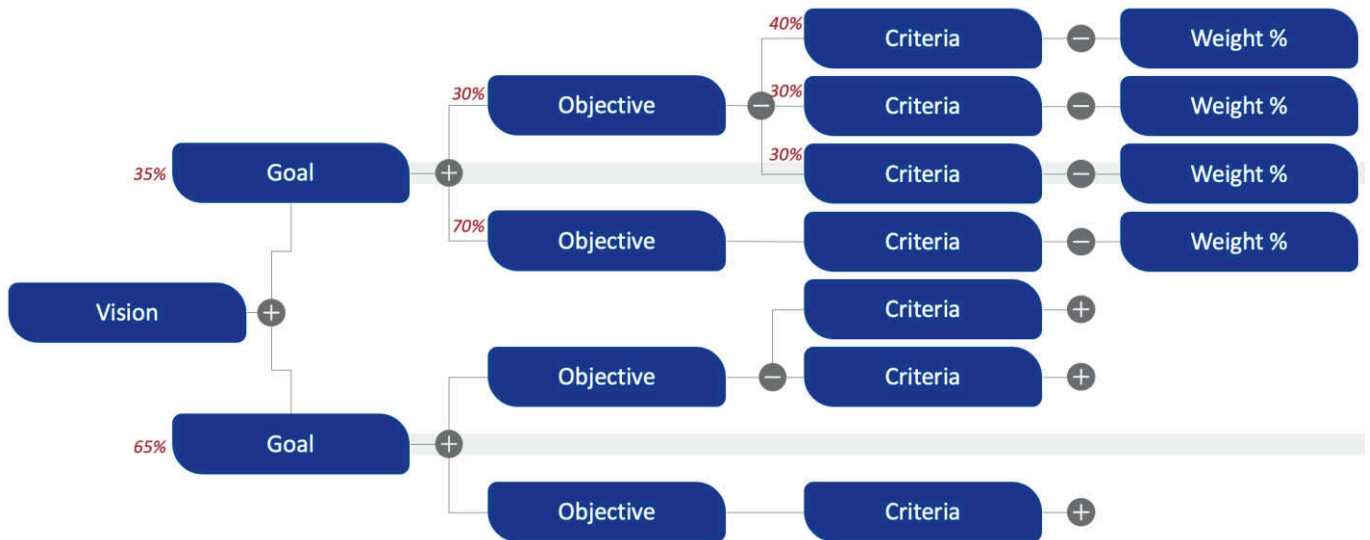
Prioritisation in a capital expenditure framework refers to the process of ranking and selecting investment projects based on their relative importance, measured in terms of their strategic alignment. This is typically done in order to ultimately allocate limited resources to the most deserving projects, and ensure that the organization's goals and objectives are met in the most efficient and effective manner.

Multi-criteria assessment frameworks are often used in prioritization, as they provide a systematic and comprehensive approach to evaluating and comparing projects. These frameworks consider multiple dimensions or criteria that are relevant to the organization, such as financial performance, strategic alignment, risk, and impact.

In a multi-criteria assessment framework, each project is rated against each criterion using a set of predefined weights and scales. The ratings are then combined to generate an overall score or rank for each project, which can be used to determine its priority. The selection of criteria and their relative importance is determined based on the specific goals and objectives of the organization, as well as any relevant constraints or limitations.

Using a multi-criteria assessment framework can help organizations to make more informed and objective decisions about their capital expenditure priorities, by taking into account a wide range of factors and considering trade-offs between different criteria. This can lead to better alignment with strategic goals, improved allocation of resources, and increased return on investment.

Figure 5-1: Prioritisation Framework



5.2 Prioritisation Rationale

A prioritisation rationale is a written explanation that outlines the reasoning behind prioritising projects, initiatives, or investments. The criteria used in the prioritisation process and how each project was evaluated and ranked are detailed in the rationale. This document provides transparency and accountability in the decision-making process and allows stakeholders to understand why certain projects were given priority.

The prioritisation rationale is influenced by the strategic goals and objectives of the organization. It typically includes objectives, criteria, and weights associated to each. Having a clear Prioritisation rationale can help build trust and support among stakeholders and serve as a reference for future decision-making. The rationale is an important tool for ensuring that resources are allocated in a way that aligns with the organization's goals and objectives.

5.2.1 Objectives

The Stellenbosch Prioritisation model is a framework used to evaluate and rank capital projects based on multiple criteria. The objectives of this model are as follows:

- **Strategic Focus Area Alignment:** This objective assesses how well a project aligns with the strategic focus areas identified by the organization. This helps ensure that resources are being allocated to initiatives that support the organization's overall goals and objectives.
- **Master Plan Alignment:** This objective evaluates how well a project aligns with the organization's master plan, which outlines its long-term vision for growth and development. Projects that are in line with the master plan are given priority, as they support the organization's overall direction.
- **Urban Edge Alignment:** This objective assesses how well a project aligns with the organization's vision for the urban edge, which refers to the physical and functional boundaries of the city. Projects that are consistent with the vision for the urban edge are given priority as they help shape the city's future.
- **Adam Tas Corridor Alignment:** This objective evaluates how well a project aligns with the Adam Tas Corridor, which is a key transportation and development corridor in the city. Projects that support the Adam Tas Corridor are given priority, as they help to improve connectivity and support economic growth.
- **Beneficial Area Alignment:** This objective assesses the potential benefits a project will bring to the community, including economic, social, and environmental benefits. Projects that are expected to have a positive impact on the community are given priority, as they support the overall well-being of the city.

Figure 5-2: Prioritisation Objectives



5.3 Prioritisation Criteria

5.3.1 Strategic Focus Area Alignment

The Strategic Focus Area Alignment branch evaluates to which of the IDP strategic Focus Areas each capital project aligns to. The Strategic focus areas of Stellenbosch includes:

- **Good Governance and Compliance:** This area focuses on ensuring that the municipality is run in a transparent and accountable manner, with processes and policies in place to ensure compliance with local and national regulations. This could include areas such as financial management, ethics, and corruption, and ensuring that all decision-making is in the best interest of the community.
- **Green and Sustainable Valley:** This area focuses on promoting sustainability and environmental responsibility in the municipality. This could include initiatives to reduce the municipality's carbon footprint, protect natural resources, and promote sustainable development practices.
- **Dignified Living:** This area focuses on improving the quality of life for all residents in the municipality. This could include initiatives to address poverty and inequality, promote affordable housing, and ensure access to basic services such as healthcare, education, and employment.
- **Safe Valley:** This area focuses on improving safety and security for residents in the municipality. This could include initiatives to reduce crime and improve emergency response times, as well as promoting community engagement and public safety awareness programs.
- **Valley of Possibility:** This area focuses on promoting economic growth and development in the municipality. This could include initiatives to attract investment, create jobs, and support small businesses and entrepreneurs.

5.3.2 Master Plan Alignment

The Master Plan Alignment branch evaluates to which degree each capital project aligns to the various sector master plans. The sector master plans include:

- Comprehensive Integrated Transport Plan;
- River Management Plan Update;
- Electrical Infrastructure Master Plan;
- The Development and Implementation of a Stormwater Management System;
- Integrated Waste Management Plan;
- Stellenbosch Municipality Bulk Water Resources: Water Resilience Master Planning for The Stellenbosch System, and;
- Roads Master Plan 2022 Update.

By prioritising projects emanating from the sector Master Plans, the municipality aims to leverage from expertise encapsulated within each masterplan. This is to take into consideration the comprehensive understanding of the needs, challenges, and opportunities in each sector, such as transportation, water, or housing. This information is used to develop a vision and goals for the sector that align with the overall development objectives of the municipality. By prioritising projects within the sector master plans, the municipality can focus its investment in areas that will have the greatest impact in achieving the desired outcomes for that sector.

Prioritising projects within sector master plans provides a clear and transparent process for decision-making, providing technical backing and comfort during the decision-making process. The process of Prioritisation within the sector master plans involves considering the needs and constraints of the sector, as well as the available resources, and determining which projects should receive priority based on a set

of criteria. This process helps to ensure that investments are made in a strategic and evidence-based manner, and that they are aligned with the overall goals and objectives of the municipality.

5.3.3 Urban Edge Alignment

Urban Edge alignment branch evaluates to which degree each capital project aligns to the spatial boundary of the Urban Edge. Focusing investment within the urban edge is an important strategy for cities seeking to promote sustainable and equitable development. By taking advantage of opportunities in these areas, cities can help to create vibrant, liveable communities that meet the needs of all residents. It is further regarded as an important prioritisation criteria as it:

- Firstly, helps to mitigate urban sprawl and promote compact, sustainable development patterns. By investing in and revitalizing areas along the urban edge, cities can encourage more efficient use of land, reduce the need for long commutes, and minimize the negative impacts of urbanization on the environment.
- Secondly, result in investing within in the urban edge which can help to create new job opportunities and support local economic development. By developing and improving commercial, retail, and industrial centres within the urban edge, cities can attract new businesses and workers, which can help to drive economic growth and improve overall quality of life.
- Thirdly, guide investment spatially that helps to address social and environmental challenges, such as poverty, crime, and environmental degradation. By improving housing, transportation, and other infrastructure in these areas, cities can create safer and more liveable communities, which can help to support the health and well-being of residents.

5.3.4 Adam Tas Corridor Alignment

Adam Tas Corridor alignment branch evaluates to which degree each capital project aligns to the spatial delineation of the Adam Tas Corridor. Projects within this area are prioritised more than projects not within this area. This is important for Stellenbosch, especially in terms of spatial planning, financial management and infrastructure delivery:

- Spatial Planning: The Adam Tas Corridor alignment helps in creating a cohesive and integrated spatial development plan for the area. By prioritising projects within the corridor, it ensures that development takes place in an orderly and planned manner. This helps in avoiding haphazard and piecemeal development that can result in land-use conflicts, degradation of the environment, and reduced effectiveness of infrastructure investments.
- Financial Management: Prioritising projects within the Adam Tas Corridor alignment can also lead to cost savings and more efficient use of resources. By focusing on the corridor, it becomes possible to optimize the use of existing infrastructure and services, and to leverage economies of scale in the development of new infrastructure. This leads to a more cost-effective and efficient use of public funds.
- Infrastructure Delivery: Focusing investment within the Adam Tas Corridor also helps to ensure that adequate infrastructure is in place to support development. This includes both hard infrastructure, such as roads and water supply systems, as well as soft infrastructure, such as health and education services. By prioritising the development of infrastructure in the corridor, it becomes possible to provide the necessary support for sustainable and equitable growth and development in the area. This helps to create an enabling environment for economic growth, and to improve the quality of life for residents and businesses in the area.

5.3.5 Beneficial Area Alignment

The alignment of capital projects in terms beneficial areas evaluates to which degree each capital project aligns to the various wards of the municipality. Wards are used to align capital investment based on the following three arguments:

- **Community Impact:** Wards are used to align capital projects to the beneficial area because they allow for a localized approach to identifying areas where the project will have the greatest impact on the community. This enables decision-makers to prioritise projects that are expected to bring significant benefits to the people living in a particular ward, improving their quality of life and supporting the overall well-being of the city.
- **Equity and Fairness:** By aligning capital projects with wards, the Prioritisation process ensures that investment is distributed equitably across the city. Projects that bring significant benefits to underserved or marginalized communities are given priority, reducing disparities, and promoting a more equitable and just society.
- **Data-Driven Decision-Making:** Using ward-level data in the Prioritisation process allows for a more informed and data-driven decision-making approach. By considering the specific locational attributes of capital projects, and their alignment to each ward, decision-makers can make more informed and strategic investment decisions, leading to better outcomes for the community and the municipality.

5.4 Prioritisation Tool

An excel-based project prioritisation tool was developed based on the prioritisation rationale of the municipality and is represented in Figure 5-3. It is based on a multi-criteria assessment framework, incorporating financial, environmental, social, governance (ESG), economic, technical, strategic, and spatial metrics. The aim of the model is to apply all capital projects identified and provide a relative ranking that can be used in the budget scenario section. There are several benefits of using an excel based tool, some of which are listed below:

- **Centralised data storage:** the excel-based project prioritisation tool allows you to store all project-related information in one place, making it easier to access and update.
- **Accessible:** the excel-based project prioritisation tool will be accessible to all the municipalities employees to use without the need for extensive training.
- **Customizable:** the tool allows you to customize your project prioritisation tool to fit your municipality's strategic objectives and priorities.
- **Collaboration:** the excel-based project prioritisation tool allows multiple users to access and edit the project prioritisation tool simultaneously, making it easy for teams to collaborate on project prioritisation.

Overall, the excel-based project prioritisation tool helps municipalities to make more informed decisions about project priorities, leading to more successful outcomes and better use of resources.

Figure 5-3: Excel Based Prioritisation Tool

5.5 Output of the Prioritisation Application and Results

A multi-criteria assessment framework is a decision-making tool that helps in evaluating different options based on multiple criteria. It involves a step-by-step process that assigns scores to each alternative based on their performance against the criteria. The scores are then converted into points for each criterion and project. The weightage of each criterion is pre-determined using a points system, where a higher number indicates a greater level of importance.

By applying this framework, decision-makers can assess multiple options objectively, based on their performance against various criteria. It helps in identifying the most suitable option that meets the needs of the organisation or project. This approach also ensures transparency in the decision-making process, as the criteria and weightage assigned to each criterion are clearly defined beforehand.

The outcome of a multi-criteria assessment framework is a set of scores or rankings for each alternative being evaluated, based on their performance against multiple criteria. The scores are typically presented as a set of numbers, where each number represents the performance of a specific alternative on a particular criterion.

5.6 How to determine prioritisation results

5.6.1 Step 1: Define The Relative Preferences for Each Goal That Was Set Out

Weights for relative preferences are best determined through consultative stakeholder debates to prioritise goals. In some cases, all goals may be given equal weight, indicating their equal importance.

5.6.2 Step 2: Define Relative Preferences for Each Objective That was Set Out

Objectives vary in their contribution to achieving a goal, with some being more important than others and contributing more to the project's score. This approach allows for prioritisation principles to become

important discussion points, rather than individual project merits. Using this model allows for fair comparison of all projects, regardless of their origin or complexity.

5.6.3 Step 3: Set-Up Each Criterion to Evaluate Relative Importance

Objectives are evaluated using criteria that can be derived from a performance indicator framework or through spatial, qualitative, or quantitative measures. It is crucial to avoid any unfair discrimination, ensuring that each project has an equal opportunity to compete in the criterion's test. This is achieved by defining evaluation criteria for each project.

5.6.4 Step 4: Data Collection & Standardisation: Project Data

Availability of suitable data is crucial to measure each project. If the base data is not readily available, a proxy criterion can be used to address the main issue. Typical data required for Prioritisation include project name, implementing department, project scope, spatial details, project cost, and project duration.

5.6.5 Step 5: Calculate Score

After defining criteria, weights, evaluation criteria, and setting up a project portfolio, the projects are subjected to the multi-criteria assessment framework, which ranks them based on their attributes, providing a relative ranking of projects from most important to least important.

5.6.6 Step 6: Assess outcome

As with any model, this step enables the decision maker to calibrate the model to ensure that the model is reliable in its results, and provides justifiable validity to the outcome of the model.

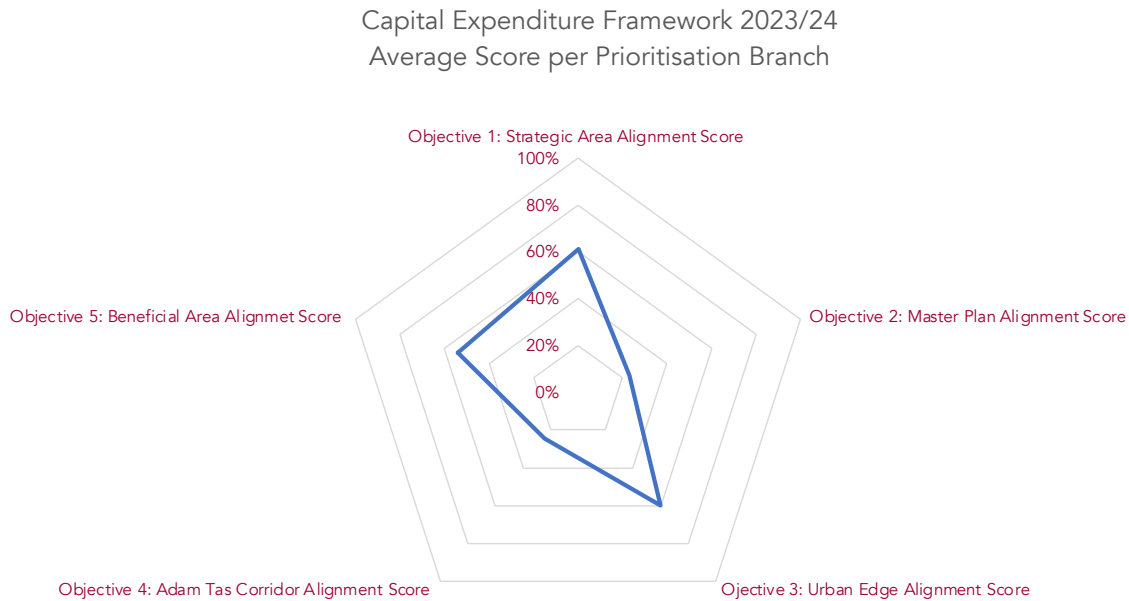
5.7 Prioritisation Results

The Capital Prioritisation Model (CPM) is a critical tool used by municipalities to identify and rank capital projects based on their potential impact and benefit to the community. Prioritising capital projects is a critical process that involves identifying and ranking impactful projects for government investment. This helps allocate resources and focus efforts on the municipality's strategic overview. The next section will discuss the relative ranking resulting from the CPM.

5.7.1 Project Scores

A cluster analysis is a statistical technique used to group data points that share similar characteristics or features. In the context of the Capital Prioritisation Model, the cluster analysis can be used to group projects based on similarities in their objectives, resource requirements, or potential impact. This can be illustrated through the number of project scores which relates to the different branch alignments as shown in Figure 5-4.

Figure 5-4: Average Score per Prioritisation Branch



From Figure 5-4, the following are noted:

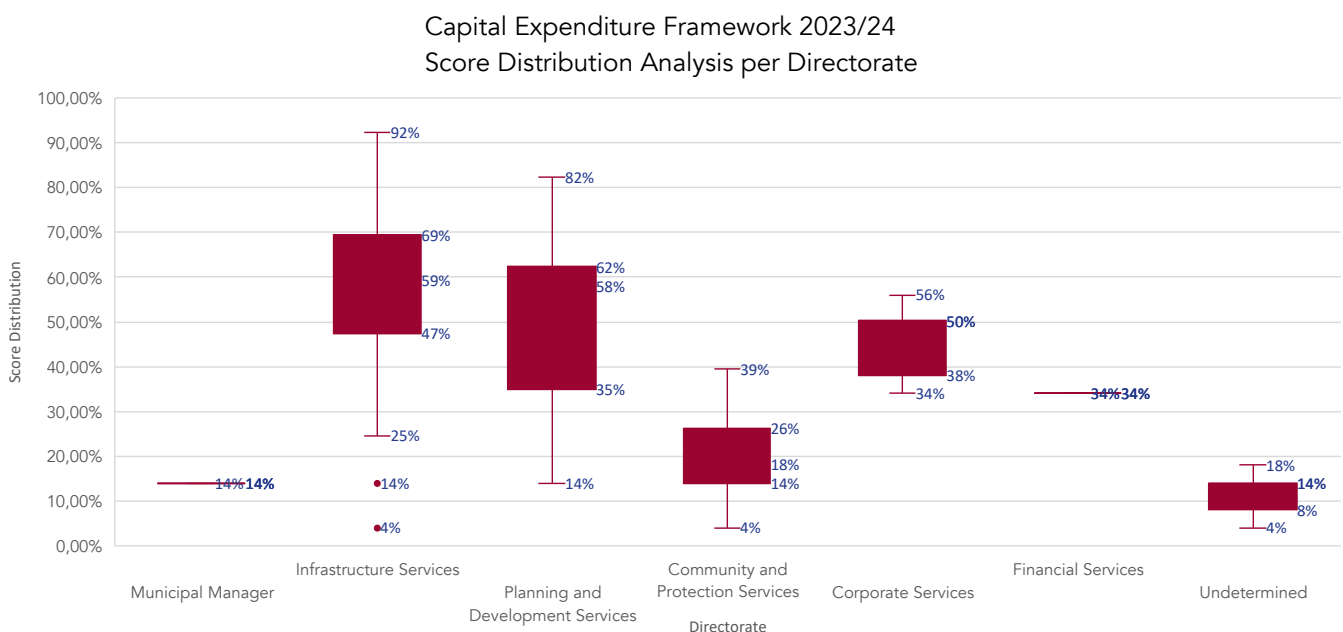
- Objective 1 has majority of the project scores which is the Strategic Area criteria of the model. This could be attributed to the data completeness of the capital project’s information – mainly leveraging from the details regarding each project’s strategic alignment. By prioritising each capital project in terms of its alignment with these strategic focus areas, the municipality can ensure that its resources are being used in the most effective and efficient way possible.
- Objective 3 that evaluates the degree to which capital projects align with the spatial boundary of the urban edge has the second highest alignment, which is indicative of promoting sustainable and equitable development. This prioritisation criterion helps to mitigate urban sprawl, promote compact and sustainable development patterns, create new job opportunities, support local economic development, whilst addressing social and environmental challenges.
- The branch of the model related to Objective 2 and 4 contributes least to total project scores signifying that either more information or criteria is required or that more effective planning is required in terms project budgeting.

Having this kind of view over the data allows the municipality to gain insights into the alignment of different projects with the prioritisation model and its criteria. This information can then be used to make informed decisions about which projects to prioritise and allocate resources towards, based on their alignment with the specific objectives and goals of the model. For example, the municipality can use this information to identify gaps in project alignment and adjust their planning and budgeting accordingly. They can also identify areas where more emphasis is needed in terms of financial alignment or locational analysis to improve project outcomes and maximize their impact. Overall, having a comprehensive understanding of project alignment to each branch or theme can help the municipality make more informed decisions about how to either enhance the prioritisation criteria, or to support specific directorates within the municipality.

5.7.2 Score Distribution

When comparing project scores within Stellenbosch Municipality, it can help identify which projects are more strategically aligned with the municipality's strategic goals and rationale. Looking at the overall scores of the projects within the municipality is illustrated in the box and whisker diagram shown in Figure 5-5. A box and whisker diagram is a visual tool that helps to summarise a range of data points. It shows the median score of a unit, the minimum and maximum scores, and the distribution of scores between the 25th and 75th percentile. The average score of the unit is depicted by the "x". The ends of the whiskers are the maximum and minimum scores. Projects scoring between the minimum value and the 25th percentile are arranged along the bottom whisker, and projects scoring between the maximum value and the 75th percentile are arranged along the top whisker and the box.

Figure 5-5: Score Distribution per Directorate



The results show the following:

- **Outliers:** Infrastructure Services is the only directorate that are represented by outliers. This means that some of their projects performs exceptionally worst compared to all the other projects.
- **Skewness:** The size and position of each block per organisation is indicative of skewness in data. For instance, directorates such as Planning and Development Services and Infrastructure Services, is relatively balanced compared to all other organisations, which shows a skewness to the lower end of the scoring range.
- **Grouping:** Directorates such as Municipal Manager and Financial Services scores are all relatively grouped around the same score range indicating misalignment with the priorities encapsulated in this model.

This analysis can further be useful in:

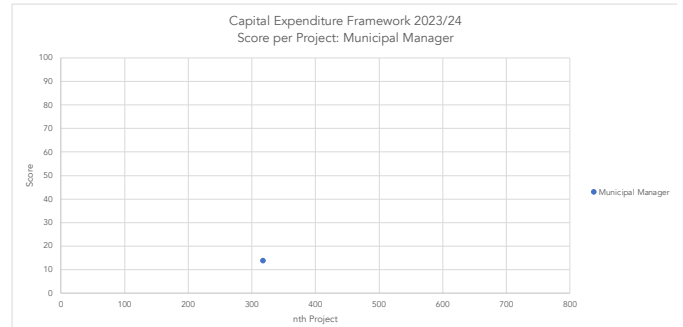
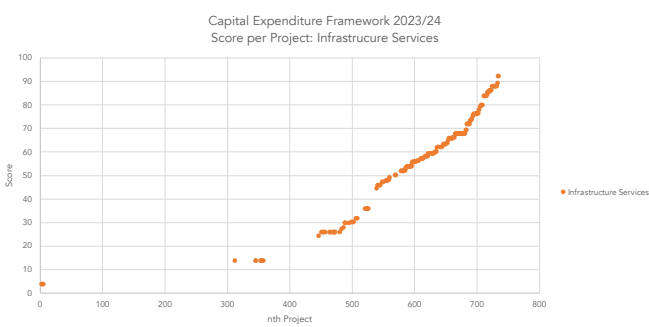
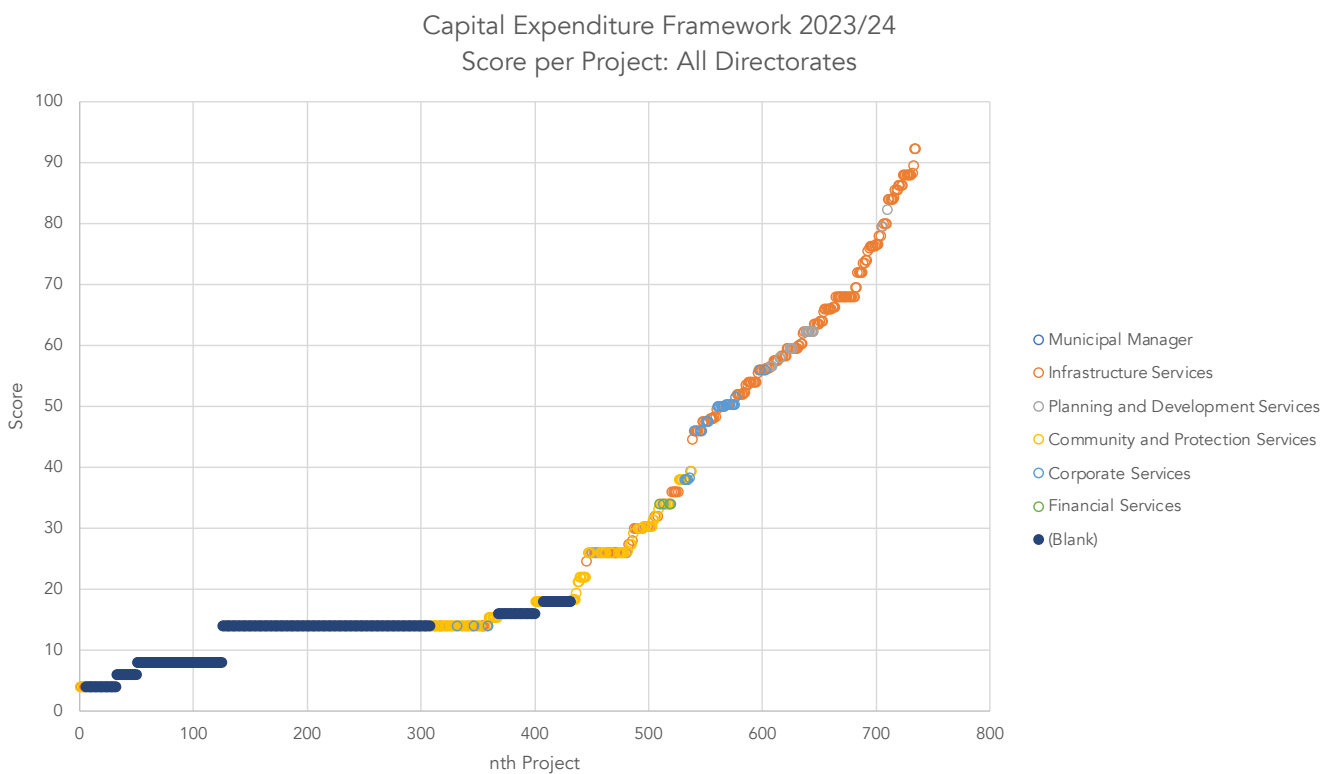
- Identify areas of misalignment in municipal planning and budgeting processes. Specifically, it can help the municipality to target resources and support towards specific directorates that may be struggling to align their projects with the strategic objectives of the model, and;
- By identifying outliers and skewness in the data, the municipality can also gain insights into which directorates are performing exceptionally well or poorly in their planning practices and use that information to inform resource allocation and support strategies.

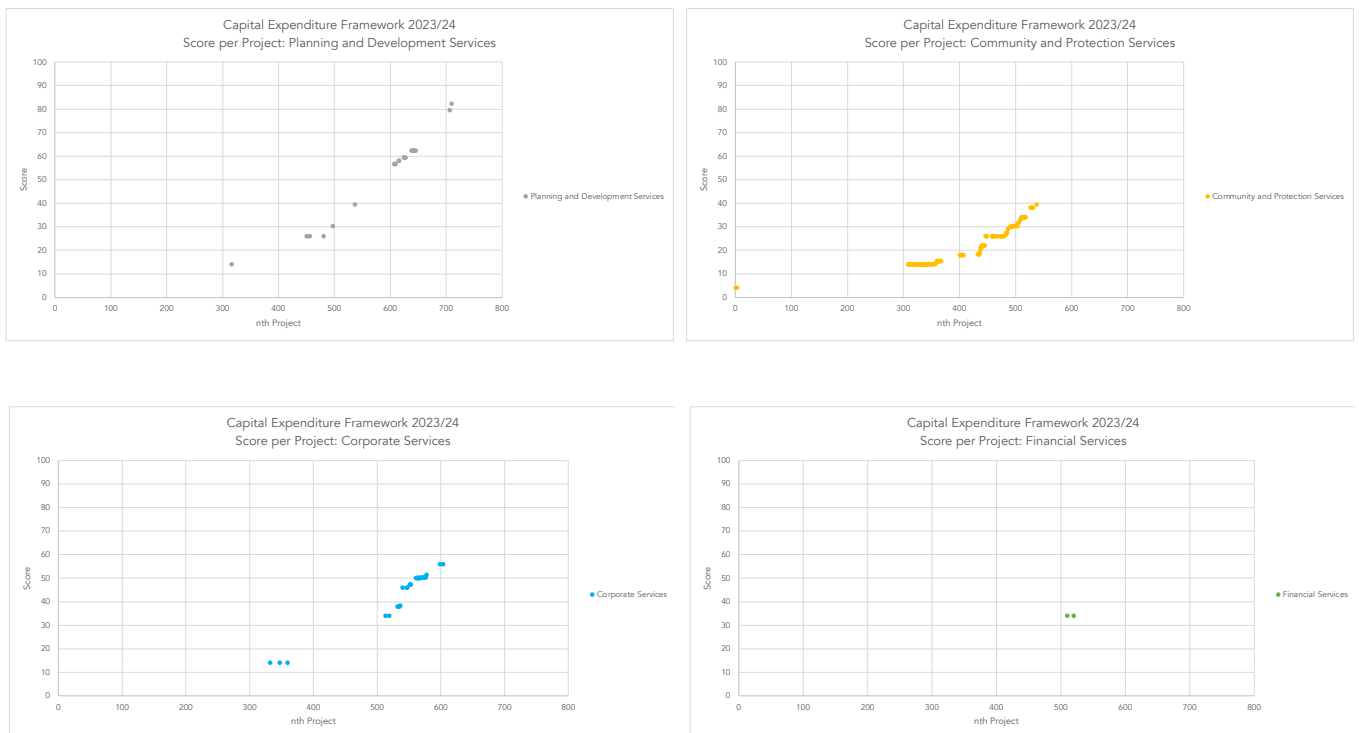
Overall, this analysis can help the municipality to make more informed decisions about how to support directorates with their planning and budgeting processes, ultimately leading to more effective and aligned project implementation across the province.

5.7.3 Project Score Analysis per Directorate

The prioritisation model is used to rank projects in order of importance. To validate the model, the distribution of scores of projects must be considered. A fair score distribution should show a gradual increase in the number of projects with respect to the score. A clustered distribution of scores could indicate bias within the model, or an under representation of data attributes. For example, if most projects do not have a location, or a budget, then majority of projects will score low resulting in a clustered distribution – even if the model is well calibrated.

Figure 5-6: Score per Project for All Directorates





The following observations can be noted from Figure 5-6:

- A gradual increase in project scores indicating an unbiased model.
- Directorates such as Infrastructure Services, Planning & Development Services and Community & Protection Services represent a wide range of scores, potentially because of the number of projects as well as the data completeness of the said projects.
- Conversely, Financial Services and Municipal Manager directorates do not represent a wide spread of scores by projects, neither are they representative of high scores, indicating that these directorates are not aligned or responsive in terms of the prioritisation model.

This is useful to understand for various reasons. Firstly, to verify that the model is not representative of an unfairly biased outcome and secondly, because of the limited variability in scores in some organisations, it could be suggested that additional criteria should be applied.

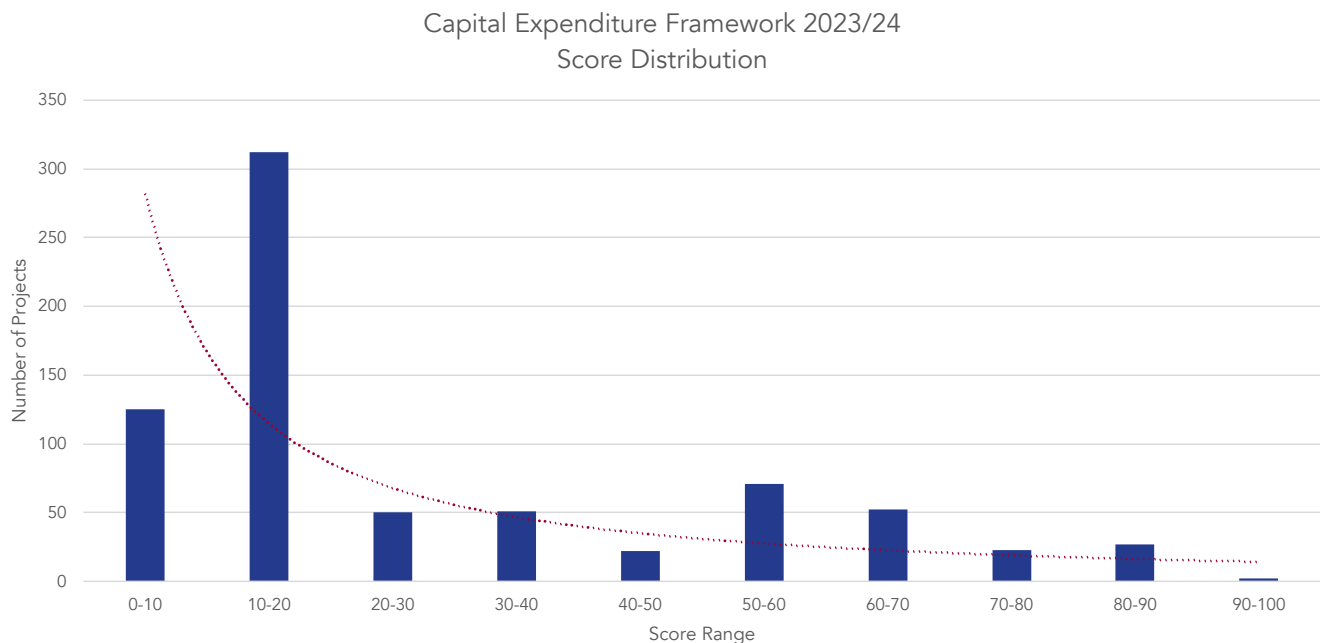
5.7.4 Project Distribution per Project

Score distribution is an important tool for visualising and analysing prioritised projects. By looking at the distribution of scores, we can identify trends and patterns in the data, and determine whether there are any gaps or biases that need to be addressed. One measure of distribution is skewness, which indicates the extent to which the data is asymmetrical. A perfectly symmetrical distribution has a skewness of zero, while a positive skewness indicates that the data is skewed to the right, with a longer tail on the positive side of the axis. In the context of project scores, a positive skewness indicates that there are a greater number of projects with lower scores and fewer projects with higher scores. This could suggest:

- that there is a need for standardisation of data collection, to ensure that all projects are evaluated using the same criteria, and;
- a need for an additional criterion to enhance the prioritisation process.

Overall, understanding the skewness of the score distribution can help the municipality improve their project planning practices and ensure that resources are allocated effectively.

Figure 5-7: Score Distribution



From Figure 5-7 a positive skewness can be identified, implying that several projects either may not have all attributes in place to participate in the scoring process, or do have attributes, but do not score well with respect to the prioritisation model. If the projects in the lower end of the range is ignored, then an approximation towards a normal distribution can be observed. The effect of the positive skewness is useful to observe as it indicates that from the vast number of projects, there are projects scoring very well – understanding why, could lead to alternative project preparation and planning practices for other projects.

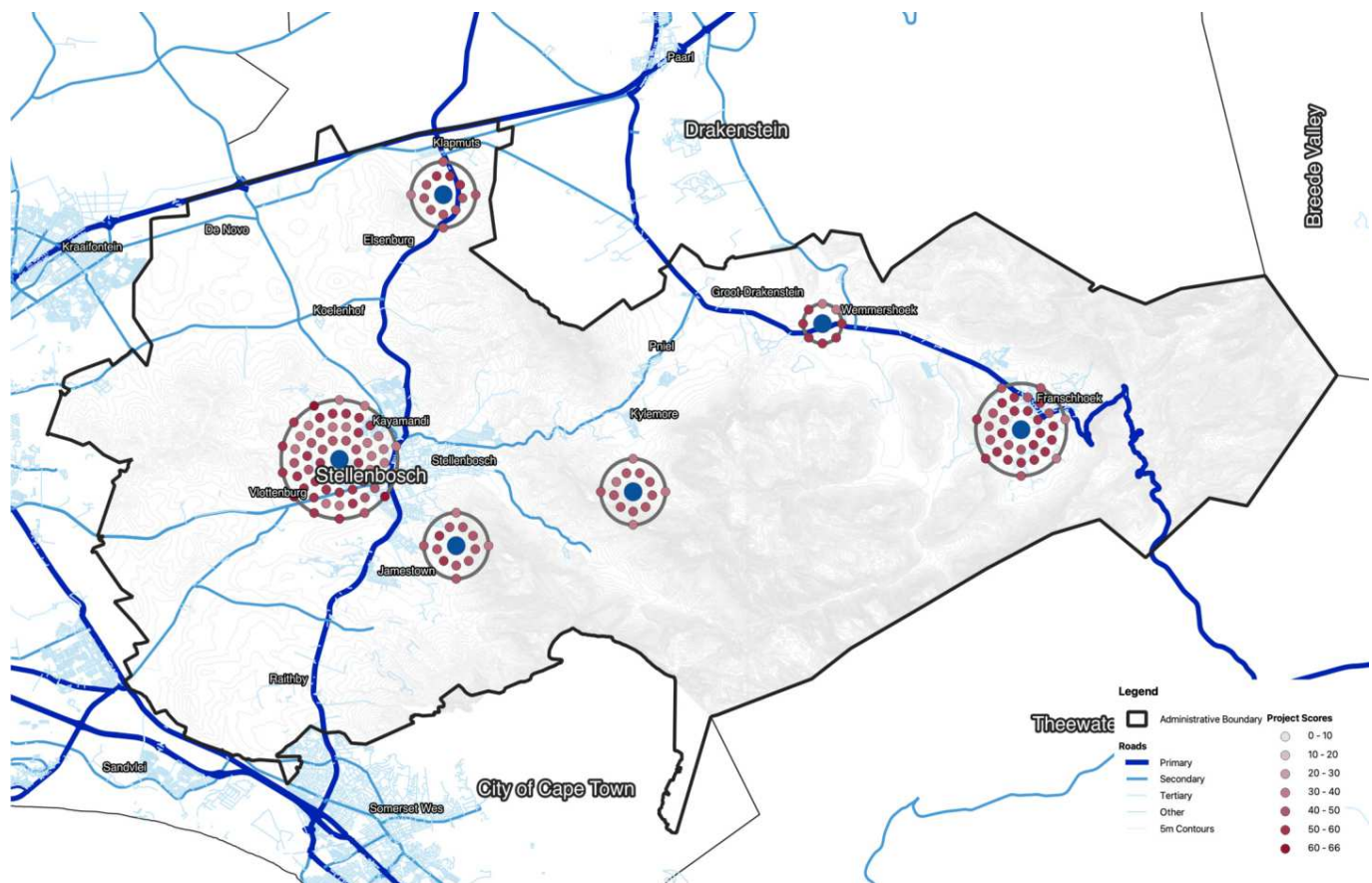
In summary, understanding the score distribution of prioritised projects is a crucial step in ensuring that resources are allocated effectively and equitably. Skewness is one measure of distribution that can help decision-makers to identify patterns and gaps in the data, and to make informed decisions about which projects to fund and how to improve the prioritisation process.

5.7.5 Spatial Alignment

The prioritisation tool provides a significant advantage in that it allows for both alphanumeric and spatial data analytics. This means that spatial inputs can be used to prioritise projects, allowing for a more targeted approach. This is not only a requirement under SPLUMA, but it is also an important policy objective under the IUDF. Spatially based prioritisation ensures that projects are aligned with spatial strategy and are targeted towards the areas that need them the most from a spatial equity, spatial sustainability, spatial governance, and spatial planning perspective.

This approach enables public sector to make more informed decisions about where to allocate resources and can lead to better outcomes for the community. Ultimately, the use of spatial data analytics in the prioritisation process helps to ensure that resources are allocated efficiently and effectively, resulting in more equitable and sustainable development. Figure 5-8 represents the concentration of scores of projects spatially.

Figure 5-8: Spatial Representation of Project Scores



From Figure 5-8 respectively, the following can be explained:

- Spatial Concentration: majority of projects is located in and around the urban centres of Stellenbosch and Franschhoek which indicates that investment is aligned in accordance with the current spatial structure of Stellenbosch. Prioritising projects in urban centres leads to stronger economic growth and sustainable development as these areas typically have better access to services, amenities and infrastructure which attracts business and investors.
- Projects scoring average to medium, are in areas like Jamestown, Klapmuts and south of Kylemore. This indicates that the municipality is prioritising spatial equity and development beyond the typical urban centres.

5.8 What is the difference between Prioritisation and a Budget Scenario

Prioritisation and budget scenarios are related but distinct concepts in the local government space. Prioritisation involves identifying and ranking the most important projects that a municipality should undertake based on their level of strategic importance and impact on the community. Prioritisation is typically done during the planning process, before the budget is developed, and involves determining which initiatives should receive the most attention and resources.

Budget scenario, on the other hand, involves allocating resources to the initiatives that have been prioritised. It involves creating a financial plan that outlines how much money will be allocated to each initiative, and how it will be spent. Budget scenarios are developed based on various factors, such as a municipality's financial resources, priorities, and objectives.

It is important to understand that just because an initiative is prioritised and deemed strategically important, it does not necessarily mean that it will be allocated funds in the current budget cycle. Budgets are developed based on available resources, and some priorities may have to be deferred or delayed until a municipality has sufficient funds to allocate to them.

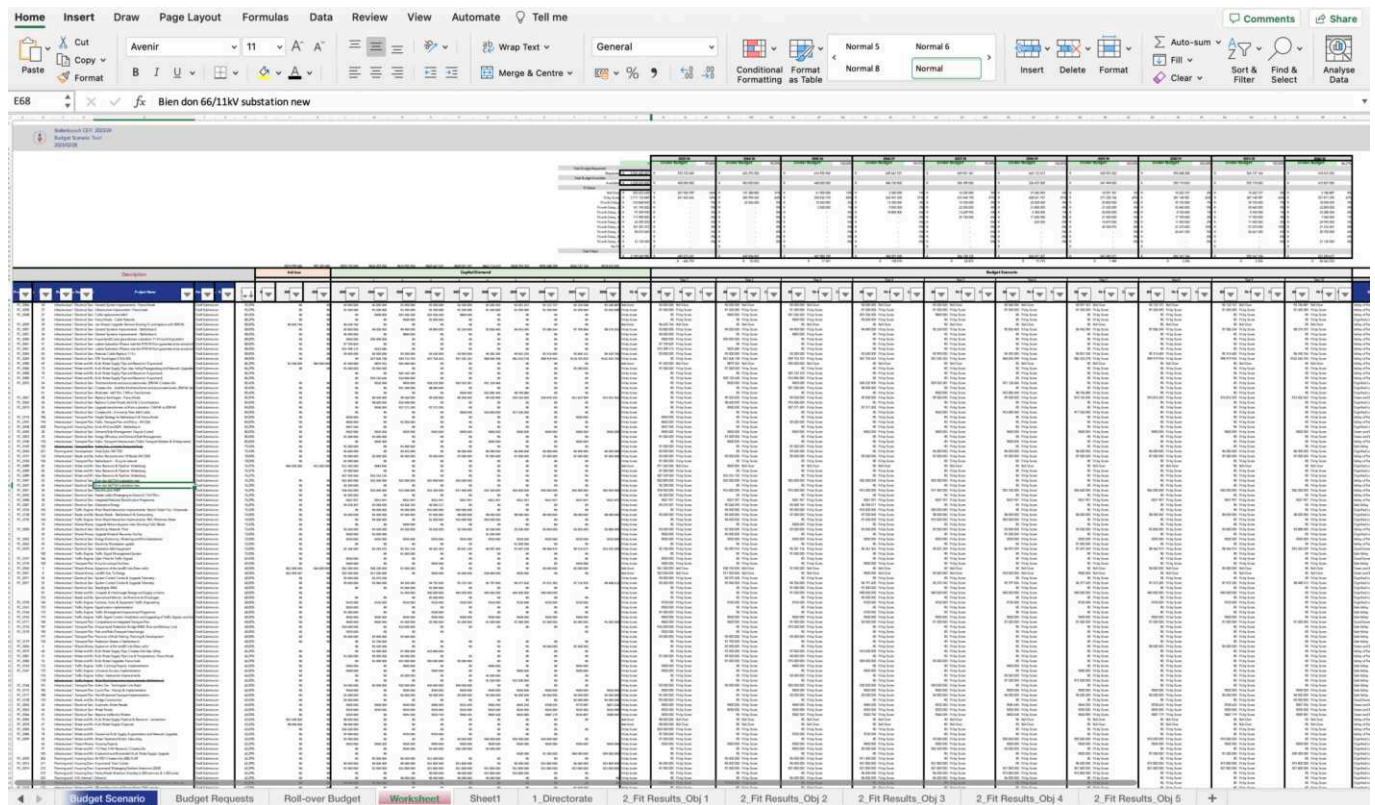
The use of software/tools to facilitate the prioritisation and budget scenario process in local government can bring several benefits that can help streamline and optimize the decision-making process.

5.8.1 Budget Scenario Methodology

Developing a budget scenario is a systematic approach that builds on the annual capital planning process to determine which projects should be included in the 10-year capital expenditure framework and annual draft budget based on pre-defined rules and scenario parameters. The main objectives of this section include defining the budget determination process, modelling demand, planning capital expenditure, and ensuring affordability. The Stellenbosch Local Municipality uses the budget scenario methodology annually to determine the draft Medium Term Revenue and Expenditure Framework (MTREF) capital budget. To prepare for this, they assess the outcomes of the demand quantification process, prepare an integrated infrastructure investment framework, align the Long-Term Financial Model (LTFM) to budget scenario parameters, ensure a balanced funding mix, and determine a relative ranking of importance for projects. This is done by incorporating the outcomes of the Stellenbosch Capital Prioritisation Model (CPM) into the budget scenario preparation process.

An excel-based tool was developed to sequence and fit the prioritised projects to the available/affordable funding over the analysis period and is represented in Figure 5-9. Where the previous phases determined the capital needs (demand), and the available funds (supply), this tool enabled the municipality to determine which demand will be met, by the available supply (in line with the LTFM outputs provided by the municipality). It must be noted that the first three years output of the budget fit process represents the MTREF budget and therefore develops a MTREF budget for consideration by the municipality.

Figure 5-9: Excel-Based Budget Scenario Tool



5.8.2 Preparing for a Budget Scenario

To initiate the process of applying a budget scenario, several input variables should be prepared. These variables provide the content of the budget scenario and how the budget scenario parameters are applied, to achieve a draft capital budget. These input variables include the project status and relative project score.

5.8.2.1 Project Status

During the budget scenario process, project status is given priority. This status is determined by considering projects that are Assets Under Construction (AUCs), committed projects from previous budgets, and projects that are ready for implementation.

5.8.2.2 Relative Project Score

The CPM is a methodology to rank projects based on their alignment to the municipality's objectives. It derives a numerical value to determine a project's priority. During budget scenario preparation, the CPM is applied to obtain an order of importance for projects and capital demand. The relative importance determines budget allocation within the scenario's parameters.

5.8.3 Budget Scenario Set Up

To create a budget scenario template, parameters are used to set rules for planned capital expenditure. The template determines the available capital budget for the MTREF and is distributed based on grant allocations in the DoRA. The LTFM determines a 10-year affordability envelope.

5.8.3.1 Applying a Budget Scenario

Projects and requested capital budgets are assigned a status and fitted into the budget scenario template using a predefined routine. This routine determines the sequence of project allocation and corresponding financial year. The status of projects in the draft capital budget is assigned in the following order:

- Committed projects have top priority due to contractual commitments, followed by provisioned-in projects. Provisioned-in projects are fitted without delay if there is available budget but cannot exceed the allocated budget.
- Projects fitted with delay are assigned to the first available financial year due to unavailability in the budget scenario template.
- Projects fitted are allocated a budget based on their relative project score, provided there is available budget, and cannot exceed the total allocated budget within the template. Projects fitted with delay are assigned a delay to the first year with available funds due to insufficient budget allocation in the template.

5.8.3.2 Negotiated Adjustments

Once a draft capital budget has been developed using the budget scenario process, the portfolio of projects which make up the draft capital budget needs to undergo several municipal approvals.

It is inconceivable that any portfolio of capital projects, which has been prepared in a complex multi-disciplinary collaborative framework will meet all the expectations. Therefore, a negotiated adjustment process is accommodated in the budget scenario process whereby projects can be added or removed from the portfolio of capital projects based on motivations and representations made during budget forums.

The next part of this document unpacks the results of the budget scenario.

Part 6

Capital Expenditure Programme

6 Part 6: Capital Expenditure Programme

6.1 What is the Capital Expenditure Programme

A Capital Expenditure Programme (CEP) refers to a detailed programme that outlines the municipality's list of projects that is required to be implemented over a multi-year period. This program is the municipality's list of projects that are prioritised according to the strategic prioritisation process in which projects were given a ranking. Using the budget scenario tool, these projects were allocated resources efficiently whilst ensuring that their capital spending aligns with the affordability envelope and demand quantification of the municipality.

There are multiple benefits of having this overview, some of which are listed below:

- **Improved service delivery:** A Capital Expenditure Programme identifies the most essential projects required to improve service delivery in the municipality. It allows for more effective planning and allocation of resources to meet the needs of the population.
- **Strategic planning:** A Capital Expenditure Programme enables the municipality with a strategic plan, based on an understanding of the projects that are necessary to meet the needs of the municipality. It allows for a long-term vision to be developed that is aligned with the goals of the municipality.
- **Increased efficiency:** By understanding the projects that are essential, the municipality can ensure that resources are used efficiently. Projects are already prioritised based on their importance, and resources have been allocated accordingly.
- **Attraction of investment:** A comprehensive overview of necessary projects can help attract investment to the municipality. It provides potential investors with a clear understanding of the opportunities that exist in the area and the projects that are necessary to support growth and development.
- **Attraction and retention of residents:** By addressing the needs of the population through these essential projects, the municipality can attract new residents whilst retaining the current population. This can lead to increased economic activity and a higher quality of life for those living in the region.

In essence, the CEP furnishes the municipality with a comprehensive perspective on the essential undertakings it must carry out to fulfil its service delivery responsibilities, while concurrently enticing investment, commerce, and inhabitants from throughout the province.

6.2 Budget Scenario Results

As municipalities strive to deliver basic infrastructure services and meet the needs of their communities, budgeting is a critical process. Budget scenarios help municipalities assess the financial impact of various decisions and align resources with their strategic priorities. In this section of the report, we present the results of the budget scenario results using different perspectives, detailing the proposed expenditure and revenue for each area over the MTTEF and 10-year horizon. This section aims to provide insight into how the municipality intends to allocate its resources to meet its objectives. Understanding the budget scenario results can help stakeholders assess the municipality's financial performance and ensure that resources are being used effectively and efficiently to serve the community.

6.2.1 Planned Capital Expenditure Review

Understanding the planned capital expenditure over the next 10 years in a municipality is crucial for effective long-term planning. A clear understanding of the planned capital expenditure enables municipalities to prioritise the right capital projects, allocate resources accordingly, and ensure that funds are available to complete critical projects. This understanding can also support infrastructure maintenance and improvement, economic growth, and development, and promote transparency and accountability in government. In this section, we will explore the importance of understanding the planned capital expenditure for 10 years in a municipality.

The overall planned capital expenditure is estimated at R5 302 851 329 across the planning period, after the second capital demand capturing cycle. Table 6-1: Planned Capital Expenditure and Affordable Capital Expenditure outlines the total planned capital expenditure per annum for the next 10 years.

Table 6-1: Planned Capital Expenditure and Affordable Capital Expenditure

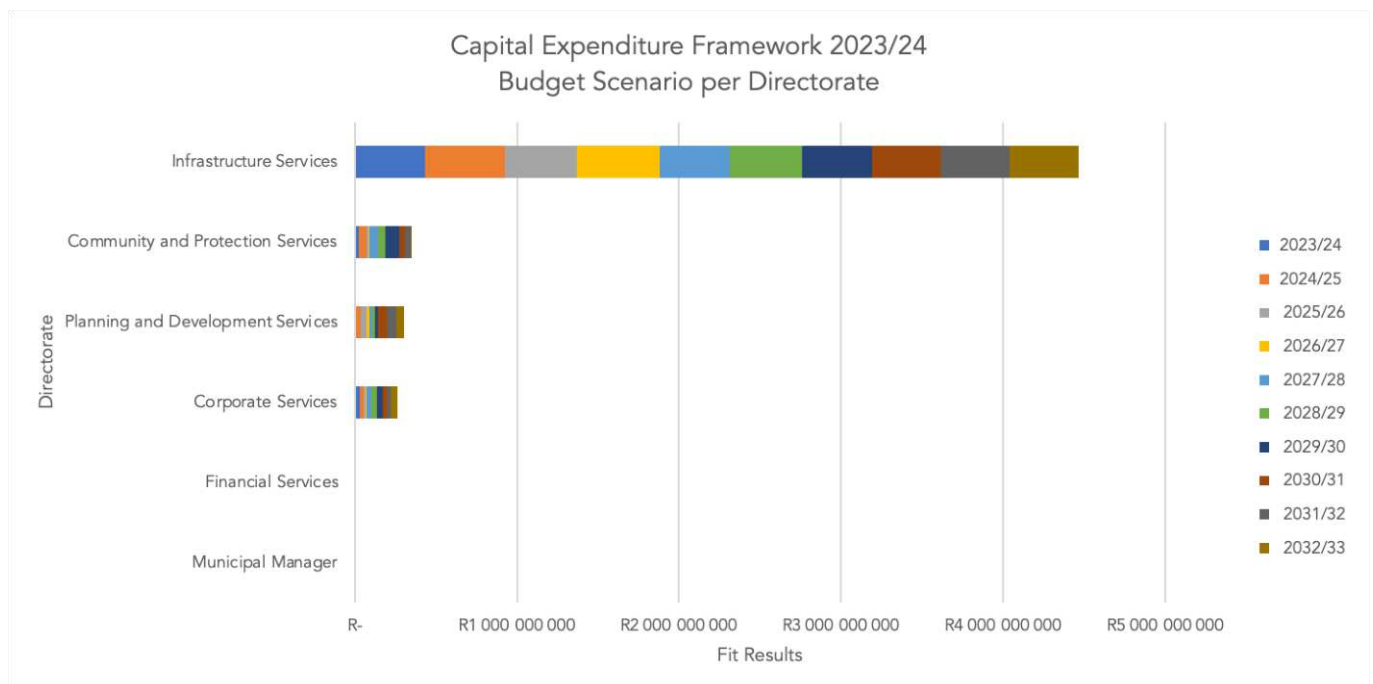
Year	Total	Percentage
2023/24	R498 549 865	9%
2024/25	R581 895 464	11%
2025/26	R494 955 975	9%
2026/27	R543 177 234	10%
2027/28	R505 342 841	10%
2028/29	R538 642 233	10%
2029/30	R549 981 481	10%
2030/31	R549 951 619	10%
2031/32	R540 202 163	10%
2032/33	R500 152 455	9%
Total	R5 302 851 329	100%

Having this view of the long-term capital planning is vital for municipalities as it enables them to allocate resources appropriately and prioritise the right capital projects. By allocating capital expenditures over time, municipalities can maintain fiscal responsibility and avoid compromising essential services such as housing, public safety or education.

6.3 Budget Scenario Analysis per Directorate

In this section of the report, we will examine the budget scenario per directorate in a municipality, detailing the proposed expenditure and revenue for each directorate. Figure 6-1 illustrates how much money is allocated to each directorate, from which we can gain insight into the municipality's priorities and how it intends to allocate its resources to serve the community.

Figure 6-1: Budget Scenario per Directorate



As depicted in Figure 6-1, the municipality has allocated most of its funds to both Infrastructure Services and Planning and Development Services over the 10-year planned capital expenditure, which suggests that the municipality recognises the importance of investing in these areas for the long-term benefit of the municipality:

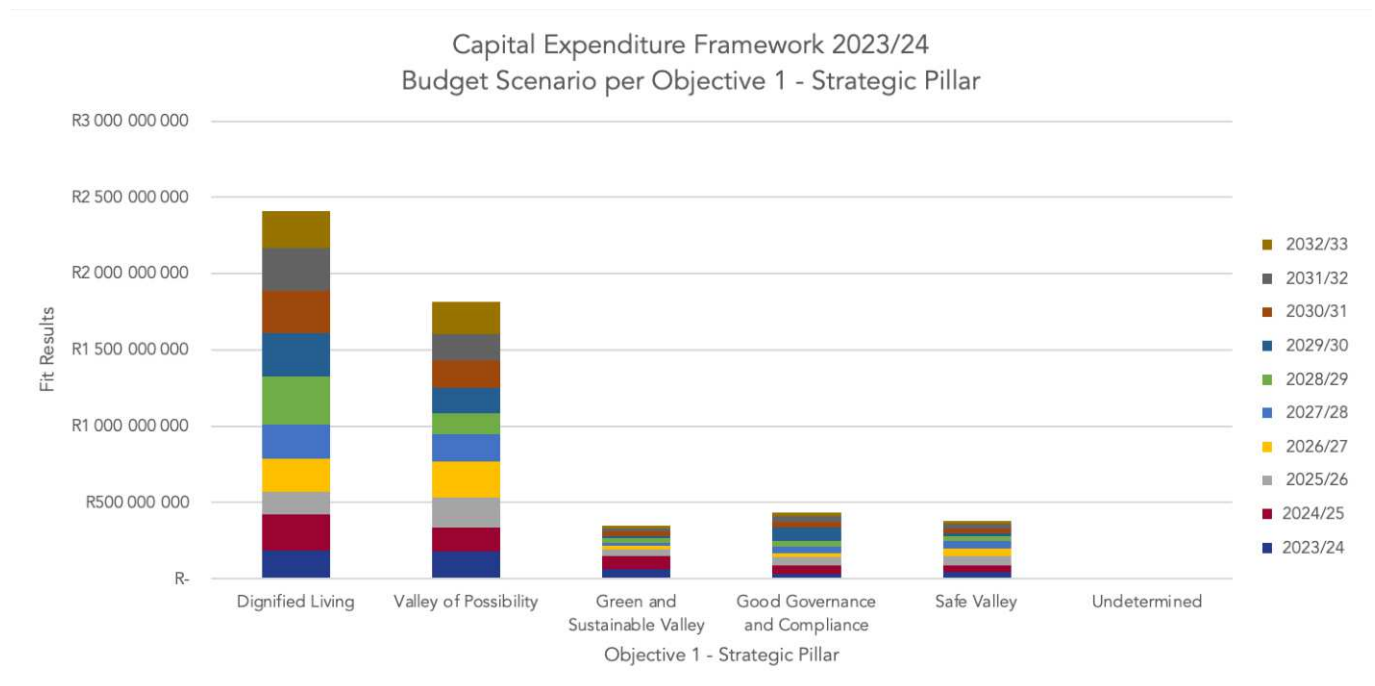
- Allocating funds to Infrastructure Services can help ensure the proper maintenance and improvement of the municipality's infrastructure, including roads, bridges, and water supply systems. This investment can lead to improved safety, reduced maintenance costs, and increased economic activity by making the municipality more attractive to businesses and residents.
- Allocating funds to Planning and Development Services can facilitate economic growth and development by investing in transportation infrastructure, public spaces, or cultural facilities. This investment can attract new businesses and residents, leading to increased economic activity and job creation.
- Directorates such as Community and Protection Services and Corporate Services, also have funds allocated to it however, it is not as large as the others.

Overall, allocating funds to both these directorates over the 10-year planned capital expenditure demonstrates the municipality's commitment to meeting the needs of its municipality by investing in critical areas for sustainable growth and development.

6.4 Budget Scenario Analysis per Objective 1: Strategic Alignment

By evaluating the budget in relation to its conformity with the municipality's strategic focus areas, the allocation of resources can be directed towards capital projects that support the municipality's overall objectives and priorities. This is exemplified in Figure 6-2.

Figure 6-2: Budget Scenario per Objective 1



Upon analysing Figure 6.2, it becomes apparent that the municipality has prioritised both social and economic development by allocating funds towards the strategic objectives of Dignified Living and Valley of Possibility over the 10-year planned capital expenditure:

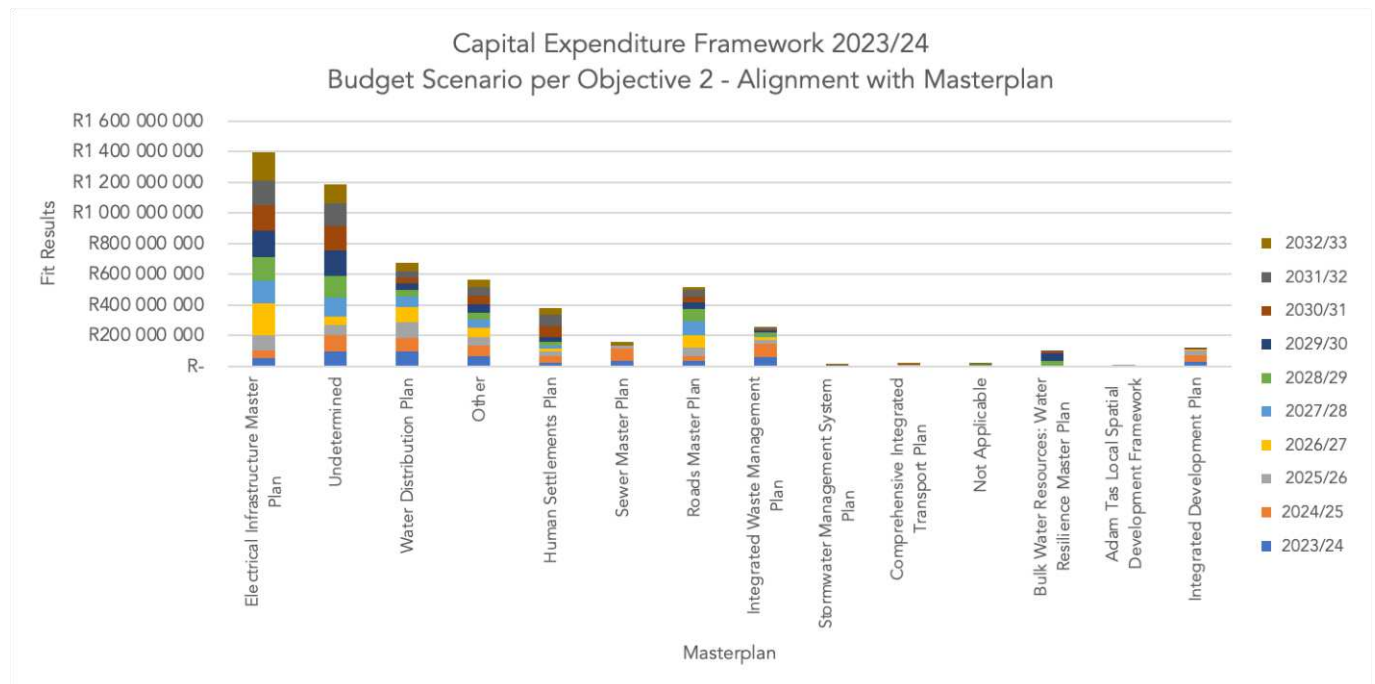
- Allocating funds to Dignified Living helps to ensure that the municipality is investing in capital projects that improve the quality of life for its residents. By addressing poverty and inequality, promoting affordable housing, and ensuring access to basic services such as healthcare, education, and employment, the municipality can create a more inclusive and equitable community over the 10-year horizon.
- Allocating funds to Valley of Possibility facilitates economic growth and development by investing in capital projects to attract investment, create jobs, and support small businesses and entrepreneurs. Over the 10-year horizon, this can lead to increased economic activity, job creation, and an overall improvement in the municipality's economic health.
- A limited amount of money is allocated to the strategic objective of Good Governance and Compliance over the complete 10-years, which could mean that the municipality may face challenges in maintaining good governance and compliance over the long term. Good governance and compliance require sustained efforts and resources to ensure that policies and processes are regularly reviewed and updated, and that staff members are trained and supported in their roles. If there is a limited budget associated to this objective, there is a risk that the municipality may regress to previous, ineffective, or non-conforming practices.

Allocating funds to the strategic objectives of Dignified Living and Valley of Possibility over the 10-year planned capital expenditure demonstrates the municipality's commitment to both social and economic development. However, it is important ensure sufficient funding is allocated to the other objectives as well, particularly Good Governance and Compliance.

6.5 Budget Scenario Analysis per Objective 2: Master Plan Alignment

Master Plan Alignment involves assessing the degree to which capital projects align with the municipality's sector master plans. This process leverages the expertise and understanding within each plan, including sector-specific challenges and opportunities. By prioritizing and budgeting for projects within the sector master plans, the municipality can focus its investment on areas with the greatest impact on achieving desired outcomes. Figure 6-3 illustrates the allocated funds per masterplan over the next 10-years in the municipality.

Figure 6-3: Budget Scenario per Objective 2



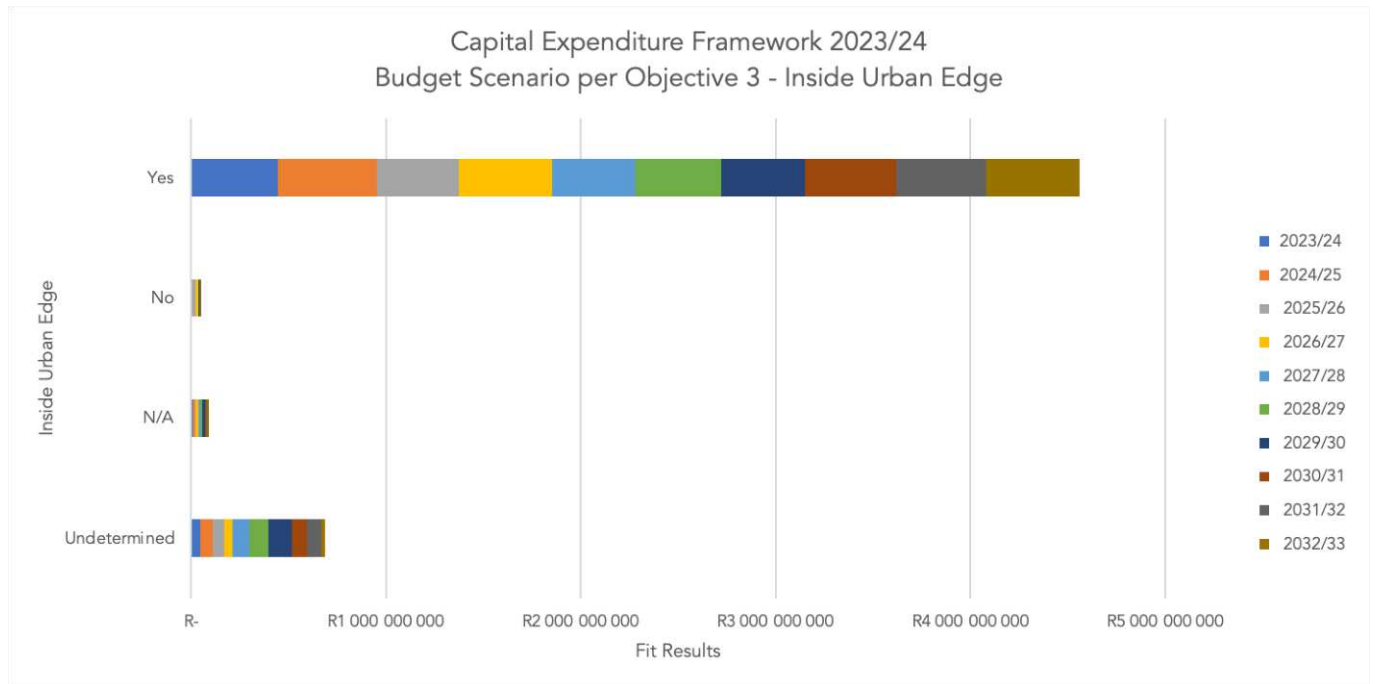
The 10-year capital expenditure allocation for each masterplan significantly impacts the municipality's development. Key points to note include:

- Majority of the allocated budget goes towards the Electrical Infrastructure Master Plan, which indicates that the municipality is prioritising the development and improvement of its electrical infrastructure. This may be due to the increased demand for electricity as the population grows or due to an outdated or insufficient electrical infrastructure.
- The allocation to the Human Settlements Plan and Water Distribution Plan indicates that the municipality is committed to addressing housing needs and providing adequate housing for its residents, as well as recognizing the importance of ensuring that its residents have access to clean and reliable water.
- The portion of projects that will be funded originating to the "Undetermined" category is a matter of concern as many capital projects are not assigned to any of the municipality's masterplans. This lack of clarity has the potential to create concern and uncertainty, which may affect decision-making and implementation processes.
- The allocation to the Integrated Waste Management Plan and to the Sewer Master Plan raises concerns about the municipality's commitment to environmental sustainability and sanitation. These areas are crucial for the health and well-being of the municipality's residents and require sustained investment to ensure their continued operation and improvement.

6.6 Budget Scenario Analysis per Objective 3: Urban Edge

Investing in areas within the urban edge is necessary to promote sustainable and equitable development. By taking advantage of opportunities within these areas, cities can create vibrant and liveable communities that meet the needs of all residents. Therefore, in this analysis, we will examine the results of the budget scenario through the lens of the urban edge, evaluating the degree to which each capital project aligns with the spatial boundary of the urban edge. Figure 6-4 provides insight into how the budget has been allocated to projects within the Urban Edge.

Figure 6-4: Budget Scenario per Objective 3

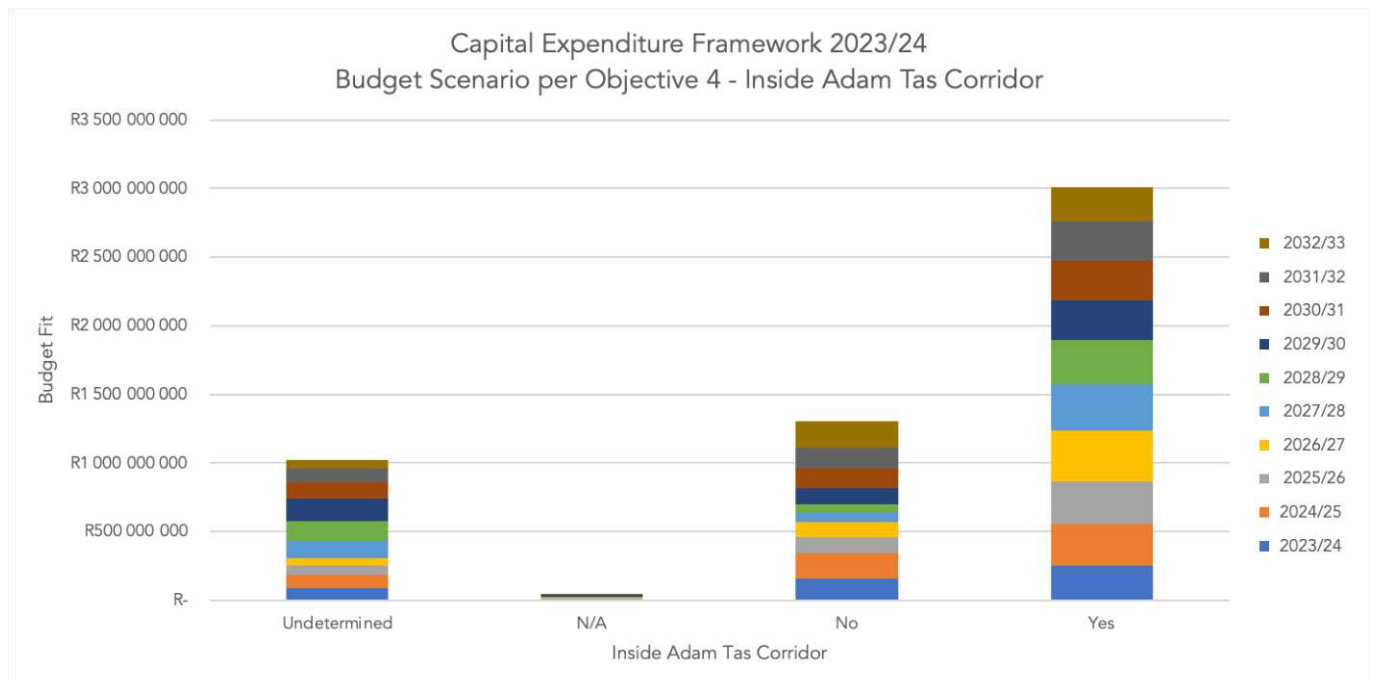


From Figure 6-4, it appears that the majority of the capital expenditure is allocated to capital projects within the urban edge over the 10-year horizon. This is a significant proportion of the budget, indicating a strong commitment to promoting sustainable and equitable development in the municipality. Over the course of the 10-year period, this investment in urban edge capital projects is likely to have a number of positive impacts on the municipality. By promoting more compact, walkable communities, the investment could help to reduce traffic congestion and air pollution, while also making it easier for residents to access the services and amenities they need.

6.7 Budget Scenario Analysis per Objective 4: Adam Tas Corridor

The allocation of funding for capital projects based on their alignment with the Adam Tas Corridor can have significant benefits for the municipality in terms of spatial planning, financial management, and infrastructure delivery. Funding projects within the Adam Tas Corridor alignment can help the municipality to develop in a sustainable, equitable, and efficient way. Figure 6-5 illustrates the capital projects within the Adam Tas Corridor.

Figure 6-5: Budget Scenario per Objective 4

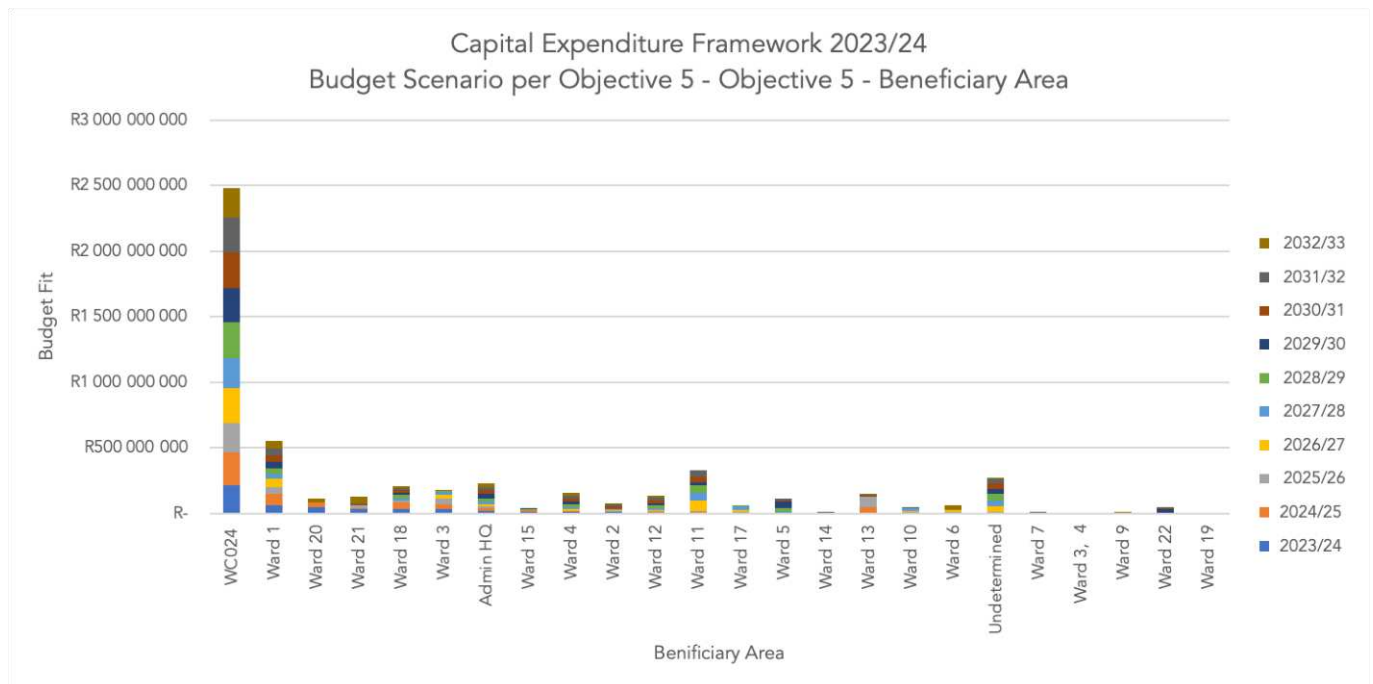


Majority of the allocated budget is directed towards capital projects within the Adam Tas Corridor alignment indicates that the municipality is prioritising the development of this area over other areas. This suggests that the municipality recognizes the importance of developing the corridor in a cohesive and sustainable manner. By funding projects within the corridor, the municipality can ensure that development takes place in an orderly and planned manner. This means that there will be less conflict in land use and the negative impact on the environment will be minimized. By having a clear plan for the development of the corridor, Stellenbosch municipality can ensure that infrastructure investments are well-coordinated and that development is sustainable in the long term.

6.8 Budget Scenario Analysis per Objective 5: Beneficial Area

Aligning capital projects with specific wards in the municipality can have a significant impact on community engagement and support. Prioritising projects that benefit specific wards can build stronger relationships between the municipality and its residents, promoting a sense of ownership and pride. This analysis evaluates the allocation of funding for capital projects aligned with beneficial areas, examining the degree to which each ward is funded and the potential benefits and challenges. See Figure 6-6 for further details on this.

Figure 6-6: Budget Scenario per Objective 5



Before unpacking the budget scenario per objective 5, beneficiary area, it is important to note that investment per ward is an administrative reporting lense, and not a functional reporting lens. This means that even though investment might occur in one ward, it could still have an impact in an adjacent ward.

From the Figure 6-6, it is evident that the WC024 (city wide) category received the highest allocation of funds for capital projects over the next 10 years. Ward 1, 11, and 18 have been allocated a higher percentage of budget, relative to other wards. Considering the centrality of ward 1, the northern areas of ward 11 and the southern areas of ward 18, and their relative interlinkages, it is clear that the municipality is investing larger amount of funds along the north-south corridor to ultimately unlock economic potential. Considering the SDF and the functional areas of the municipality, this logic is further reinforced.

6.9 Project List

Table 6-2: List of Projects

Directorate	Department	Project Name	Funding Source	Score	Fit Status	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Total
Infrastructure Services	Electrical Services	General System Improvements - Franschhoek	External Loan	92,29%	Provisioned In	R2 000 000	R2 000 000	R2 000 000	R2 000 000	R2 030 000	R2 060 450	R2 091 357	R2 122 727	R2 122 727	R2 186 887	R20 614 147
Infrastructure Services	Electrical Services	Infrastructure Improvement - Franschhoek	External Loan	92,29%	Provisioned In	R1 500 000	R1 500 000	R1 500 000	R1 500 000	R1 500 000	R1 500 000	R1 500 000	R1 500 000	R1 500 000	R1 650 000	R15 150 000
Infrastructure Services	Electrical Services	Cable replacement 66kV	CRR (Own funds)	89,43%	Provisioned In	R0	R0	R400 000	R31 036 500	R31 036 500	R800 000	R0	R0	R0	R0	R63 273 000
Infrastructure Services	Electrical Services	Franschhoek - Cable Network	CRR (Own funds)	88,29%	Provisioned In	R0	R0	R500 000	R5 000 000	R0	R0	R0	R0	R0	R0	R5 500 000
Infrastructure Services	Electrical Services	General Systems Improvements - Stellenbosch	CRR (Own funds)	88,00%	Provisioned In	R0	R0	R800 000	R0	R0	R0	R0	R0	R0	R0	R800 000
Infrastructure Services	Electrical Services	General Systems Improvements - Stellenbosch	External Loan	88,00%	Provisioned In	R5 000 000	R4 000 000	R4 400 000	R4 840 000	R5 324 000	R5 856 400	R6 442 040	R7 086 244	R7 086 244	R8 574 355	R58 609 283
Infrastructure Services	Electrical Services	Jan Marais Upgrade: Remove Existing Tx and replace with 20MVA	External Loan	88,00%	Provisioned In	R6 630 746	R0	R0	R0	R0	R0	R0	R0	R0	R0	R6 630 746
Infrastructure Services	Electrical Services	Kayamandi(Costa grounds)new substation 11 kV switching station	External Loan	88,00%	Provisioned In	R300 000	R30 000 000	R0	R0	R0	R0	R0	R0	R0	R0	R30 300 000
Infrastructure Services	Electrical Services	Laterra Substation (Please note the R192 Million guarantee to be raised with this)	DC - electricity	88,00%	Provisioned In	R7 709 829	R0	R0	R0	R0	R0	R0	R0	R0	R0	R7 709 829
Infrastructure Services	Electrical Services	Laterra Substation (Please note the R192 Million guarantee to be raised with this)	External Loan	88,00%	Provisioned In	R15 398 174	R225 680	R0	R0	R0	R0	R0	R0	R0	R0	R15 623 854
Infrastructure Services	Electrical Services	Network Cable Replace 11 Kv	CRR (Own funds)	88,00%	Provisioned In	R3 000 000	R3 000 000	R3 300 000	R3 630 000	R3 993 000	R4 392 300	R4 831 530	R5 314 683	R5 314 683	R6 430 766	R43 206 962
Infrastructure Services	Electrical Services	STB Switchgear (11kV) SF6	External Loan	88,00%	Provisioned In	R0	R0	R27 606 738	R87 458 146	R57 245 332	R68 694 398	R82 433 278	R98 919 934	R98 919 934	R142 444 704	R663 722 464
Infrastructure Services	Water and Wastewater Services: Water	Bulk Water Supply Pipe and Reservoir: Kayamandi	CRR (Own funds)	86,29%	Provisioned In	R0	R39 120 648	R14 896 900	R0	R0	R0	R0	R0	R0	R0	R54 017 548
Infrastructure Services	Water and Wastewater Services: Water	Bulk Water Supply Pipe and Reservoir: Kayamandi	External Loan	86,29%	Provisioned In	R1 500 000	R879 352	R35 000 000	R0	R0	R0	R0	R0	R0	R0	R37 379 352
Infrastructure Services	Water and Wastewater Services: Water	Bulk Water Supply Pipe and Reservoir: Kayamandi	IUDG	86,29%	Provisioned In	R0	R0	R25 103 100	R0	R0	R0	R0	R0	R0	R0	R25 103 100
Infrastructure Services	Water and Wastewater Services: Water	Bulk Water Supply Pipe: Idas Valley/Papegaaiberg and Network Upgrades	CRR (Own funds)	86,29%	Provisioned In	R1 000 000	R1 000 000	R0	R0	R0	R0	R0	R0	R0	R0	R2 000 000
Infrastructure Services	Electrical Services	Third transformer and associated works 20MVA Cloeteville	CRR (Own funds)	85,43%	Provisioned In	R0	R550 000	R450 000	R28 232 900	R29 503 381	R31 126 066	R0	R0	R0	R0	R89 862 347

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Directorate	Department	Project Name	Funding Source	Score	Fit Status	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Total
Infrastructure Services	Electrical Services	Cloeteville: : Add the third transformer and associated works 20MVA transformer	CRR (Own funds)	85,43%	Fit with Delay_2			R0	R0	R0	R21 500 000	R8 000 000	R0	R32	R0	R29 500 032
Infrastructure Services	Electrical Services	Markotter - 66/11kV, 7.5Mva Transformers	CRR (Own funds)	85,43%	Fit with Delay		R0	R0	R0	R0	R500 000	R33 085 440	R8 706 880	R8 706 880	R0	R50 999 200
Infrastructure Services	Electrical Services	Replace Switchgear - Franschhoek	CRR (Own funds)	84,29%	Provisioned In	R0	R0	R9 500 000	R14 250 000	R14 250 000	R9 500 000	R10 165 000	R10 876 550	R10 876 550	R12 452 562	R91 870 662
Infrastructure Services	Electrical Services	Replace Control Panels 66 kV & Circuit breakers	External Loan	84,00%	Provisioned In	R0	R0	R8 664 498	R10 406 000	R0	R0	R0	R0	R0	R0	R19 070 498
Infrastructure Services	Electrical Services	Upgrade transformers at Main substation 7.5MVA to 20MVA	CRR (Own funds)	84,00%	Provisioned In	R0	R500 000	R27 571 200	R7 571 200	R0	R0	R0	R0	R0	R0	R35 642 400
Infrastructure Services	Transport Planning	Freight Strategy for Stellenbosch & Franschhoek	CRR (Own funds)	84,00%	Provisioned In	R500 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R500 000
Infrastructure Services	Transport Planning	Public Transport Plan and Policy - WC024	CRR (Own funds)	84,00%	Provisioned In	R600 000	R0	R2 000 000	R0	R0	R0	R0	R0	R0	R0	R2 600 000
Infrastructure Services	Electrical Services	Cloeteville - University New 66kV cable	CRR (Own funds)	84,00%	Fit with Delay		R0	R0	R0	R0	R560 000	R16 800 000	R17 556 000	R17 556 000	R0	R52 472 000
Planning and Development Services	Housing Development	Erven 81/2 and 82/9, Stellenbosch	CRR (Own funds)	82,29%	Provisioned In	R437 500	R0	R0	R0	R0	R0	R0	R0	R0	R0	R437 500
Infrastructure Services	Electrical Services	Demand Side Management Geyser Control	CRR (Own funds)	80,00%	Provisioned In	R450 000	R450 000	R450 000	R450 000	R400 000	R400 000	R400 000	R400 000	R400 000	R400 000	R4 200 000
Infrastructure Services	Electrical Services	Energy Efficiency and Demand Side Management:	CRR (Own funds)	80,00%	Provisioned In	R1 000 000	R1 000 000	R0	R0	R0	R0	R0	R0	R0	R0	R2 000 000
Infrastructure Services	Transport Planning	Public Transport Infrastructure (Public Transport Shelters & Embayments)	CRR (Own funds)	80,00%	Provisioned In	R0	R400 000	R0	R0	R0	R400 000	R0	R0	R0	R0	R800 000
Planning and Development Services	Development Planning	Droë Dyke 100 TOD	Human Settlements Grant	79,43%	Provisioned In	R1 400 000	R3 425 000	R0	R0	R0	R0	R0	R0	R0	R0	R4 825 000
Infrastructure Services	Transport Planning	Adam Tas - Corridor Transport Study	CRR (Own funds)	79,43%	Provisioned In	R1 000 000	R0	R1 000 000	R0	R0	R0	R0	R0	R0	R0	R2 000 000
Planning and Development Services	Development Planning	Droë Dyke 100 TOD	CRR (Own funds)	79,43%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0
Infrastructure Services	Roads and Stormwater	Adhoc Reconstruction Of Roads (WC024)	IUDG	78,00%	Provisioned In	R3 000 000	R3 000 000	R5 000 000	R5 000 000	R7 000 000	R7 000 000	R7 000 000	R7 000 000	R7 000 000	R7 000 000	R58 000 000
Infrastructure Services	Transport Planning	Stellenbosch - Bicycle network	CRR (Own funds)	78,00%	Provisioned In	R1 000 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R1 000 000
Infrastructure Services	Water and Wastewater Services: Water	New Reservoir & Pipeline: Vlottenburg	CRR (Own funds)	76,57%	Provisioned In	R7 060 500	R10 683 850	R0	R0	R0	R0	R0	R0	R0	R0	R17 744 350
Infrastructure Services	Water and Wastewater Services: Water	New Reservoir & Pipeline: Vlottenburg	DC - Water	76,57%	Provisioned In	R7 000 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R7 000 000
Infrastructure Services	Water and Wastewater Services: Water	New Reservoir & Pipeline: Vlottenburg	IUDG	76,57%	Provisioned In	R31 939 500	R23 316 150	R0	R0	R0	R0	R0	R0	R0	R0	R55 255 650
Infrastructure Services	Electrical Services	Bien don 66/11kV substation new	DC - electricity	76,29%	Provisioned In	R847 227	R0	R0	R0	R0	R0	R0	R0	R0	R0	R847 227

Stellenbosch Local Municipality: Capital Expenditure Framework

2023/24

Directorate	Department	Project Name	Funding Source	Score	Fit Status	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Total
Infrastructure Services	Electrical Services	Bien don 66/11kV substation new	External Loan	76,29%	Provisioned In	R24 152 773	R25 000 000	R25 000 000	R25 000 000	R25 000 000	R0	R0	R0	R0	R0	R124 152 773
Infrastructure Services	Electrical Services	Electrification INEP	INEP	76,29%	Provisioned In	R18 450 000	R16 000 000	R15 000 000	R15 200 000	R17 400 000	R23 100 000	R26 600 000	R26 000 000	R26 000 000	R26 000 000	R209 750 000
Infrastructure Services	Electrical Services	Feeder cable (Watergang to Enkanini) 11kV 95cu	INEP	76,29%	Provisioned In	R4 300 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R4 300 000
Infrastructure Services	Electrical Services	Integrated National Electrification Programme	CRR (Own funds)	76,29%	Provisioned In	R321 957	R321 957	R321 957	R321 957	R321 957	R321 957	R321 957	R321 957	R321 957	R321 957	R3 219 570
Infrastructure Services	Electrical Services	Alternative Energy:	External Loan	76,00%	Provisioned In	R5 018 307	R5 068 490	R5 828 764	R6 994 517	R0	R0	R0	R0	R0	R0	R22 910 078
Infrastructure Services	Traffic Engineering	Main Road Intersection Improvements: Strand / Adam Tas / Alexander	DC-Roads	75,43%	Provisioned In	R0	R4 000 000	R5 000 000	R10 000 000	R20 000 000	R0	R0	R0	R0	R0	R39 000 000
Infrastructure Services	Roads and Stormwater	Reseal Roads - Stellenbosch & Surrounding	CRR (Own funds)	74,00%	Provisioned In	R3 000 000	R4 000 000	R5 000 000	R7 000 000	R8 000 000	R8 000 000	R8 000 000	R8 000 000	R8 000 000	R8 000 000	R67 000 000
Infrastructure Services	Traffic Engineering	Main Road Intersection Improvements: R44 / Merriman Street	DC-Roads	74,00%	Provisioned In	R0	R4 000 000	R0	R1 000 000	R10 000 000	R50 000 000	R0	R0	R0	R0	R65 000 000
Infrastructure Services	Electrical Services	Electricity Network: Priel	External Loan	73,43%	Provisioned In	R3 500 000	R3 500 000	R3 500 000	R3 500 000	R3 500 000	R3 500 000	R3 500 000	R3 850 000	R3 850 000	R3 880 000	R36 080 000
Infrastructure Services	Waste Management: Solid Waste Management	Upgrade Refuse disposal sites (Existing Cell)- Rehab	CRR (Own funds)	73,43%	Provisioned In	R0	R0	R300 000	R0	R0	R0	R0	R0	R0	R0	R300 000
Infrastructure Services	Electrical Services	Energy Balancing - Metering and Mini-Substations:	CRR (Own funds)	72,00%	Provisioned In	R250 000	R250 000	R250 000	R250 000	R250 000	R250 000	R250 000	R250 000	R250 000	R250 000	R2 500 000
Infrastructure Services	Electrical Services	Electricity Masterplan update	CRR (Own funds)	72,00%	Fit by Score	R0	R0	R0	R0	R0	R0	R1 000 000	R0	R0	R0	R1 000 000
Infrastructure Services	Electrical Services	Substation 66kV equipment	CRR (Own funds)	72,00%	Provisioned In	R2 184 000	R2 295 974	R5 301 136	R6 361 363	R5 831 249	R6 997 499	R7 697 249	R8 466 974	R8 466 974	R10 245 039	R63 847 458
Infrastructure Services	Waste Management: Solid Waste Management	Upgrade Material Recovery Facility	CRR (Own funds)	72,00%	Provisioned In	R500 000	R2 000 000	R0	R0	R0	R1 000 000	R0	R0	R0	R0	R3 500 000
Infrastructure Services	Traffic Engineering	Traffic Signal Management System	CRR (Own funds)	72,00%	Provisioned In	R0	R0	R1 000 000	R0	R0	R0	R0	R0	R0	R0	R1 000 000
Infrastructure Services	Traffic Engineering	Optic Fibre for Traffic Signals	CRR (Own funds)	69,43%	Provisioned In	R500 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R500 000
Infrastructure Services	Transport Planning	Bicycle Lockup Facilities	CRR (Own funds)	69,43%	Provisioned In	R300 000	R0	R0	R500 000	R0	R0	R0	R0	R0	R0	R800 000
Infrastructure Services	Waste Management: Solid Waste Management	Expansion of the landfill site (New cells)	CRR (Own funds)	68,00%	Provisioned In	R0	R16 348 950	R0	R0	R0	R0	R0	R4 000 000	R4 000 000	R0	R24 348 950
Infrastructure Services	Waste Management: Solid Waste Management	Expansion of the landfill site (New cells)	External Loan	68,00%	Provisioned In	R46 000 000	R39 251 050	R1 000 000	R0	R0	R0	R0	R4 000 000	R4 000 000	R0	R94 251 050
Infrastructure Services	Waste Management: Solid Waste Management	Landfill Gas To Energy	External Loan	68,00%	Provisioned In	R10 000 000	R20 000 000	R11 000 000	R500 000	R2 000 000	R18 000 000	R500 000	R0	R0	R0	R62 000 000
Infrastructure Services	Electrical Services	System Control Centre & Upgrade Telemetry:	External Loan	68,00%	Provisioned In	R3 000 000	R2 075 428	R0	R0	R0	R0	R0	R0	R0	R0	R5 075 428
Infrastructure Services	Electrical Services	System Control Centre & Upgrade Telemetry	CRR (Own funds)	68,00%	Provisioned In	R3 600 000	R3 960 000	R4 356 000	R4 791 600	R5 270 760	R5 797 836	R6 377 620	R7 015 382	R7 015 382	R8 488 612	R56 673 190

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Infrastructure Services	Traffic Engineering	Furniture, Tools & Equipment: Traffic Engineering	CRR (Own funds)	68,00%	Provisioned In	R150 000	R150 000	R150 000	R150 000	R150 000	R150 000	R150 000	R150 000	R150 000	R0	R1 350 000
Infrastructure Services	Traffic Engineering	Signalisation implementation	CRR (Own funds)	68,00%	Provisioned In	R500 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R500 000
Infrastructure Services	Traffic Engineering	Traffic Management Improvement Programme	CRR (Own funds)	68,00%	Provisioned In	R1 000 000	R0	R0	R100 000	R0	R0	R0	R0	R0	R0	R1 100 000
Infrastructure Services	Traffic Engineering	Traffic Signal Control: Installation and Upgrading of Traffic Signals and Associated Components	CRR (Own funds)	68,00%	Provisioned In	R500 000	R500 000	R500 000	R500 000	R500 000	R500 000	R500 000	R500 000	R500 000	R0	R4 500 000
Infrastructure Services	Transport Planning	Comprehensive Integrated Transport Plan	CRR (Own funds)	68,00%	Provisioned In	R600 000	R0	R372 000	R2 000 000	R1 000 000	R1 000 000	R1 000 000	R1 000 000	R1 000 000	R1 000 000	R8 972 000
Infrastructure Services	Transport Planning	Comprehensive Integrated Transport Plan	ITP	68,00%	Provisioned In	R0	R628 000	R628 000	R0	R0	R0	R0	R0	R0	R0	R1 256 000
Infrastructure Services	Transport Planning	Khayamandi Pedestrian Bridge (R304, River and Railway Line)	IUDG	68,00%	Provisioned In	R11 000 000	R10 000 000	R10 000 000	R0	R0	R0	R0	R0	R0	R0	R31 000 000
Infrastructure Services	Transport Planning	Park and Ride (Transport Interchange)	CRR (Own funds)	68,00%	Provisioned In	R250 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R250 000
Infrastructure Services	Transport Planning	Pedestrian Streets in Stellenbosch	CRR (Own funds)	68,00%	Provisioned In	R0	R1 700 000	R0	R0	R0	R0	R0	R0	R0	R0	R1 700 000
Infrastructure Services	Electrical Services	Streetlights R304	CRR (Own funds)	68,00%	Provisioned In	R0	R0	R1 000 000	R1 000 000	R0	R0	R0	R0	R0	R0	R2 000 000
Infrastructure Services	Water and Wastewater Services: Water	Uniepark & Helshoogte Storage and Supply scheme	CRR (Own funds)	68,00%	Provisioned In	R0	R0	R1 000 000	R40 000 000	R40 000 000	R40 000 000	R40 000 000	R40 000 000	R40 000 000	R0	R241 000 000
Infrastructure Services	Roads and Stormwater	Specialised Vehicle: Jet Machine for Blockages	CRR (Own funds)	68,00%	Fit with Delay 2			R0	R0	R0	R5 000 000	R0	R0	R32	R0	R5 000 032
Infrastructure Services	Transport Planning	Provision of Bulk Parking Planning & Development	CRR (Own funds)	68,00%	Provisioned In	R3 000 000	R3 000 000	R3 000 000	R0	R0	R0	R0	R0	R0	R0	R9 000 000
Infrastructure Services	Water and Wastewater Services: Water	Bulk Water Supply Pipe: Cloetesville/ Idas Valley	CRR (Own funds)	66,29%	Provisioned In	R0	R1 000 000	R7 000 000	R14 000 000	R0	R0	R0	R0	R0	R0	R22 000 000
Infrastructure Services	Water and Wastewater Services: Water	Bulk Water Supply Pipe Line & Pumpstations: Franschoek	External Loan	66,29%	Provisioned In	R1 000 000	R9 000 000	R4 000 000	R0	R0	R0	R0	R0	R0	R0	R14 000 000
Infrastructure Services	Water and Wastewater Services: Water	Bulk Water Upgrades Franschoek	CRR (Own funds)	66,29%	Provisioned In	R0	R1 000 000	R15 000 000	R20 000 000	R5 000 000	R0	R0	R0	R0	R0	R41 000 000
Infrastructure Services	Traffic Engineering	Traffic Calming Projects: Implementation	CRR (Own funds)	66,00%	Provisioned In	R300 000	R0	R400 000	R0	R0	R400 000	R0	R0	R0	R0	R1 100 000
Infrastructure Services	Traffic Engineering	Universal Access Implementation	CRR (Own funds)	66,00%	Provisioned In	R200 000	R0	R0	R300 000	R0	R0	R300 000	R0	R0	R0	R800 000
Infrastructure Services	Transport Planning	Adam Tas - Technopark Link Road	CRR (Own funds)	66,00%	Provisioned In	R3 000 000	R5 000 000	R20 000 000	R30 000 000	R30 000 000	R0	R0	R0	R0	R0	R88 000 000
Infrastructure Services	Transport Planning	Cycle Plan - Design & Implementation	CRR (Own funds)	66,00%	Provisioned In	R500 000	R0	R500 000	R500 000	R500 000	R500 000	R500 000	R500 000	R500 000	R500 000	R4 500 000
Infrastructure Services	Transport Planning	Non-Motorised Transport Implementation	CRR (Own funds)	66,00%	Provisioned In	R1 000 000	R0	R3 000 000	R3 000 000	R4 000 000	R4 000 000	R4 000 000	R4 000 000	R4 000 000	R4 000 000	R31 000 000

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Directorate	Department	Project Name	Funding Source	Score	Fit Status	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Total
Infrastructure Services	Traffic Engineering	Adhoc: Intersection Improvements	CRR (Own funds)	66,00%	Provisioned In	R0	R0	R2 000 000	R0	R0	R2 000 000	R0	R0	R0	R0	R4 000 000
Infrastructure Services	Traffic Engineering	Main Road Intersection Improvements: Stellenbosch	CRR (Own funds)	66,00%	Fit with Delay		R0	R0	R0	R0	R0	R1 500 000	R15 000 000	R15 000 000	R0	R31 500 000
Infrastructure Services	Roads and Stormwater	Bridge Construction	IUDG	65,43%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0
Infrastructure Services	Electrical Services	Automatic Meter Reader	CRR (Own funds)	64,00%	Provisioned In	R400 000	R400 000	R440 000	R484 000	R532 400	R585 640	R644 204	R708 624	R708 624	R857 436	R5 760 928
Infrastructure Services	Electrical Services	Meter Panels	CRR (Own funds)	64,00%	Provisioned In	R250 000	R250 000	R250 000	R250 000	R250 000	R250 000	R250 000	R250 000	R250 000	R250 000	R2 500 000
Infrastructure Services	Electrical Services	Replace Ineffective Meters	CRR (Own funds)	64,00%	Provisioned In	R250 000	R0	R302 500	R332 750	R366 025	R402 628	R442 890	R487 179	R487 179	R589 487	R3 660 638
Infrastructure Services	Water and Wastewater Services: Water	Bulk Water Supply Klapmuts	External Loan	63,43%	Provisioned In	R8 000 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R8 000 000
Infrastructure Services	Water and Wastewater Services: Water		External Loan	63,43%	Provisioned In	R32 500 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R32 500 000
Infrastructure Services	Water and Wastewater Services: Water	Bulk Water Supply Pipeline & Reservoir - Jamestown	CRR (Own funds)	63,43%	Roll-Over	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0
Infrastructure Services	Water and Wastewater Services: Water	Dwarsriver Bulk Supply Augmentation and Network Upgrades	CRR (Own funds)	63,43%	Provisioned In	R7 000 000	R0	R750 000	R750 000	R0	R0	R0	R0	R0	R0	R8 500 000
Infrastructure Services	Water and Wastewater Services: Water	Water Treatment Works: Idasvalley	External Loan	63,43%	Provisioned In	R1 000 000	R0	R0	R0	R3 000 000	R30 000 000	R50 000 000	R10 000 000	R10 000 000	R0	R104 000 000
Planning and Development Services	Housing Development	Housing Projects	CRR (Own funds)	62,29%	Provisioned In	R500 000	R500 000	R500 000	R4 300 000	R1 500 000	R1 500 000	R1 500 000	R1 500 000	R1 500 000	R1 500 000	R14 800 000
Planning and Development Services	Housing Development	Erf 7001 Cloetesville (380) FLISP	Human Settlements Grant	62,29%	Provisioned In	R1 300 000	R0	R6 000 000	R0	R0	R0	R0	R0	R0	R0	R7 300 000
Planning and Development Services	Housing Development	Kayamandi Town Centre	ISUPG	62,29%	Provisioned In	R0	R6 000 000	R6 000 000	R0	R0	R0	R0	R0	R0	R0	R12 000 000
Planning and Development Services	Housing Development	Kayamandi Watergang Northern Extension (2000)	Human Settlements Grant	62,29%	Provisioned In	R0	R6 000 000	R6 000 000	R0	R0	R0	R0	R0	R0	R0	R12 000 000
Infrastructure Services	Project Management Unit (PMU)	Housing Projects	CRR (Own funds)	62,29%	Provisioned In	R250 000	R300 000	R350 000	R400 000	R500 000	R500 000	R500 000	R500 000	R500 000	R500 000	R4 300 000
Infrastructure Services	Water and Wastewater Services: Water	112 New 5 MI Reservoir: Cloetesville	CRR (Own funds)	62,29%	Provisioned In	R0	R0	R500 000	R2 000 000	R26 500 000	R3 000 000	R0	R0	R0	R0	R32 000 000
Infrastructure Services	Water and Wastewater Services: Water	Koelenhof and Mariendahl Bulk Water Supply Upgrade	CRR (Own funds)	62,29%	Fit with Delay		R0	R0	R0	R0	R0	R0	R500 000	R500 000	R40 000 000	R41 000 000
Planning and Development Services	Housing Development	Erf 7001 Cloetesville (380) FLISP	CRR (Own funds)	62,29%	Provisioned In	R0	R4 100 000	R500 000	R11 400 000	R0	R0	R0	R0	R0	R0	R16 000 000
Planning and Development Services	Housing Development	Kayamandi Town Centre	CRR (Own funds)	62,29%	Fit with Delay_4					R0	R0	R0	R6 000 000	R6 000 000	R6 000 000	R18 000 000

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Planning and Development Services	Housing Development	Kayamandi Watergang Northern Extension (2000)	CRR (Own funds)	62,29%	Fit with Delay_4					R0	R0	R0	R6 000 000	R6 000 000	R6 000 000	R18 000 000	
Planning and Development Services	Housing Development	Franschhoek Meerlust: Bosdorp (±200 services & ±200 units)	Human Settlements Grant	62,29%	Fit with Delay_4					R0	R0	R0	R6 000 000	R6 000 000	R15 800 000	R27 800 000	
Planning and Development Services	IHS: Informal Settlements	Enkanini	CRR (Own funds)	62,29%	Fit with Delay_4					R0	R0	R0	R6 000 000	R6 000 000	R6 000 000	R18 000 000	
Planning and Development Services	Housing Development	Northern Extension Watergang Informal Settlements Basic Services	CRR (Own funds)	62,29%	Fit with Delay_4					R0	R0	R0	R3 000 000	R3 000 000	R0	R6 000 000	
Infrastructure Services	Water and Wastewater Services: Sanitation	Effluent Recycling of Waste Water 10Ml per day	CRR (Own funds)	62,00%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	
Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade of WWTW Wemmershoek	External Loan	60,29%	Provisioned In	R19 500 000	R45 000 000	R5 000 000	R0	R0	R0	R0	R0	R0	R0	R0	R69 500 000
Infrastructure Services	Water and Wastewater Services: Sanitation	Cloetesville Bulk Sewer Upgrade	CRR (Own funds)	60,29%	Provisioned In	R1 000 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R1 000 000
Infrastructure Services	Electrical Services	Ad-Hoc Provision of Streetlighting	CRR (Own funds)	60,00%	Provisioned In	R2 000 000	R2 100 000	R2 140 000	R2 289 800	R2 450 086	R2 621 592	R2 805 103	R3 001 460	R3 001 460	R3 436 372	R25 845 874	
Infrastructure Services	Transport Planning	Stellenbosch Tour Bus Parking	CRR (Own funds)	60,00%	Provisioned In	R600 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R600 000
Planning and Development Services	Housing Development	Jamestown: Housing	Human Settlements Grant	59,43%	Provisioned In	R0	R6 000 000	R6 000 000	R0	R0	R0	R0	R0	R0	R0	R0	R12 000 000
Planning and Development Services	Housing Development	Klapmuts La Rochelle (100)	Human Settlements Grant	59,43%	Provisioned In	R283 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R283 000
Infrastructure Services	Project Management Unit (PMU)	Kayamandi: Zone O (±711 services)	ISUP	59,43%	Provisioned In	R13 350 000	R10 080 000	R0	R0	R0	R0	R9 152 000	R10 000 000	R0	R0	R0	R42 582 000
Infrastructure Services	Project Management Unit (PMU)	Franschhoek Mooiwater Basic Services	ISUP	59,43%	Provisioned In	R5 000 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R5 000 000
Infrastructure Services	Water and Wastewater Services: Sanitation	Sewerpipe Replacement: Dorp Straat Alexander Street	CRR (Own funds)	59,43%	Provisioned In	R0	R0	R2 000 000	R18 000 000	R0	R0	R0	R0	R0	R0	R0	R20 000 000
Infrastructure Services	Roads and Stormwater	Klapmuts Transport Network	CRR (Own funds)	59,43%	Provisioned In	R600 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R600 000
Infrastructure Services	Roads and Stormwater	Wilderbosch Extension to Trumali	CRR (Own funds)	59,43%	Provisioned In	R1 500 000	R1 500 000	R3 000 000	R7 000 000	R7 000 000	R0	R0	R0	R0	R0	R0	R20 000 000
Infrastructure Services	Project Management Unit (PMU)	Franschhoek Mooiwater Basic Services	CRR (Own funds)	59,43%	Fit with Delay_4					R0	R0	R0	R15 136 000	R15 136 000	R0	R0	R30 272 000
Infrastructure Services	Water and Wastewater Services: Water	106 Bulk Water Supply Pipe Reservoir: Dwars Rivier (Johannesdal / Kylemore / Pniel)	CRR (Own funds)	59,43%	Fit with Delay		R0	R0	R0	R0	R0	R0	R500 000	R500 000	R17 500 000	R18 500 000	
Infrastructure Services	Roads and Stormwater	Adam Tas Road Intersection Upgrades	CRR (Own funds)	59,43%	Provisioned In	R1 000 000	R300 000	R300 000	R0	R0	R2 000 000	R10 000 000	R0	R0	R0	R0	R13 600 000
Planning and Development Services	Housing Development	Erf 64, Kylemore	Human Settlements Grant	59,43%	Provisioned In	R833 000	R2 000 000	R0	R6 000 000	R15 000 000	R15 000 000	R15 800 000	R15 800 000	R15 800 000	R0	R0	R86 233 000

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Planning and Development Services	Housing Development	Jamestown: Housing	CRR (Own funds)	59,43%	Fit with Delay_4					R0	R0	R0	R6 000 000	R6 000 000	R6 000 000	R18 000 000
Planning and Development Services	Housing Development	Klapmuts La Rochelle (100)	CRR (Own funds)	59,43%	Fit with Delay_4					R0	R0	R0	R6 600 000	R6 600 000	R0	R13 200 000
Infrastructure Services	Roads and Stormwater	Gravel Roads Devon Valley - Safety Improvements Structural Repairs	CRR (Own funds)	58,29%	Provisioned In	R0	R500 000	R300 000	R0	R0	R0	R0	R0	R0	R0	R800 000
Infrastructure Services	Roads and Stormwater	Reseal Roads - Kylemore & Surrounding	CRR (Own funds)	58,29%	Provisioned In	R100 000	R100 000	R1 500 000	R0	R0	R1 500 000	R0	R0	R0	R0	R3 200 000
Infrastructure Services	Roads and Stormwater	Reseal Roads - Franschoek & Surrounding	CRR (Own funds)	58,29%	Provisioned In	R2 000 000	R100 000	R100 000	R2 000 000	R0	R0	R2 000 000	R0	R0	R0	R6 200 000
Infrastructure Services	Traffic Engineering	Main Road Intersection Improvements: Franschoek	CRR (Own funds)	58,29%	Provisioned In	R10 000 000	R2 129 950	R0	R0	R0	R1 500 000	R10 000 000	R750 000	R750 000	R0	R25 129 950
Infrastructure Services	Traffic Engineering	Main road intersection improvements: Helshoogte rd/La Colline	CRR (Own funds)	58,29%	Provisioned In	R3 000 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3 000 000
Planning and Development Services	IHS: Informal Settlements	Upgrading of Informal Settlements: General	CRR (Own funds)	58,00%	Fit with Delay_3				R0	R0	R0	R0	R500 000	R500 000	R500 000	R1 500 000
Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade of WWTW: Klapmuts	CRR (Own funds)	57,43%	Provisioned In	R15 040 350	R35 000 000	R10 500 000	R0	R0	R0	R0	R0	R0	R0	R60 540 350
Infrastructure Services	Traffic Engineering	Jamestown Transport Network - School Street	CRR (Own funds)	57,43%	Provisioned In	R3 000 000	R0	R2 000 000	R0	R0	R0	R0	R0	R0	R0	R5 000 000
Infrastructure Services	Water and Wastewater Services: Sanitation	Bulk Sewer Upgrade: Dwarsriver Area (Kylemore, Boschendal, Pniel)	CRR (Own funds)	57,43%	Fit with Delay_4					R0	R0	R0	R1 500 000	R1 500 000	R8 500 000	R11 500 000
Infrastructure Services	Water and Wastewater Services: Sanitation	Klapmuts Bulk Sewer Upgrade	CRR (Own funds)	57,43%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R0	R0	R15 000 000	R15 000 000
Infrastructure Services	Traffic Engineering	LDV Roads and Signs Maintenance	CRR (Own funds)	57,43%	Provisioned In	R500 000	R0	R0	R0	R0	R0	R1 000 000	R0	R0	R0	R1 500 000
Planning and Development Services	IHS: Informal Settlements	Langrug UISP (1899) Subdivisional area	CRR (Own funds)	56,57%	Provisioned In	R250 000	R500 000	R0	R0	R0	R0	R0	R0	R0	R0	R750 000
Planning and Development Services	IHS: Informal Settlements	LangrugFranschoek Mooiwater 236	ISUPG	56,57%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0
Planning and Development Services	IHS: Informal Settlements	Rehabilitation of Langrug Dam and Engineering Services	CRR (Own funds)	56,57%	Fit with Delay_4					R0	R0	R0	R1 050 000	R1 050 000	R2 000 000	R4 100 000
Infrastructure Services	Waste Management: Solid Waste Management	Major Drop-Offs: Construction - Franschoek	External Loan	56,29%	Provisioned In	R500 000	R3 000 000	R2 000 000	R0	R0	R0	R0	R0	R0	R0	R5 500 000
Infrastructure Services	Waste Management: Solid Waste Management	Franschoek: Area Cleaning Depot	CRR (Own funds)	56,29%	Provisioned In	R1 000 000	R2 000 000	R0	R0	R0	R0	R0	R0	R0	R0	R3 000 000
Infrastructure Services	Transport Planning	Taxi Rank Franschoek CDB	CRR (Own funds)	56,29%	Provisioned In	R500 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R500 000

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Directorate	Department	Project Name	Funding Source	Score	Fit Status	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Total
Infrastructure Services	Traffic Engineering	Road Upgrades at School Precincts	CRR (Own funds)	56,00%	Provisioned In	R200 000	R200 000	R200 000	R0	R0	R0	R0	R0	R0	R0	R600 000
Corporate Services	Properties and Municipal Building Maintenance	Kayamandi: Upgrading of Makapula Hall	CRR (Own funds)	56,00%	Provisioned In	R2 000 000	R1 000 000	R0	R0	R0	R0	R0	R1 100 000	R1 100 000	R0	R5 200 000
Infrastructure Services	Roads and Stormwater	Specialist Vehicle TLB - Digger Loader	CRR (Own funds)	56,00%	Provisioned In	R0	R3 000 000	R0	R0	R0	R0	R3 000 000	R0	R0	R0	R6 000 000
Infrastructure Services	Roads and Stormwater	Vehicles Replacement: Light Vehicles (LDV)	CRR (Own funds)	56,00%	Fit with Delay_2			R0	R0	R0	R0	R0	R1 000 000	R32	R0	R1 000 032
Infrastructure Services	Traffic Engineering	Heavy Duty Vehicle (Truck)	CRR (Own funds)	56,00%	Fit with Delay		R0	R0	R0	R0	R0	R0	R3 000 000	R3 000 000	R0	R6 000 000
Infrastructure Services	Transport Planning	Non-Motorised Transport Plan	CRR (Own funds)	56,00%	Fit with Delay_2			R0	R0	R0	R1 000 000	R0	R0	R32	R0	R1 000 032
Corporate Services	Properties and Municipal Building Maintenance	Upgrading of Public Amenities: Kayamandi	CRR (Own funds)	56,00%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R500 000	R500 000	R0	R1 000 000
Infrastructure Services	Roads and Stormwater	Reseal Roads - Klapmuts, Raithby & Surrounding	CRR (Own funds)	55,43%	Provisioned In	R1 250 000	R100 000	R100 000	R0	R1 500 000	R0	R0	R1 500 000	R1 500 000	R0	R5 950 000
Infrastructure Services	Roads and Stormwater	River Rehabilitation Implementation	CRR (Own funds)	54,00%	Provisioned In	R1 000 000	R100 000	R100 000	R0	R1 000 000	R100 000	R100 000	R0	R0	R0	R2 400 000
Infrastructure Services	Roads and Stormwater	Rivers Rehabilitation Planning & Design	CRR (Own funds)	54,00%	Fit with Delay_4					R0	R0	R0	R500 000	R500 000	R0	R1 000 000
Infrastructure Services	Roads and Stormwater	Upgrade Stormwater Retention Facilities	CRR (Own funds)	54,00%	Provisioned In	R500 000	R1 000 000	R500 000	R0	R1 500 000	R0	R0	R0	R0	R1 500 000	R5 000 000
Infrastructure Services	Traffic Engineering	Bird Street Dualling - Adam Tas to Kayamandi	CRR (Own funds)	54,00%	Provisioned In	R500 000	R5 000 000	R10 000 000	R15 000 000	R0	R0	R0	R0	R0	R0	R30 500 000
Infrastructure Services	Roads and Stormwater	Upgrade Stormwater System	CRR (Own funds)	54,00%	Provisioned In	R100 000	R50 000	R50 000	R200 000	R0	R0	R200 000	R0	R0	R0	R600 000
Infrastructure Services	Roads and Stormwater	Wilderbosch Extention to Technopark	CRR (Own funds)	54,00%	Fit with Delay_3				R0	R0	R0	R0	R1 500 000	R1 500 000	R0	R3 000 000
Infrastructure Services	Roads and Stormwater	Adhoc Minor Upgrading of Roads - WC024	CRR (Own funds)	54,00%	Provisioned In	R300 000	R300 000	R700 000	R0	R0	R700 000	R0	R0	R0	R0	R2 000 000
Infrastructure Services	Transport Planning	Public Transport Service (Inclusive of Disabled)	CRR (Own funds)	54,00%	Provisioned In	R0	R500 000	R0	R0	R0	R0	R0	R0	R0	R0	R500 000
Infrastructure Services	Waste Management: Solid Waste Management	Major Drop-offs: Construction - Klappmuts	CRR (Own funds)	53,43%	Provisioned In	R800 000	R4 000 000	R3 000 000	R0	R0	R0	R0	R0	R0	R0	R7 800 000
Infrastructure Services	Waste Management: Solid Waste Management	Major Drop-offs: Construction - Klappmuts	DC - Refuse	53,43%	Provisioned In	R0	R2 199 985	R0	R0	R0	R0	R0	R0	R0	R0	R2 199 985
Infrastructure Services	Electrical Services	Upgrading of Offices Beltana	CRR (Own funds)	52,29%	Provisioned In	R500 000	R500 000	R500 000	R500 000	R500 000	R500 000	R500 000	R500 000	R500 000	R500 000	R5 000 000
Infrastructure Services	Transport Planning	Public Transport Facilities (Taxi Ranks) Adhoc Upgrades	CRR (Own funds)	52,29%	Provisioned In	R0	R500 000	R0	R1 000 000	R0	R1 000 000	R0	R0	R0	R0	R2 500 000
Infrastructure Services	Waste Management: Solid Waste Management	Formalize skip areas	CRR (Own funds)	52,00%	Fit with Delay		R0	R0	R0	R0	R200 000	R0	R0	R0	R0	R200 000
Infrastructure Services	Waste Management: Solid Waste Management	Mini Waste drop-off facilities at Inf Settlements	CRR (Own funds)	52,00%	Provisioned In	R200 000	R100 000	R0	R0	R0	R0	R0	R0	R0	R0	R300 000
Infrastructure Services	Waste Management: Solid Waste Management	Skips (5,5kl)	CRR (Own funds)	52,00%	Provisioned In	R200 000	R0	R200 000	R0	R200 000	R0	R200 000	R0	R0	R0	R800 000

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Directorate	Department	Project Name	Funding Source	Score	Fit Status	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Total
Infrastructure Services	Waste Management: Solid Waste Management	Street Refuse Bins	CRR (Own funds)	52,00%	Provisioned In	R300 000	R0	R0	R400 000	R0	R0	R0	R0	R0	R0	R700 000
Infrastructure Services	Water and Wastewater Services: Water	Chlorination Installation: Upgrade	CRR (Own funds)	52,00%	Provisioned In	R2 000 000	R2 000 000	R1 500 000	R500 000	R0	R500 000	R1 000 000	R2 000 000	R2 000 000	R0	R11 500 000
Infrastructure Services	Transport Planning	Update Roads Master Plan for WC024	CRR (Own funds)	52,00%	Provisioned In	R0	R2 000 000	R0	R0	R2 000 000	R0	R0	R0	R0	R0	R4 000 000
Corporate Services	Properties and Municipal Building Maintenance	Structural Upgrade: Jamestown Ward Office and Library	CRR (Own funds)	51,43%	Provisioned In	R2 900 000	R1 000 000	R0	R0	R0	R0	R0	R0	R0	R0	R3 900 000
Infrastructure Services	Water and Wastewater Services: Water	Water Treatment Works: Franschhoek	CRR (Own funds)	50,29%	Provisioned In	R2 500 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R2 500 000
Corporate Services	Properties and Municipal Building Maintenance	Upgrade Millenium Hall Priel	CRR (Own funds)	50,29%	Provisioned In	R200 000	R800 000	R0	R0	R0	R0	R0	R0	R0	R0	R1 000 000
Infrastructure Services	Water and Wastewater Services: Water	Upgrade of Franschhoek Reservoirs and Pipelines	CRR (Own funds)	50,29%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0
Corporate Services	Properties and Municipal Building Maintenance	Flats: Terrain Improvements: Kayamandi	CRR (Own funds)	50,29%	Fit with Delay_3				R0	R0	R0	R0	R4 000 000	R4 000 000	R0	R8 000 000
Corporate Services	Properties and Municipal Building Maintenance	Multi- Purpose Centre: Kayamandi	CRR (Own funds)	50,29%	Provisioned In	R0	R0	R400 000	R0	R10 000 000	R15 000 000	R15 000 000	R0	R0	R0	R40 400 000
Corporate Services	Properties and Municipal Building Maintenance	Upgrading of Creche: Kayamandi	CRR (Own funds)	50,29%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R350 000	R350 000	R0	R700 000
Corporate Services	Properties and Municipal Building Maintenance	Upgrading of Groendal Community Hall	CRR (Own funds)	50,29%	Fit with Delay		R0	R0	R0	R0	R0	R300 000	R800 000	R800 000	R500 000	R2 400 000
Corporate Services	Properties and Municipal Building Maintenance	Upgrading of Groendal Sports Grounds	CRR (Own funds)	50,29%	Fit with Delay		R0	R0	R0	R0	R0	R0	R700 000	R700 000	R500 000	R1 900 000
Corporate Services	Properties and Municipal Building Maintenance	Upgrading of Stellenbosch Town Hall	CRR (Own funds)	50,29%	Fit with Delay_2			R0	R0	R0	R5 000 000	R0	R0	R32	R0	R5 000 032
Corporate Services	Information and Communications Technology (ICT)	Public Wi-Fi Network	CRR (Own funds)	50,00%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0
Corporate Services	Properties and Municipal Building Maintenance	Structural Improvement: General	CRR (Own funds)	50,00%	Provisioned In	R2 000 000	R3 000 000	R0	R0	R1 500 000	R2 000 000	R2 000 000	R2 000 000	R2 000 000	R0	R14 500 000
Corporate Services	Properties and Municipal Building Maintenance	Structural improvements at the Van der Stel Sport grounds	CRR (Own funds)	50,00%	Provisioned In	R3 500 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3 500 000
Corporate Services	Properties and Municipal Building Maintenance	Structural Maintenance/Upgrade: Beltana	CRR (Own funds)	50,00%	Provisioned In	R2 000 000	R2 000 000	R0	R0	R0	R0	R4 000 000	R4 000 000	R4 000 000	R0	R16 000 000
Corporate Services	Properties and Municipal Building Maintenance	Structural Upgrade: Heritage Building	CRR (Own funds)	50,00%	Provisioned In	R5 781 000	R0	R0	R0	R4 000 000	R2 000 000	R2 000 000	R2 000 000	R2 000 000	R0	R17 781 000
Corporate Services	Information and Communications Technology (ICT)	Communication Tower / Highsites	CRR (Own funds)	50,00%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0

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Directorate	Department	Project Name	Funding Source	Score	Fit Status	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Total
Corporate Services	Information and Communications Technology (ICT)	Cable Reticulation and Management. Main building	CRR (Own funds)	50,00%	Provisioned In	R1 000 000	R500 000	R500 000	R1 000 000	R1 000 000	R500 000	R500 000	R1 000 000	R1 000 000	R500 000	R7 500 000
Infrastructure Services	Water and Wastewater Services: Water	115 Storage Dam and Reservoir Upgrade	CRR (Own funds)	49,43%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R500 000	R500 000	R0	R1 000 000
Infrastructure Services	Roads and Stormwater	Lanquedoc Access road and Bridge	CRR (Own funds)	48,29%	Provisioned In	R0	R3 000 000	R0	R0	R0	R0	R0	R0	R0	R0	R3 000 000
Infrastructure Services	Roads and Stormwater	Lanquedoc Access road and Bridge	DC-Roads	48,29%	Provisioned In	R5 000 000	R12 000 000	R15 000 000	R0	R0	R0	R0	R0	R0	R0	R32 000 000
Infrastructure Services	Electrical Services	Vehicles: Electrical Services	CRR (Own funds)	48,00%	Provisioned In	R0	R2 800 000	R0	R3 200 000	R0	R0	R0	R3 800 000	R3 800 000	R5 700 000	R19 300 000
Infrastructure Services	Waste Management: Solid Waste Management	Transfer Station: Stellenbosch Planning and Design	External Loan	48,00%	Provisioned In	R0	R1 000 000	R10 000 000	R11 000 000	R0	R0	R0	R0	R0	R0	R22 000 000
Infrastructure Services	Waste Management: Solid Waste Management	Waste Minimization Projects	CRR (Own funds)	48,00%	Provisioned In	R500 000	R500 000	R500 000	R0	R0	R500 000	R1 000 000	R1 000 000	R1 000 000	R0	R5 000 000
Infrastructure Services	Transport Planning	Technopark Kerb and Channel Upgrade	CRR (Own funds)	48,00%	Provisioned In	R0	R1 500 000	R0	R0	R0	R0	R0	R0	R0	R0	R1 500 000
Infrastructure Services	Water and Wastewater Services: Sanitation	Extention Of WWTW: Stellenbosch	CRR (Own funds)	47,43%	Provisioned In	R2 000 000	R4 000 000	R0	R0	R0	R0	R4 000 000	R45 000 000	R45 000 000	R0	R100 000 000
Infrastructure Services	Water and Wastewater Services: Water	109 Water Treatment Works: Paradyskloof and Associated works	CRR (Own funds)	47,43%	Fit with Delay_3				R0	R0	R0	R0	R500 000	R500 000	R18 000 000	R19 000 000
Infrastructure Services	Water and Wastewater Services: Sanitation	Blaauwklippen Drainage Area (Sewer Network Jamestown)	CRR (Own funds)	47,43%	Fit with Delay		R0	R0	R0	R0	R0	R0	R1 000 000	R1 000 000	R20 000 000	R22 000 000
Corporate Services	Properties and Municipal Building Maintenance	New Multi-purpose centre: Jamestown	CRR (Own funds)	47,43%	Fit with Delay		R0	R0	R0	R0	R0	R0	R500 000	R500 000	R10 000 000	R11 000 000
Infrastructure Services	Electrical Services	Emergency Electricity Supply: Pniel Offices	CRR (Own funds)	47,43%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0
Corporate Services	Properties and Municipal Building Maintenance	Upgrading of Business Hub: La Motte	CRR (Own funds)	47,43%	Fit with Delay		R0	R0	R0	R0	R500 000	R0	R0	R0	R0	R500 000
Infrastructure Services	Water and Wastewater Services: Sanitation	Refurbish Plant & Equipment - Raithby WWTW	External Loan	46,00%	Provisioned In	R5 500 000	R2 500 000	R0	R0	R0	R0	R0	R0	R0	R0	R8 000 000
Infrastructure Services	Traffic Engineering	Pedestrian Crossing Implementation	CRR (Own funds)	46,00%	Provisioned In	R300 000	R100 000	R100 000	R300 000	R0	R0	R300 000	R0	R0	R0	R1 100 000
Infrastructure Services	Traffic Engineering	Raised Intersection Implementation	CRR (Own funds)	46,00%	Provisioned In	R0	R600 000	R0	R0	R600 000	R0	R0	R600 000	R600 000	R0	R2 400 000
Infrastructure Services	Traffic Engineering	Road Safety Improvements	CRR (Own funds)	46,00%	Provisioned In	R0	R500 000	R0	R0	R0	R0	R0	R0	R0	R0	R500 000
Corporate Services	Properties and Municipal Building Maintenance	Airconditioners	CRR (Own funds)	46,00%	Provisioned In	R300 000	R500 000	R0	R0	R0	R0	R0	R0	R0	R0	R800 000
Corporate Services	Properties and Municipal Building Maintenance	Upgrade Facilities for the Disabled	CRR (Own funds)	46,00%	Provisioned In	R200 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R200 000
Infrastructure Services	Water and Wastewater Services: Water	New Jamestown Reservoir and Network Upgrades	CRR (Own funds)	46,00%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0

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Directorate	Department	Project Name	Funding Source	Score	Fit Status	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Total
Corporate Services	Properties and Municipal Building Maintenance	Upgrading of Traffic Offices: Stellenbosch	CRR (Own funds)	46,00%	Fit with Delay_2			R0	R0	R0	R0	R0	R2 000 000	R32	R14 000 000	R16 000 032
Infrastructure Services	Water and Wastewater Services: Water	113 New 1 ML Raithby Reservoir Planning & Design	CRR (Own funds)	44,57%	Fit with Delay_4					R0	R0	R0	R500 000	R500 000	R25 000 000	R26 000 000
Planning and Development Services	Housing Development	La Motte Old Forest Station (±430 services & ±430 units)	Human Settlements Grant	39,43%	Provisioned In	R1 500 000	R0	R6 000 000	R0	R0	R0	R0	R0	R0	R0	R7 500 000
Community and Protection Services	Fire and Rescue Services	Major Fire Pumper	CRR (Own funds)	39,43%	Fit with Delay_2			R0	R0	R0	R6 000 000	R0	R0	R32	R0	R6 000 032
Planning and Development Services	Housing Development	La Motte Old Forest Station (±430 services & ±430 units)	CRR (Own funds)	39,43%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0
Corporate Services	Properties and Municipal Building Maintenance	New Depot: La Motte	CRR (Own funds)	38,29%	Provisioned In	R0	R300 000	R0	R0	R0	R0	R0	R0	R0	R0	R300 000
Corporate Services	Properties and Municipal Building Maintenance	Upgrading Fencing	CRR (Own funds)	38,00%	Provisioned In	R1 000 000	R1 000 000	R1 000 000	R0	R500 000	R500 000	R500 000	R500 000	R500 000	R0	R5 500 000
Community and Protection Services	Fire and Rescue Services	Rapid Response Vehicle	CRR (Own funds)	38,00%	Provisioned In	R0	R1 000 000	R0	R0	R1 500 000	R0	R0	R2 000 000	R2 000 000	R0	R6 500 000
Community and Protection Services	Law Enforcement and Security	Install and Upgrade CCTV/ LPR Cameras In WC024	CRR (Own funds)	38,00%	Provisioned In	R1 000 000	R2 000 000	R0	R0	R2 000 000	R2 000 000	R2 000 000	R0	R0	R0	R9 000 000
Community and Protection Services	Law Enforcement and Security	Install Computerized Access Security Systems and CCTV Cameras At Municipal Buildings	CRR (Own funds)	38,00%	Provisioned In	R1 200 000	R1 000 000	R0	R0	R850 000	R900 000	R950 000	R0	R0	R0	R4 900 000
Community and Protection Services	Law Enforcement and Security	Law Enforcement Tools and Equipment	CRR (Own funds)	38,00%	Provisioned In	R0	R300 000	R0	R0	R750 000	R750 000	R750 000	R750 000	R750 000	R0	R4 050 000
Community and Protection Services	Law Enforcement and Security	K9 Unit/ Horse Stables	CRR (Own funds)	38,00%	Fit with Delay_2			R0	R0	R0	R2 500 000	R0	R0	R32	R0	R2 500 032
Infrastructure Services	Electrical Services	Alternative Energy (UPS for buildings - ICT equipment)	CRR (Own funds)	38,00%	Provisioned In	R1 000 000	R2 000 000	R2 000 000	R2 000 000	R1 000 000	R1 000 000	R1 000 000	R2 000 000	R2 000 000	R2 000 000	R16 000 000
Corporate Services	Information and Communications Technology (ICT)	Backup and Disaster Recovery	CRR (Own funds)	38,00%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R0	R0	R1 000 000	R1 000 000
Corporate Services	Information and Communications Technology (ICT)	Communication Network	CRR (Own funds)	38,00%	Provisioned In	R4 000 000	R1 500 000	R1 500 000	R750 000	R2 250 000	R1 100 000	R1 100 000	R1 100 000	R1 100 000	R1 100 000	R15 500 000
Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade of WWTW: Priel & Decommissioning Of Franschoek	External Loan	36,00%	Fit with Delay		R0	R0	R0	R0	R0	R0	R684 431	R684 431	R0	R1 368 862
Infrastructure Services	Infrastructure Services	Furniture, Tools & Equipment	CRR (Own funds)	36,00%	Provisioned In	R75 000	R75 000	R75 000	R50 000	R75 000	R75 000	R75 000	R50 000	R50 000	R75 000	R675 000
Infrastructure Services	Electrical Services	Small Capital: Fte Electrical Services	CRR (Own funds)	36,00%	Provisioned In	R100 000	R100 000	R333 183	R366 501	R403 151	R443 466	R487 813	R536 594	R536 594	R649 279	R3 956 579
Infrastructure Services	Roads and Stormwater	Furniture, Tools & Equipment: Roads & Stormwater	CRR (Own funds)	36,00%	Provisioned In	R400 000	R400 000	R400 000	R400 000	R400 000	R400 000	R400 000	R400 000	R400 000	R400 000	R4 000 000

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Directorate	Department	Project Name	Funding Source	Score	Fit Status	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Total
Infrastructure Services	Roads and Stormwater	Specialized Vehicles: Heavy Duty Vehicles: Roads	CRR (Own funds)	36,00%	Provisioned In	R2 500 000	R2 000 000	R2 500 000	R0	R0	R0	R6 000 000	R0	R0	R0	R13 000 000
Infrastructure Services	Traffic Engineering	Specialized Equipment: Roadmarking Machine + Trailer	CRR (Own funds)	36,00%	Provisioned In	R0	R500 000	R600 000	R0	R0	R0	R0	R0	R0	R0	R1 100 000
Corporate Services	Properties and Municipal Building Maintenance	Furniture, Tools & Equipment: Property Management	CRR (Own funds)	34,00%	Provisioned In	R250 000	R250 000	R0	R0	R250 000	R250 000	R250 000	R250 000	R250 000	R0	R1 750 000
Community and Protection Services	Fire and Rescue Services	Furniture, Tools & Equipment: Fire	CRR (Own funds)	34,00%	Provisioned In	R200 000	R50 000	R0	R0	R100 000	R0	R0	R0	R0	R0	R350 000
Community and Protection Services	Law Enforcement and Security	Furniture, Tools & Equipment: Law Enforcement	CRR (Own funds)	34,00%	Provisioned In	R150 000	R200 000	R0	R0	R200 000	R200 000	R200 000	R0	R0	R0	R950 000
Community and Protection Services	Law Enforcement and Security	Vehicle Fleet: Law Enforcement	CRR (Own funds)	34,00%	Provisioned In	R1 365 972	R2 500 000	R0	R0	R2 500 000	R2 500 000	R2 500 000	R0	R0	R0	R11 365 972
Community and Protection Services	Traffic Services	Furniture, Tools & Equipment: Traffic Services	CRR (Own funds)	34,00%	Provisioned In	R130 000	R45 000	R0	R0	R0	R0	R0	R0	R0	R0	R175 000
Community and Protection Services	Traffic Services	Specialized Equipment: Traffic	CRR (Own funds)	34,00%	Provisioned In	R0	R1 500 000	R0	R0	R0	R0	R0	R0	R0	R0	R1 500 000
Community and Protection Services	Traffic Services	Specialized Vehicles: Traffic	CRR (Own funds)	34,00%	Provisioned In	R0	R1 750 000	R0	R0	R0	R0	R0	R0	R0	R0	R1 750 000
Community and Protection Services	Traffic Services	Vehicle Fleet: Traffic	CRR (Own funds)	34,00%	Provisioned In	R1 200 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R1 200 000
Financial Services	Financial Management Services	Furniture, Tools & Equipment	CRR (Own funds)	34,00%	Provisioned In	R250 000	R250 000	R250 000	R250 000	R250 000	R250 000	R250 000	R250 000	R250 000	R250 000	R2 500 000
Financial Services	Vehicle Fleet: FMS	Vehicle Fleet: FMS	CRR (Own funds)	34,00%	Provisioned In	R500 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R500 000
Corporate Services	Information and Communications Technology (ICT)	Server Storage expansion and upgrades	CRR (Own funds)	34,00%	Provisioned In	R2 000 000	R1 000 000	R1 000 000	R2 000 000	R1 000 000	R1 000 000	R2 000 000	R2 000 000	R2 000 000	R1 000 000	R15 000 000
Community and Protection Services	Sports Grounds and Picnic Sites	Skate Board Park	CRR (Own funds)	33,14%	Fit with Delay_2			R0	R0	R0	R0	R0	R550 000	R32	R0	R550 032
Infrastructure Services	Waste Management: Solid Waste Management	Vehicles: Solid Waste	CRR (Own funds)	32,00%	Provisioned In	R2 500 000	R2 500 000	R3 500 000	R9 600 000	R3 500 000	R5 000 000	R7 000 000	R0	R0	R3 800 000	R37 400 000
Infrastructure Services	Waste Management: Solid Waste Management	Integrated Waste Management Plan	CRR (Own funds)	32,00%	Fit with Delay		R0	R0	R0	R0	R0	R100 000	R600 000	R600 000	R0	R1 300 000
Community and Protection Services	Environmental Management: Implementation	Papegaaiberg Nature Reserve	CRR (Own funds)	32,00%	Fit with Delay_2			R0	R0	R0	R0	R0	R2 000 000	R32	R0	R2 000 032
Community and Protection Services	Sports Grounds and Picnic Sites	Jonkershoek Picnic Site upgrades	CRR (Own funds)	31,43%	Provisioned In	R500 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R500 000
Community and Protection Services	Environmental Management: Implementation	Jonkershoek Picnic Site: Upgrade of Facilities.	CRR (Own funds)	31,43%	Provisioned In	R700 000	R0	R0	R0	R0	R200 000	R0	R200 000	R200 000	R0	R1 300 000

Directorate	Department	Project Name	Funding Source	Score	Fit Status	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Total
Infrastructure Services	Water and Wastewater Services: Sanitation	Kayamandi Bulk Sewer	CRR (Own funds)	30,29%	Fit with Delay_2			R0	R0	R0	R5 000 000	R0	R0	R32	R0	R5 000 032
Community and Protection Services	Community Services: Library Services	Upgrading: Cloeteville Library	CRR (Own funds)	30,29%	Provisioned In	R180 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R180 000
Community and Protection Services	Sports Grounds and Picnic Sites	Kayamandi Sports Ground	CRR (Own funds)	30,29%	Provisioned In	R300 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R300 000
Planning and Development Services	Economic Development & Tourism	Establishment of the Kayamandi Informal Trading Area	RSEP	30,29%	Provisioned In	R1 000 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R1 000 000
Infrastructure Services	Project Management Unit (PMU)	Furniture, Tools and Equipment	CRR (Own funds)	30,29%	Provisioned In	R50 000	R75 000	R75 000	R110 000	R120 000	R130 000	R140 000	R150 000	R150 000	R170 000	R1 170 000
Infrastructure Services	Water and Wastewater Services: Sanitation	Northern Extension: Phase 2 Sanitation Infrastructure	CRR (Own funds)	30,29%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0
Community and Protection Services	Sports Grounds and Picnic Sites	Canopy	CRR (Own funds)	30,29%	Fit with Delay		R0	R0	R0	R0	R25 000	R0	R0	R0	R0	R25 000
Community and Protection Services	Sports Grounds and Picnic Sites	Feasibility Studies - Swimming Pools	CRR (Own funds)	30,29%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0
Infrastructure Services	Water and Wastewater Services: Water	New Developments Bulk Water Supply WC024	IUDG	30,00%	Provisioned In	R1 500 000	R1 500 000	R1 500 000	R3 000 000	R3 500 000	R3 500 000	R4 000 000	R4 000 000	R4 000 000	R0	R26 500 000
Infrastructure Services	Water and Wastewater Services: Sanitation	New Development Bulk Sewer Supply WC024	CRR (Own funds)	30,00%	Provisioned In	R0	R0	R2 000 000	R6 000 000	R7 000 000	R7 000 000	R7 000 000	R7 000 000	R7 000 000	R8 000 000	R51 000 000
Infrastructure Services	Water and Wastewater Services: Sanitation	New Development Bulk Sewer Supply WC024	IUDG	30,00%	Provisioned In	R2 000 000	R2 000 000	R0	R0	R0	R0	R0	R0	R0	R0	R4 000 000
Infrastructure Services	Roads and Stormwater	Update Stormwater Masterplan	CRR (Own funds)	30,00%	Provisioned In	R1 000 000	R0	R0	R0	R0	R1 000 000	R0	R0	R0	R0	R2 000 000
Community and Protection Services	Sports Grounds and Picnic Sites	Recreational Equipment Sport	CRR (Own funds)	30,00%	Fit with Delay		R0	R0	R0	R0	R500 000	R50 000	R100 000	R100 000	R150 000	R900 000
Community and Protection Services	Sports Grounds and Picnic Sites	Re-Surface of Netball/Tennis Courts	CRR (Own funds)	30,00%	Fit with Delay_2			R0	R0	R0	R0	R0	R550 000	R32	R0	R550 032
Community and Protection Services	Sports Grounds and Picnic Sites	Sight Screens/Pitch Covers Sports Grounds	CRR (Own funds)	30,00%	Fit with Delay_3				R0	R0	R0	R0	R250 000	R250 000	R250 000	R750 000
Community and Protection Services	Sports Grounds and Picnic Sites	Sport Special Equipment	CRR (Own funds)	30,00%	Fit with Delay_3				R0	R0	R0	R0	R300 000	R300 000	R350 000	R950 000
Community and Protection Services	Parks and Cemeteries	Beautification of Parks and Cemeteries	IUDG	29,14%	Provisioned In	R300 000	R800 000	R1 000 000	R0	R0	R0	R0	R400 000	R400 000	R0	R2 900 000
Infrastructure Services	Waste Management: Solid Waste Management	Waste Biofuels	CRR (Own funds)	28,00%	Fit with Delay_2			R0	R0	R0	R300 000	R0	R300 000	R32	R250 000	R850 032
Infrastructure Services	Water and Wastewater Services: Sanitation	Dorp Street Bulk Sewer Upgrade	CRR (Own funds)	27,43%	Provisioned In	R0	R500 000	R0	R0	R0	R0	R0	R0	R0	R0	R500 000

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Directorate	Department	Project Name	Funding Source	Score	Fit Status	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Total
Community and Protection Services	Cemeteries	Extension of Cemetery Infrastructure	CRR (Own funds)	27,43%	Provisioned In	R0	R10 000 000	R0	R0	R8 000 000	R9 000 000	R10 000 000	R5 000 000	R5 000 000	R0	R47 000 000
Community and Protection Services	Cemeteries	Extension of Cemetery Infrastructure	IUDG	27,43%	Provisioned In	R5 500 000	R0	R0	R0	R8 000 000	R9 000 000	R10 000 000	R5 000 000	R5 000 000	R0	R42 500 000
Community and Protection Services	Sports Grounds and Picnic Sites	Upgrading of swimmingpool	CRR (Own funds)	27,43%	Provisioned In	R0	R0	R200 000	R0	R150 000	R0	R0	R200 000	R200 000	R0	R750 000
Community and Protection Services	Environmental Management: Implementation	Mont Rochelle Nature Reserve: Upgrade of Facilities	CRR (Own funds)	26,29%	Provisioned In	R1 000 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R1 000 000
Planning and Development Services	Development Planning	Furniture, Tools and Equipment: Spatial Planning	CRR (Own funds)	26,00%	Provisioned In	R75 000	R75 000	R75 000	R0	R0	R0	R0	R0	R0	R0	R225 000
Infrastructure Services	Waste Management: Solid Waste Management	Furniture, Tools & Equipment: Solid Waste	CRR (Own funds)	26,00%	Provisioned In	R45 000	R50 000	R50 000	R50 000	R50 000	R0	R0	R0	R0	R0	R245 000
Infrastructure Services	Water and Wastewater Services: Water	Furniture, Tools & Equipment: Water	CRR (Own funds)	26,00%	Provisioned In	R150 000	R150 000	R200 000	R200 000	R200 000	R250 000	R250 000	R300 000	R300 000	R0	R2 000 000
Infrastructure Services	Water and Wastewater Services: Water	Reservoirs and Dam Safety	External Loan	26,00%	Provisioned In	R2 000 000	R0	R500 000	R1 000 000	R500 000	R3 000 000	R3 000 000	R2 000 000	R2 000 000	R0	R14 000 000
Infrastructure Services	Water and Wastewater Services: Water	Update Water Masterplan	CRR (Own funds)	26,00%	Provisioned In	R1 000 000	R1 000 000	R1 000 000	R1 500 000	R1 500 000	R1 500 000	R1 500 000	R1 500 000	R1 500 000	R0	R12 000 000
Infrastructure Services	Water and Wastewater Services: Water	Upgrade and Replace Water Meters	CRR (Own funds)	26,00%	Provisioned In	R2 500 000	R1 000 000	R1 000 000	R2 000 000	R1 500 000	R2 000 000	R2 000 000	R2 000 000	R2 000 000	R0	R16 000 000
Infrastructure Services	Water and Wastewater Services: Water	Waterpipe Replacement	External Loan	26,00%	Provisioned In	R4 000 000	R4 000 000	R7 000 000	R8 000 000	R8 000 000	R8 000 000	R9 000 000	R9 000 000	R9 000 000	R0	R66 000 000
Infrastructure Services	Water and Wastewater Services: Sanitation	Sewer Pumpstation & Telemetry Upgrade	CRR (Own funds)	26,00%	Provisioned In	R500 000	R2 500 000	R2 500 000	R2 500 000	R1 500 000	R1 000 000	R1 500 000	R1 500 000	R1 500 000	R0	R15 000 000
Infrastructure Services	Water and Wastewater Services: Sanitation	Sewerpipe Replacement	CRR (Own funds)	26,00%	Provisioned In	R4 000 000	R4 000 000	R8 000 000	R9 000 000	R10 000 000	R11 000 000	R11 000 000	R11 000 000	R11 000 000	R0	R79 000 000
Infrastructure Services	Water and Wastewater Services: Sanitation	Specialized Vehicles: Sanitation	CRR (Own funds)	26,00%	Provisioned In	R0	R4 500 000	R0	R0	R6 000 000	R0	R0	R0	R0	R0	R10 500 000
Infrastructure Services	Water and Wastewater Services: Sanitation	Furniture, Tools & Equipment: Sanitation	CRR (Own funds)	26,00%	Provisioned In	R300 000	R400 000	R400 000	R400 000	R400 000	R500 000	R500 000	R350 000	R350 000	R0	R3 600 000
Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade Laboratory Equipment	CRR (Own funds)	26,00%	Provisioned In	R0	R500 000	R0	R0	R0	R650 000	R0	R0	R0	R0	R1 150 000
Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade Auto-Samplers	CRR (Own funds)	26,00%	Provisioned In	R200 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R200 000
Infrastructure Services	Water and Wastewater Services: Sanitation	Franschhoek Sewer Network Upgrade (Langrug/Mooiwater)	External Loan	26,00%	Roll-Over	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0
Infrastructure Services	Water and Wastewater Services: Sanitation	Industrial Effluent Monitoring	CRR (Own funds)	26,00%	Provisioned In	R1 500 000	R0	R0	R0	R0	R1 000 000	R0	R0	R0	R0	R2 500 000

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Directorate	Department	Project Name	Funding Source	Score	Fit Status	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Total
Community and Protection Services	Halls	Community Hall	CRR (Own funds)	26,00%	Provisioned In	R200 000	R1 500 000	R0	R0	R0	R0	R0	R0	R0	R0	R1 700 000
Community and Protection Services	Halls	Upgrading of Halls	CRR (Own funds)	26,00%	Provisioned In	R0	R250 000	R0	R0	R500 000	R500 000	R1 500 000	R0	R0	R0	R2 750 000
Community and Protection Services	Halls	Specialised Equipment	CRR (Own funds)	26,00%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0
Community and Protection Services	Halls	Vehicle Fleet	CRR (Own funds)	26,00%	Fit with Delay_2			R0	R0	R0	R0	R0	R900 000	R32	R0	R900 032
Community and Protection Services	Sports Grounds and Picnic Sites	Borehole: Rural Sportsgrounds	CRR (Own funds)	26,00%	Provisioned In	R0	R1 100 000	R0	R0	R0	R1 500 000	R0	R0	R0	R0	R2 600 000
Community and Protection Services	Sports Grounds and Picnic Sites	Install Prepaid Meters at Sports Facilities	CRR (Own funds)	26,00%	Provisioned In	R0	R200 000	R0	R0	R0	R0	R0	R0	R0	R0	R200 000
Community and Protection Services	Sports Grounds and Picnic Sites	Installation of Boreholes	CRR (Own funds)	26,00%	Provisioned In	R0	R1 500 000	R0	R0	R0	R0	R0	R0	R0	R0	R1 500 000
Community and Protection Services	Sports Grounds and Picnic Sites	La Motte Open Air Gym	CRR (Own funds)	26,00%	Provisioned In	R300 000	R0	R0	R0	R0	R0	R0	R400 000	R400 000	R0	R1 100 000
Community and Protection Services	Sports Grounds and Picnic Sites	Upgrade of netball courts	CRR (Own funds)	26,00%	Provisioned In	R0	R1 000 000	R0	R0	R0	R0	R0	R0	R0	R0	R1 000 000
Community and Protection Services	Sports Grounds and Picnic Sites	Upgrade of Sport Facilities	CRR (Own funds)	26,00%	Provisioned In	R0	R3 000 000	R0	R0	R3 500 000	R4 000 000	R4 000 000	R4 500 000	R4 500 000	R0	R23 500 000
Community and Protection Services	Sports Grounds and Picnic Sites	Upgrade of Sport Facilities	DC - Community	26,00%	Provisioned In	R3 561 030	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3 561 030
Planning and Development Services	Economic Development & Tourism	Furniture, Tools & Equipment: LED	CRR (Own funds)	26,00%	Provisioned In	R75 000	R75 000	R75 000	R0	R0	R0	R0	R0	R0	R0	R225 000
Planning and Development Services	Housing Administration	Flats: Interior Upgrading - Kayamandi	CRR (Own funds)	26,00%	Provisioned In	R1 000 000	R1 000 000	R0	R0	R0	R0	R0	R0	R0	R0	R2 000 000
Planning and Development Services	Housing Administration	Furniture, Tools & Equipment: Housing Administration	CRR (Own funds)	26,00%	Provisioned In	R70 000	R80 000	R150 000	R0	R0	R0	R0	R0	R0	R0	R300 000
Community and Protection Services	Sports Grounds and Picnic Sites	Construction of Soccer Field: Langrug	CRR (Own funds)	26,00%	Fit with Delay_3				R0	R0	R0	R0	R3 000 000	R3 000 000	R0	R6 000 000
Community and Protection Services	Sports Grounds and Picnic Sites	Installation of cricket nets	CRR (Own funds)	26,00%	Provisioned In	R200 000	R150 000	R0	R250 000	R0	R0	R0	R0	R0	R0	R600 000
Community and Protection Services	Sports Grounds and Picnic Sites	Kayamandi Multi Purpose Centre	CRR (Own funds)	26,00%	Fit with Delay		R0	R0	R0	R0	R0	R0	R350 000	R350 000	R0	R700 000
Community and Protection Services	Sports Grounds and Picnic Sites	New Project: Building of a clubhouse at Papplaas Sport Facility (Devon Valley)	CRR (Own funds)	26,00%	Provisioned In	R0	R200 000	R2 000 000	R0	R0	R0	R0	R0	R0	R0	R2 200 000

Directorate	Department	Project Name	Funding Source	Score	Fit Status	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Total
Community and Protection Services	Sports Grounds and Picnic Sites	Specialised Vehicles	CRR (Own funds)	26,00%	Provisioned In	R0	R1 000 000	R0	R0	R0	R1 200 000	R0	R0	R0	R0	R2 200 000
Community and Protection Services	Sports Grounds and Picnic Sites	Upgrading of Tennis Courts: Idas Valley & Cloetesville	CRR (Own funds)	26,00%	Fit by Score	R0	R0	R0	R0	R0	R700 000	R0	R0	R0	R0	R700 000
Infrastructure Services	Water and Wastewater Services: Water	Upgrading of Raithby Water Scheme	CRR (Own funds)	24,57%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0
Community and Protection Services	Sports Grounds and Picnic Sites	Upgrade of Irrigation System	CRR (Own funds)	22,00%	Fit with Delay_3				R0	R0	R0	R0	R400 000	R400 000	R200 000	R1 000 000
Community and Protection Services	Environmental Management: Urban Forestry	Design and implement electronic Urban Forestry management tool	CRR (Own funds)	22,00%	Provisioned In	R250 000	R250 000	R0	R0	R500 000	R0	R0	R0	R0	R0	R1 000 000
Community and Protection Services	Parks and Cemeteries	Irrigation Systems	CRR (Own funds)	22,00%	Fit with Delay		R0	R0	R0	R0	R100 000	R30 000	R30 000	R30 000	R50 000	R240 000
Community and Protection Services	Parks and Cemeteries	Nursery: Facilities upgrade	CRR (Own funds)	22,00%	Fit with Delay		R0	R0	R0	R0	R50 000	R0	R30 000	R30 000	R50 000	R160 000
Community and Protection Services	Parks and Cemeteries	Pathways: Parks and Gardens	CRR (Own funds)	22,00%	Fit with Delay_2			R0	R0	R0	R0	R0	R100 000	R32	R200 000	R300 032
Community and Protection Services	Parks and Cemeteries	Upgrading of Parks	CRR (Own funds)	22,00%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R1 000 000	R1 000 000	R0	R2 000 000
Community and Protection Services	Environmental Management: Urban Forestry	Security Fencing Gate	CRR (Own funds)	21,14%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R200 000	R200 000	R0	R400 000
Community and Protection Services	Parks and Cemeteries	Expand offices for Dept Community Services	CRR (Own funds)	21,14%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R1 500 000	R1 500 000	R0	R3 000 000
Community and Protection Services	Fire and Rescue Services	Fire Station - Jamestown	CRR (Own funds)	19,43%	Provisioned In	R300 000	R1 000 000	R8 000 000	R0	R0	R0	R0	R0	R0	R0	R9 300 000
Community and Protection Services	Community Services: Library Services	Upgrading: Kayamandi Library	CRR (Own funds)	18,29%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R250 000	R250 000	R0	R500 000
Community and Protection Services	Environmental Management: Implementation	Air and Noise Control: FTE	CRR (Own funds)	18,29%	Fit with Delay		R0	R0	R0	R0	R150 000	R0	R200 000	R200 000	R250 000	R800 000
Community and Protection Services	Parks and Cemeteries	CBD Beautification	CRR (Own funds)	18,29%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0
Community and Protection Services	Parks and Cemeteries	Franschhoek Pedestrian Paths	CRR (Own funds)	18,29%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R500 000	R500 000	R0	R1 000 000
Community and Protection Services	Sports Grounds and Picnic Sites	Fencing of Netball Courts	CRR (Own funds)	18,00%	Provisioned In	R350 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R350 000
Community and Protection Services	Sports Grounds and Picnic Sites	Fencing: Sport Grounds (WC024)	CRR (Own funds)	18,00%	Provisioned In	R0	R1 750 000	R0	R0	R2 000 000	R2 500 000	R2 500 000	R0	R0	R0	R8 750 000

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Directorate	Department	Project Name	Funding Source	Score	Fit Status	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Total
Community and Protection Services	Parks and Cemeteries	Fencing :Parks and Gardens	IUDG	18,00%	Provisioned In	R200 000	R200 000	R0	R0	R200 000	R200 000	R200 000	R0	R0	R0	R1 000 000
Community and Protection Services	Fire and Rescue Services	Specialized Vehicles: Fire	CRR (Own funds)	18,00%	Provisioned In	R2 500 000	R0	R0	R0	R0	R0	R3 000 000	R0	R0	R3 500 000	R9 000 000
Community and Protection Services	Fire and Rescue Services	Rescue equipment	CRR (Own funds)	18,00%	Provisioned In	R0	R1 000 000	R0	R0	R1 000 000	R0	R0	R0	R0	R0	R2 000 000
Community and Protection Services	Law Enforcement and Security	Neighborhood Watch Safety equipment	CRR (Own funds)	18,00%	Provisioned In	R250 000	R250 000	R0	R0	R500 000	R500 000	R500 000	R0	R0	R0	R2 000 000
Community and Protection Services	Law Enforcement and Security	Security Upgrades	CRR (Own funds)	18,00%	Provisioned In	R0	R650 000	R0	R0	R250 000	R250 000	R250 000	R250 000	R250 000	R0	R1 900 000
Community and Protection Services	Environmental Management: Implementation	Workshop: Upgrading of facilities	CRR (Own funds)	15,43%	Provisioned In	R0	R0	R3 500 000	R0	R0	R0	R0	R0	R0	R0	R3 500 000
Community and Protection Services	Community Services: Library Services	New Library: Kylemore	CRR (Own funds)	15,43%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R1 500 000	R1 500 000	R0	R3 000 000
Community and Protection Services	Environmental Management: Implementation	Upgrading of Jonkershoek Office Complex and Hatchery	CRR (Own funds)	15,43%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0
Community and Protection Services	Environmental Management: Urban Forestry	Boreholes	CRR (Own funds)	15,43%	Provisioned In	R500 000	R0	R0	R0	R0	R0	R0	R350 000	R350 000	R0	R1 200 000
Community and Protection Services	Environmental Management: Urban Forestry	Revitalization of the Arboretum	CRR (Own funds)	15,43%	Fit with Delay_2			R0	R0	R0	R0	R0	R2 200 000	R32	R0	R2 200 032
Community and Protection Services	Environmental Management: Urban Forestry	Urban Forestry: Purchasing of bakkie 1 ton with canopy	CRR (Own funds)	15,43%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R450 000	R450 000	R0	R900 000
Community and Protection Services	Environmental Management: Urban Forestry	Urban Forestry: Purchasing of trailer	CRR (Own funds)	15,43%	Fit by Score	R0	R0	R0	R0	R0	R80 000	R0	R0	R0	R0	R80 000
Community and Protection Services	Parks and Cemeteries	Landscaping of Circles in Stellenbosch	CRR (Own funds)	15,43%	Fit with Delay_2			R0	R0	R0	R0	R0	R150 000	R32	R0	R150 032
Municipal Manager	Office of the Municipal Manager	Furniture, Tools & Equipment: MM	CRR (Own funds)	14,00%	Provisioned In	R40 000	R40 000	R40 000	R50 000	R50 000	R50 000	R50 000	R50 000	R50 000	R50 000	R470 000
Planning and Development Services	Housing Development	Furniture, Tools & Equipment: Housing Development	CRR (Own funds)	14,00%	Provisioned In	R70 000	R80 000	R150 000	R150 000	R80 000	R85 000	R90 000	R150 000	R150 000	R0	R1 005 000
Infrastructure Services	Water and Wastewater Services: Water	Vehicles: Water	CRR (Own funds)	14,00%	Provisioned In	R0	R1 000 000	R1 000 000	R0	R0	R750 000	R1 500 000	R0	R0	R0	R4 250 000
Infrastructure Services	Water and Wastewater Services: Water	Water Conservation & Demand Management	External Loan	14,00%	Provisioned In	R2 000 000	R2 000 000	R6 000 000	R6 000 000	R1 000 000	R1 500 000	R1 000 000	R2 000 000	R2 000 000	R0	R23 500 000
Infrastructure Services	Water and Wastewater Services: Water	Water Telemetry Upgrade	CRR (Own funds)	14,00%	Provisioned In	R1 500 000	R1 500 000	R1 500 000	R0	R0	R1 750 000	R1 750 000	R0	R0	R0	R8 000 000
Infrastructure Services	Water and Wastewater Services: Water	WSDP (tri-annually)	CRR (Own funds)	14,00%	Fit by Score	R0	R0	R0	R0	R0	R400 000	R0	R0	R0	R0	R400 000

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Directorate	Department	Project Name	Funding Source	Score	Fit Status	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Total
Infrastructure Services	Water and Wastewater Services: Sanitation	Update Sewer Masterplan	CRR (Own funds)	14,00%	Provisioned In	R500 000	R500 000	R500 000	R600 000	R600 000	R700 000	R700 000	R700 000	R700 000	R0	R5 500 000
Infrastructure Services	Water and Wastewater Services: Sanitation	Compilation of Water Service Development Plan (tri-annually)	CRR (Own funds)	14,00%	Provisioned In	R300 000	R300 000	R400 000	R400 000	R400 000	R500 000	R500 000	R500 000	R500 000	R0	R3 800 000
Infrastructure Services	Water and Wastewater Services: Sanitation	Vehicles: Sanitation	CRR (Own funds)	14,00%	Provisioned In	R800 000	R1 500 000	R2 000 000	R0	R0	R1 250 000	R0	R0	R0	R0	R5 550 000
Infrastructure Services	Roads and Stormwater	Update Pavement Management System	CRR (Own funds)	14,00%	Provisioned In	R1 000 000	R0	R0	R0	R0	R1 500 000	R0	R0	R0	R0	R2 500 000
Corporate Services	Information and Communications Technology (ICT)	Purchase and Replacement of Computer/software and Peripheral devices	CRR (Own funds)	14,00%	Provisioned In	R1 270 000	R1 270 000	R1 270 000	R1 500 000	R1 500 000	R1 500 000	R2 000 000	R2 000 000	R2 000 000	R2 000 000	R16 310 000
Corporate Services	Information and Communications Technology (ICT)	Upgrade and Expansion of IT Infrastructure Platforms (Including council chambers and fibre)	CRR (Own funds)	14,00%	Provisioned In	R3 500 000	R3 500 000	R2 000 000	R2 000 000	R2 000 000	R2 500 000	R2 500 000	R2 500 000	R2 500 000	R2 500 000	R25 500 000
Community and Protection Services	Community Development	Furniture, Tools & Equipment: Comm Development	CRR (Own funds)	14,00%	Provisioned In	R55 000	R60 000	R0	R0	R60 000	R70 000	R0	R0	R0	R0	R245 000
Community and Protection Services	Community Services: Library Services	Furniture, Tools & Equipment: Pniel Library	CRR (Own funds)	14,00%	Provisioned In	R20 000	R0	R10 000	R0	R0	R35 000	R20 000	R0	R0	R0	R85 000
Community and Protection Services	Community Services: Library Services	Library Books	CRR (Own funds)	14,00%	Provisioned In	R180 000	R180 000	R200 000	R200 000	R200 000	R210 000	R21 000	R210 000	R210 000	R220 000	R1 831 000
Community and Protection Services	Halls	Furniture, Tools & Equipment: Halls	CRR (Own funds)	14,00%	Provisioned In	R150 000	R0	R0	R0	R250 000	R250 000	R100 000	R0	R0	R0	R750 000
Community and Protection Services	Sports Grounds and Picnic Sites	Furniture, Tools & Equipment: Sports	CRR (Own funds)	14,00%	Provisioned In	R0	R400 000	R0	R0	R200 000	R200 000	R250 000	R250 000	R250 000	R0	R1 550 000
Community and Protection Services	Environmental Management: Implementation	Furniture, Tools & Equipment: Environmental Management	CRR (Own funds)	14,00%	Provisioned In	R100 000	R150 000	R150 000	R200 000	R0	R250 000	R0	R300 000	R300 000	R0	R1 450 000
Community and Protection Services	Environmental Management: Urban Forestry	Furniture, Tools & Equipment: Urban Forestry	CRR (Own funds)	14,00%	Provisioned In	R0	R1 500 000	R0	R0	R2 000 000	R0	R25 000 000	R0	R0	R0	R28 500 000
Community and Protection Services	Environmental Management: Urban Forestry	Specialized equipment: Urban Forestry	CRR (Own funds)	14,00%	Provisioned In	R0	R1 500 000	R0	R0	R2 500 000	R0	R0	R0	R0	R0	R4 000 000
Community and Protection Services	Environmental Management: Implementation	Specialized Equipment: Workshop	CRR (Own funds)	14,00%	Provisioned In	R0	R1 500 000	R0	R0	R0	R0	R3 000 000	R0	R0	R0	R4 500 000
Community and Protection Services	Environmental Management: Implementation	Specialized Vehicles: Workshop	CRR (Own funds)	14,00%	Provisioned In	R800 000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R800 000
Community and Protection Services	Environmental Management: Implementation	Vehicle Fleet: Workshop	CRR (Own funds)	14,00%	Provisioned In	R0	R100 000	R0	R0	R0	R0	R0	R0	R0	R0	R100 000
Community and Protection Services	Cemeteries	Vehicle Fleet: Cemeteries	CRR (Own funds)	14,00%	Provisioned In	R0	R500 000	R0	R0	R0	R0	R0	R0	R0	R0	R500 000

Directorate	Department	Project Name	Funding Source	Score	Fit Status	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Total
Community and Protection Services	Parks and Cemeteries	Furniture, Tools & Equipment: Parks & Cemeteries	CRR (Own funds)	14,00%	Provisioned In	R0	R50 000	R0	R0	R200 000	R30 000	R30 000	R30 000	R30 000	R0	R370 000
Community and Protection Services	Parks and Cemeteries	Vehicle Fleet: Parks & Cemeteries	CRR (Own funds)	14,00%	Provisioned In	R0	R1 000 000	R0	R0	R0	R0	R0	R0	R0	R0	R1 000 000
Community and Protection Services	Environmental Management: Implementation	Jan Marais Nature Reserve: Upgrading and maintenance of the reserve	CRR (Own funds)	14,00%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R2 000 000	R2 000 000	R0	R4 000 000
Community and Protection Services	Community Development	SRD Vehicle	CRR (Own funds)	14,00%	Fit by Score	R0	R0	R0	R0	R0	R500 000	R0	R0	R0	R0	R500 000
Community and Protection Services	Community Services: Library Services	Idas Valley: Furniture, Tools and Equipment	CRR (Own funds)	14,00%	Provisioned In	R0	R30 000	R0	R0	R0	R0	R0	R0	R0	R0	R30 000
Community and Protection Services	Community Services: Library Services	Groendal Library: Furniture Tools and Equipment	CRR (Own funds)	14,00%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0
Community and Protection Services	Community Services: Library Services	Kayamandi: Furniture, Tools and Equipment	CRR (Own funds)	14,00%	Provisioned In	R0	R0	R20 000	R0	R0	R10 000	R0	R0	R0	R0	R30 000
Community and Protection Services	Community Services: Library Services	Security cameras: All libraries	CRR (Own funds)	14,00%	Fit with Delay		R0	R0	R0	R0	R0	R0	R0	R0	R0	R0
Community and Protection Services	Community Services: Library Services	Vehicles	CRR (Own funds)	14,00%	Fit with Delay		R0	R0	R0	R0	R300 000	R0	R0	R0	R0	R300 000
Community and Protection Services	Environmental Management: Implementation	Hiking Trails in Nature Areas	CRR (Own funds)	14,00%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0
Community and Protection Services	Environmental Management: Implementation	4x4 bakkie	CRR (Own funds)	14,00%	Fit with Delay		R0	R0	R0	R0	R700 000	R0	R0	R0	R0	R700 000
Community and Protection Services	Environmental Management: Implementation	Nature Conservation:Vehicle Fleet	CRR (Own funds)	14,00%	Fit with Delay_3				R0	R0	R0	R0	R0	R0	R1 000 000	R1 000 000
Community and Protection Services	Environmental Management: Implementation	Workshop : FTE	CRR (Own funds)	14,00%	Fit by Score	R0	R0	R0	R0	R0	R100 000	R0	R0	R0	R0	R100 000
Community and Protection Services	Environmental Management: Urban Forestry	Office furniture	CRR (Own funds)	14,00%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0
Community and Protection Services	Environmental Management: Urban Forestry	8 Ton Tipper Truck	CRR (Own funds)	14,00%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0
Community and Protection Services	Parks and Cemeteries	Artificial grass on parks and gardens	CRR (Own funds)	14,00%	Fit with Delay_4					R0	R0	R0	R0	R0	R200 000	R200 000
Community and Protection Services	Parks and Cemeteries	Grab/crane truck	CRR (Own funds)	14,00%	Fit with Delay_3				R0	R0	R0	R0	R0	R0	R0	R0
Community and Protection Services	Parks and Cemeteries	Ornamental Horticulture FTE	CRR (Own funds)	14,00%	Fit by Score	R0	R0	R0	R0	R0	R30 000	R0	R30 000	R30 000	R0	R90 000

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Directorate	Department	Project Name	Funding Source	Score	Fit Status	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Total
Community and Protection Services	Parks and Cemeteries	Purchase Fleet	CRR (Own funds)	14,00%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0
Community and Protection Services	Parks and Cemeteries	Purchase of Specialised Equipment	CRR (Own funds)	14,00%	Fit with Delay_3				R0	R0	R0	R0	R30 000	R30 000	R30 000	R90 000
Community and Protection Services	Parks and Cemeteries	Purchase of Specialised Vehicles	CRR (Own funds)	14,00%	Fit with Delay_3				R0	R0	R0	R0	R0	R0	R0	R0
Community and Protection Services	Parks and Cemeteries	Radios	CRR (Own funds)	14,00%	Fit by Score	R0	R0	R0	R0	R0	R10 000	R0	R0	R0	R0	R10 000
Community and Protection Services	Parks and Cemeteries	River developement	CRR (Own funds)	14,00%	Fit by Score	R0	R0	R0	R0	R0	R250 000	R250 000	R400 000	R400 000	R0	R1 300 000
Community and Protection Services	Parks and Cemeteries	Spray/Water Parks	CRR (Own funds)	14,00%	Fit by Score	R0	R0	R0	R0	R15 000 000	R0	R17 000 000	R0	R0	R0	R32 000 000
Community and Protection Services	Parks and Cemeteries	Storage Containers: Fertilisers & Pesticides.	CRR (Own funds)	14,00%	Fit by Score	R0	R0	R0	R0	R30 000	R0	R0	R0	R0	R0	R30 000
Community and Protection Services	Parks and Cemeteries	Urban Greening: Beautification: Main Routes and Tourist Routes	CRR (Own funds)	14,00%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R250 000	R250 000	R0	R500 000
Corporate Services	Information and Communications Technology (ICT)	Fibre Optic Strategy/Blueprint	CRR (Own funds)	14,00%	Provisioned In	R2 000 000	R2 000 000	R2 000 000	R2 000 000	R2 500 000	R2 500 000	R2 500 000	R2 500 000	R2 500 000	R2 500 000	R23 000 000
Infrastructure Services	Water and Wastewater Services: Water	Specialized Vehicles: Water	CRR (Own funds)	4,00%	Provisioned In	R0	R0	R5 500 000	R0	R0	R6 000 000	R0	R0	R0	R8 000 000	R19 500 000
Infrastructure Services	Roads and Stormwater	Roads Safety Plan	CRR (Own funds)	4,00%	Fit by Score	R0	R0	R0	R0	R0	R1 000 000	R0	R0	R0	R0	R1 000 000
Infrastructure Services	Transport Planning	Transport Study Stellenbosch CBD	CRR (Own funds)	4,00%	Fit by Score	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0
Community and Protection Services	Community Development	Upgrading and Maintenance: ECD Facilities	IUDG	4,00%	Provisioned In	R1 000 000	R1 000 000	R1 000 000	R1 000 000	R1 000 000	R0	R0	R0	R0	R0	R5 000 000
Community and Protection Services	Environmental Management: Urban Forestry	Landscaping of Nature Areas	CRR (Own funds)	4,00%	Fit by Score	R0	R1 000 000	R0	R0	R0	R0	R0	R0	R0	R0	R1000000

Part 7

Institutional Arrangements

7 Part 7: Institutional Arrangements

7.1 Functional Area Determination

It is recommended that a Development Potential Index are used to determine the Functional Areas. The Development Potential Index is a standardised spatial multi-criteria assessment framework based on hexagon modelling units, which takes into consideration factors related to morphology, demographics, socio-economics, land uses, accessibility and connectivity, social facilities and more. This result in the identification of homogenous zones – ideal for infrastructure demand calculations. This approach will ensure that the investment in infrastructure is aligned with the development potential of the area, leading to better use of resources.

7.2 Infrastructure Demand

After review of key masterplan documents, it was found that several masterplans are outdated. Of the masterplans reviewed, it was not clear what the infrastructure projects are that is required to invest in for the respective services. It was also found that the asset management framework of the municipality is under review. It is recommended that through the capital planning forum, several key masterplan documents are updated to clearly express, per capital project, what is required from an investment perspective over the next 20-50 years. This will provide a clear understanding of the infrastructure demands and ensure that investments are made based on updated and accurate information.

7.3 Prioritisation Rationale

Currently, the municipality considers five key objectives when it comes to differentiating between capital projects vying for capital investment over the analysis period. To determine an even more representative score, it is recommended that the municipality investigate the usage of more criteria when evaluating projects. It is further recommended that the data used to determine the adherence to the said criteria, is verifiable, otherwise put, that the data utilised to determine the strategic alignment of each capital project is evidence based leading to a more objective prioritisation process.

7.4 Budget Scenario Tool

The budget scenario tool used to develop the 10-year capital expenditure framework encapsulated in this document, is configured in a MS-word application, MS Excel. This does pose limitations in flexibility when it comes to scenario testing and require significant input to conduct a budget scenario. It is recommended that the municipality consider applications that are integrated with the entire capital planning process, to facilitate scenario-based decision making in optimising investment towards capital investment.

7.5 Capital Planning Forum

It is recommended that the Capital Planning Forum is continued as a vehicle to enable stakeholder engagement relevant to the planning and prioritisation process of infrastructure investment. A Terms of Reference for the Capital Planning Forum is appended as an annexure.

Annexure

Annexure A: Masterplan - Infrastructure Projects Portfolio

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
Water	River Management Plan	2011	A-EM-3.001	Extension of Gabion Mattress Protection	-	-33,9380549 18,8781321	-	R685 000,00
Water	River Management Plan	2011	A-EM-3.002	Protection of Tree Roots	-	-33,9382755 18,8806553	-	R1 354 800,00
Water	River Management Plan	2011	A-EM-3.003	Protection of Embankment Downstream of Retaining Wall	-	-33,9383700 18,8694894	-	R592 500,00
Water	River Management Plan	2011	A-EM-3.004	Stabilisation of Steep Embankment Adjacent to Roadway	-	-33,9400612 18,8639149	-	R4 000 000,00
Water	River Management Plan	2011	A-EM-3.005	Protection of Steep Embankment	-	-33,9404090 18,8631515	-	R16 500 000,00
Water	River Management Plan	2011	A-EM-3.006	Protection of Steep Eroded Embankment	-	-33,9410723 18,8608588	-	R3 500 000,00
Water	River Management Plan	2011	A-EM-3.007	Slope Stabilisation	-	-33,9192942 18,8956502	-	R4 500 000,00
Water	River Management Plan	2011	A-EM-3.008	Cascade	-	-33,9198894 18,8946341	-	R50 000,00
Water	River Management Plan	2011	A-EM-3.009	Embankment Protection	-	-33,9418224 18,8558531	-	R150 000,00
Water	River Management Plan	2011	A-EM-3.010	Headwall Undercut Protection	-	-33,9233790 18,8695698	-	R50 000,00
Water	River Management Plan	2011	A-EM-3.011	Retaining Wall at 'Die Rand'	-	-33,9288560 18,8558776	-	R250 000,00
Water	River Management Plan	2011	A-EM-3.012	Protection of Retaining Wall Foundation at 'Die Rand'	-	-33,9294295 18,8538664	-	R500 000,00
Water	River Management Plan	2011	A-EM-3.013	Stabilisation of Slope at 'Die Rand'	-	-33,9299669 18,8530558	-	R150 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
Water	River Management Plan	2011	A-EM-3.014	Protection of Banks Downstream of Cascade	-	-33,9294295 18,8538664	-	R400 000,00
Water	River Management Plan	2011	A-EM-3.015	Protection of Steep Embankment	-	-33,9205569 18,8527734	-	R145 000,00
Water	River Management Plan	2011	A-EM-3.016	Stabilisation of Eroded Embankment Toe	-	-33,9040300 18,8433890	-	R1 500 000,00
Water	River Management Plan	2011	A-EM-3.017	Stabilisation of Unconsolidated Embankment Toe	-	-33,9057362 18,8450708	-	R6 000 000,00
Water	River Management Plan	2011	A-EM-3.018	Extension of Gabion Wing-Wall	-	-33,9206698 18,8527588	-	R1 000 000,00
Water	River Management Plan	2011	A-EM-3.019	Protection of Eroded Embankment	-	-33,9260605 18,8518234	-	R2 200 000,00
Water	River Management Plan	2011	A-EM-3.020	Retaining Wall at Wine Processing Factories	-	-33,9390887 18,8472346	-	R5 000 000,00
Water	River Management Plan	2011	A-EM-4.001	Coetzenburg Street - Berm Flood Protection	-	-33,9390299 18,8657698	-	R1 200 000,00
Water	River Management Plan	2011	A-EM-4.002	Helderberg Street - Berm Flood Protection	-	-33,9404090 18,8631515	-	R950 000,00
Water	River Management Plan	2011	A-EM-4.003	Brandewyn Museum – Gabion Flood Protection	-	-33,9415345 18,8525800	-	R300 000,00
Water	River Management Plan	2011	A-EM-4.004	'Die Boord' - Berm Flood Protection	-	-33,9431489 18,8493278	-	R1 700 000,00
Water	River Management Plan	2011	A-EM-4.005	Eerste & Plankenbrug Confluence – Demolition of Existing Structure	-	-33,9431489 18,8493278	-	R900 000,00
Water	River Management Plan	2011	A-EM-4.006	Helshoogte Crossing – Berm Flood Protection	-	-33,9294295 18,8538664	-	R2 000 000,00
Water	River Management Plan	2011	A-EM-4.007	'Die Rand' – Removal of Obstructions and Alien Vegetation	-	-33,9231749 18,8717839	-	R4 000 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Improve the operation of the weir at the current extraction point in the Eerste River at Jonkershoek.	-	-	-	R7 410 000,00
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Wynland WUA transfer of water allocations.	-	-	-	R1 250 000,00
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Additional development of the Central boreholes in Stellenbosch.	-	-	-	R1 840 000,00
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Develop the Mariendahl borehole source in the Koelenhof system.	-	-	-	R100 000,00
Water	Bulk Water Resources: Water Resilience Master Planning For The	2021	-	Develop the borehole next to the Koelenhof reservoir.	-	-	-	R300 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
	Stellenbosch System							
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Increase allocation from WCWSS to SM.	-	-	-	R450 000,00
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Increase yield allocated from Jonkershoek Valley.	-	-	-	R145 000,00
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Increase the allocation from CCT to SM.	-	-	-	R600 000,00
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Re-use of treated effluent at the Stellenbosch WWTW.	-	-	-	R3 000 000,00
Water	Bulk Water Resources: Water Resilience Master Planning For	2021	-	Polkadraai bulk supply upgrades	-	-	-	R800 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
	The Stellenbosch System							
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Idas Valley WTW upgrade.	-	-	-	R0,00
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Jonkershoek reservoir water treatment cstage plant.	-	-	-	R1 500 000,00
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	pegaaiberg water treatment cstage plant.	-	-	-	R600 000,00
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Koelenhof bulk supply upgrades.	-	-	-	R150 000,00
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Stellenbosch WWTW re-use plant.	-	-	-	R750 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
	Planning For The Stellenbosch System							
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Kayamandi Upper system.	-	-	-	R15 250 000,00
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Helshoogte system.	-	-	-	R2 450 000,00
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Vlottenburg system.	-	-	-	R1 250 000,00
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Jamestown system.	-	-	-	R1 200 000,00
Water	Bulk Water Resources: Water Resilience	2021	-	Koelenhof system.	-	-	-	R650 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
	Master Planning For The Stellenbosch System							
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Kayamandi Upper system	-	-	-	R300 000,00
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Helshoogte system	-	-	-	R500 000,00
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Vlottenburg system	-	-	-	R59 000,00
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Jamestown system	-	-	-	R60 000,00
Water	Bulk Water Resources: Water	2021	-	Jonkershoek Weir	-	-	-	R85 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
	Resilience Master Planning For The Stellenbosch System							
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Idas Valley WTW upgrade.	-	-	-	R40 000,00
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Jonkershoek reservoir water treatment ckage plant	-	-	-	R16 000,00
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Wynland WUA transfer of water allocations.	-	-	-	R145 000,00
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Develop Central boreholes	-	-	-	R45 000,00
Water	Bulk Water Resources:	2021	-	pegaaiberg water treatment (for Central boreholes)	-	-	-	R685 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
	Water Resilience Master Planning For The Stellenbosch System							
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Develop the Mariendahl borehole source in the Koelenhof system.	-	-	-	R1 354 800,00
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Develop the borehole next to the Koelenhof reservoir.	-	-	-	R592 500,00
Water	Bulk Water Resources: Water Resilience Master Planning For The Stellenbosch System	2021	-	Koelenhof system	-	-	-	R4 000 000,00
Electricity	Electrical Infrastructure Master Plan	2016	-	Jan Marais Upgrade	Remove Existing Tx 1 and 2 and replace with 20MVA units	-		R16 500 000,00
Electricity	Electrical Infrastructure Master Plan	2016	-	Comission Tennant feeders	Install MV switchgear and comission sub with previously installed cables	-		R3 500 000,00
Electricity	Electrical Infrastructure Master Plan	2016	-	Upgrade Groendal feeders	11kV 3 core 185mmsq PILC(Table19) copper cabling 2km	-		R4 500 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
Electricity	Electrical Infrastructure Master Plan	2017	-	Markotter Upgrade	Remove Aged Existing Tx 1 2 and 3 and replace with New units	-		R50 000,00
Electricity	Electrical Infrastructure Master Plan	2018	-	Upgrade Engineering Fac feeders	11kV 3 core 185mmsq PILC(Table19) copper cabling 0.5km	-		R150 000,00
Electricity	Electrical Infrastructure Master Plan	2020	-	Kayamandi Sub - HV	Create 66/11 kV substation complete	-		R50 000,00
Electricity	Electrical Infrastructure Master Plan	2020	-	Kayamandi Sub - Munic MV/MV	Substation building and switchgear	-		R250 000,00
Electricity	Electrical Infrastructure Master Plan	2020	-	Stellenbosch Main - Tx upgrade	Remove Existing Tx 1 2 and 3 and replace with 20MVA units	-		R500 000,00
Electricity	Electrical Infrastructure Master Plan	2020	-	Stellenbosch Main - Kwarantyn sub	Substation building and switchgear	-		R150 000,00
Electricity	Electrical Infrastructure Master Plan	2020	-	Kwarantyn Sub cables	11kV 3 core 185mmsq PILC(Table19) copper cabling 3.8km	-		R400 000,00
Electricity	Electrical Infrastructure Master Plan	2020	-	Franshoek - Hugentoe feeder cables	11kV 3 core 185mmsq PILC(Table19) copper cabling 2km	-		R145 000,00
Electricity	Electrical Infrastructure Master Plan	2020	-	Franshoek: Upgrade Groendal feeders	11kV 3 core 185mmsq PILC(Table19) copper cabling 2km	-		R1 500 000,00
Electricity	Electrical Infrastructure Master Plan	2020	-	Stellenbosch Main Upgrade	Renew Transformers 1 2 and 11kV 3 core 185mmsq PILC(Table19) copper cabling from Stellenbosch Main to Polkadraai 1km.	-		R6 000 000,00
Electricity	Electrical Infrastructure Master Plan	2022	-	Kayamandi Sub - HV	Create 66/11 kV substation complete	-		R1 000 000,00
Electricity	Electrical Infrastructure Master Plan	2022	-	Kayamandi Sub - Munic MV/MV	Substation building and switchgear	-		R2 200 000,00
Electricity	Electrical Infrastructure Master Plan	2022	-	Golf Club Third Tx	Add third 20MVA transformer	-		R5 000 000,00
Electricity	Electrical Infrastructure Master Plan	2023	-	Jan Marais- Third Tx	Add third 20MVA transformer bay	-		R1 200 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
Electricity	Electrical Infrastructure Master Plan	2024	-	Franshoek - Groendal feeders	11kV 3 core 185mmsq PILC(Table19)copper cabling 2km	-		R950 000,00
Electricity	Electrical Infrastructure Master Plan	2025	-	Kayamandi Sub - HV	Create 66/11 kV substation complete	-		R300 000,00
Electricity	Electrical Infrastructure Master Plan	2025	-	Kayamandi Sub - Munic MV/MV	Substation building and switchgear	-		R1 700 000,00
Electricity	Electrical Infrastructure Master Plan	2030	-	Cloetesville: Upgrade Langstraat suid	New Substation building switcgear and feeder cables	-		R900 000,00
Electricity	Electrical Infrastructure Master Plan	2030	-	Cloetesville: Third Tx	Add third 20MVA transformer	-		R2 000 000,00
Electricity	Electrical Infrastructure Master Plan	2030	-	Franshoek: New Groendal 2 Sub	Substation building switchgear and	-		R4 000 000,00
Electricity	Electrical Infrastructure Master Plan	2030	-	Kayamandi: Third Tx	Add third 20MVA transformer	-		R7 410 000,00
Electricity	Electrical Infrastructure Master Plan	2033	-	Jan Marais	Add third 20MVA transformer bay	-		R1 250 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP001	Western byss	New road between R310 heading north to link with the R304 to tie into the existing intersection with Welgevonden Boulevard. The route runs east of the Stellenbosch landfill and joins Devon Valley Road for a portion before deviating to ss over the hill	-	PGWC	R1 840 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP002	Western byss	New road rallel to existing Techno Avenue from the R44 to R3R44 and R310 will be grade-serated intersections. The road will have limited intersections with a 2nd access to Techno rk linking into Neutron Road. The route crosses the Eerste river (new bridge) and sses to the west of Van Ryn's Distillery before crossing the railway line (new bridge) and intersecting with Adam Tas. Detailed planning and investigation of route alternatives will be required and an EIA process due to potentially environmentally sensitive areas	-	PGWC	R100 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
Roads and Stormwater	Roads Master Plan	2018	SRMP003	Western byss	New north-south link road between Annandale Road and Adam Tas running to the east of the airport and De Zalze Estate. The route will cross the Eerste River (new bridge) and sses to the west of Van Ryn's Distillery before crossing the railway line (new bridge) and intersecting with Adam Tas. Detailed planning and investigation of route alternatives will be required and an EIA process due to potentially environmentally sensitive areas.	-	PGWC	R300 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP004	Kromme Rhee Road	Upgrade to dual carriageway with shoulders replacement of level crossing at Koelenhof Station with road over rail bridge.	-	PGWC	R450 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP005	R44	Provide a left turn slip along van Reede Road. Extend existing right turn lane along R44 northbound.	-	Internal	R145 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP006	R44	Extend the existing right turn lane along the R44 northbound and widen the carriageway. Provide left turn slip and acceleration lane for left turning traffic on Merriman Street. Provide a left-turning slip and additional lane from Dennesig to Merriman southbound.	-	Internal	R600 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP007	Bottelary Road	Upgrade Bottelary Rd to dual carriageway between Devonvale Road and R30New roundabout proposed at intersection with Devonvale Road.	-	PGWC	R3 000 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP008	R44/R310	Provide a left turn slip lane on the R44 southbound and upgrade Helshoogte westbound to left turn through and double right turn lanes.	-	Internal	R800 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP009	Adam Tas	Realign Alexander Road to form the 4th leg opposite Adam Tas Road southbound.	-	PGWC	R0,00
Roads and Stormwater	Roads Master Plan	2018	SRMP010	R44	Grade Seration of intersection with free flow on the R44	-	PGWC	R1 500 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP011	R44	Grade Seration of intersection with free flow on the R44	-	PGWC	R600 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
Roads and Stormwater	Roads Master Plan	2018	SRMP012	Huguenot Road	Intersection upgrade and potentially a new layout / control type	-	Internal	R150 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP013	Huguenot Road	Intersection upgrade and potentially a new layout / control type	-	Internal	R750 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP014	Huguenot Road	Intersection upgrade and potentially a new layout / control type	-	Internal	R15 250 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP015	Huguenot Road	Provide medians on approaches to Huguenot Road / Louis Botha intersection to improve safety.	-	Internal	R2 450 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP016	Huguenot Road	Intersection upgrade and potentially a new layout / control type	-	Internal	R1 250 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP017	Lambrechts Road	Intersection upgrade and potentially a new layout / control type	-	Internal	R1 200 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP018	R44	Provision of additional lanes to increase road link capacity and intersection stop line capacity	-	PGWC	R650 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP019	-	-	-	-	R300 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP020	R44	Provision of intersection upgrades and/or dedicated lanes in congested sections	-	PGWC	R500 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP021	R310	Provision of intersection upgrades and/or dedicated lanes in congested sections	-	PGWC	R59 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP022	Western byss	Dualling of full length of Western Byss	-	PGWC	R60 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP023	Western byss	Upgrade to grade-separated interchange	-	PGWC	R85 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP024	Western byss	Upgrade to grade-separated interchange	-	PGWC	R40 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP025	Western byss	Upgrade to grade-separated interchange. Possible roundabout to accommodate Techno rk access proposed new east-west route and possibly De Zalze access. Refer to SRMP003.	-	PGWC	R16 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP026	-	-	-	-	R145 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP027	R45	Road improvement and intersection improvements	-	PGWC	R45 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP028 (Full)	R304	Upgrade to dual carriageway.	-	PGWC	R685 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP028 (rtial)	R304	Upgrade to dual carriageway.	-	PGWC	R1 354 800,00
Roads and Stormwater	Roads Master Plan	2018	SRMP029	Vlaeberg Road	Realignment of road in accordance with the AMP for the R310 with a road over rail bridge	-	PGWC	R592 500,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
Roads and Stormwater	Roads Master Plan	2018	SRMP030	Welgevonden Boulevard	Extension of Welgevonden Boulevard to byss north of Welgevonden residential area follow a new alignment and link to the R44 with a signalised intersection. A new entrance to Welgevonden will be required.	-	Internal	R4 000 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP031	-	-	-	-	R16 500 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP033	Robertsvei Road	Upgrade of Robertsvei Road to accommodate Heavy Vehicles which will allow byssing of Franschoek town centre.	-	PGWC	R3 500 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP034	Groenfontein Road	Upgrade of Groenfontein Road to serve proposed new developments in Klapmuts (north and south of the N1).	-	Internal	R4 500 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP035	George Balke Road	Grade seration of George Blake Road over railway line and R44 to link directly to Merriman Avenue. New slips off/onto R44 from new overss. Signalised.	-	Internal	R50 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP036	-	-	-	-	R150 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP037	tbc	Road rehabilitation and provision of new intersections with Eikendal Road Bredell Road and the R44.	-	PGWC	R50 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP038	Old arl Road	Road rehabilitation of the R10	-	PGWC	R250 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP039	Stellenbosch Arterial	Road rehabilitation of the M1	-	PGWC	R500 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP040	Annandale Road	Road rehabilitation of Annandale Road.	-	PGWC	R150 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP041	Groenfontein Road	Regravel Groenfontein Road	-	PGWC	R400 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP042	Sandringham Road	Road improvement	-	PGWC	R145 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP043	Baden Powell Drive	Rehabilitation and upgrade of Baden Powell between the N2 and Vlaeberg Road. Section between Polkadraai and Annandale Road is planned.	-	PGWC	R1 500 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP044	Robertsvei Road	Regravelling of existing road	-	PGWC	R6 000 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP045	Winery Road / Main Street	Realignment of Macassar Road to connect with Winery Road to create improved mobility from south of the N Existing portion of Winery Road to be maintained for local farm access only. Main Road to be extended	-	PGWC	R1 000 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
					to meet with new road as a priority intersection.			
Roads and Stormwater	Roads Master Plan	2018	SRMP046	-	-	-	-	R2 200 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP047	R44 / Stellenbosch Airport Service Road	New road between the existing service road and tying into proposed intersection on the R44 - required as rt of the Stellenrust Road realignment. Allows closure of several private driveways along the R44 with a consolidated access road. May require upgrading of the existing gravel service road. Closure of existing unsafe Aerodrome access off the R44	-	Internal	R5 000 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP048	Stellenrust Road	Realignment of Stellenrust Road over the R44 to link onto proposed new road and the closure of the existing unsafe access on the R44.	-	Internal	R1 200 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP049	New Jamestown Road	New Jamestown Road linking existing and proposed residential developments south to Stellenrust Road and north to Blaauwklippen Road.	-	Internal	R950 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP050	School Road	Investigate Proposals for the upgrading and extension of School street to R44.	-	Internal	R300 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP051	jaro Avenue	Extend jaro Avenue northwards to intersect with Blaauwklippen Road and south to Stellenrust Road. Provides additional access to future Jamestown developments proposed.	-	Internal	R1 700 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP052	Wildebosch Rd Ext – South	The extension of Wildebosch Road to link onto Techno Avenue at the R44	-	Internal	R900 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP053A	Wildebosch Rd Ext – North	The extension of Wildebosch Road north to link with Trumali Road.	-	Internal	R2 000 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP053B	Dwarslaan	Investigate upgraded crossing over Eerste River on Dwarslaan	-	Internal	R4 000 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP054	Van Reede Road	Portion of Van Reede Road to be upgraded/widened and extended to link with Neutron Road that will provide second access to Techno rk.	-	Internal	R7 410 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP055	Van Reede Road	Investigate extension of Van Reede Road to link with Piet Retief.	-	Internal	R1 250 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP056	Suidwal Road	Extension of Suidwal Road between Doornbosch Road to Koch Road. The route is near sensitive areas and requires changes	-	Internal	R1 840 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
					to Bloemhof Girls High School parking area.			
Roads and Stormwater	Roads Master Plan	2018	SRMP057	Stellentia Road	Extension of Stellentia Road over the Eerste River (new bridge) to link onto Rokewood Road at the eastern Culemborg Crescent intersection. Provides an alternative access from Die Boord to the R310 without using the R44.	-	Internal	R100 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP058	storie Street	storie Street link with Suidwal Road over the Eerste River (new bridge required)	-	Internal	R300 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP059	Old Bottelary Road	The extension of Old Bottelary Rd to link Blumberg Drive (Devonvale Road) and the R304	-	Internal	R450 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP060	-	Road link between Bottelary Road and Old Bottelary Rd.	-	Internal	R145 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP061	Merchant Street	The realignment of Merchant Street to link to the R45 at the R44 intersection & closure of the Merchant Street T-junction access on the R44.	-	Internal	R600 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP062	-	New Class 4 road between the R44 and R101 Klapmuts	-	Internal	R3 000 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP063	Simonsberg Street	Simonsberg St extension over the R310 to Main Rd Ext Johannesdal.	-	Internal	R800 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP064	Sonnestraal Street	The extension of Sonnestraal Street from the R310 to Main Rd Johannesdal.	-	Internal	R0,00
Roads and Stormwater	Roads Master Plan	2018	SRMP065	-	-	-	-	R1 500 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP066	Main Road	Upgrade and extension of Main Road to the south to link to planned Simonsberg St Extension & potentially Kylemore	-	Internal	R600 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP067	Dirkie Uys Street	Extension of Dirkie Uys Street to connect with La Provence Street - connecting Groendal with Franschoek.	-	Internal	R150 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP068	Nerina Street	Extension of Nerina Road from the R45 to Middagkrans Road Franschoek.	-	Internal	R750 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP069	The Avenue	Widening of the existing bridge over the Eerste River to allow two-way traffic	-	Internal	R15 250 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP070	Vlottenburg Road	Realignment of Vlottenburg Road to intersect with existing Stellenbosch Kloof Road intersection. This improves safety and reduces the number of intersections and level crossings along Baden Powel. Existing	-	Internal	R2 450 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
					intersection along Baden Powell Drive to be closed.			
Roads and Stormwater	Roads Master Plan	2018	SRMP071	Trumali Street	Upgrade of Trumali Street to surfaced carriageway to link with proposed Wilderbosch extension. Provides additional linkages for proposed future developments.	-	Internal	R1 250 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP072	-	Future Eastern Link Road (Johannesdal).	-	Internal	R1 200 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP073	Stellenrust Road	Upgrading of Stellenrust Road between Blaauwklippen and the new realigned section	-	PGWC	R650 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP074	-	-	-	-	R300 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP075	-	-	-	-	R500 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP076	Dorp Street	Upgrade to dual carriageway. Increased capacity from CBD to Adam Tas and northbound traffic on the R44 can access Adam Tas without using the Adam Tas/R44 intersection	-	Internal	R59 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP077	Schuilplaats Rd	Extension of Schuilplaats Rd - New link road from radyskloof Rd to Trumali Street. The link will provide a safer alternative access for residents of radyskloof to the R44 via the signalised intersection of Trumali Street with the R4 This will also improve overall LOS and safety along this section of the R44.	-	Internal	R60 000,00
Roads and Stormwater	Roads Master Plan	2018	SRMP078	Lanquedoc access road	Upgrade Lanquedoc access road between R310 & Main Road including a new bridge adjacent to the existing single carriageway bridge	-	Internal	R85 000,00
Roads and Stormwater	Roads Master Plan	2018	tbc	Ben du Toit Extension	Extension of Ben du Toit Street - Potential link road from radyskloof Rd to Trumali St	-	Internal	R40 000,00
Roads and Stormwater	Roads Master Plan	2018	tbc	-	Connect Jamestown (southern areas) to housing developments and Stellenrust Road	-	Internal	R16 000,00
Roads and Stormwater	Roads Master Plan	2018	tbc	-	Road network planning and development to accommodate new housing developments	-	Internal	R145 000,00
Roads and Stormwater	Roads Master Plan	2018	tbc	-	Road network planning and development to accommodate new housing developments	-	Internal	R45 000,00
Roads and Stormwater	Roads Master Plan	2018	tbc	-	Road network planning and development to accommodate new housing developments	-	Internal	R685 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
Roads and Stormwater	Roads Master Plan	2018	tbc	-	Road network planning and development to accommodate new housing developments	-	Internal	R1 354 800,00
Roads and Stormwater	Roads Master Plan	2018	tbc	Dassenberg Road	Road rehabilitation	-	Internal	R592 500,00
Roads and Stormwater	Roads Master Plan	2018	tbc	La Provence	Road rehabilitation	-	Internal	R4 000 000,00
Roads and Stormwater	Roads Master Plan	2018	tbc	Devonvale	Assessment of regravelling of roads in Devonvale	-	Internal	R16 500 000,00
Waste Management	Integrated Waste Management Plan	2021	-	Exnsion of the landfill site (New cells)	-	-	External Loan	R3 500 000,00
Waste Management	Integrated Waste Management Plan	2023	-	Formalize skip areas in Franschoek and Kayamandi	-	-	Own funds	R4 500 000,00
Waste Management	Integrated Waste Management Plan	2021	-	Skips (55Kℓ)	-	-	Own funds	R50 000,00
Waste Management	Integrated Waste Management Plan	2021	-	Furniture Tools and Equipment: Solid Waste	-	-	Own funds	R150 000,00
Waste Management	Integrated Waste Management Plan	2023	-	Integrated Waste Management Plan	-	-	Own funds	R50 000,00
Waste Management	Integrated Waste Management Plan	2021	-	Landfill Gas to Energy	-	-	Own funds	R250 000,00
Waste Management	Integrated Waste Management Plan	2023	-	Mini Waste drop-off facilities at inf. Settlements	-	-	Own funds	R500 000,00
Waste Management	Integrated Waste Management Plan	2021	-	Street Refuse Bins	-	-	Own funds	R150 000,00
Waste Management	Integrated Waste	2021	-	Transfer Station: Stellenbosch Planning and Design	-	-	IUDG	R400 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
	Management Plan							
Waste Management	Integrated Waste Management Plan	2022	-	Transfer Station: Stellenbosch Planning and Design	-	-	External Loan	R145 000,00
Waste Management	Integrated Waste Management Plan	2021	-	Upgrade Refuse disposal site (Existing Cell)- Rehab	-	-	Developers Contribution	R1 500 000,00
Waste Management	Integrated Waste Management Plan	2021	-	Upgrade Refuse disposal site (Existing Cell)- Rehab	-	-	CRR	R6 000 000,00
Waste Management	Integrated Waste Management Plan	2022	-	Vehicles	-	-	CRR	R1 000 000,00
Waste Management	Integrated Waste Management Plan	2023	-	Waste Biofuels	-	-	CRR	R2 200 000,00
Waste Management	Integrated Waste Management Plan	2023	-	Waste Management Software	-	-	CRR	R5 000 000,00
Waste Management	Integrated Waste Management Plan	2021	-	Waste Minimization Projects	-	-	CRR	R1 200 000,00
Waste Management	Integrated Waste Management Plan	2023	-	Waste to Energy - Implementation	-	-	CRR	R950 000,00
Waste Management	Integrated Waste Management Plan	2023	-	Waste to Energy - Planning	-	-	CRR	R300 000,00
Roads and Stormwater	The Development and Implementation of a	2039	-	FRANSCHHOEK 20 YEAR MODEL	269 Conduits to be upgarde in Franschoek	-	-	R1 700 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
	Stormwater Management System							
Roads and Stormwater	The Development and Implementation of a Stormwater Management System	2039	-	STELLENBOSCH 20 YEAR MODEL	6810 Conduits to be upgarde in Stellenbosch	-	-	R900 000,00
Roads and Stormwater	The Development and Implementation of a Stormwater Management System	2039	-	RAITHBY 20 YEAR MODEL	10 Conduits to be upgarde in Rathby	-	-	R2 000 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2014	-	The building of a second carriage way on MR174 from the N1 to Stellenbosch.	-	-	PGWC	R4 000 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2012	-	The upgrade of the Stellenbosch arterial between Range road and Polkadraai	-	-	PGWC	R7 410 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2013	-	Upgrade of the Bredell and Stellenrust intersections on MR27 in Stellenbosch	-	-	PGWC	R1 250 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2010	-	Rehabilitation and reconstruction of MR172 between Helshoogte and Boschendal through the Pniel village including hard & soft landscaping.	-	-	PGWC	R1 840 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2012	-	The upgrade of 10km of MR191 between arl and Franschhoek.	-	-	PGWC	R100 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2012	-	The rehabilitation of MR166 resealing 1km of DR1039 & upgrade of 2km of DR1043.	-	-	PGWC	R300 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2012	-	Rehabilitation and improvements to MR168 between MR159 and MR177 in the Stellenbosch Area.	-	-	PGWC	R450 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Rehabilitation of sections of MR177 between Blackheath and Stellenbosch.	-	-	PGWC	R145 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2014	-	Rehabilitation of DR1050 from Annandale Road (km0.00) at MR168 in Lynedoch to Groene Rivier (km7.34) in the Stellenbosch area. The R44 (MR27) to Stellenbosch / Somerset West is crossed at km47.	-	-	PGWC	R600 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Investigate the feasibility of relocating Du Toit railway station with a possible rick and ride facility.	-	-	-	R3 000 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Compile the Final Feasibility Study for additional public transport vehicles/routes for the general public once the US routes are operational.	-	-	-	R800 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	The establishment of a planning working group between relevant parties the US and the SLM regarding future public transport operations.	-	-	-	R0,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Develop own Stellenbosch Operating Licence Databank	-	-	-	R1 500 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Compile a feasibility study on the development of the Stellenbosch aerodrome as a corporate jet hub for the Cape Town Metropole.	-	-	-	R600 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Annual revision and surveys of the OLS	-	-	-	R150 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Integration and co-ordination of Public Health and Public Transport needs	-	-	-	R750 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Investigate dedicated rick space for tour buses.	-	-	-	R15 250 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Updating the CITP	-	-	-	R2 450 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Transport and Public Transport Organogram to include additional posts	-	-	-	R1 250 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Scholar Transport Study	-	-	-	R1 200 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Initiate a detailed cycle plan for the Municipality of Stellenbosch. (Plan for additional future cycle lanes and the provision of cycle racks and lockers).	-	-	-	R650 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Exnd pedestrian studies to surrounding towns in the Municipality.	-	-	-	R300 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Investigate alternative rking sce for Church street NMT project.	-	-	-	R500 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Marketing and promotion of NMT.	-	-	-	R59 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Establish a NMT working group with relevant rties	-	-	-	R60 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Additional/ alternative CBD and office rking feasibility study	-	-	-	R85 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Investigate the provision of a rk-and-Ride facility for the Stellenbosch (local airport.)	-	-	-	R40 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Investigate the provision of a rk-and-Ride facility for the CT international airport.	-	-	-	R16 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Compile a rking NMT and off loading (deliveries) Standards and Guidelines/ manual for the Stellenbosch Municipality	-	-	-	R145 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Stellenbosch Western Scenic Tourism route feasibility study and environmental imct assessment.	-	-	-	R45 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Stellenbosch Southern access route feasibility study and environmental	-	-	-	R685 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
				imct assessment.				
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Require all prospective developers to undertake a Traffic Imct Assessment	-	-	-	R1 354 800,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	The generation of a traffic calming master plan for all the built-up areas in the Municipality.	-	-	-	R592 500,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Develop Stellenbosch town Arterial and CBD Micro-simulation Study	-	-	-	R4 000 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Franschhoek Transport Master Plan	-	-	-	R16 500 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Klapmuts Transport Master Plan	-	-	-	R3 500 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Updating and integrations of Greater Stellenbosch LM (WC024) Transport Master Plans	-	-	-	R4 500 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Updating and integrations of Greater Stellenbosch LM (WC024) Transport Macro Model	-	-	-	R50 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Inner Municil Provincial Roads	-	-	-	R150 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	(long term) optimisation and integration of district and local networks	-	-	-	R50 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Movement Management System	-	-	-	R250 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Integrated Infrastructure Management System (NMT Bridges Signs Stormwater pipes and channels)	-	-	-	R500 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Establishment of a formal platform between freight industry delegates and SLM.	-	-	-	R150 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	The investigation of measures to prevent freight vehicles from using the Franschhoek ss in order to miss	-	-	-	R400 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
				the future N1/N2 toll gates.				
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	The identification of a suitable location for the construction of a weighbridge and holding area.	-	-	-	R145 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	A proper survey to be conducted of all the existing freight operators currently operating in the SLM.	-	-	-	R1 500 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	The compilation of a databank of hazardous chemical operators must be initiated and designated routes must be identified for the transportation of these materials.	-	-	-	R6 000 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	A business plan for the resurrection of the rail mode of Transport to Stellenbosch based on perception and behavioural surveys.	-	-	-	R1 000 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Conduct road safety audits on the 50 worst accident locations within the Municipality.	-	-	-	R2 200 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Investigate measures to increase safety at all the level railway crossings in SLM.	-	-	-	R5 000 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Improve accident data capturing software and mapping.	-	-	-	R1 200 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Traffic signal investigations and signal synchronization	-	-	-	R950 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Road Signs Management System	-	-	-	R300 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Radios for Traffic Engineering	-	-	-	R1 700 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Traffic Calming Master Plan for WC024	-	-	-	R900 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Upgrading of Bergzicht Taxi Rank	-	-	-	R2 000 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	BERGZICHT: additional bays.	-	-	-	R4 000 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	KAYAMANDI SUBURB: The design and implementation of a new ranking facility.	-	-	-	R7 410 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	KAYAMANDI BRIDGE: The design and implementation of a new ranking facility.	-	-	-	R1 250 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	KLAPMUTS: The design and implementation of a new ranking facility.	-	-	-	R1 840 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	FRANSCHHOEK: The implementation and design of a ranking facility.	-	-	-	R100 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	FRANSCHHOEK: Shelters to be implemented throughout the town.	-	-	-	R300 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	PNIEL: Eight shelters to be implemented adjacent to the newly constructed lay-bys.	-	-	-	R450 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	STELLENBOSCH RAILWAY STATION: Shelter to be implemented.	-	-	-	R145 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	JAMESTOWN Ranking facility	-	-	-	R600 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	LANQUEDOC: An ablution block shelters and improved lighting to be implemented.	-	-	-	R3 000 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Merriman Avenue US Terminus	-	-	-	R800 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Implementation of US shelters route flags and improved lighting at stops.	-	-	-	R0,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Transport Facilities	-	-	-	R1 500 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Development of parking Facilities in CBD	-	-	-	R600 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Development of parking Facilities on outskirts and office parks	-	-	-	R150 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Engineering Faculty parking	-	-	-	R750 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Walk-and Ride (Helshoogte Road)	-	-	-	R15 250 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Coetzenburg parking garage	-	-	-	R2 450 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Lentelus sports grounds parking	-	-	-	R1 250 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Northern campus parking garage	-	-	-	R1 200 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Structural Repairs (parking)	-	-	-	R650 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Intersection upgrade of Van Reede and Strand Streets.	-	-	-	R300 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Intersection upgrade of Lang/Helshoogte and Adam Tas Streets.	-	-	-	R500 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Intersection upgrade of Merriman Avenue and Adam Tas Street.	-	-	-	R59 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Upgrading of existing gravel roads by means of small contractors.	-	-	-	R60 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Traffic Calming implementation plan	-	-	-	R85 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Improvement of Signage	-	-	-	R40 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Traffic Signal control	-	-	-	R16 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Improvement of Traffic controls lights	-	-	-	R145 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Welgevonden and R44 intersection upgrading	-	-	-	R45 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Merriman and Bosman Intersection Signal	-	-	-	R685 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Ryneveld and Hammanshand Intersection Signal	-	-	-	R1 354 800,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Upgrading R44 and R304 intersection and link to Kayamandi	-	-	-	R592 500,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Franschhoek Traffic Circle	-	-	-	R4 000 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Reconstruction Of Roads	-	-	-	R16 500 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Traffic Management Improvement Programme	-	-	-	R3 500 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Traffic Improvement Programme	-	-	-	R4 500 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Upgrade Roads Klapmuts	-	-	-	R50 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Upgrading Main Roads and Streets	-	-	-	R150 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Major Roads	-	-	-	R50 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Construction of River Road Pniel	-	-	-	R250 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Special equipment (small plant)	-	-	-	R500 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	The building of a second carriage way on MR174 from the N to Stellenbosch.	-	-	-	R150 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	The upgrade of the Stellenbosch arterial between Range road and Polkadraai	-	-	-	R400 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Upgrade of the Bredell and Stellenrust intersections on MR27 in Stellenbosch	-	-	-	R145 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Rehabilitation and reconstruction of MR172 between Helshoogte and Boschendal through the Pniel village including hard & soft landscaping.	-	-	-	R1 500 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	The upgrade of 10km of MR191 between arl and Franschhoek.	-	-	-	R6 000 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	The rehabilitation of MR166 resealing 1km of DR1039 & upgrade of 2km of DR1043.	-	-	-	R1 000 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Rehabilitation and improvements to MR168 between MR159 and MR177 in the Stellenbosch Area.	-	-	-	R2 200 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Rehabilitation of DR1050 from Annandale Road (km0.00) at MR168 in Lynedoch to Groene Rivier (km7.34) in the Stellenbosch area. The R44 (MR27) to Stellenbosch / Somerset West is crossed at km47.	-	-	-	R5 000 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Specialized Vehicles: Roads	-	-	-	R1 200 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Specialized Vehicles: Lines and Signs Management	-	-	-	R950 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Depot Improvements	-	-	-	R300 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	The implementation of the "Woonerf" on the US campus including pedestrianisation of De Beer Street (access only for vehicles).	-	-	-	R1 700 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Improve walkway on Plein/Van Riebeeck for pedestrians.	-	-	-	R900 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	The implementation of a raised pedestrian crossing on the intersection of De Beer and Banghoek.	-	-	-	R2 000 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	The implementation of a signalised pedestrian crossing on Van Riebeeck Street.	-	-	-	R4 000 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Provision of cycle racks and lockers at strategic locations.	-	-	-	R7 410 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Construct a ved walkway along Eersterivier "wandeld".	-	-	-	R1 250 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	The widening of Jonkershoek Class 2 NMT facility	-	-	-	R1 840 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Complete sidewalk along northern section of Lang Street on both sides.	-	-	-	R100 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Sidewalk required on both sides along western section of Merriman Street close to R44.	-	-	-	R300 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Add sidewalk along Marais Street/Cluver Street between Merriman Street and Van Riebeeck Street.	-	-	-	R450 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Add sidewalk along Piet Retief Street between Noordwal West Street and Vrede Street on the eastern side	-	-	-	R145 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Add sidewalk on the southern side of Vrede Street	-	-	-	R600 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Add sidewalk along radyskloof Road up to Wildebosch Street.	-	-	-	R3 000 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Add sidewalk along Blaauwklippen Road up to Wildebosch Street.	-	-	-	R800 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Upgrade ved shoulder along the northern side of Webbersvallei Road to a proper NMT facility i.e. construct kerbs.	-	-	-	R0,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Add sidewalk along Fresno Street.	-	-	-	R1 500 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Increase width of class 2 NMT facility along R44 from Van Reede Street to radyskloof/Jamestown.	-	-	-	R600 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Sidewalk/cycle th into Techno rk with Bicycle Storage Facilities.	-	-	-	R150 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	George Blake sidewalk improvement (between Rand and Strand Street).	-	-	-	R750 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Banghoek Street sidewalk upgrading (between Bosman and Cluver Street).	-	-	-	R15 250 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Bosman Street sidewalk upgrading (between Drostdy and Marais Street).	-	-	-	R2 450 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Pedestrianisation of Church and Andringa Street.	-	-	-	R1 250 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Kayamandi Bird Street link.	-	-	-	R1 200 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Pedestrian Kayamandi Over Rail Bridge over rail crossing	-	-	-	R650 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Widening of Road over Rail Bridge	-	-	-	R300 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Investigate signal timings on the R44 between Dorp and Adam Tas Street.	-	-	-	R500 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Construction & Improvement of surfaced sidewalks	-	-	-	R59 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Traffic Calming Projects	-	-	-	R60 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Traffic Calming Improve Visibility of Existing Measures	-	-	-	R85 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Traffic Calming Jamestown	-	-	-	R40 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Specialized Equipment: Road Traffic Maintenance	-	-	-	R16 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	-	Pedestrian and Cycle ths Upgrade	-	-	-	R145 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-09-0182a	Ward 8: Rehabilitation of Eerste River	-	-	Capital Replacement	R45 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-02-0339	Sundry stormwater projects	-	-	Capital Replacement	R685 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-02-0397	Reconstruction of roads	-	-	Capital Replacement	R1 354 800,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-02-0405	Traffic Management Improvement Programme	-	-	Capital Replacement	R592 500,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-03-0133	River rehabilitation	-	-	Capital Replacement	R4 000 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-06-0101	Public Transport Projects	-	-	Provincial Gov	R16 500 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj07-0095	Upgrade gravel roads	-	-	Capital Replacement	R3 500 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-07-0155	Traffic Improvement Programme	-	-	Capital Replacement	R4 500 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-09-0009	Flood prevention projects	-	-	Capital Replacement	R50 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-09-0010	Transport Facilities	-	-	Capital Replacement	R150 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-09-0011	Structural repairs (parking)	-	-	Capital Replacement	R50 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-09-096	Upgrade Roads: Klapmuts	-	-	Capital Replacement	R250 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-09-0149	Upgrading Main Roads and Streets	-	-	Capital Replacement	R500 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-04-0133	Bergzicht development (Taxi Rank)	-	-	MIG Private	R150 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-02-0424	Pedestrian and cycle paths	-	-	Capital Replacement	R400 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-04-0006	Major roads	-	-	CDF Roads Provincial Gov	R145 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-07-0096	Construction of River Road Pniel	-	-	Capital Replacement	R1 500 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-09-0016	Specialised equipment (small plant)	-	-	Capital Replacement	R6 000 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	Pj-09-0151	Construction of Tar Sidewalks	-	-	Capital Replacement	R1 000 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-09-0178	Ward 4: Tarring of sidewalk – School street Kylemore	-	-	Capital Replacement	R2 200 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2012	pj-07-0151j	Specialised vehicles: Roads	-	-	Capital Replacement	R5 000 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-02-0335	Storm water Master Plan Implementation	-	-	Capital Replacement	R1 200 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-07-0092	Storm water master plan update	-	-	Capital Replacement	R950 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-09-0017	Comprehensive Integrated Transport Master Plan	-	-	Capital Replacement Provincial Gov	R300 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-08-0085	Public transport	-	-	Capital Replacement	R1 700 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-09-0154	Depot Improvements and Planning	-	-	Capital Replacement	R900 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-02-0409	Traffic calming projects	-	-	Capital Replacement	R2 000 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-09-0155	Traffic Calming: Improve visibility of existing measures	-	-	Capital Replacement	R4 000 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-09-0156	Traffic Calming: Jamestown	-	-	Capital Replacement	R7 410 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	Pj-09-0158	Traffic Signal Control: WC024 (SCOOT)	-	-	Capital Replacement	R1 250 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-09-0159	Traffic signal control: Upgrading of signal lights	-	-	Capital Replacement	R1 840 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-09-0157	Directional Information Signage	-	-	Capital Replacement	R100 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-09-0160	Specialised Vehicles: Traffic Signal Maintenance	-	-	Capital Replacement	R300 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2012	pj-09-0161	Specialised vehicles: Roads and signs Maintenance	-	-	Capital Replacement	R450 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2012	pj-09-0162	Roads Signs Management System	-	-	Capital Replacement	R145 000,00

Service Type	Master Plan	Year	Project ID	Project Name	Project Description	Project Location	Funding Source	Demand over time
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-00-9184c	Capital Replacement	-	-	Capital Replacement	R600 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-09-0180a	Ward 6: Traffic Calming Bo-Jonkershoek Weg	-	-	Capital Replacement	R3 000 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-09-0180b	Ward 6: Traffic Calming Rowan Street	-	-	Capital Replacement	R800 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-09-0181a	Ward 7: Speed bumps (Soeteweide)	-	-	Capital Replacement	R0,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-09-0184a	Ward 10: Speed hump Waaierpalm Street	-	-	Capital Replacement	R1 500 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-09-0185a	Ward 11: Speed humps	-	-	Capital Replacement	R600 000,00
Roads and Stormwater	Comprehensive Integrated Transport plan	2011	pj-09-0185b	Ward 13: Speed humps	-	-	Capital Replacement	R150 000,00

Annexure B: Long-Term Financial Plan

8 Purpose and Scope

The purpose of this Long-Term Financial Plan (LTFF) is to provide a comprehensive financial roadmap that supports the Municipality's strategic objectives and service delivery mandate over a ten-year period. The LTFF outlines the financial implications of the Municipality's operating and capital expenditure requirements, the funding mix, and the potential impact on rates and taxes.

The LTFF covers the period from 2024 to 2033 and is intended to be a living document that is updated annually to reflect any changes in the Municipality's financial position, priorities, or strategic objectives. It provides a framework for decision-making by the Municipality's leadership and stakeholders and ensures that financial resources are allocated efficiently and effectively to support service delivery.

The LTFF incorporates historic financial data, assumptions, and key performance indicators to model the Municipality's future financial position. The plan was then tested using various ratios and general affordability principles to determine the sustainable funding mix and affordable capital expenditure.

8.1 Assumptions

The long-term financial plan relies on a set of assumptions that guide the financial projections for the municipality. These assumptions include the inflation rate, interest rate, employee cost escalation, bulk water and electricity escalation, depreciation rate, property rates escalation, service charges escalation for electricity, water, sanitation, and refuse, collection rate, creditors payment days, household growth rate, and estimated collection percentages for property rates, service charges for electricity, water, waste water, waste collection, fines, and all other debtors. These assumptions are used to project revenue and expenditure over the planning period and to test the affordability of capital expenditure plans. The assumed rates and percentages are as follows for the planning period of 2026 to 2033.

Table 8-1: LTFF Assumptions

Description	Unit	2027	2028	2029	2030	2031	2032	2033
Inflation Rate	%	4.70	4.70	4.70	4.70	4.70	4.70	4.70
Interest Rate	%	9.75	9.75	9.75	9.75	9.75	9.75	9.75
Employee Cost Escalation	%	4.70	4.70	6.00	6.50	6.00	8.00	8.00
Bulk Water Escalation	%	6.00	6.00	6.00	6.00	6.00	6.00	6.00
Bulk Electricity Escalation	%	4.70	4.70	4.70	4.70	4.70	4.70	4.70
Depreciation Rate	%	3.44	3.44	3.44	3.44	3.44	3.44	3.44
Property Rates Escalation	%	15.00	4.70	4.70	4.70	4.70	4.70	4.70
Service Charges Escalation - Electricity	%	4.70	4.70	4.70	4.70	4.70	4.70	4.70
Service charges Escalation - Water	%	6.00	6.00	6.00	6.00	6.00	6.00	6.00
Service charges Escalation - Sanitation	%	6.00	6.00	6.00	6.00	6.00	6.00	6.00
Service charges Escalation - Refuse	%	6.00	6.00	6.00	6.00	6.00	6.00	6.00
Creditors Payment Days	%	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Household Growth Rate	%	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Property Rates Collection	%	96.00	96.00	96.00	96.00	96.00	96.00	96.00
Services Charges - Electricity Collection	%	97.00	97.00	97.00	97.00	97.00	97.00	97.00
Services Charges - Water Collection	%	96.00	96.00	96.00	96.00	96.00	96.00	96.00
Services Charges - Waste Water Collection	%	96.00	96.00	96.00	96.00	96.00	96.00	96.00
Services Charges - Waste Collection	%	96.00	96.00	96.00	96.00	96.00	96.00	96.00
Fines Collection	%	25.00	25.00	25.00	25.00	25.00	25.00	25.00
All other debtors - not specified collection	%	100.00	100.00	100.00	100.00	100.00	100.00	100.00

The assumptions used to generate the LTFF (Long Term Financial Plan) are as follows:

- **Inflation Rate:** The inflation rate is assumed to be constant at 4.70% for all years from 2027 to 2033. This assumption is based on National Treasury Budget Guidelines.
- **Interest Rate:** The interest rate is also assumed to be constant at 9.75% for all years from 2027 to 2033. This assumption is based on the prevailing interest rates in the market and is subject to change based on the monetary policies of the Reserve Bank.
- **Employee Cost Escalation:** Employee cost escalation is assumed to increase by 4.70% in 2027 and 2028, and then increase to 6.00% in 2029 and 6.50% in 2030, and then increase to 8.00% in 2032 and remain constant at that rate in 2033. This assumption is based on the expected increase in salaries and wages as well as additional employees to meet the growth demand.
- **Bulk Water Escalation:** Bulk water escalation is assumed to remain constant at 6.00% for all years from 2027 to 2033. This assumption is based on the expected increase in the cost of bulk water procurement.
- **Bulk Electricity Escalation:** Bulk electricity escalation is assumed to remain constant at 4.70% for all years from 2027 to 2033. This assumption is based on the expected increase in the cost of bulk electricity procurement.
- **Depreciation Rate:** Depreciation rate is assumed to increase from 3.44% in 2027 and 2028 to 4.00% in 2029 and remain constant at that rate to 2033. This assumption is based on the planned capital expenditure.
- **Property Rates Escalation:** Property rates escalation is assumed to increase by 15.00% in 2027 and then remain constant at 4.70% for all years from 2028 to 2033. This assumption is based on the expected increase in the property values and the new valuation roll as well as the increase in customers due to planned expansion in the ATC.
- **Service Charges Escalation:** Electricity, Water, Sanitation, and Refuse: Service charges escalation for these four categories is assumed to remain constant at 4.70% and 6.00% for all years from 2027 to 2033, respectively. This assumption is based on the expected increase in the cost of providing these services.
- **Collection Rates per Service:** Collection rate is assumed to remain constant for all years from 2027 to 2033. This assumption is based on the historical data of the collection rate for each service. Historically traffic fines have been the lowest and is set at 25% throughout the 10 years.
- **Creditors Payment Days:** Creditors payment days are assumed to remain constant at 45.00 days for all years from 2027 to 2033. This assumption is based on the expected payment terms with suppliers. This is above the norm of 30 days but historically capital expenditure towards the end of the year has increased this ratio. It is expected the trend will continue.
- **Household Growth Rate:** Household growth rate is assumed to remain constant at 2.00% for all years from 2027 to 2033. This assumption is based on the expected population growth in the urban area specifically due to the development of the ATC.

8.2 Financial Ratios

Table 8-2: LTFP Financial Ratios

Ratio	Norm	YEAR 1 - 3			YEAR 4 - 10						
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Asset Management/ Utilisation											
Capital Expenditure to Total Expenditure	10-20%	18.06	19.27	15.70	12.34	13.03	14.75	14.03	13.37	12.69	12.07
Debtors Management											
Collection Rate - Service Charges	>= 95%	101.36	101.01	100.75	96.74	96.73	96.73	96.72	96.71	96.71	96.70
Net Debtors Days	<= 30 days	54.49	54.56	56.27	57.72	60.46	63.16	65.81	68.43	71.00	73.53
Liquidity Management											
Cash / Cost Coverage Ratio (Excl. Unspent Conditional Grants)	1-3 months	1.71	1.46	1.15	1.36	1.63	1.64	1.62	1.68	1.43	1.40
Current Ratio	1.5-2 : 1	1.78	1.61	1.54	1.87	2.01	2.02	2.08	2.17	2.17	2.26
Liability Management											
Capital Cost (Interest Paid and Redemption) as a % of Total Operating Expenditure	6-8%	5.01	5.97	6.86	7.43	7.89	9.17	9.32	9.26	9.69	8.74
Debt (Total Borrowings) / Revenue	<= 45%	32.47	37.60	40.79	41.01	41.95	42.40	41.75	40.26	36.04	32.26
Solvency Ratio (Net Income + Depreciation) / All Liabilities	>= 20%	23.40	21.78	18.21	20.83	20.69	21.85	22.58	23.86	25.76	28.21
Efficiency											
Net Operating Surplus Margin	>= 0%	4.84	5.43	4.10	6.35	6.69	7.81	8.22	8.80	9.04	9.56
Revenue Management											
Growth in Number of Active Consumer Accounts	None				2.00	2.00	2.00	2.00	2.00	2.00	2.00
Revenue Growth	>= 5%	8.02	8.51	8.71	7.54	6.13	7.04	6.47	6.42	6.44	6.47
Revenue Growth (Excluding capital grants)	>= 5%	9.23	9.42	9.14	7.39	6.68	6.60	6.69	6.62	6.63	6.64
Expenditure Management											
Creditors Payment Period (Trade Creditors)	<= 30 days	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Remuneration as % of Total Operating Expenditure	25-40%	28.40	28.40	25.87	25.77	25.53	25.56	25.66	25.71	26.13	26.63
Contracted Services % of Total Operating Expenditure	2-5%	12.80	12.70	10.80	10.05	9.96	9.85	9.73	9.63	9.50	9.40
Grant Dependency											
Own funded Capital Expenditure (Internally generated funds + Borrowings) to Total Capital Expenditure	None	79.29	84.31	75.00	75.00	80.00	80.00	80.00	80.00	80.00	80.00
Own funded Capital Expenditure (Internally Generated Funds) to Total Capital Expenditure	None	39.42	50.17	40.24	50.00	55.00	55.00	60.00	65.00	80.00	80.00
Own Source Revenue to Total Operating Revenue (Including Agency Revenue)	None	89.63	90.28	89.74	90.00	90.18	90.36	90.54	90.71	90.88	91.04

Overall, the strengths of LTFP's financial ratios indicate that Stellenbosch Municipality is being managed efficiently and sustainably. Some notes regarding the LTFP and calculated financial ratios:

- Capital expenditure to total expenditure ratio is within the recommended range of 10-20% in all years, indicating prudent spending on investments for growth and maintenance.

- Collection rate of service charges is consistently above the recommended level of $\geq 95\%$, indicating efficient debtors' management.
- Net debtors' days are consistently higher than the recommended maximum of 30 days, indicating a build-up of potential bad debt over the term.
- Liquidity ratios such as cash/cost coverage ratio and current ratio are consistently above the recommended levels, indicating sufficient liquidity to cover short-term obligations.
- The solvency ratio is consistently above the recommended minimum of 20%, indicating LTFP has adequate net income to cover its liabilities.
- Net operating surplus margin is consistently positive, indicating LTFP is generating surplus revenue.
- Capital cost as a percentage of total operating expenditure is consistently higher than the recommended range of 6-8%, indicating high borrowing costs. However, the debt to revenue ratio remains below the recommended maximum of 45%, indicating that borrowings remain within the norm.
- Remuneration as a percentage of total operating expenditure is consistently lower than the recommended range of 25-40%, indicating efficiency and low staff costs. However contracted services as a percentage of total operating expenditure are consistently above the recommended range of 2-5%, indicating higher reliance on outsourced services. This is due to the municipal landfill site that has reached its capacity and waste currently being diverted to City of Cape Town, Vissershok landfill site. This is an interim measure whilst the municipality is expanding the existing landfill site by adding a new cell.
- Creditors payment period is set at 45 days during the period 2023/24 to 2032/33. This does not indicate that payments are not made within 30 days, in terms of Section 65 of the MFMA. Included in trade and other payables are retention, unallocated deposits, as well as advance payments.
- Own funded capital expenditure to total capital expenditure and own source revenue to total operating revenue are not specified with recommended ranges, but their consistent increase over time suggests that LTFP may be becoming increasingly reliant on internal funds. Efforts to increase grant funding could benefit the municipality over the medium to long term and improve solvency significantly. The municipality has resolved to actively source grant funding for the implementation of major infrastructure projects.

8.3 Long-term Financial Plan

Financial Performance

Overall, the plan suggests that the municipality's financial performance will be stable, with operating surpluses throughout the planning period.

Operating revenue: The municipality is expecting a steady increase in operating revenue from 2026 to 2033. However, the rate of increase is slowing down in the later years. Electricity is the biggest contributor to operating revenue, followed by property rates, and water revenue.

Operating expenditure: Electricity Bulk Purchases is the largest contributor to Operating Expenditure. Employee-related costs is the 2nd largest contributor to operating expenditure, followed by other expenditure. It is important to note that the municipality is making operating surpluses throughout the 10-year period that will assist with the financing of capital projects.

Debt impairment: The municipality expects to incur debt impairment costs for consumer debtors and traffic fines in all years.

Finance charges: Finance charges are expected to increase steadily over time, reflecting the municipality's increased borrowing to finance its operations.

Table 8-3: Financial Performance of LTFF Over a 10-Year Period, Divided into Two Parts (MTREF - Year 1-3 and Year 4-10)

R'000	YEAR 1 - 3			YEAR 4 - 10						
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
OPERATING REVENUE										
Property rates	475,741	504,285	534,542	627,018	669,618	715,112	763,696	815,582	870,992	930,168
Service charges - electricity revenue	913,669	1,046,151	1,160,182	1,239,004	1,323,182	1,413,079	1,509,084	1,611,611	1,721,104	1,838,036
Service charges - water revenue	185,622	194,903	204,648	221,266	239,232	258,658	279,661	302,369	326,922	353,468
Service charges - sanitation revenue	108,647	115,165	122,075	131,988	142,705	154,293	166,822	180,368	195,013	210,848
Service charges - refuse revenue	107,654	117,342	127,903	138,289	149,518	161,659	174,786	188,978	204,323	220,914
Rental of facilities and equipment	10,604	11,102	11,624	12,170	12,742	13,341	13,968	14,625	15,312	16,032
Interest earned - external investments	41,193	41,484	41,778	10,000	12,500	12,500	15,000	15,000	15,000	15,000
Interest earned - outstanding debtors	18,705	19,080	19,461	20,376	21,333	22,336	23,386	24,485	25,636	26,841
Dividends received	-	-	-	-	-	-	-	-	-	-
Fines, penalties and forfeits	131,570	137,754	144,228	151,007	158,104	165,535	173,315	181,461	189,990	198,920
Licences and permits	7,872	8,242	8,629	9,034	9,459	9,904	10,369	10,856	11,367	11,901
Agency services	3,358	3,516	3,681	3,854	4,035	4,224	4,423	4,631	4,849	5,076
Transfers and subsidies	236,790	242,825	279,718	292,865	306,629	321,041	336,130	351,928	368,468	385,787
Other revenue	41,535	56,131	67,811	70,998	74,335	77,828	81,486	85,316	89,326	93,524
Gains on disposal of PPE										
Total Operating Revenue	2,282,958	2,497,979	2,726,280	2,927,869	3,123,394	3,329,511	3,552,126	3,787,211	4,038,303	4,306,515
OPERATING EXPENDITURE										
Employee related costs	-617,696	-631,370	-674,746	-706,459	-739,662	-784,042	-835,005	-885,105	-955,914	-1,032,387
Remuneration of councillors	-22,097	-23,422	-24,828	-25,995	-27,216	-28,495	-29,835	-31,237	-32,705	-34,242
Debt impairment - Consumer Debtors	-42,379	-40,332	-38,533	-40,344	-42,241	-44,226	-46,305	-48,481	-50,760	-53,145
Debt impairment - Traffic Fines	-87,638	-88,278	-89,063	-113,255	-118,578	-124,152	-129,987	-136,096	-142,493	-149,190
Depreciation and asset impairment	-220,283	-225,791	-230,391	-228,455	-234,356	-241,775	-252,377	-262,616	-272,502	-282,048
Finance charges	-59,688	-72,517	-91,615	-100,002	-117,077	-127,753	-137,646	-144,586	-148,654	-141,911
Bulk purchases	-636,393	-776,399	-947,207	-1,011,560	-1,080,286	-1,153,680	-1,232,061	-1,315,768	-1,405,161	-1,500,628
Other materials	-100,449	-103,003	-105,309	-110,258	-115,440	-120,866	-126,547	-132,494	-138,722	-145,242
Contracted services	-288,668	-287,845	-292,041	-285,767	-299,198	-313,260	-327,984	-343,399	-359,539	-376,437
Transfers and subsidies	-20,636	-21,048	-21,469	-22,478	-23,535	-24,641	-25,799	-27,012	-28,281	-29,610

R'000	YEAR 1 - 3			YEAR 4 - 10						
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Other expenditure	- 180,339	- 184,408	- 188,605	-197,470	-206,751	-216,468	-226,642	- 237,294	-248,447	- 260,124
Loss on disposal of PPE										
Total Operating Expenditure	-2,276,266	-2,454,413	-2,703,806	-2,842,044	-3,004,341	-3,179,359	-3,370,188	-3,564,088	-3,783,176	-4,004,963
Operating Surplus / (Deficit) - Total Revenue Less Total Expenses	6,692	43,566	22,474	85,825	119,053	150,152	181,939	223,123	255,127	301,551
Transfers and subsidies - capital (monetary allocations) (National / Provincial and District)	103,856	91,949	89,259	100,000	90,000	110,000	110,000	110,000	110,000	110,000
Transfers and subsidies - capital (monetary allocations) (Nat / Prov Departm Agencies)										
Transfers and subsidies - capital (in-kind - all)										
Surplus / (Deficit) After Tax, Cross Subsidies & Share of Associate	110,548	135,516	111,733	185,825	209,053	260,152	291,939	333,123	365,127	411,551

Over the 10-year period, LTFP's operating revenue is projected to increase from R2.82 billion in 2024 to R4.3 billion in 2033, representing an annual compounded growth rate of 7.3%. This is due to the expected increase in service charges, particularly for electricity revenue, as well as property rates, which are expected to rise steadily. LTFP's operating expenditure is projected to increase from R2.26 billion in 2024 to R4.02 billion in 2033, representing an annual compounded growth rate of 6.6%. The largest cost is bulk purchases, which are projected to increase from R636 million in 2024 to R1.5 billion in 2033. Employee-related costs are also a significant expense for LTFP, projected to increase from R617 million in 2024 to R1.03 billion in 2033.

Surplus, which is projected to increase from R110,5 million in 2024 to R411.5 million in 2033, represents an annual compounded growth rate of 15.72%.

Table 8-4: LTFP Financial Position

R'000	YEAR 1 - 3			YEAR 4 - 10						
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ASSETS										
Current assets										
Cash	65,434	47,197	65,532	67,770	87,679	110,522	79,108	115,296	77,775	94,242
Call deposits and investments	200,000	200,000	150,000	200,000	250,000	250,000	300,000	300,000	300,000	300,000
Consumer debtors	269,010	297,331	333,169	374,737	420,235	469,990	524,357	583,716	648,480	719,092
Other debtors	114,538	129,575	148,684	155,672	162,989	170,649	178,670	187,067	195,859	205,065
Current portion of long-term receivables	-	-	-	-	-	-	-	-	-	-
Inventory	31,658	29,039	31,246	32,715	34,252	35,862	37,548	39,313	41,160	43,095
Total current assets	680,640	703,142	728,631	830,894	955,155	1,037,024	1,119,683	1,225,392	1,263,274	1,361,494
Non current assets										
Long-term receivables	6,721	6,721	6,721	6,721	6,721	6,721	6,721	6,721	6,721	6,721

R'000	YEAR 1 - 3			YEAR 4 - 10						
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Investments	-	-	-	-	-	-	-	-	-	-
Investment property	415,076	414,774	446,297	467,273	489,235	512,229	536,304	561,510	587,901	615,533
Investment in Associate	-	-	-	-	-	-	-	-	-	-
Property, plant and equipment	6,007,971	6,368,076	6,641,141	6,812,686	7,028,330	7,336,555	7,634,178	7,921,562	8,199,060	8,467,012
Biological	6,821	7,071	7,609	7,966	8,341	8,733	9,143	9,573	10,023	10,494
Intangible	4,674	2,777	2,988	3,129	3,276	3,430	3,591	3,760	3,936	4,121
Other non-current assets	10,865	10,865	11,691	12,241	12,816	13,418	14,049	14,709	15,401	16,125
Total non current assets	6,452,128	6,810,285	7,116,448	7,310,016	7,548,718	7,881,086	8,203,985	8,517,835	8,823,042	9,120,006
TOTAL ASSETS	7,132,768	7,513,427	7,845,079	8,140,910	8,503,873	8,918,110	9,323,668	9,743,227	10,086,316	10,481,499
LIABILITIES										
Current liabilities										
Bank overdraft										
Borrowing	-74,119	-93,934	-111,199	-80,053	-87,353	-94,117	-98,862	-101,644	-97,033	-92,632
Consumer deposits	-27,805	-31,143	-34,129	-36,575	-39,197	-42,009	-45,024	-48,257	-51,724	-55,442
Trade and other payables	-210,501	-238,876	-251,090	-247,199	-265,275	-290,253	-303,686	-317,953	-333,107	-349,204
Provisions	-69,750	-73,029	-76,461	-80,055	-83,817	-87,757	-91,881	-96,200	-100,721	-105,455
Total current liabilities	-382,175	-436,982	-472,878	-443,881	-475,642	-514,136	-539,454	-564,054	-582,586	-602,733
Non current liabilities										
Financial liabilities	-667,072	-845,404	-1,000,791	-1,120,740	-1,222,938	-1,317,641	-1,384,072	-1,423,010	-1,358,467	-1,296,850
Provisions	-364,782	-376,786	-405,422	-424,477	-444,428	-465,316	-487,185	-510,083	-534,057	-559,158
Total non current liabilities	-1,031,854	-1,222,191	-1,406,213	-1,545,217	-1,667,366	-1,782,956	-1,871,258	-1,933,093	-1,892,524	-1,856,008
TOTAL LIABILITIES	-1,414,030	-1,659,172	-1,879,091	-1,989,098	-2,143,008	-2,297,092	-2,410,712	-2,497,147	-2,475,109	-2,458,741
NET ASSETS	5,718,739	5,854,254	5,965,988	6,151,812	6,360,865	6,621,018	6,912,956	7,246,080	7,611,207	8,022,758
COMMUNITY WEALTH/EQUITY										
Accumulated Surplus/(Deficit)	-5,436,304	-5,546,852	-5,682,367	-5,794,101	-5,979,925	-6,188,978	-6,449,131	-6,741,070	-7,074,193	-7,439,320
Current Surplus/(Deficit)	-110,548	-135,516	-111,733	-185,825	-209,053	-260,152	-291,939	-333,123	-365,127	-411,551
Reserves	-171,887	-171,887	-171,887	-171,887	-171,887	-171,887	-171,887	-171,887	-171,887	-171,887
TOTAL COMMUNITY WEALTH/EQUITY	-5,718,739	-5,854,254	-5,965,988	-6,151,812	-6,360,865	-6,621,018	-6,912,956	-7,246,080	-7,611,207	-8,022,758

Assets: The calculated total asset book value of the municipality is R9.1 billion at the end of the 2033 financial year. The largest asset category is property, plant, and equipment, which makes up 81% of the total assets compared to 84% in 2024.

Liabilities: The total liabilities of the municipality are R2.5 billion. The largest liability category is financial liabilities, which makes up 75% of the total liabilities. This suggests that the municipality has borrowed a significant amount of money to fund its capital expenditures. This is expected as long-term debt can provide the necessary funding for projects, as long as it remains affordable.

Equity: The equity of the municipality is R8 billion at the end of LTFP, indicating a strong financial position. Since equity represents the residual interest in the assets of the municipality after deducting its liabilities, a higher equity value suggests that the municipality has fewer liabilities to pay off. This implies that the municipality's LTFP has sufficient revenue to cover its expenses and debts and investing in infrastructure. A strong equity position provides comfort with regards to sustainable future as it indicates the municipality's ability to withstand financial shocks and continue operating in the long term.

Overall, the balance sheet provides useful insights into the financial position of the municipality. While the municipality has a significant amount of assets, it also has a significant amount of long-term debt, which will need to be managed carefully to maintain a strong financial position.

Table 8-5: LTFP Cash Flow

R'000	YEAR 1 - 3			YEAR 4 - 10						
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CASH FLOW FROM OPERATING ACTIVITIES										
Receipts										
Property rates	456,711	484,114	513,161	601,937	642,833	686,507	733,148	782,959	836,153	892,961
Service charges	1,262,968	1,414,620	1,550,216	1,661,325	1,780,453	1,908,182	2,045,138	2,191,993	2,349,468	2,518,336
Other revenue	94,140	111,208	125,477	131,374	137,549	144,013	150,782	157,869	165,289	173,057
Transfers and Subsidies - Operational	236,790	242,825	279,718	292,865	306,629	321,041	336,130	351,928	368,468	385,787
Transfers and Subsidies - Capital	103,856	91,949	89,259	100,000	90,000	110,000	110,000	110,000	110,000	110,000
Interest	58,700	59,352	60,014	29,768	33,157	34,139	37,618	38,695	39,823	41,004
Dividends										
Payments										
Suppliers and employees	(1,789,876)	(1,948,058)	(2,189,354)	(2,297,798)	(2,438,268)	(2,585,451)	(2,744,673)	(2,909,893)	(3,102,250)	(3,307,764)
Finance charges	(45,363)	(55,113)	(69,627)	(76,002)	(88,979)	(97,093)	(104,611)	(109,885)	(112,977)	(107,853)
Transfers and Subsidies	(20,636)	(21,048)	(21,469)	(22,478)	(23,535)	(24,641)	(25,799)	(27,012)	(28,281)	(29,610)
NET CASH FROM/(USED) OPERATING ACTIVITIES	357,290	379,849	337,394	420,991	439,839	496,698	537,733	586,654	625,693	675,918
CASH FLOWS FROM INVESTING ACTIVITIES										
Receipts										
Proceeds on disposal of PPE										
Decrease (increase) in non-current receivables										

R'000	YEAR 1 - 3			YEAR 4 - 10						
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Decrease (increase) in non-current investments										
Payments										
Capital assets	(451,395)	(527,306)	(453,110)	(360,000)	(405,000)	(495,000)	(495,000)	(495,000)	(495,000)	(495,000)
NET CASH FROM/(USED) INVESTING ACTIVITIES	(451,395)	(527,306)	(453,110)	(360,000)	(405,000)	(495,000)	(495,000)	(495,000)	(495,000)	(495,000)
CASH FLOWS FROM FINANCING ACTIVITIES										
Receipts										
Short term loans										
Borrowing long term/refinancing	200,000	200,000	175,000	100,000	112,500	137,500	110,000	82,500		
Increase (decrease) in consumer deposits	4,844	3,339	2,985	2,446	2,623	2,812	3,015	3,233	3,467	3,718
Payments										
Repayment of borrowing	(54,255)	(74,119)	(93,934)	(111,199)	(80,053)	(87,353)	(94,117)	(98,862)	(101,644)	(97,033)
Rehabilitation of landfill site						(31,814)	(43,045)	(42,337)	(70,037)	(71,135)
NET CASH FROM/(USED) FINANCING ACTIVITIES	150,589	129,220	84,051	(8,753)	35,070	21,145	(24,147)	(55,466)	(168,214)	(164,450)
NET INCREASE/ (DECREASE) IN CASH HELD	56,484	(18,238)	(31,665)	52,238	69,909	22,843	18,586	36,188	(37,522)	16,468
Cash/cash equivalents at the year begin:	208,950	265,434	247,197	215,532	267,770	337,679	360,522	379,108	415,296	377,775
Cash/cash equivalents at the year end:	265,434	247,197	215,532	267,770	337,679	360,522	379,108	415,296	377,775	394,242

Net cash generated or used by operating activities: This is a key metric used to evaluate financial performance and in the case of the LTFP we see a gradual upward trend (positive) in the cash flows from operations, even when accounting for anticipated inflation at 4.7%. It is important to adjust the values for inflation to determine the real growth and trend of net cash from operating activities. Inflation reduces the purchasing power of money over time, so if net cash from operating activities grows at a rate lower than the inflation rate, it points to sustainability issues.

Net cash used by investing activities: LTFP Indicates that the municipality intends to spend between R500 million and R579 million on assets amounting to R5.3 billion over the 10 year planning period. Borrowings of R1.1 billion over the same period represents 20% gearing ratio on new assets.

Net cash from financing activities: Initial borrowings in the first 8 years of the LTFP with net repayment in 2032 and 2033. Overall, the cash flows from financing activities is supporting the improvement in solvency.



Capital Expenditure Framework

2023/24