STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

Ref no.3/4/2/5

2022-10-14

MAYORAL COMMITTEE MEETING

WEDNESDAY, 2022-10-19 AT 10:00

TO	The Executive Mayor, Ald G Van Deventer (Ms)
	The Deputy Executive Mayor, Cllr J Fasser
COUNCILLORS	R Adams
	FJ Badenhorst
	Z Dalling (Ms)
	R du Toit (Ms)
	P Johnson
	J Joon
	L Nkamisa
	C van Wyk (Ms)
	J Williams

Notice is hereby given that a Mayoral Committee Meeting will be held via **MS Teams** on **Wednesday, 2022-10-19 at 10:00** to consider the attached agenda.

EXECUTIVE MAYOR, ALD GM VAN DEVENTER (MS)

CHAIRPERSON

AGENDA

MAYORAL COMMITTEE MEETING

2022-10-19

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APPENDIX 1

Confirmation of Minutes: Mayoral Committee: 2022-09-14

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

Ref no.3/4/2/5

2022-09-14

MINUTES

MAYORAL COMMITTEE MEETING:

2022-09-14 AT 10:00

MINUTES

MAYORAL COMMITTEE MEETING

2022-09-14

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PRESENT: Executive Mayor, Ald GM Van Deventer (Ms) **(Chairperson)**
Deputy Mayor, Cllr J Fasser

Councillors: R Adams
Z Dalling (Ms)
R du Toit (Ms)
P Johnson
L Nkamisa
C van Wyk (Ms)
J Williams

Also Present: Councillor P Crawley (Chief Whip)
Speaker Q Smit
W Petersen (MPAC Chairperson)

Officials: Municipal Manager (G Mettler (Ms))
Director: Corporate Services (A de Beer (Ms))
Acting Director: Community & Protection Services (A van Merwe)
Director: Planning and Economic Development (A Barnes)
Director : Infrastructure Services (S Chandaka)
Chief Financial Officer (K Carolus)
Senior Administration Officer (B Mgcushe (Ms))

****

1.	**OPENING AND WELCOME**

The Chairperson, Executive Mayor, welcomed everyone present to the Mayoral Committee Meeting.

2.	**COMMUNICATION BY THE CHAIRPERSON**

The Chairperson, Executive Mayor, there has been serios incidents with regards to the staff.

(-)

The Chairperson said the Western Cape dams are standing on 80% compared to last years 100% this is concerning everyone needs to start saving water now again to avoid being in the same position the province was on in 2018 of reaching draught.

(-)

The Executive Mayor said with Eskom announcement of load shedding being back again that is a major concerned as it will have a bad impact on the business sector and the daily lives of the residents of WC024.

3.	DISCLOSURE OF INTERESTS

NONE

4.	APPLICATIONS FOR LEAVE OF ABSENCE

The following applications for leave of absence were approved in terms of the Rules and Order By-law of Council: -

Cllr J Joon	– 14 September 2022
Cllr FJ Badenhorst	– 14 September 2022
Director: Protection Services (G Boshoff)	– 14 September 2022

5.	CONFIRMATION OF PREVIOUS MINUTES

The minutes of the Mayoral Committee Meeting held on 2022-08-16 were **confirmed as correct without any amendments.**

6.	STATUTORY MATTERS

NONE

7.	**CONSIDERATION OF ITEMS BY THE EXECUTIVE MAYOR: [ALD G VAN DEVENTER (MS)]**

7.1	**PROTECTION SERVICES: (PC: CLLR R BADENHORST)**

NONE

7.2	**YOUTH, SPORTS AND CULTURE: [PC: CLLR R ADAMS]**

NONE

7.3	CORPORATE SERVICES: (PC: CLLR L NKAMISA)

7.3.1	REQUEST TO SECURE PROPERTY FOR AN AERONAUTICAL SCIENCES SCHOOL IN STELLENBOSCH

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **14 September 2022**

1. SUBJECT: REQUEST TO SECURE PROPERTY FOR AN AERONAUTICAL SCIENCES SCHOOL IN STELLENBOSCH

2. PURPOSE

To consider a request from the Western Cape Government (Education Department) to acquire land to establish a high school within the Stellenbosch Municipality that specialises in Aeronautical Sciences.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

The Western Cape Government has initially requested to sub-lease a portion of the Stellenbosch Flying Club's land for the purpose of establishing an aeronautical science school on the flying club's site.

At that time Council had not yet considered the Stellenbosch Flying Club's request for a new Lease Agreement, and for that reason the request for a sub-lease could not be considered. In the meantime, the Flying Club indicated that they would not be able to accommodate the building of a school on their site due to the aviation regulations and the size of the property they are leasing.

For this reason, the Western Cape Government has requested to acquire land from the municipality as close as possible to the flying club to accommodate the building of a school for the purpose of training young people in the aviation industry careers.

The item served at the Mayoral Committee and was referred back for further refinement, i.e., to allow for a public participation process in regard to the possible building of a high school specialising in aeronautical sciences and the impact that may have on noise levels due to a higher usage of planes landing and departing as part of the training sessions of the learners at the school. An advertisement was placed alerting the public to the intentions of the Municipality and the Department of education (attached as **Appendix 6**). The closing date for the comments/inputs/objections was 21 June 2021. Inputs were received from:

- De Zalze Wineland Golf Estate: attached as **APPENDIX 7**

- Graceland Wineyards: attached as **APPENDIX 8.**

A return item served at the May 2022 Mayco meeting and was referred to a combined meeting of section 80 committees for consideration and recommendations to the Executive Mayor. That meeting took place on 22 August 2022 and the recommendations from the committee to the Executive Mayor for consideration is indicated below.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2022-09-14: ITEM 7.3.1

For the following reasons, Mayco does not approve the provision of land for the establishment of an Aeronautical School in the area around the airfield at any of the two sites identified.

(a) Spatial Development Framework: The 2017 Airfield Precinct Plan refers to the non-suitability of the area as envisaged in Option 1 and 2 for intensive Urban Use and the Southern boundaries of De Zalze and future Jamestown extensions define the ideal urban edge for Stellenbosch which should be protected. The zoning of both properties is also agricultural.

(b) Environmental: Further development in the area might trigger NEMA as the area is regarded as Swartland Renosterveld with a potential Wetland some 500 meters North of the proposed building sites. Correspondence with the Department of Water and Sanitation will also be required to establish the availability of water use rights.

(c) Traffic/Access: Provincial Roads Authority has prohibited further development in and around the Airfield (Lease 502L) unless a suitable and safe alternative road is developed. Current access (R44) is too dangerous and will be closed.

(d) Noise: The Western Cape Noise Regulations will have to have complied with something which historically has proven very difficult at similar airfields like Oudtshoorn, for example.

The applicant is encouraged to look at other alternative sites that might be better suited for the type of School envisaged, for example, the Cape Winelands Airport north of Stellenbosch.

7.3.2	REQUEST TO LEASE/BUY ERF 11713, CLOETESVILLE, STELLENBOSCH: HANNA CHARITY & EMPOWERMENT FOUNDATION

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **14 September 2022**

1. SUBJECT: REQUEST TO LEASE/BUY ERF 11713, CLOETESVILLE, STELLENBOSCH: HANNA CHARITY & EMPOWERMENT FOUNDATION

2. PURPOSE

To resubmit the request from Hanna Charity & Empowerment Foundation to buy or lease erf 11713 for the purposes of an ECD.

3. DELEGATED AUTHORITY

In terms of Delegation EM85 the Executive Mayor, in consultation with the Executive Mayoral Committee, has the delegated authority to "*Approve Lease Agreements on Council properties for a period shorter than 10 years and a contract value of less than R5M*".

Should the disposal of the site be considered as the preferred option then Council must consider the matter.

4. EXECUTIVE SUMMARY

The Hanna Charity & Empowerment Foundation has applied for a long-term lease agreement or to buy erf 11713, Cloetesville to enable them to construct and operate an ECD Centre. A copy of the request is attached as **APPENDIX 1.** The request was sent in 2020, but have not served before Council due to Covid (where no formal council meetings took place during hard lock down) and the subsequent property framework process. The ownership of Erf 11713 vests with the Municipality.

The policy on the Management of Council-owned properties allows for direct negotiations (private treaty) in specific circumstances, *inter alia* for the purpose of social care purposes. The new Children's Act put an obligation on Council to make land available for this purpose and even to support the ECD's and maintain such facilities. The need for ECD facilities is high and there may be more such requests. It is therefore not recommended that the erf is dealt with under the private treaty provisions of the policy. The land is zoned as utility service zone and was not earmarked up to now for an ECD facility. There must be a public participation process during which the public's inputs/comments/other alternatives should be taken into account before a final decision is made. The departments have also not indicated whether this land may not be needed for municipal services and council can only decide to lease or sell the land should it not be needed for municipal services. Given the zoning this may not be the ideal land for an ECD.

The item served before Mayco on 20 July 2022 and was referred back to provide an opportunity to directorates to give input. The inputs from the different Directorates have now been obtained.

Council must decide that the land is not needed for the provision of municipal services as required in the Asset transfer regulations before any long-term rights can be assigned on the land to a third party. A public participation process will also be required to provide an opportunity to anybody to indicate if they have any objections or alternative proposals for the land in question. Availability for ECD facilities is in big demand with very little available land if any.

EXECUTIVE MAYORAL COMMITTEE: 2022-09-14: ITEM 7.3.2

RESOLVED

that this item be referred back to the Administration for further discussion.

FOR FURTHER DETAILS CONTACT:

NAME	**Annalene de Beer**
POSITION	***Director***
DIRECTORATE	***Corporate Services***
CONTACT NUMBERS	***021-8088018***
E-MAIL ADDRESS	***Annalene.deBeer@stellenbosch.gov.za***
REPORT DATE	***09.09.2022***

7.4	**FINANCIAL SERVICES: (PC: CLLR P JOHNSON)**

NONE

7.5	**HUMAN SETTLEMENTS: (PC: CLLR J FASSER)**

NONE

7.6	INFRASTRUCTURE SERVICES : (PC : CLLR Z DALLING (MS))

7.6.1	STATUS REPORT ON THE INFRASTRUCTURE SERVICES' BY-LAWS & POLICIES

Collaborator No: 733494
IDP KPA Ref No: Good Governance and Compliance
Meeting Date: 14 September 2022

1. SUBJECT: STATUS REPORT ON THE INFRASTRUCTURE SERVICES' BY-LAWS & POLICIES

2. PURPOSE

To inform Council on the status of the Directorate: Infrastructure Services By-Laws and Policies

3. DELEGATED AUTHORITY

For notification by the Municipal Council

4. EXECUTIVE SUMMARY

The Directorate: Infrastructure Services is responsible to ensure that all relevant and associated By-Laws and Policies are developed and maintained within a five-year period. This report serves to indicate to Council the current state of each of these By-Laws and Policies

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2022-09-14: ITEM 7.6.1

that the status on the Directorate Infrastructure Services By-Laws and Policies, be noted.

FOR FURTHER DETAILS CONTACT:

NAME	**Deon Louw**
POSITION	***Director Infrastructure Services***
DIRECTORATE	***Infrastructure Services***
CONTACT NUMBERS	***021 808 8213***
E-MAIL ADDRESS	***deon.louw@stellenbosch.gov.za***
REPORT DATE	***25 July 2022***

7.6.2	THE ORGANIC WASTE DIVERSION PLAN FOR STELLENBOSCH MUNICIPALITY

Collaborator No: 733494
IDP KPA Ref No: Good Governance and Compliance
Meeting Date: 14 September 2022

1. SUBJECT: THE ORGANIC WASTE DIVERSION PLAN FOR STELLENBOSCH MUNICIPALITY

2. PURPOSE

to obtain Council's approval of the Organic Waste Diversion Plan for Stellenbosch Municipality (**APPENDIX 1**).

3. DELEGATED AUTHORITY

Municipal Council, however, the Mayor may request the Portfolio Committee to render assistance in terms of Section 80 of the Local Government Municipal Structures Act, Act 117 of 1998, as amended.

4. EXECUTIVE SUMMARY

The Department of Environmental Affairs and Development Planning (DEA&DP) took a policy decision to implement a 50% restriction on organic waste being disposed to landfill by 2022 and a full prohibition of organic waste disposed to landfill by 2027. The Western Cape Integrated Waste Management Plan (IWMP) (2017- 2022) puts an obligation on municipalities to divert organic waste streams away from landfill sites by 2022 (50%) and a complete ban on organic waste disposed at landfill sites by 2027.

DEA&DP have amended the conditions of authorisations (Permits/Licences) for Waste Disposal Facilities (WDFs) in the Western Cape to make diversion of organic waste a legal requirement. The Municipality has therefore compiled an Organic Waste Diversion Plan (OWDP) to reach these organic diversion targets. This OWDP will form part of the approved IWMP.

The OWDP has been internally reviewed and was circulated for public comment. All comments received has been incorporated in the final OWDP.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2022-09-14: ITEM 7.6.2

(a) that Council approve and adopts the OWDP; and

(b) that the OWDP is seen as part of the Municipality's Integrated Waste Management Plan.

FOR FURTHER DETAILS CONTACT:

NAME	Preshane Chandaka
POSITION	***DIRECTOR: INFRASTRUCTURE SERVICES***
DIRECTORATE	***INFRASTRUCTURE SERVICES***
CONTACT NUMBERS	***021 -808 8213***
E-MAIL ADDRESS	***Shane.chandaka@stellenbosch.gov.za***
REPORT DATE	***19 August 2022***

7.7	PARKS, OPEN SPACES AND ENVIRONMENT: (PC: J JOON)

NONE

7.8	PLANNING :(PC: CLLR C VAN WYK (MS)

NONE

7.9	LOCAL ECONOMIC DEVELOPMENT AND TOURISM:(PC: CLLR R DE TOIT (MS)

NONE

7.10	RURAL MANAGEMENT: (PC: CLLR J WILLIAMS)

NONE

7.11	MUNICIPAL MANAGER

NONE

8.	REPORTS SUBMITTED BY THE EXECUTIVE MAYOR

NONE

9.	URGENT MATTERS

10.	MATTERS TO BE CONSIDERED IN-COMMITTEE

The meeting adjourned at 10:30

CHAIRPERSON: ……

DATE: ……

Confirmed on ……

6.	**STATUTORY MATTERS**

6.1	**ADJUSTMENTS BUDGET (GRANTS) 2022/2023**

Collaborator No: **736451**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **19 October 2022**

1. SUBJECT: ADJUSTMENTS BUDGET (GRANTS) 2022/2023

2. PURPOSE

Is to table the adjustments budget for the 2022/2023 financial year to Council for approval. The adjustments budget emanates from a roll-over allocation approval received from Western Cape Provincial Government.

3. DELEGATED AUTHORITY

FOR APPROVAL BY MUNICIPAL COUNCIL

EXECUTIVE SUMMARY

Attached as **APPENDIX 1** is an executive summary by the Accounting Officer.

4. RECOMMENDATIONS

(a) that the Adjustments Budget for 2022/2023 as set out in **APPENDIX 2**, be approved;

(b) that the Adjustments Budget Tables as prescribed by the Budgeting and Reporting Regulations, as set out in **APPENDIX 3**, be approved; and

(c) that the Service Delivery and Budget Implementation Plan be adjusted accordingly inclusive of the non-financial information (performance measurement).

5. DISCUSSION / CONTENTS

5.1. <u>Background/ Legislative Framework</u>

In terms of section 28 (2) (b) of the Municipal Finance Management Act:

"An adjustments budget may appropriate additional revenues that have become available over and above those anticipated in the annual budget…".

According to regulation 23 (3) of the Municipal Budget and Reporting Regulations:

"If a national or provincial adjustments budget allocates or transfers additional revenues to a municipality, the mayor of the municipality must, at the next available council meeting, but within 60 days of the approval of the relevant national or provincial adjustments budget, table an adjustments budget referred to in section 25(2)(b) of the Act in the municipal council to appropriate these additional revenues"

5.2 Discussion

In terms of Section 10(2) of the Western Cape Appropriation Act (WCAA) 2021 (Act No.5 of 2021) approval has been granted in principle, to roll-over the unspent amounts of R1 765 534 for Human Settlements Development Grant (Beneficiaries), R1 518 379 for Informal Settlements Upgrading Partnership Grant: Provinces (Beneficiaries) (Kayamandi Watergang Basic Services) and R1 000 000 for Regional Socio-Economic Project - municipal project (RSEP).

The unspent portions of capital conditional grants will be rolled over to the 2022/2023 financial year.

Capital Adjustments Budget

Council approved a Amended Capital Budget for the 2022/2023 financial year amounting to R 449 751 820 in August 2022. This adjustments budget effectively changes the Amended budget by means of the inclusion of the grant roll-overs from the 2021/2022 financial year.

Details of the proposed adjustments are reflected in **APPENDIX 2**.

Operating Revenue Adjustments Budget

The Amended Operating Revenue Budget for the 2022/2023 financial year amounted to R 2 257 443 205 in August 2022. These adjustments budget effectively changes the amended budget by means of the inclusion of the grant roll-overs from the 2021/2022 financial year.

Details of the proposed adjustments are reflected in **APPENDIX 2**.

Operating Expenditure Adjustments Budget

Council adopted an Amended Operating Expenditure Budget for the 2022/2023 financial year amounting to R 2 102 695 768 in August 2022. No amendments have been made on the Operational Expenditure Budget.

5.3 Financial Implications

Financial impact is reflected in the appendices.

5.4 External Loan roll over from 2021/2022

None

5.5 Legal Implications

The item is compliant with the relevant legislative framework.

5.6 Staff Implications

None

5.7 Previous / Relevant Council Resolutions:

August (Roll- Over) Adjustments Budget 2022/2023- 24 August 2022

5.8 Risk Implications

None

5.9 Comments from Senior Management:

The item was not circulated for comment except to the Municipal Manager

5.9.1 *Municipal Manager:*

Supports the recommendations

ANNEXURES
Appendix 1: Executive summary

Appendix 2: Adjustments Budget

Appendix 3: Budgeting and Reporting Regulations: Schedule B

Appendix 4: Other supporting documents

Appendix 5: Quality certificate

FOR FURTHER DETAILS CONTACT:

NAME	**MONIQUE STEYL**
POSITION	***SENIOR ANAGER: FINANCIAL MANGEMENT SERVICES***
DIRECTORATE	***FINANCIAL SERVICES***
CONTACT NUMBERS	***021 808 8512***
E-MAIL ADDRESS	***Monique.Steyl@stellenbosch.gov.za***
REPORT DATE	***03 October 2022***

DIRECTOR: FINANCIAL SERVICES

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STELLENBOSCH MUNICIPALITY

ADJUSTMENTS BUDGET DOCUMENTATION

OCTOBER 2022

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APPENDIX 1

Executive Summary

Overview

The adjustments budget in terms of section 28 (2) (b) of the MFMA emanates from the approval of roll-over of unspent conditional grants from the Western Cape Provincial Government.

Capital projects funded from conditional grants will be rolled over.

Roll-over of unspent Provincial conditional grants

In terms of Section 10(2) of the Western Cape Appropriation Act (WCAA) 2021 (Act No. 5 of 2021) approval has been granted in principle, to roll-over the unspent amounts of R1 765 534 for Human Settlements Development Grant (Beneficiaries), R1 518 379 for Informal Settlements Upgrading Partnership Grant: Provinces (Beneficiaries) (Kayamandi Watergang Basic Services) and R1 000 000 for Regional Socio-Economic Project - municipal project (RSEP).

The unspent portions of capital conditional grants will be rolled over to the 2022/2023 financial year.

The breakdown of the unspent conditional grants are as follows:

Grants	Type	Approved Budget	Adjustments	Adjustments Budget
Regional Socio-Economic Project -	Capital	-	1 000 000	1 000 000
Human Settlements Development Grant	Capital	8 150 000	1 765 534	9 915 534
Informal Settlements Upgrading Partnership Grant	Capital	20 850 000	1 518 379	22 368 379
		29 000 000	**4 283 913**	**33 283 913**

Capital Adjustments Budget for 2022/2023

	2022/2023 Approved Budget	2022/2023 Adjustments Budget	%
Capital Budget	449 751 820	454 035 733	1%

Adjustments to Funding

The funding sources to the capital budget are as follows:

Funding	2022/2023 Approved Budget	%	2022/2023 Adjustments Budget	%
Own Funding				
Capital Replacement Reserve	152 144 605	34%	152 144 605	34%
Development Contribution	12 453 523	3%	12 453 523	3%
External Funding				
External Loans	165 124 042	37%	165 124 042	36%
National Grants	90 809 650	20%	90 809 650	20%
Provincial Grants	29 220 000	6%	33 503 913	7%
	449 751 820		**454 035 733**	

Adjustments to Capital Expenditure

The capital budget per directorate is as follows:

Directorate	Total Approved Budget (R)	%	Total Adjustments Budget (R)	%
Municipal Manager	40 000	0%	40 000	0%
Planning & Development Services	18 210 846	4%	20 976 380	5%
Community and Protection Services	31 376 143	7%	31 376 143	7%
Infrastructure Services	351 985 623	78%	353 504 002	78%
Corporate Services	47 889 208	11%	47 889 208	11%
Financial Services	250 000	0%	250 000	0%
TOTALS	**449 751 820**		**454 035 733**	

Adjustments to Operating Revenue

The operating revenue budget per directorate is as follows:

Directorate	Total Approved Budget (R)	%	Total Adjustments Budget (R)	%
Municipal Manager	-	0%	-	0%
Planning & Development Services	22 399 078	1%	25 164 612	1%
Community and Protection Services	171 349 646	8%	171 349 646	8%
Infrastructure Services	1 517 037 491	67%	1 518 555 870	67%
Corporate Services	11 656 741	1%	11 656 741	1%
Financial Services	535 000 250	24%	535 000 250	24%
TOTALS	**2 257 443 205**		**2 261 727 118**	

Adjustments to Operating Expenditure

The operating expenditure budget per directorate is as follows:

Directorate	Total Approved Budget (R)	%	Total Adjustments Budget (R)	%
Municipal Manager	27 432 083	1%	27 432 083	1%
Planning & Development Services	87 864 603	4%	87 864 603	4%
Community and Protection Services	419 634 084	20%	419 634 084	20%
Infrastructure Services	1 258 869 331	60%	1 258 869 331	60%
Corporate Services	210 683 035	10%	210 683 035	10%
Financial Services	98 212 632	5%	98 212 632	5%
TOTALS	**2 102 695 768**		**2 102 695 768**	

No adjustments were made to the Operational expenditure budget.

High Level Adjustments Budget Summary for 2022/2023

The total budget is summarized as follows:

Directorate	Operating Revenue Budget	Operating Expenditure Budget	Capital Budget	Total Budget
Municipal Manager	-	27 432 083	40 000	27 472 083
Planning & Development Services	25 164 612	87 864 603	20 976 380	108 840 983
Community and Protection Services	171 349 646	419 634 084	31 376 143	451 010 227
Infrastructure Services	1 518 555 870	1 258 869 331	353 504 002	1 612 373 333
Corporate Services	11 656 741	210 683 035	47 889 208	258 572 243
Financial Services	535 000 250	98 212 632	250 000	98 462 632
Total Revenue	**2 261 727 118**	**2 102 695 768**	**454 035 733**	**2 556 731 501**

APPENDIX 2

Capital Adjustments Budget for 2022/2023

The following funds per directorate are to be rolled-over:

Directorate	Approved Budget	Funds rolled-over	Adjustments Budget
Municipal Manager	40 000	-	40 000
Planning & Development Services	18 210 846	2 765 534	20 976 380
Community and Protection Services	31 376 143	-	31 376 143
Infrastructure Services	351 985 623	1 518 379	353 504 002
Corporate Services	47 889 208	-	47 889 208
Financial Services	250 000	-	250 000
TOTALS	**449 751 820**	**4 283 913**	**454 035 733**

The Capital projects to be rolled over from the previous financial year are as follows:

Projects		***Fund***	***Roll Over Amount***	***Motivation***
Planning and Development Services			**2 765 534**	
Economic Development & Tourism			**1 000 000**	
	Establishment of the Kayamandi Informal Trading Area	RSEP	1 000 000	Adjust the budget in line with the roll-over of unspent Regional Socio-Economic Project
Housing Development			**1 765 534**	
	Northern Extension: Feasibility	Human Settlements Grant	1 765 534	Adjust the budget in line with the roll-over of unspent Human Settlements Development Grant
Infrastructure Services			**1 518 379**	
Project Management Unit (PMU)			**1 518 379**	
	Kayamandi Watergang Basic Services	ISUP	1 518 379	Adjust the budget in line with the roll-over of unspent Informal Settlements Upgrading Partnership Grant
TOTAL - Capital			**4 283 913**	

Adjustments to Operational Revenue

The revised operating income budget per Directorate is as follows:

Directorate	Approved Budget	Grant funds rolled-over	Adjustments Budget
Municipal Manager	-	-	-
Planning & Development Services	22 399 078	2 765 534	25 164 612
Community and Protection Services	171 349 646	-	171 349 646
Infrastructure Services	1 517 037 491	1 518 379	1 518 555 870
Corporate Services	11 656 741	-	11 656 741
Financial Services	535 000 250	-	535 000 250
TOTALS	**2 257 443 205**	**4 283 913**	**2 261 727 118**

Department	Description	Approved Budget	Adjustment	Adjusted Budget	Motivation
Planning and Development Services					
Economic Development & Tourism	Regional Socio-Economic Project -	-	1 000 000	1 000 000	Adjust the budget in line with the roll-over of unspent Regional Socio-Economic Project
Housing Development	Human Settlements Development Grant	-	1 765 534	1 765 534	Adjust the budget in line with the roll-over of unspent Human Settlements Development Grant
Sub Total: Planning and Development Services		**-**	**2 765 534**	**2 765 534**	
Infrastructure Services					
Project Management Unit (PMU)	Informal Settlements Upgrading Partnership Grant	17 850 000	1 518 379	19 368 379	Adjust the budget in line with the roll-over of unspent Informal Settlements Upgrading Partnership Grant
Sub Total: Infrastructure Services		**17 850 000**	**1 518 379**	**19 368 379**	
Total		**17 850 000**	**4 283 913**	**22 133 913**	

Adjustments to Operational Expenditure

The revised operational expenditure budget per Directorate is as follows:

Directorate	Approved Budget	Grant funds rolled-over	Adjustments Budget
Municipal Manager	27 432 083	-	27 432 083
Planning & Development Services	87 864 603	-	87 864 603
Community and Protection Services	419 634 084	-	419 634 084
Infrastructure Services	1 258 869 331	-	1 258 869 331
Corporate Services	210 683 035	-	210 683 035
Financial Services	98 212 632	-	98 212 632
Total Expenditure	**2 102 695 768**	**-**	**2 102 695 768**

No adjustments were made to the Operational expenditure budget.

APPENDIX 3

Adjustments Budget Tables

In accordance with the Budget and Reporting Regulations, the following compulsory schedules are attached (Appendix 3) reflecting the composition and detail of the adjustments budget:

Table name	Table reference
Adjustments Budget Summary	B1
Adjustments Budget Financial Performance by standard classification	B2
Adjustments Budget Financial Performance by vote	B3
Adjustments Budget Financial Performance	B4
Adjustments Budget Capital Expenditure by vote and funding	B5
Adjustments Budget Financial Position	B6
Adjustments Budget Cash Flows	B7
Cash backed reserves/ Accumulated surplus reconciliation	B8
Asset Management	B9
Basic Service Delivery Measurement	B10

Supporting schedules (SB1 – SB20) are attached on Appendix 4.

WC024 Stellenbosch - Table B1 Adjustments Budget Summary -

Description	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
	Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
		1	2	3	4	5	6	7	8		
R thousands	A	A1	B	C	D	E	F	G	H		
Financial Performance											
Property rates	438 941	438 941	–	–	–	–	–	–	438 941	465 278	493 195
Service charges	1 227 651	1 227 651	–	–	–	–	–	–	1 227 651	1 314 222	1 409 583
Investment revenue	20 397	20 397	–	–	–	–	–	–	20 397	21 213	22 062
Transfers recognised - operational	213 380	214 011	–	–	–	–	–	–	214 011	235 923	258 221
Other own revenue	203 412	203 412	–	–	–	–	–	–	203 412	210 841	218 025
Total Revenue (excluding capital transfers and contributions)	**2 103 783**	**2 104 414**	**–**	**–**	**–**	**–**	**–**	**–**	**2 104 414**	**2 247 477**	**2 401 085**
Employee costs	624 464	624 948	–	–	–	–	–	–	624 948	631 387	668 777
Remuneration of councillors	21 062	21 062	–	–	–	–	–	–	21 062	22 115	23 221
Depreciation & asset impairment	213 118	213 118	–	–	–	–	–	–	213 118	233 224	244 885
Finance charges	67 799	67 799	–	–	–	–	–	–	67 799	80 819	84 829
Inventory consumed and bulk purchases	634 794	633 759	–	–	–	–	–	–	633 759	686 194	741 844
Transfers and grants	14 355	15 355	–	–	–	–	–	–	15 355	14 956	15 585
Other expenditure	526 472	526 654	–	–	–	–	–	–	526 654	555 013	576 127
Total Expenditure	**2 102 065**	**2 102 696**	**–**	**–**	**–**	**–**	**–**	**–**	**2 102 696**	**2 223 708**	**2 355 268**
Surplus/(Deficit)	1 718	1 718	–	–	–	–	–	–	1 718	23 770	45 817
Transfers and subsidies - capital (monetary allocations) (National / Provincial and District)	120 030	120 030	–	–	–	–	4 284	4 284	124 314	80 871	56 426
Transfers and subsidies - capital (monetary allocations) (National / Provincial Departmental Agencies, Households, Non-profit Institutions, Private Enterprises, Public Corporatons, Higher Educational Institutions) & Transfers and subsidies - capital (in-	33 000	33 000	–	–	–	–	–	–	33 000	39 500	50 000
Surplus/(Deficit) after capital transfers & contributions	**154 747**	**154 747**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**159 031**	**144 141**	**152 243**
Share of surplus/ (deficit) of associate	–	–	–	–	–	–	–	–	–	–	–
Surplus/ (Deficit) for the year	**154 747**	**154 747**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**159 031**	**144 141**	**152 243**
Capital expenditure & funds sources											
Capital expenditure	409 273	449 752	–	–	–	–	4 284	4 284	454 036	427 269	440 003
Transfers recognised - capital	132 483	132 483	–	–	–	–	4 284	4 284	136 767	93 632	95 845
Public contributions & donations	–	–	–	–	–	–	–	–	–	–	–
Borrowing	140 000	165 124	–	–	–	–	–	–	165 124	160 000	141 000
Internally generated funds	136 790	152 145	–	–	–	–	–	–	152 145	173 637	203 158
Total sources of capital funds	**409 273**	**449 752**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**454 036**	**427 269**	**440 003**
Financial position											
Total current assets	644 346	610 974	–	–	–	–	–	–	610 974	741 216	821 641
Total non current assets	6 274 346	6 314 825	–	–	–	–	4 284	4 284	6 319 109	6 468 392	6 663 510
Total current liabilities	339 918	347 025	–	–	–	–	–	–	347 025	375 167	413 519
Total non current liabilities	877 341	877 341	–	–	–	–	–	–	877 341	988 866	1 073 814
Community wealth/Equity	**5 701 434**	**5 701 434**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**5 705 718**	**5 845 575**	**5 997 818**
Cash flows											
Net cash from (used) operating	348 204	347 573	–	–	–	–	–	–	347 573	370 016	376 384
Net cash from (used) investing	(409 273)	(449 752)	–	–	–	–	(4 284)	(4 284)	(454 036)	(427 269)	(440 003)
Net cash from (used) financing	92 883	92 883	–	–	–	–	–	–	92 883	112 883	93 883
Cash/cash equivalents at the year end	**249 508**	**209 029**	**–**	**–**	**–**	**–**	**–**	**–**	**209 029**	**264 659**	**294 922**
Cash backing/surplus reconciliation											
Cash and investments available	249 508	209 029	–	–	–	–	–	–	209 029	309 137	337 870
Application of cash and investments	(115 916)	(116 681)	–	–	–	–	–	–	(116 681)	(170 748)	(230 914)
Balance - surplus (shortfall)	**365 424**	**325 710**	**–**	**–**	**–**	**–**	**–**	**–**	**325 710**	**479 885**	**568 784**
Asset Management											
Asset register summary (WDV)	6 274 346	6 314 825	–	–	–	–	4 284	4 284	6 319 109	6 468 392	6 663 510
Depreciation	213 118	213 118	–	–	–	–	–	–	213 118	233 224	244 885
Renewal and Upgrading of Existing Assets	31 358	31 358	–	–	–	–	–	–	31 358	23 634	70 628
Repairs and Maintenance	107 541	107 541	–	–	–	–	–	–	107 541	110 524	116 484
Free services											
Cost of Free Basic Services provided	(57 014)	(57 014)	–	–	–	–	–	–	(57 014)	(57 698)	(61 517)
Revenue cost of free services provided	(57 671)	(57 671)	–	–	–	–	–	–	(57 671)	(61 131)	(64 799)
Households below minimum service level											
Water:	1	1	–	–	–	–	–	–	1	1	1
Sanitation/sewerage:	1	1	–	–	–	–	–	–	1	1	1
Energy:	2	2	–	–	–	–	–	–	2	1	1
Refuse:	4	4	–	–	–	–	–	–	4	4	3

WC024 Stellenbosch - Table B2 Adjustments Budget Financial Performance (functional classification) -

Standard Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			5	6	7	8	9	10	11	12		
R thousands	1, 4	A	A1	B	C	D	E	F	G	H		
Revenue - Functional												
Governance and administration		**546 657**	**546 657**	**–**	**–**	**–**	**–**	**–**	**–**	**546 657**	**580 520**	**617 187**
Executive and council		771	771	–	–	–	–	–	–	771	810	850
Finance and administration		545 886	545 886	–	–	–	–	–	–	545 886	579 710	616 337
Internal audit		–	–	–	–	–	–	–	–	–	–	–
Community and public safety		**180 572**	**181 203**	**–**	**–**	**–**	**–**	**1 766**	**1 766**	**182 968**	**183 436**	**189 662**
Community and social services		18 285	18 285	–	–	–	–	–	–	18 285	15 424	16 131
Sport and recreation		1 564	1 564	–	–	–	–	–	–	1 564	824	865
Public safety		148 586	149 217	–	–	–	–	–	–	149 217	152 957	158 032
Housing		12 136	12 136	–	–	–	–	1 766	1 766	13 902	14 231	14 635
Health		–	–	–	–	–	–	–	–	–	–	–
Economic and environmental services		**145 034**	**145 034**	**–**	**–**	**–**	**–**	**2 518**	**2 518**	**147 552**	**145 824**	**134 471**
Planning and development		142 206	142 206	–	–	–	–	2 518	2 518	144 724	143 569	131 501
Road transport		1 503	1 503	–	–	–	–	–	–	1 503	1 553	2 232
Environmental protection		1 325	1 325	–	–	–	–	–	–	1 325	702	738
Trading services		**1 384 432**	**1 384 432**	**–**	**–**	**–**	**–**	**–**	**–**	**1 384 432**	**1 457 944**	**1 566 061**
Energy sources		920 200	920 200	–	–	–	–	–	–	920 200	961 860	1 035 343
Water management		181 107	181 107	–	–	–	–	–	–	181 107	191 464	202 862
Waste water management		149 836	149 836	–	–	–	–	–	–	149 836	160 167	171 272
Waste management		133 289	133 289	–	–	–	–	–	–	133 289	144 453	156 584
Other		**118**	**118**	**–**	**–**	**–**	**–**	**–**	**–**	**118**	**124**	**130**
Total Revenue - Functional	2	**2 256 812**	**2 257 443**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**2 261 727**	**2 367 849**	**2 507 511**
Expenditure - Functional												
Governance and administration		**332 785**	**324 570**	**–**	**–**	**–**	**–**	**–**	**–**	**324 570**	**357 564**	**375 191**
Executive and council		33 555	33 555	–	–	–	–	–	–	33 555	35 206	36 933
Finance and administration		285 492	277 277	–	–	–	–	–	–	277 277	308 184	323 622
Internal audit		13 738	13 738	–	–	–	–	–	–	13 738	14 174	14 636
Community and public safety		**415 276**	**423 559**	**–**	**–**	**–**	**–**	**–**	**–**	**423 559**	**424 137**	**441 209**
Community and social services		52 304	53 833	–	–	–	–	–	–	53 833	52 228	55 770
Sport and recreation		65 531	70 244	–	–	–	–	–	–	70 244	68 291	72 039
Public safety		264 286	264 916	–	–	–	–	–	–	264 916	271 182	280 231
Housing		33 155	34 567	–	–	–	–	–	–	34 567	32 436	33 168
Health		–	–	–	–	–	–	–	–	–	–	–
Economic and environmental services		**212 066**	**212 256**	**–**	**–**	**–**	**–**	**–**	**–**	**212 256**	**234 559**	**249 246**
Planning and development		80 010	80 124	–	–	–	–	–	–	80 124	96 466	104 160
Road transport		107 911	107 911	–	–	–	–	–	–	107 911	113 334	119 037
Environmental protection		24 146	24 221	–	–	–	–	–	–	24 221	24 758	26 049
Trading services		**1 141 937**	**1 142 311**	**–**	**–**	**–**	**–**	**–**	**–**	**1 142 311**	**1 207 448**	**1 289 623**
Energy sources		678 534	678 584	–	–	–	–	–	–	678 584	729 865	788 098
Water management		132 424	132 394	–	–	–	–	–	–	132 394	152 664	159 573
Waste water management		199 471	199 471	–	–	–	–	–	–	199 471	216 701	228 223
Waste management		131 508	131 861	–	–	–	–	–	–	131 861	108 218	113 729
Other		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Total Expenditure - Functional	3	**2 102 065**	**2 102 696**	**–**	**–**	**–**	**–**	**–**	**–**	**2 102 696**	**2 223 708**	**2 355 268**
Surplus/ (Deficit) for the year		**154 747**	**154 747**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**159 031**	**144 141**	**152 243**

WC024 Stellenbosch - Table B3 Adjustments Budget Financial Performance (revenue and expenditure by municipal vote) -

Vote Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
[Insert departmental structure etc]			3	4	5	6	7	8	9	10		
R thousands		A	A1	B	C	D	E	F	G	H		
Revenue by Vote	1											
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		–	–	–	–	–	–	–	–	–	–	–
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		22 399	22 399	–	–	–	–	2 766	2 766	25 165	23 901	24 692
Vote 3 - INFRASTRUCTURE SERVICES		1 517 037	1 517 037	–	–	–	–	1 518	1 518	1 518 556	1 592 514	1 688 810
Vote 4 - COMMUNITY AND PROTECTION SERVICES		170 719	171 350	–	–	–	–	–	–	171 350	170 914	176 822
Vote 5 - CORPORATE SERVICES		11 657	11 657	–	–	–	–	–	–	11 657	12 240	12 852
Vote 6 - FINANCIAL SERVICES		535 000	535 000	–	–	–	–	–	–	535 000	568 280	604 335
Total Revenue by Vote	2	**2 256 812**	**2 257 443**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**2 261 727**	**2 367 849**	**2 507 511**
Expenditure by Vote	1											
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		27 432	27 432	–	–	–	–	–	–	27 432	28 603	29 840
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		87 865	87 865	–	–	–	–	–	–	87 865	87 724	92 347
Vote 3 - INFRASTRUCTURE SERVICES		1 258 869	1 258 869	–	–	–	–	–	–	1 258 869	1 344 865	1 435 685
Vote 4 - COMMUNITY AND PROTECTION SERVICES		419 003	419 634	–	–	–	–	–	–	419 634	429 824	448 116
Vote 5 - CORPORATE SERVICES		210 683	210 683	–	–	–	–	–	–	210 683	223 983	235 221
Vote 6 - FINANCIAL SERVICES		98 213	98 213	–	–	–	–	–	–	98 213	108 709	114 059
Total Expenditure by Vote	2	**2 102 065**	**2 102 696**	**–**	**–**	**–**	**–**	**–**	**–**	**2 102 696**	**2 223 708**	**2 355 268**
Surplus/ (Deficit) for the year	2	**154 747**	**154 747**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**159 031**	**144 141**	**152 243**

WC024 Stellenbosch - Table B4 Adjustments Budget Financial Performance (revenue and expenditure) -

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			3	4	5	6	7	8	9	10		
R thousands	1	A	A1	B	C	D	E	F	G	H		
Revenue By Source												
Property rates	2	438 941	438 941	–	–	–	–	–	–	438 941	465 278	493 195
Service charges - electricity revenue	2	846 763	846 763	–	–	–	–	–	–	846 763	909 005	978 001
Service charges - water revenue	2	176 783	176 783	–	–	–	–	–	–	176 783	186 967	198 185
Service charges - sanitation revenue	2	109 134	109 134	–	–	–	–	–	–	109 134	115 682	122 623
Service charges - refuse revenue	2	94 971	94 971	–	–	–	–	–	–	94 971	102 569	110 775
Service charges - other		–	–	–	–	–	–	–	–	–	–	–
Rental of facilities and equipment		15 538	15 538	–	–	–	–	–	–	15 538	16 315	17 130
Interest earned - external investments		20 397	20 397	–	–	–	–	–	–	20 397	21 213	22 062
Interest earned - outstanding debtors		11 391	11 391	–	–	–	–	–	–	11 391	11 835	12 297
Dividends received		–	–	–	–	–	–	–	–	–	–	–
Fines, penalties and forfeits		124 955	124 955	–	–	–	–	–	–	124 955	128 704	132 565
Licences and permits		5 934	5 934	–	–	–	–	–	–	5 934	6 231	6 542
Agency services		4 281	4 281	–	–	–	–	–	–	4 281	4 495	4 720
Transfers and subsidies		213 380	214 011	–	–	–	–	–	–	214 011	235 923	258 221
Other revenue	2	41 313	41 313	–	–	–	–	–	–	41 313	43 262	44 770
Gains		–	–	–	–	–	–	–	–	–	–	–
Total Revenue (excluding capital transfers and contributions)		**2 103 783**	**2 104 414**	**–**	**–**	**–**	**–**	**–**	**–**	**2 104 414**	**2 247 477**	**2 401 085**
Expenditure By Type												
Employee related costs		624 464	624 948	–	–	–	–	–	–	624 948	631 387	668 777
Remuneration of councillors		21 062	21 062	–	–	–	–	–	–	21 062	22 115	23 221
Debt impairment		97 842	97 842	–	–	–	–	–	–	97 842	107 325	107 419
Depreciation & asset impairment		213 118	213 118	–	–	–	–	–	–	213 118	233 224	244 885
Finance charges		67 799	67 799	–	–	–	–	–	–	67 799	80 819	84 829
Bulk purchases - electricity		551 412	551 412	–	–	–	–	–	–	551 412	598 889	650 453
Inventory Consumed		83 382	82 347	–	–	–	–	–	–	82 347	87 305	91 390
Contracted services		269 226	268 360	–	–	–	–	–	–	268 360	284 142	299 452
Transfers and subsidies		14 355	15 355	–	–	–	–	–	–	15 355	14 956	15 585
Other expenditure		159 403	160 451	–	–	–	–	–	–	160 451	163 547	169 256
Losses		–	–	–	–	–	–	–	–	–	–	–
Total Expenditure		**2 102 065**	**2 102 696**	**–**	**–**	**–**	**–**	**–**	**–**	**2 102 696**	**2 223 708**	**2 355 268**
Surplus/(Deficit)		**1 718**	**1 718**	**–**	**–**	**–**	**–**	**–**	**–**	**1 718**	**23 770**	**45 817**
Transfers and subsidies - capital (monetary allocations) (National / Provincial and District)		120 030	120 030	–	–	–	–	4 284	4 284	124 314	80 871	56 426
Transfers and subsidies - capital (monetary allocations) (National / Provincial Departmental Agencies, Households, Non-profit Institutions, Private Enterprises, Public Corporatons, Higher Educational Institutions)		33 000	33 000	–	–	–	–	–	–	33 000	39 500	50 000
Transfers and subsidies - capital (in-kind - all)		–	–	–	–	–	–	–	–	–	–	–
Surplus/(Deficit) before taxation		**154 747**	**154 747**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**159 031**	**144 141**	**152 243**
Taxation		–	–	–	–	–	–	–	–	–	–	–
Surplus/(Deficit) after taxation		**154 747**	**154 747**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**159 031**	**144 141**	**152 243**
Attributable to minorities		–	–	–	–	–	–	–	–	–	–	–
Surplus/(Deficit) attributable to municipality		**154 747**	**154 747**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**159 031**	**144 141**	**152 243**
Share of surplus/ (deficit) of associate		–	–	–	–	–	–	–	–	–	–	–
Surplus/ (Deficit) for the year		**154 747**	**154 747**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**159 031**	**144 141**	**152 243**

WC024 Stellenbosch - Table B5 Adjustments Capital Expenditure Budget by vote and funding -

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			5	6	7	8	9	10	11	12		
R thousands		A	A1	B	C	D	E	F	G	H		
Capital expenditure - Vote												
Multi-year expenditure ***to be adjusted***	2											
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		40	40	–	–	–	–	–	–	40	40	40
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		15 185	18 178	–	–	–	–	2 766	2 766	20 943	20 156	21 780
Vote 3 - INFRASTRUCTURE SERVICES		324 747	351 686	–	–	–	–	1 518	1 518	353 204	366 727	371 128
Vote 4 - COMMUNITY AND PROTECTION SERVICES		24 197	28 584	–	–	–	–	–	–	28 584	22 846	25 760
Vote 5 - CORPORATE SERVICES		37 200	42 250	–	–	–	–	–	–	42 250	12 750	12 550
Vote 6 - FINANCIAL SERVICES		250	250	–	–	–	–	–	–	250	250	250
Capital multi-year expenditure sub-total	3	**401 619**	**440 988**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**445 272**	**422 769**	**431 508**
Single-year expenditure ***to be adjusted***	2											
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		–	–	–	–	–	–	–	–	–	–	–
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		–	33	–	–	–	–	–	–	33	–	–
Vote 3 - INFRASTRUCTURE SERVICES		300	300	–	–	–	–	–	–	300	300	300
Vote 4 - COMMUNITY AND PROTECTION SERVICES		2 654	2 792	–	–	–	–	–	–	2 792	3 000	6 595
Vote 5 - CORPORATE SERVICES		4 700	5 639	–	–	–	–	–	–	5 639	1 200	1 600
Vote 6 - FINANCIAL SERVICES		–	–	–	–	–	–	–	–	–	–	–
Capital single-year expenditure sub-total		**7 654**	**8 764**	**–**	**–**	**–**	**–**	**–**	**–**	**8 764**	**4 500**	**8 495**
Total Capital Expenditure - Vote		**409 273**	**449 752**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**454 036**	**427 269**	**440 003**
Capital Expenditure - Functional												
Governance and administration		**42 190**	**48 179**	**–**	**–**	**–**	**–**	**–**	**–**	**48 179**	**14 240**	**14 440**
Executive and council		40	40	–	–	–	–	–	–	40	40	40
Finance and administration		42 150	48 139	–	–	–	–	–	–	48 139	14 200	14 400
Internal audit		–	–	–	–	–	–	–	–	–	–	–
Community and public safety		**34 292**	**37 795**	**–**	**–**	**–**	**–**	**1 766**	**1 766**	**39 561**	**39 372**	**43 040**
Community and social services		8 880	9 017	–	–	–	–	–	–	9 017	10 105	2 310
Sport and recreation		6 677	7 565	–	–	–	–	–	–	7 565	5 511	11 000
Public safety		3 550	6 028	–	–	–	–	–	–	6 028	5 600	7 950
Housing		15 185	15 185	–	–	–	–	1 766	1 766	16 951	18 156	21 780
Health		–	–	–	–	–	–	–	–	–	–	–
Economic and environmental services		**93 005**	**97 582**	**–**	**–**	**–**	**–**	**2 518**	**2 518**	**100 100**	**103 560**	**70 452**
Planning and development		21 350	24 376	–	–	–	–	2 518	2 518	26 894	23 180	–
Road transport		64 135	64 664	–	–	–	–	–	–	64 664	77 630	62 102
Environmental protection		7 520	8 542	–	–	–	–	–	–	8 542	2 750	8 350
Trading services		**239 786**	**266 196**	**–**	**–**	**–**	**–**	**–**	**–**	**266 196**	**270 097**	**312 072**
Energy sources		77 471	84 339	–	–	–	–	–	–	84 339	56 802	135 572
Water management		46 669	57 352	–	–	–	–	–	–	57 352	96 050	106 150
Waste water management		57 300	64 029	–	–	–	–	–	–	64 029	55 300	55 700
Waste management		58 345	60 475	–	–	–	–	–	–	60 475	61 945	14 650
Other		–	–	–	–	–	–	–	–	–	–	–
Total Capital Expenditure - Functional	3	**409 273**	**449 752**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**454 036**	**427 269**	**440 003**
Funded by:												
National Government		90 810	90 810	–	–	–	–	–	–	90 810	46 008	47 899
Provincial Government		29 220	29 220	–	–	–	–	4 284	4 284	33 504	34 863	7 900
District Municipality		–	–	–	–	–	–	–	–	–	–	–
Transfers and subsidies - capital (monetary allocations) (National / Provincial Departmental Agencies, Households, Non-profit Institutions, Private Enterprises, Public Corporatons, Higher Educational Institutions)		12 454	12 454	–	–	–	–	–	–	12 454	12 761	40 046
Transfers recognised - capital	4	**132 483**	**132 483**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**136 767**	**93 632**	**95 845**
Borrowing		140 000	165 124	–	–	–	–	–	–	165 124	160 000	141 000
Internally generated funds		136 790	152 145	–	–	–	–	–	–	152 145	173 637	203 158
Total Capital Funding		**409 273**	**449 752**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**454 036**	**427 269**	**440 003**

WC024 Stellenbosch - Table B6 Adjustments Budget Financial Position -

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
R thousands		A	3	4	5 C	6 D	7 E	8 F	9 G	10 H		
ASSETS												
Current assets												
Cash		60 819	20 340	–	–	–	–	–	–	20 340	101 095	109 700
Call investment deposits	1	188 689	188 689	–	–	–	–	–	–	188 689	208 043	228 170
Consumer debtors	1	248 872	248 872	–	–	–	–	–	–	248 872	279 333	313 071
Other debtors		103 499	109 571	–	–	–	–	–	–	109 571	121 088	141 660
Current portion of long-term receivables		–	–	–	–	–	–	–	–	–	–	–
Inventory		42 467	43 502	–	–	–	–	–	–	43 502	31 658	29 039
Total current assets		**644 346**	**610 974**	**–**	**–**	**–**	**–**	**–**	**–**	**610 974**	**741 216**	**821 641**
Non current assets												
Long-term receivables		–	–	–	–	–	–	–	–	–	–	–
Investments		–	–	–	–	–	–	–	–	–	–	–
Investment property		415 362	415 362	–	–	–	–	–	–	415 362	415 076	414 774
Investment in Associate		–	–	–	–	–	–	–	–	–	–	–
Property, plant and equipment	1	5 835 067	5 873 738	–	–	–	–	4 284	4 284	5 878 022	6 030 955	6 228 021
Agricultural		–	–	–	–	–	–	–	–	–	–	–
Biological		6 571	6 571	–	–	–	–	–	–	6 571	6 821	7 071
Intangible		6 480	6 480	–	–	–	–	–	–	6 480	4 674	2 777
Other non-current assets		10 865	12 672	–	–	–	–	–	–	12 672	10 865	10 865
Total non current assets		**6 274 346**	**6 314 825**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**6 319 109**	**6 468 392**	**6 663 510**
TOTAL ASSETS		**6 918 692**	**6 925 799**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**6 930 083**	**7 209 607**	**7 485 151**
LIABILITIES												
Current liabilities												
Bank overdraft		–	–	–	–	–	–	–	–	–	–	–
Borrowing		50 847	50 847	–	–	–	–	–	–	50 847	63 692	84 631
Consumer deposits		22 961	22 961	–	–	–	–	–	–	22 961	22 961	22 961
Trade and other payables		137 777	144 884	–	–	–	–	–	–	144 884	130 754	117 007
Provisions		128 332	128 332	–	–	–	–	–	–	128 332	157 760	188 920
Total current liabilities		**339 918**	**347 025**	**–**	**–**	**–**	**–**	**–**	**–**	**347 025**	**375 167**	**413 519**
Non current liabilities												
Borrowing	1	524 045	524 045	–	–	–	–	–	–	524 045	624 083	697 027
Provisions	1	353 295	353 295	–	–	–	–	–	–	353 295	364 782	376 786
Total non current liabilities		**877 341**	**877 341**	**–**	**–**	**–**	**–**	**–**	**–**	**877 341**	**988 866**	**1 073 814**
TOTAL LIABILITIES		**1 217 259**	**1 224 365**	**–**	**–**	**–**	**–**	**–**	**–**	**1 224 365**	**1 364 033**	**1 487 333**
NET ASSETS	2	**5 701 434**	**5 701 434**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**5 705 718**	**5 845 575**	**5 997 818**
COMMUNITY WEALTH/EQUITY												
Accumulated Surplus/(Deficit)		5 676 719	5 676 719	–	–	–	–	4 284	4 284	5 681 002	5 814 497	5 951 898
Reserves		24 715	24 715	–	–	–	–	–	–	24 715	31 078	45 920
TOTAL COMMUNITY WEALTH/EQUITY		**5 701 434**	**5 701 434**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**5 705 718**	**5 845 575**	**5 997 818**

WC024 Stellenbosch - Table B7 Adjustments Budget Cash Flows -

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			3	4	5	6	7	8	9	10		
R thousands		A	A1	B	C	D	E	F	G	H		
CASH FLOW FROM OPERATING ACTIVITIES												
Receipts												
Property rates		421 433	421 433	–	–	–	–	–	–	421 433	446 718	473 520
Service charges		1 339 862	1 339 862	–	–	–	–	–	–	1 339 862	1 434 661	1 538 760
Other revenue		354 937	354 937	–	–	–	–	–	–	354 937	374 366	394 083
Transfers and Subsidies - Operational	1	241 730	241 730	–	–	–	–	–	–	241 730	241 923	264 500
Transfers and Subsidies - Capital	1	124 900	124 900	–	–	–	–	–	–	124 900	114 371	99 060
Interest		20 397	20 397	–	–	–	–	–	–	20 397	21 213	22 062
Dividends		–	–	–	–	–	–	–	–	–	–	–
Payments												
Suppliers and employees		(2 073 904)	(2 074 535)	–	–	–	–	–	–	(2 074 535)	(2 168 949)	(2 317 191)
Finance charges		(66 796)	(66 796)	–	–	–	–	–	–	(66 796)	(79 332)	(82 825)
Transfers and Grants	1	(14 355)	(14 355)	–	–	–	–	–	–	(14 355)	(14 956)	(15 585)
NET CASH FROM/(USED) OPERATING ACTIVITIES		**348 204**	**347 573**	**–**	**–**	**–**	**–**	**–**	**–**	**347 573**	**370 016**	**376 384**
CASH FLOWS FROM INVESTING ACTIVITIES												
Receipts												
Proceeds on disposal of PPE		–	–	–	–	–	–	–	–	–	–	–
Decrease (increase) in non-current receivables		–	–	–	–	–	–	–	–	–	–	–
Decrease (increase) in non-current investments		–	–	–	–	–	–	–	–	–	–	–
Payments												
Capital assets		(409 273)	(449 752)	–	–	–	–	(4 284)	(4 284)	(454 036)	(427 269)	(440 003)
NET CASH FROM/(USED) INVESTING ACTIVITIES		**(409 273)**	**(449 752)**	**–**	**–**	**–**	**–**	**(4 284)**	**(4 284)**	**(454 036)**	**(427 269)**	**(440 003)**
CASH FLOWS FROM FINANCING ACTIVITIES												
Receipts												
Short term loans		–	–	–	–	–	–	–	–	–	–	–
Borrowing long term/refinancing		140 000	140 000	–	–	–	–	–	–	140 000	160 000	141 000
Increase (decrease) in consumer deposits		–	–	–	–	–	–	–	–	–	–	–
Payments												
Repayment of borrowing		(47 117)	(47 117)	–	–	–	–	–	–	(47 117)	(47 117)	(47 117)
NET CASH FROM/(USED) FINANCING ACTIVITIES		**92 883**	**92 883**	**–**	**–**	**–**	**–**	**–**	**–**	**92 883**	**112 883**	**93 883**
NET INCREASE/ (DECREASE) IN CASH HELD		**31 813**	**(9 296)**	**–**	**–**	**–**	**–**	**(4 284)**	**(4 284)**	**(13 580)**	**55 629**	**30 263**
Cash/cash equivalents at the year begin:	2	217 695	218 326	–	–	–	–	4 284	4 284	222 610	209 029	264 659
Cash/cash equivalents at the year end:	2	249 508	209 029	–	–	–	–	–	–	209 029	264 659	294 922

WC024 Stellenbosch - Table B8 Cash backed reserves/accumulated surplus reconciliation -

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			3	4	5	6	7	8	9	10		
R thousands		A	A1	B	C	D	E	F	G	H		
Cash and investments available												
Cash/cash equivalents at the year end	1	249 508	209 029	–	–	–	–	–	–	209 029	264 659	294 922
Other current investments > 90 days		(0)	–	–	–	–	–	–	–	–	44 479	42 949
Non current assets - Investments	1	–	–	–	–	–	–	–	–	–	–	–
Cash and investments available:		**249 508**	**209 029**	**–**	**–**	**–**	**–**	**–**	**–**	**209 029**	**309 137**	**337 870**
Applications of cash and investments												
Unspent conditional transfers		220	220	–	–	–	–	–	–	220	220	(397)
Unspent borrowing		–	–	–	–	–	–	–	–	–	–	–
Statutory requirements		–	–	–	–	–	–	–	–	–	–	–
Other working capital requirements	2	(141 597)	(142 361)					–	–	(142 361)	(202 821)	(277 243)
Other provisions		745	745	–	–	–	–	–	–	745	775	806
Long term investments committed		–	–					–	–	–	–	–
Reserves to be backed by cash/investments		24 715	24 715					–	–	24 715	31 078	45 920
Total Application of cash and investments:		**(115 916)**	**(116 681)**	**–**	**–**	**–**	**–**	**–**	**–**	**(116 681)**	**(170 748)**	**(230 914)**
Surplus(shortfall)		**365 424**	**325 710**	**–**	**–**	**–**	**–**	**–**	**–**	**325 710**	**479 885**	**568 784**

WC024 Stellenbosch - Table B9 Asset Management -

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			7	8	9	10	11	12	13	14		
R thousands		A	A1	B	C	D	E	F	G	H		
CAPITAL EXPENDITURE												
Total New Assets *to be adjusted*	1	**234 568**	**260 266**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**264 550**	**242 164**	**243 245**
Roads Infrastructure		33 400	33 442	–	–	–	–	1 518	1 518	34 960	34 100	25 600
Storm water Infrastructure		500	500	–	–	–	–	–	–	500	4 000	3 777
Electrical Infrastructure		52 500	57 754	–	–	–	–	–	–	57 754	39 743	71 094
Water Supply Infrastructure		49 294	58 269	–	–	–	–	1 766	1 766	60 034	73 086	71 300
Sanitation Infrastructure		2 500	2 500	–	–	–	–	–	–	2 500	5 500	20 000
Solid Waste Infrastructure		57 300	59 169	–	–	–	–	–	–	59 169	61 700	14 600
Rail Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Coastal Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Information and Communication Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Infrastructure		**195 494**	**211 633**	**–**	**–**	**–**	**–**	**3 284**	**3 284**	**214 917**	**218 129**	**206 370**
Community Facilities		–	2 993	–	–	–	–	1 000	1 000	3 993	–	–
Sport and Recreation Facilities		–	285	–	–	–	–	–	–	285	300	–
Community Assets		**–**	**3 277**	**–**	**–**	**–**	**–**	**1 000**	**1 000**	**4 277**	**300**	**–**
Heritage Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Non-revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Investment properties		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Operational Buildings		15 200	17 402	–	–	–	–	–	–	17 402	300	1 300
Housing		–	939	–	–	–	–	–	–	939	–	–
Other Assets	6	**15 200**	**18 341**	**–**	**–**	**–**	**–**	**–**	**–**	**18 341**	**300**	**1 300**
Biological or Cultivated Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Servitudes		–	–	–	–	–	–	–	–	–	–	–
Licences and Rights		200	200	–	–	–	–	–	–	200	–	–
Intangible Assets		**200**	**200**	**–**	**–**	**–**	**–**	**–**	**–**	**200**	**–**	**–**
Computer Equipment		**6 100**	**7 141**	**–**	**–**	**–**	**–**	**–**	**–**	**7 141**	**4 300**	**4 300**
Furniture and Office Equipment		**570**	**625**	**–**	**–**	**–**	**–**	**–**	**–**	**625**	**290**	**290**
Machinery and Equipment		**13 204**	**13 883**	**–**	**–**	**–**	**–**	**–**	**–**	**13 883**	**11 295**	**17 385**
Transport Assets		**3 800**	**5 166**	**–**	**–**	**–**	**–**	**–**	**–**	**5 166**	**7 550**	**13 600**
Land		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Zoo's, Marine and Non-biological Animals		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Total Renewal of Existing Assets *to be adjusted*	2	**31 358**	**31 358**	**–**	**–**	**–**	**–**	**–**	**–**	**31 358**	**23 634**	**70 628**
Roads Infrastructure		6 011	6 011	–	–	–	–	–	–	6 011	3 000	3 500
Storm water Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Electrical Infrastructure		12 946	12 946	–	–	–	–	–	–	12 946	12 234	57 078
Water Supply Infrastructure		4 000	4 000	–	–	–	–	–	–	4 000	4 000	4 000
Sanitation Infrastructure		4 000	4 000	–	–	–	–	–	–	4 000	4 000	4 000
Solid Waste Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Rail Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Coastal Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Information and Communication Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Infrastructure		**26 958**	**26 958**	**–**	**–**	**–**	**–**	**–**	**–**	**26 958**	**23 234**	**68 578**
Community Facilities		200	200	–	–	–	–	–	–	200	400	2 050
Sport and Recreation Facilities		4 200	4 200	–	–	–	–	–	–	4 200	–	–
Community Assets		**4 400**	**4 400**	**–**	**–**	**–**	**–**	**–**	**–**	**4 400**	**400**	**2 050**
Heritage Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Non-revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Investment properties		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Operational Buildings		–	–	–	–	–	–	–	–	–	–	–
Housing		–	–	–	–	–	–	–	–	–	–	–
Other Assets	6	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Biological or Cultivated Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Servitudes		–	–	–	–	–	–	–	–	–	–	–
Licences and Rights		–	–	–	–	–	–	–	–	–	–	–
Intangible Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Computer Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Furniture and Office Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Machinery and Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Transport Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Land		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Zoo's, Marine and Non-biological Animals		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			7	8	9	10	11	12	13	14		
R thousands		A	A1	B	C	D	E	F	G	H		
Total Upgrading of Existing Assets *to be adjusted*	2a	**143 347**	**158 128**	**–**	**–**	**–**	**–**	**–**	**–**	**158 128**	**161 471**	**126 130**
Roads Infrastructure		23 900	24 350	–	–	–	–	–	–	24 350	37 600	23 430
Storm water Infrastructure		–	37	–	–	–	–	–	–	37	–	–
Electrical Infrastructure		11 950	13 854	–	–	–	–	–	–	13 854	4 750	5 750
Water Supply Infrastructure		24 000	25 708	–	–	–	–	–	–	25 708	52 080	54 000
Sanitation Infrastructure		46 800	53 529	–	–	–	–	–	–	53 529	41 300	22 800
Solid Waste Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Rail Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Coastal Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Information and Communication Infrastructure		700	700	–	–	–	–	–	–	700	700	700
Infrastructure		**107 350**	**118 178**	**–**	**–**	**–**	**–**	**–**	**–**	**118 178**	**136 430**	**106 680**
Community Facilities		18 486	20 102	–	–	–	–	–	–	20 102	14 080	1 800
Sport and Recreation Facilities		3 561	3 570	–	–	–	–	–	–	3 570	4 211	5 750
Community Assets		**22 047**	**23 672**	**–**	**–**	**–**	**–**	**–**	**–**	**23 672**	**18 291**	**7 550**
Heritage Assets		**7 000**	**8 807**	**–**	**–**	**–**	**–**	**–**	**–**	**8 807**	**–**	**–**
Revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Non-revenue Generating		3 500	3 500	–	–	–	–	–	–	3 500	–	–
Investment properties		**3 500**	**3 500**	**–**	**–**	**–**	**–**	**–**	**–**	**3 500**	**–**	**–**
Operational Buildings		2 700	3 221	–	–	–	–	–	–	3 221	5 500	10 650
Housing		500	500	–	–	–	–	–	–	500	1 000	1 000
Other Assets	6	**3 200**	**3 721**	**–**	**–**	**–**	**–**	**–**	**–**	**3 721**	**6 500**	**11 650**
Biological or Cultivated Assets		**250**	**250**	**–**	**–**	**–**	**–**	**–**	**–**	**250**	**250**	**250**
Servitudes		–	–	–	–	–	–	–	–	–	–	–
Licences and Rights		–	–	–	–	–	–	–	–	–	–	–
Intangible Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Computer Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Furniture and Office Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Machinery and Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Transport Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Land		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Zoo's, Marine and Non-biological Animals		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Total Capital Expenditure *to be adjusted*	4											
Roads Infrastructure		63 311	63 803	–	–	–	–	1 518	1 518	65 322	74 700	52 530
Storm water Infrastructure		500	537	–	–	–	–	–	–	537	4 000	3 777
Electrical Infrastructure		77 396	84 554	–	–	–	–	–	–	84 554	56 727	133 922
Water Supply Infrastructure		77 294	87 977	–	–	–	–	1 766	1 766	89 742	129 166	129 300
Sanitation Infrastructure		53 300	60 029	–	–	–	–	–	–	60 029	50 800	46 800
Solid Waste Infrastructure		57 300	59 169	–	–	–	–	–	–	59 169	61 700	14 600
Rail Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Coastal Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Information and Communication Infrastructure		700	700	–	–	–	–	–	–	700	700	700
Infrastructure		**329 802**	**356 769**	**–**	**–**	**–**	**–**	**3 284**	**3 284**	**360 053**	**377 793**	**381 628**
Community Facilities		18 686	23 295	–	–	–	–	1 000	1 000	24 295	14 480	3 850
Sport and Recreation Facilities		7 761	8 055	–	–	–	–	–	–	8 055	4 511	5 750
Community Assets		**26 447**	**31 349**	**–**	**–**	**–**	**–**	**1 000**	**1 000**	**32 349**	**18 991**	**9 600**
Heritage Assets		**7 000**	**8 807**	**–**	**–**	**–**	**–**	**–**	**–**	**8 807**	**–**	**–**
Revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Non-revenue Generating		3 500	3 500	–	–	–	–	–	–	3 500	–	–
Investment properties		**3 500**	**3 500**	**–**	**–**	**–**	**–**	**–**	**–**	**3 500**	**–**	**–**
Operational Buildings		17 900	20 623	–	–	–	–	–	–	20 623	5 800	11 950
Housing		500	1 439	–	–	–	–	–	–	1 439	1 000	1 000
Other Assets		**18 400**	**22 062**	**–**	**–**	**–**	**–**	**–**	**–**	**22 062**	**6 800**	**12 950**
Biological or Cultivated Assets		**250**	**250**	**–**	**–**	**–**	**–**	**–**	**–**	**250**	**250**	**250**
Servitudes		–	–	–	–	–	–	–	–	–	–	–
Licences and Rights		200	200	–	–	–	–	–	–	200	–	–
Intangible Assets		**200**	**200**	**–**	**–**	**–**	**–**	**–**	**–**	**200**	**–**	**–**
Computer Equipment		**6 100**	**7 141**	**–**	**–**	**–**	**–**	**–**	**–**	**7 141**	**4 300**	**4 300**
Furniture and Office Equipment		**570**	**625**	**–**	**–**	**–**	**–**	**–**	**–**	**625**	**290**	**290**
Machinery and Equipment		**13 204**	**13 883**	**–**	**–**	**–**	**–**	**–**	**–**	**13 883**	**11 295**	**17 385**
Transport Assets		**3 800**	**5 166**	**–**	**–**	**–**	**–**	**–**	**–**	**5 166**	**7 550**	**13 600**
Land		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Zoo's, Marine and Non-biological Animals		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
TOTAL CAPITAL EXPENDITURE *to be adjusted*	4	**409 273**	**449 752**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**454 036**	**427 269**	**440 003**

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			7	8	9	10	11	12	13	14		
R thousands		A	A1	B	C	D	E	F	G	H		
ASSET REGISTER SUMMARY - PPE (WDV)	5											
Roads Infrastructure		857 284	857 776	–	–	–	–	1 518	1 518	859 295	883 355	884 824
Storm water Infrastructure		15 035	15 071	–	–	–	–	–	–	15 071	17 934	20 555
Electrical Infrastructure		1 023 585	1 030 742	–	–	–	–	–	–	1 030 742	1 043 150	1 138 051
Water Supply Infrastructure		1 493 331	1 504 013	–	–	–	–	1 766	1 766	1 505 778	1 583 059	1 670 949
Sanitation Infrastructure		1 031 333	1 038 063	–	–	–	–	–	–	1 038 063	1 033 099	1 028 412
Solid Waste Infrastructure		110 176	112 045	–	–	–	–	–	–	112 045	159 983	161 695
Rail Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Coastal Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Information and Communication Infrastructure		2 615	2 615	–	–	–	–	–	–	2 615	2 820	3 001
Infrastructure		4 533 359	4 560 325	–	–	–	–	3 284	3 284	4 563 609	4 723 399	4 907 487
Community Assets		129 353	130 959	–	–	–	–	1 000	1 000	131 959	144 918	149 390
Heritage Assets		10 865	12 672	–	–	–	–	–	–	12 672	10 865	10 865
Investment properties		415 362	415 362	–	–	–	–	–	–	415 362	415 076	414 774
Other Assets		501 368	504 813	–	–	–	–	–	–	504 813	496 900	497 433
Biological or Cultivated Assets		6 571	6 571	–	–	–	–	–	–	6 571	6 821	7 071
Intangible Assets		6 480	6 480	–	–	–	–	–	–	6 480	4 674	2 777
Computer Equipment		25 840	26 881	–	–	–	–	–	–	26 881	21 602	16 936
Furniture and Office Equipment		19 682	22 730	–	–	–	–	–	–	22 730	16 030	12 181
Machinery and Equipment		75 057	76 257	–	–	–	–	–	–	76 257	81 856	94 581
Transport Assets		92 747	94 113	–	–	–	–	–	–	94 113	88 590	92 353
Land		457 660	457 660	–	–	–	–	–	–	457 660	457 660	457 660
Zoo's, Marine and Non-biological Animals		–	–	–	–	–	–	–	–	–	–	–
TOTAL ASSET REGISTER SUMMARY - PPE (WDV)	5	**6 274 346**	**6 314 825**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**6 319 109**	**6 468 392**	**6 663 510**
EXPENDITURE OTHER ITEMS												
Depreciation & asset impairment		213 118	213 118	–	–	–	–	–	–	213 118	233 224	244 885
Repairs and Maintenance by asset class	3	**107 541**	**107 541**	**–**	**–**	**–**	**–**	**–**	**–**	**107 541**	**110 524**	**116 484**
Roads Infrastructure		20 878	20 878	–	–	–	–	–	–	20 878	21 717	22 595
Storm water Infrastructure		1 230	1 230	–	–	–	–	–	–	1 230	1 281	1 334
Electrical Infrastructure		12 578	12 578	–	–	–	–	–	–	12 578	13 110	13 673
Water Supply Infrastructure		12 423	12 423	–	–	–	–	–	–	12 423	13 014	13 632
Sanitation Infrastructure		10 800	10 800	–	–	–	–	–	–	10 800	11 292	11 806
Solid Waste Infrastructure		4 344	4 344	–	–	–	–	–	–	4 344	4 518	4 699
Rail Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Coastal Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Information and Communication Infrastructure		2 980	2 980	–	–	–	–	–	–	2 980	3 099	3 224
Infrastructure		65 232	65 232	–	–	–	–	–	–	65 232	68 031	70 963
Community Facilities		9 859	9 859	–	–	–	–	–	–	9 859	10 344	10 977
Sport and Recreation Facilities		81	81	–	–	–	–	–	–	81	85	89
Community Assets		9 940	9 940	–	–	–	–	–	–	9 940	10 429	11 066
Heritage Assets		–	–	–	–	–	–	–	–	–	–	–
Revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Non-revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Investment properties		–	–	–	–	–	–	–	–	–	–	–
Operational Buildings		16 000	16 000	–	–	–	–	–	–	16 000	16 800	17 700
Housing		353	353	–	–	–	–	–	–	353	367	1 258
Other Assets		16 353	16 353	–	–	–	–	–	–	16 353	17 167	18 958
Biological or Cultivated Assets		–	–	–	–	–	–	–	–	–	–	–
Servitudes		–	–	–	–	–	–	–	–	–	–	–
Licences and Rights		–	–	–	–	–	–	–	–	–	–	–
Intangible Assets		–	–	–	–	–	–	–	–	–	–	–
Computer Equipment		–	–	–	–	–	–	–	–	–	–	–
Furniture and Office Equipment		4 408	4 408	–	–	–	–	–	–	4 408	2 854	2 962
Machinery and Equipment		552	552	–	–	–	–	–	–	552	574	597
Transport Assets		11 057	11 057	–	–	–	–	–	–	11 057	11 468	11 939
Land		–	–	–	–	–	–	–	–	–	–	–
Zoo's, Marine and Non-biological Animals	6	–	–	–	–	–	–	–	–	–	–	–
TOTAL EXPENDITURE OTHER ITEMS to be adjusted		**320 660**	**320 660**	**–**	**–**	**–**	**–**	**–**	**–**	**320 660**	**343 748**	**361 369**
Renewal and upgrading of Existing Assets as % of total capex		*42.7%*	*42.1%*							*41.7%*	*43.3%*	*44.7%*
Renewal and upgrading of Existing Assets as % of deprecn"		*82.0%*	*88.9%*							*88.9%*	*79.4%*	*80.3%*
R&M as a % of PPE		*1.7%*	*1.7%*							*1.7%*	*1.7%*	*1.7%*
Renewal and upgrading and R&M as a % of PPE		*4.5%*	*4.7%*							*4.7%*	*4.6%*	*4.7%*

WC024 Stellenbosch - Table B10 Basic service delivery measurement -

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			7	8	9	10	11	12	13	14		
		A	A1	B	C	D	E	F	G	H		
Household service targets	1											
Water:												
Piped water inside dwelling		40 726	40 726						-	40 726	40 776	40 826
Piped water inside yard (but not in dwelling)		4 664	4 664						-	4 664	4 769	4 876
Using public tap (at least min.service level)	2	4 980	4 980						-	4 980	5 084	5 191
Other water supply (at least min.service level)		1 017	1 017						-	1 017	1 240	1 512
Minimum Service Level and Above sub-total		51 387	51 387	-	-	-	-	-	-	51 387	51 869	52 404
Using public tap (< min.service level)	3	979	979						-	979	896	820
Other water supply (< min.service level)	3,4	-	-						-	-	-	-
No water supply		119	119						-	119	90	68
Below Minimum Servic Level sub-total		1 098	1 098	-	-	-	-	-	-	1 098	986	888
Total number of households	5	**52 485**	**52 485**	**-**	**-**	**-**	**-**	**-**	**-**	**52 485**	**52 855**	**53 292**
Sanitation/sewerage:												
Flush toilet (connected to sewerage)		46 356	46 356						-	46 356	46 406	46 456
Flush toilet (with septic tank)		2 370	2 370						-	2 370	2 480	2 595
Chemical toilet		433	433						-	433	446	460
Pit toilet (ventilated)		-	-						-	-	-	-
Other toilet provisions (> min.service level)		2 633	2 633						-	2 633	3 101	3 652
Minimum Service Level and Above sub-total		51 792	51 792	-	-	-	-	-	-	51 792	52 433	53 163
Bucket toilet		613	613						-	613	537	470
Other toilet provisions (< min.service level)		-	-						-	-	-	-
No toilet provisions		208	208						-	208	173	144
Below Minimum Servic Level sub-total		821	821	-	-	-	-	-	-	821	710	614
Total number of households	5	**52 613**	**52 613**	**-**	**-**	**-**	**-**	**-**	**-**	**52 613**	**53 143**	**53 777**
Energy:												
Electricity (at least min. service level)		15 325	15 325						-	15 325	15 583	15 846
Electricity - prepaid (> min.service level)		35 505	35 505						-	35 505	35 759	36 014
Minimum Service Level and Above sub-total		50 830	50 830	-	-	-	-	-	-	50 830	51 342	51 860
Electricity (< min.service level)		150	150						-	150	150	150
Electricity - prepaid (< min. service level)		-	-						-	-	-	-
Other energy sources		1 485	1 485						-	1 485	1 295	1 129
Below Minimum Servic Level sub-total		1 635	1 635	-	-	-	-	-	-	1 635	1 445	1 279
Total number of households	5	52 465	52 465	-	-	-	-	-	-	52 465	52 787	53 140
Refuse:												
Removed at least once a week (min.service)		48 654	48 654						-	48 654	49 164	49 680
Minimum Service Level and Above sub-total		48 654	48 654	-	-	-	-	-	-	48 654	49 164	49 680
Removed less frequently than once a week		-	-						-	-	-	-
Using communal refuse dump		930	930						-	930	885	841
Using own refuse dump		1 905	1 905						-	1 905	1 815	1 728
Other rubbish disposal		653	653						-	653	609	568
No rubbish disposal		306	306						-	306	268	234
Below Minimum Servic Level sub-total		3 794	3 794	-	-	-	-	-	-	3 794	3 576	3 372
Total number of households	5	**52 448**	**52 448**	**-**	**-**	**-**	**-**	**-**	**-**	**52 448**	**52 740**	**53 052**
Households receiving Free Basic Service	15											
Water (6 kilolitres per household per month)		8 277 972	8 277 972						-	8 277 972	5 826 956	6 176 573
Sanitation (free minimum level service)		11 325 696	11 325 696						-	11 325 696	12 005 238	12 725 552
Electricity/other energy (50kwh per household per month)		17 685 253	17 685 253						-	17 685 253	18 562 562	19 607 660
Refuse (removed at least once a week)		19 725 134	19 725 134						-	19 725 134	21 303 145	23 007 397
Cost of Free Basic Services provided (R'000)	16											
Water (6 kilolitres per indigent household per month)		(8 277 972)	(8 277 972)	-	-	-	-	-	-	(8 277 972)	(5 826 956)	(6 176 573)
Sanitation (free sanitation service to indigent households)		(11 325 696)	(11 325 696)	-	-	-	-	-	-	(11 325 696)	(12 005 238)	(12 725 552)
Electricity/other energy (50kwh per indigent household per month)		(17 685 253)	(17 685 253)	-	-	-	-	-	-	(17 685 253)	(18 562 562)	(19 607 660)
Refuse (removed once a week for indigent households)		(19 725 134)	(19 725 134)	-	-	-	-	-	-	(19 725 134)	(21 303 145)	(23 007 397)
Cost of Free Basic Services provided - Informal Formal Settlements (R'000)		-	-	-	-	-	-	-	-	-	-	-
Total cost of FBS provided		(57 014 055)	(57 014 055)	-	-	-	-	-	-	(57 014 055)	(57 697 901)	(61 517 182)
Highest level of free service provided												
Property rates (R'000 value threshold)		250 000	250 000						-	250 000	250 000	250 000
Water (kilolitres per household per month)		6	6						-	6	6	6
Sanitation (kilolitres per household per month)		-	-						-	-	-	-
Sanitation (Rand per household per month)		112	112						-	112	112	112
Electricity (kw per household per month)		100	100						-	100	100	100
Refuse (average litres per week)		250	250						-	250	250	250
Revenue cost of free services provided (R'000)	17											
Property rates (tariff adjustment) (impermissable values per section 17 of MPRA)		-	-	-	-	-	-	-	-	-	-	-
Property rates exemptions, reductions and rebates and impermissable values in excess of section 17 of MPRA)		(57 671 200)	(57 671 200)	-	-	-	-	-	-	(57 671 200)	(61 131 472)	(64 799 360)
Water (in excess of 6 kilolitres per indigent household per month)		-	-	-	-	-	-	-	-	-	-	-
Sanitation (in excess of free sanitation service to indigent households)		-	-	-	-	-	-	-	-	-	-	-
Electricity/other energy (in excess of 50 kwh per indigent household per month)		-	-	-	-	-	-	-	-	-	-	-
Refuse (in excess of one removal a week for indigent households)		-	-	-	-	-	-	-	-	-	-	-
Municipal Housing - rental rebates		-	-	-	-	-	-	-	-	-	-	-
Housing - top structure subsidies	6	-	-	-	-	-	-	-	-	-	-	-
Other		-	-	-	-	-	-	-	-	-	-	-
Total revenue cost of subsidised services provided		**(57 671 200)**	**(57 671 200)**	**-**	**-**	**-**	**-**	**-**	**-**	**(57 671 200)**	**(61 131 472)**	**(64 799 360)**

APPENDIX 4

Other supporting documentation (Supporting Schedules)

WC024 Stellenbosch - Supporting Table SB1 Supporting detail to 'Budgeted Financial Performance' -

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			6	7	8	9	10	11	12	13		
R thousands		A	A1	B	C	D	E	F	G	H		
REVENUE ITEMS:												
Property rates												
Total Property Rates		496 613	496 613	–	–	–	–	–	–	496 613	526 409	557 994
less Revenue Foregone (exemptions, reductions and rebates and impermissable values in excess of section 17 of MPRA)		(57 671)	(57 671)	–	–	–	–	–	–	(57 671)	(61 131)	(64 799)
Net Property Rates		**438 941**	**438 941**	**–**	**–**	**–**	**–**	**–**	**–**	**438 941**	**465 278**	**493 195**
Service charges - electricity revenue												
Total Service charges - electricity revenue		864 448	864 448	–	–	–	–	–	–	864 448	927 567	997 609
Less Revenue Foregone ***(in excess of 50 kwh per indigent household per month)***		–	–	–	–	–	–	–	–	–	–	–
Less Cost of Free Basis Services (50 kwh per indigent household per month)		(17 685)	(17 685)	–	–	–	–	–	–	(17 685)	(18 563)	(19 608)
Net Service charges - electricity revenue		**846 763**	**846 763**	**–**	**–**	**–**	**–**	**–**	**–**	**846 763**	**909 005**	**978 001**
Service charges - water revenue												
Total Service charges - water revenue		185 061	185 061	–	–	–	–	–	–	185 061	192 794	204 361
less Revenue Foregone (in excess of 6 kilolitres per indigent household per month)		–	–	–	–	–	–	–	–	–	–	–
Less Cost of Free Basis Services ***(6 kilolitres per indigent household per month)***		(8 278)	(8 278)	–	–	–	–	–	–	(8 278)	(5 827)	(6 177)
Net Service charges - water revenue		**176 783**	**176 783**	**–**	**–**	**–**	**–**	**–**	**–**	**176 783**	**186 967**	**198 185**
Service charges - sanitation revenue												
Total Service charges - sanitation revenue		120 460	120 460	–	–	–	–	–	–	120 460	127 687	135 348
less Revenue Foregone (in excess of free sanitation service to indigent households)		–	–	–	–	–	–	–	–	–	–	–
Less Cost of Free Basis Services ***(free sanitation service to indigent households)***		(11 326)	(11 326)	–	–	–	–	–	–	(11 326)	(12 005)	(12 726)
Net Service charges - sanitation revenue		**109 134**	**109 134**	**–**	**–**	**–**	**–**	**–**	**–**	**109 134**	**115 682**	**122 623**
Service charges - refuse revenue												
Total refuse removal revenue		110 057	110 057	–	–	–	–	–	–	110 057	118 861	128 370
Total landfill revenue		4 640	4 640	–	–	–	–	–	–	4 640	5 011	5 412
less Revenue Foregone (in excess of one removal a week to indigent households)		–	–	–	–	–	–	–	–	–	–	–
Less Cost of Free Basis Services ***(removed once a week to indigent households)***		(19 725)	(19 725)	–	–	–	–	–	–	(19 725)	(21 303)	(23 007)
Net Service charges - refuse revenue		**94 971**	**94 971**	**–**	**–**	**–**	**–**	**–**	**–**	**94 971**	**102 569**	**110 775**
Other Revenue By Source												
Fuel Levy		–	–	–	–	–	–	–	–	–	–	–
Other Revenue		41 313	41 313	–	–	–	–	–	–	41 313	43 262	44 770
Discontinued Operations		–	–	–	–	–	–	–	–	–	–	–
Rent on Land		–	–	–	–	–	–	–	–	–	–	–
Operational Revenue		9 604	9 604	–	–	–	–	–	–	9 604	10 103	10 333
Intercompany/Parent-subsidiary Transactions		–	–	–	–	–	–	–	–	–	–	–
Surcharges and Taxes		–	–	–	–	–	–	–	–	–	–	–
Sales of Goods and Rendering of Services		31 708	31 708	–	–	–	–	–	–	31 708	33 158	34 437
Fuel Levy		–	–	–	–	–	–	–	–	–	–	–
Total 'Other' Revenue	1	**41 313**	**41 313**	**–**	**–**	**–**	**–**	**–**	**–**	**41 313**	**43 262**	**44 770**
EXPENDITURE ITEMS												
Employee related costs												
Basic Salaries and Wages		382 766	383 250	–	–	–	–	–	–	383 250	375 183	397 205
Pension and UIF Contributions		61 481	61 481	–	–	–	–	–	–	61 481	65 175	69 080
Medical Aid Contributions		27 138	27 138	–	–	–	–	–	–	27 138	28 766	30 492
Overtime		–	–	–	–	–	–	–	–	–	–	–
Performance Bonus		27 836	27 836	–	–	–	–	–	–	27 836	29 506	31 277
Motor Vehicle Allowance		11 416	11 416	–	–	–	–	–	–	11 416	12 101	12 827
Cellphone Allowance		2 611	2 611	–	–	–	–	–	–	2 611	2 767	2 933
Housing Allowances		2 918	2 918	–	–	–	–	–	–	2 918	3 093	3 279
Other benefits and allowances		78 089	78 089	–	–	–	–	–	–	78 089	82 774	87 741
Payments in lieu of leave		–	–	–	–	–	–	–	–	–	–	–
Long service awards		4 501	4 501	–	–	–	–	–	–	4 501	4 771	5 057
Post-retirement benefit obligations	4	25 707	25 707	–	–	–	–	–	–	25 707	27 249	28 884
sub-total		**624 464**	**624 948**	**–**	**–**	**–**	**–**	**–**	**–**	**624 948**	**631 387**	**668 777**
Less: Employees costs capitalised to PPE		–	–	–	–	–	–	–	–	–	–	–
Total Employee related costs	1	**624 464**	**624 948**	**–**	**–**	**–**	**–**	**–**	**–**	**624 948**	**631 387**	**668 777**
Contributions recognised - capital												
List contributions by contract		–	–	–	–	–	–	–	–	–	–	–
Total Contributions recognised - capital		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			6	7	8	9	10	11	12	13		
R thousands		A	A1	B	C	D	E	F	G	H		
Depreciation & asset impairment												
Depreciation of Property, Plant & Equipment		211 028	211 028	–	–	–	–	–	–	211 028	231 029	242 580
Lease amortisation		2 091	2 091	–	–	–	–	–	–	2 091	2 195	2 305
Capital asset impairment		–	–	–	–	–	–	–	–	–	–	–
Depreciation resulting from revaluation of PPE		–	–	–	–	–	–	–	–	–	–	–
Total Depreciation & asset impairment	1	**213 118**	**213 118**	**–**	**–**	**–**	**–**	**–**	**–**	**213 118**	**233 224**	**244 885**
Bulk purchases												
Electricity Bulk Purchases		551 412	551 412	–	–	–	–	–	–	551 412	598 889	650 453
Total bulk purchases	1	**551 412**	**551 412**	**–**	**–**	**–**	**–**	**–**	**–**	**551 412**	**598 889**	**650 453**
Transfers and grants												
Cash transfers and grants		14 355	14 355	–	–	–	–	–	–	14 355	14 956	15 585
Non-cash transfers and grants		–	1 000	–	–	–	–	–	–	1 000	–	–
Total transfers and grants		**14 355**	**15 355**	**–**	**–**	**–**	**–**	**–**	**–**	**15 355**	**14 956**	**15 585**
Contracted services												
Outsourced Services		110 309	111 312	–	–	–	–	–	–	111 312	103 361	108 671
Consultants and Professional Services		39 147	38 587	–	–	–	–	–	–	38 587	55 945	60 171
Contractors		119 770	118 461	–	–	–	–	–	–	118 461	124 835	130 610
Total contracted services		**269 226**	**268 360**	**–**	**–**	**–**	**–**	**–**	**–**	**268 360**	**284 142**	**299 452**
Other Expenditure By Type												
Collection costs		3 572	3 572	–	–	–	–	–	–	3 572	3 786	3 937
Contributions to 'other' provisions		745	745	–	–	–	–	–	–	745	775	806
Audit fees		6 850	5 850	–	–	–	–	–	–	5 850	6 880	6 911
Other Expenditure		148 236	150 284	–	–	–	–	–	–	150 284	152 106	157 602
Operating Leases		12 128	12 128	–	–	–	–	–	–	12 128	14 853	16 137
Operational Cost		136 108	138 156	–	–	–	–	–	–	138 156	137 253	141 465
Statutory Payments other than Income Taxes		–	–	–	–	–	–	–	–	–	–	–
Discontinued Operations		–	–	–	–	–	–	–	–	–	–	–
Total Other Expenditure	1	**159 403**	**160 451**	**–**	**–**	**–**	**–**	**–**	**–**	**160 451**	**163 547**	**169 256**
Repairs and Maintenance by Expenditure Item	14											
Employee related costs		–	–	–	–	–	–	–	–	–	–	–
Inventory Consumed (Project Maintenance)		21 939	21 939	–	–	–	–	–	–	21 939	22 933	23 977
Contracted Services		85 602	85 602	–	–	–	–	–	–	85 602	87 591	92 506
Other Expenditure		–	–	–	–	–	–	–	–	–	–	–
Total Repairs and Maintenance Expenditure	15	**107 541**	**107 541**	**–**	**–**	**–**	**–**	**–**	**–**	**107 541**	**110 524**	**116 484**
Inventory Consumed												
Inventory Consumed - Water		(335)	(335)	–	–	–	–	–	–	(335)	(510)	(510)
Inventory Consumed - Other		49 839	48 804	–	–	–	–	–	–	48 804	101 153	156 113
Total Inventory Consumed & Other Material		**49 504**	**48 469**	**–**	**–**	**–**	**–**	**–**	**–**	**48 469**	**100 642**	**155 602**

WC024 Stellenbosch - Supporting Table SB2 Supporting detail to 'Financial Position Budget' -

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			4	5	6	7	8	9	10	11		
R thousands		A	A1	B	C	D	E	F	G	H		
ASSETS												
Consumer debtors												
Consumer debtors		475 454	475 454	–	–	–	–	–	–	475 454	513 384	554 667
Less: provision for debt impairment		(226 581)	(226 581)	–	–	–	–	–	–	(226 581)	(234 051)	(241 595)
Total Consumer debtors	1	**248 872**	**248 872**	**–**	**–**	**–**	**–**	**–**	**–**	**248 872**	**279 333**	**313 071**
Debt impairment provision												
Balance at the beginning of the year		(211 151)	(211 151)	–	–	–	–	–	–	(211 151)	(206 221)	(213 691)
Contributions to the provision		4 929	4 929	–	–	–	–	–	–	4 929	(7 470)	(7 544)
Bad debts written off		(20 360)	(20 360)	–	–	–	–	–	–	(20 360)	(20 360)	(20 360)
Balance at end of year		**(226 581)**	**(226 581)**	**–**	**–**	**–**	**–**	**–**	**–**	**(226 581)**	**(234 051)**	**(241 595)**
Inventory												
Water												
Opening Balance		–								–	335	510
System Input Volume		**33 878**	**33 878**	**–**	**–**	**–**	**–**	**–**	**–**	**33 878**	**35 131**	**36 430**
Water Treatment Works		33 878	33 878	–	–	–	–	–	–	33 878	35 131	36 430
Bulk Purchases		–	–	–	–	–	–	–	–	–	–	–
Natural Sources		–	–	–	–	–	–	–	–	–	–	–
Authorised Consumption	12	**(33 543)**	**(33 543)**	**–**	**–**	**–**	**–**	**–**	**–**	**(33 543)**	**(34 956)**	**(36 430)**
Billed Authorised Consumption		**(33 543)**	**(33 543)**	**–**	**–**	**–**	**–**	**–**	**–**	**(33 543)**	**(34 956)**	**(36 430)**
Billed Metered Consumption		**(33 543)**	**(33 543)**	**–**	**–**	**–**	**–**	**–**	**–**	**(33 543)**	**(34 956)**	**(36 430)**
Free Basic Water		–	–	–	–	–	–	–	–	–	–	–
Subsidised Water		(33 543)	(33 543)	–	–	–	–	–	–	(33 543)	(34 956)	(36 430)
Revenue Water		–	–	–	–	–	–	–	–	–	–	–
Billed Unmetered Consumption		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Free Basic Water		–	–	–	–	–	–	–	–	–	–	–
Subsidised Water		–	–	–	–	–	–	–	–	–	–	–
Revenue Water		–	–	–	–	–	–	–	–	–	–	–
UnBilled Authorised Consumption		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Unbilled Metered Consumption		–	–	–	–	–	–	–	–	–	–	–
Unbilled Unmetered Consumption		–	–	–	–	–	–	–	–	–	–	–
Water Losses		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Apparent losses		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Unauthorised Consumption		–	–	–	–	–	–	–	–	–	–	–
Customer Meter Inaccuracies		–	–	–	–	–	–	–	–	–	–	–
Real losses		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Leakage on Transmission and Distribution Mains		–	–	–	–	–	–	–	–	–	–	–
Leakage and Overflows at Storage Tanks/Reservoirs		–	–	–	–	–	–	–	–	–	–	–
Leakage on Service Connections up to the point of Customer M		–	–	–	–	–	–	–	–	–	–	–
Data Transfer and Management Errors		–	–	–	–	–	–	–	–	–	–	–
Unavoidable Annual Real Losses		–	–	–	–	–	–	–	–	–	–	–
Non-revenue Water		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Closing Balance Water		**335**	**335**	**–**	**–**	**–**	**–**	**–**	**–**	**335**	**510**	**510**
Agricultural												
Opening Balance		–								–	**–**	**–**
Acquisitions		–	–	–	–	–	–	–	–	–	–	–
Issues	13	–	–	–	–	–	–	–	–	–	–	–
Adjustments	14	–	–	–	–	–	–	–	–	–	–	–
Write-offs	15	–	–	–	–	–	–	–	–	–	–	–
Closing balance - Agricultural		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Consumables												
Standard Rated												
Opening Balance		–								–	**(6 324)**	**(12 905)**
Acquisitions		(6 341)	(6 324)	–	–	–	–	–	–	(6 324)	(6 581)	(6 832)
Issues	13	–	–	–	–	–	–	–	–	–	–	–
Adjustments	14	–	–	–	–	–	–	–	–	–	–	–
Write-offs	15	–	–	–	–	–	–	–	–	–	–	–
Closing balance - Consumables Standard Rated		**(6 341)**	**(6 324)**	**–**	**–**	**–**	**–**	**–**	**–**	**(6 324)**	**(12 905)**	**(19 737)**
Zero Rated												
Opening Balance		–								–	**(17 073)**	**(35 254)**
Acquisitions		(17 071)	(17 073)	–	–	–	–	–	–	(17 073)	(18 181)	(19 325)
Issues	13	–	–	–	–	–	–	–	–	–	–	–
Adjustments	14	–	–	–	–	–	–	–	–	–	–	–
Write-offs	15	–	–	–	–	–	–	–	–	–	–	–
Closing balance - Consumables Zero Rated		**(17 071)**	**(17 073)**	**–**	**–**	**–**	**–**	**–**	**–**	**(17 073)**	**(35 254)**	**(54 579)**
Finished Goods												

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
R thousands		A	4 A1	5 B	6 C	7 D	8 E	9 F	10 G	11 H		
Opening Balance		–								–	–	–
Acquisitions		–	–	–	–	–	–	–	–	–	–	–
Issues	13	–	–	–	–	–	–	–	–	–	–	–
Adjustments	14	–	–	–	–	–	–	–	–	–	–	–
Write-offs	15	–	–	–	–	–	–	–	–	–	–	–
Closing balance - Finished Goods		–	–	–	–	–	–	–	–	–	–	–

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			4	5	6	7	8	9	10	11		
R thousands		A	A1	B	C	D	E	F	G	H		
Materials and Supplies												
Opening Balance		–								–	**(25 408)**	**(52 994)**
Acquisitions		(26 428)	(25 408)	–	–	–	–	–	–	(25 408)	(27 587)	(28 803)
Issues	13	–	–	–	–	–	–	–	–	–	–	–
Adjustments	14	–	–	–	–	–	–	–	–	–	–	–
Write-offs	15	–	–	–	–	–	–	–	–	–	–	–
Closing balance - Materials and Supplies		**(26 428)**	**(25 408)**	**–**	**–**	**–**	**–**	**–**	**–**	**(25 408)**	**(52 994)**	**(81 797)**
Work-in-progress												
Opening Balance		–								–	–	–
Materials		–	–	–	–	–	–	–	–	–	–	–
Transfers		–	–	–	–	–	–	–	–	–	–	–
Closing balance - Work-in-progress		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Housing Stock												
Opening Balance		–								–	–	–
Acquisitions		–	–	–	–	–	–	–	–	–	–	–
Transfers		–	–	–	–	–	–	–	–	–	–	–
Sales		–	–	–	–	–	–	–	–	–	–	–
Closing Balance - Housing Stock		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Land												
Opening Balance		–								–	–	–
Acquisitions		–	–	–	–	–	–	–	–	–	–	–
Sales		–	–	–	–	–	–	–	–	–	–	–
Adjustments		–	–	–	–	–	–	–	–	–	–	–
Correction of Prior period errors		–	–	–	–	–	–	–	–	–	–	–
Closing Balance - Land		–	–	–	–	–	–	–	–	–	–	–
Closing Balance - Inventory & Consumables		**(49 504)**	**(48 469)**	**–**	**–**	**–**	**–**	**–**	**–**	**(48 469)**	**(100 642)**	**(155 602)**
Property, plant & equipment												
PPE at cost/valuation (excl. finance leases)		8 144 597	8 183 269	–	–	–	–	4 284	4 284	8 187 553	8 571 617	9 011 370
Leases recognised as PPE	2	–	–	–	–	–	–	–	–	–	–	–
Less: Accumulated depreciation		(2 309 531)	(2 309 531)	–	–	–	–	–	–	(2 309 531)	(2 540 662)	(2 783 349)
Total Property, plant & equipment	1	**5 835 067**	**5 873 738**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**5 878 022**	**6 030 955**	**6 228 021**
LIABILITIES												
Current liabilities - Borrowing												
Short term loans (other than bank overdraft)		–	–	–	–	–	–	–	–	–	–	–
Current portion of long-term liabilities		50 847	50 847	–	–	–	–	–	–	50 847	63 692	84 631
Total Current liabilities - Borrowing		**50 847**	**50 847**	**–**	**–**	**–**	**–**	**–**	**–**	**50 847**	**63 692**	**84 631**
Trade and other payables												
Trade Payables		257 172	263 279	–	–	–	–	–	–	263 279	250 994	238 718
Other creditors		–	1 000	–	–	–	–	–	–	1 000	–	–
Unspent conditional transfers		220	220	–	–	–	–	–	–	220	220	(397)
VAT		(119 614)	(119 614)	–	–	–	–	–	–	(119 614)	(120 460)	(121 313)
Total Trade and other payables	1	**137 777**	**144 884**	**–**	**–**	**–**	**–**	**–**	**–**	**144 884**	**130 754**	**117 007**
Non current liabilities - Borrowing												
Borrowing	3	520 306	520 306	–	–	–	–	–	–	520 306	620 344	693 288
Finance leases (including PPP asset element)		3 739	3 739	–	–	–	–	–	–	3 739	3 739	3 739
Total Non current liabilities - Borrowing		**524 045**	**524 045**	**–**	**–**	**–**	**–**	**–**	**–**	**524 045**	**624 083**	**697 027**
Provisions - non current												
Retirement benefits		159 642	159 642	–	–	–	–	–	–	159 642	159 642	159 642
List other major items									–	–		
Refuse landfill site rehabilitation		170 287	170 287	–	–	–	–	–	–	170 287	181 774	193 778
Other		23 366	23 366	–	–	–	–	–	–	23 366	23 366	23 366
Total Provisions - non current		**353 295**	**353 295**	**–**	**–**	**–**	**–**	**–**	**–**	**353 295**	**364 782**	**376 786**
CHANGES IN NET ASSETS												
Accumulated surplus/(Deficit)												
Accumulated surplus/(Deficit) - opening balance		5 389 181	5 389 181						–	5 389 181	5 676 719	5 814 497
GRAP adjustments												
Restated balance		5 389 181	5 389 181	–	–	–	–	–	–	5 389 181	5 676 719	5 814 497
Surplus/(Deficit)		154 747	154 747	–	–	–	–	4 284	4 284	159 031	144 141	152 243
Transfers to/from Reserves		132 790	132 790	–	–	–	–	–	–	132 790	(6 363)	(14 842)
Depreciation offsets		–	–	–	–	–	–	–	–	–	–	–
Other adjustments		–	–	–	–	–	–	–	–	–	–	–
Accumulated Surplus/(Deficit)	1	**5 676 719**	**5 676 719**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**5 681 002**	**5 814 497**	**5 951 898**
Reserves												

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			4	5	6	7	8	9	10	11		
R thousands		A	A1	B	C	D	E	F	G	H		
Housing Development Fund		4 900	4 900	–	–	–	–	–	–	4 900	4 900	4 900
Capital replacement		19 815	19 815	–	–	–	–	–	–	19 815	26 178	41 020
Self-insurance		–	–	–	–	–	–	–	–	–	–	–
Other reserves		–	–	–	–	–	–	–	–	–	–	–
Revaluation		–	–	–	–	–	–	–	–	–	–	–
Total Reserves	2	**24 715**	**24 715**	**–**	**–**	**–**	**–**	**–**	**–**	**24 715**	**31 078**	**45 920**
TOTAL COMMUNITY WEALTH/EQUITY	2	**5 701 434**	**5 701 434**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**5 705 718**	**5 845 575**	**5 997 818**

WC024 Stellenbosch - Supporting Table SB3 Adjustments to the SDBIP - performance objectives -

Description	Unit of measurement	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	A1	B	C	D	E	F	G	H		
Vote 1 - Municipal Manager												
Function 1 - Budget Performance												
Sub-function 1 - Capital Expenditure		40 000	40 000	–	–	–	–	–	–	40 000	80 000	80 000
Insert measure/s description											-	-
Sub-function 2 - Operational Expenditure		27 432 083	27 432 083	–	–	–	–	–	–	27 432 083	28 603 028	29 839 865
Insert measure/s description												
Sub-function 3 - Operational Revenue		-	-	–	–	–	–	–	–	-	-	-
Insert measure/s description												
Vote 2 - Planning and Development Services												
Function 1 - Budget Performance												
Sub-function 1 - Capital Expenditure		15 185 000	18 210 846	-	–	–	2 766	–	2 765 534	20 976 380	20 156 000	21 780 000
Insert measure/s description												
Sub-function 2 - Operational Expenditure		87 864 603	87 864 603	–	–	–	–	–	-	87 864 603	76 145 957	80 281 006
Insert measure/s description												
Sub-function 3 - Operational Revenue		22 399 078	22 399 078	–	–	–	2 766	–	2 765 534	25 164 612	23 777 169	24 561 551
Insert measure/s description												
Vote 3 - Community & Protection												
Function 1 - Budget Performance												
Sub-function 1 - Capital Expenditure		26 850 958	31 376 143	-	–	–	–	–	-	31 376 143	25 846 030	32 355 000
Insert measure/s description												
Sub-function 2 - Operational Expenditure		419 003 125	419 634 084	–	–	–	–	–	-	419 634 084	441 402 131	460 182 037
Insert measure/s description												
Sub-function 3 - Operational Revenue		170 718 687	171 349 646	-	–	–	–	–	-	171 349 646	171 037 965	176 952 243
Insert measure/s description												
Vote 4 - Infrastructure services												
Function 1 - Budget Performance												
Sub-function 1 - Capital Expenditure		325 047 246	351 985 623	-	–	–	1 518	–	1 518 379	353 504 002	367 027 375	371 428 435
Insert measure/s description												
Sub-function 2 - Operational Expenditure		1 258 869 331	1 258 869 331	–	–	–	–	–	-	1 258 869 331	1 344 865 096	1 435 685 209
Insert measure/s description												
Sub-function 3 - Operational Revenue		1 517 037 491	1 517 037 491	–	–	–	1 518	–	1 518 379	1 518 555 870	1 592 513 678	1 688 810 336
Insert measure/s description												
Vote 5 - Corporate Services												
Function 1 - Budget Performance												
Sub-function 1 - Capital Expenditure		41 900 000	47 889 208	-	–	–	–	–	-	47 889 208	13 950 000	14 150 000
Insert measure/s description												
Sub-function 2 - Operational Expenditure		210 683 035	210 683 035	–	–	–	–	–	-	210 683 035	223 982 750	235 221 107
Insert measure/s description												
Sub-function 3 - Operational Revenue		11 656 741	11 656 741 -	–	–	–	–	–	-	11 656 741	12 239 578	12 851 558
Insert measure/s description												
Vote 6 - Financial services												
Function 1 - Budget Performance												
Sub-function 1 - Capital Expenditure		250 000	250 000	–	–	–	–	–	-	250 000	250 000	250 000
Insert measure/s description												
Sub-function 2 - Operational Expenditure		98 212 632	98 212 632	–	–	–	–	–	-	98 212 632	108 708 822	114 058 551
Insert measure/s description												
Sub-function 3 - Operational Revenue		535 000 250	535 000 250	–	–	–	–	–	-	535 000 250	568 280 317	604 335 343
Insert measure/s description												
And so on for the rest of the Votes												

WC024 Stellenbosch - Supporting Table SB4 Adjustments to budgeted performance indicators and benchmarks -

Description of financial indicator	Basis of calculation	2019/20	2020/21	2021/22	Budget Year 2022/23			Budget Year +1 2023/24	Budget Year +2 2024/25
		Audited Outcome	Audited Outcome	Audited Outcome	Original Budget	Prior Adjusted	Adjusted Budget	Adjusted Budget	Adjusted Budget
Borrowing Management									
Credit Rating	Short term/long term rating								
Capital Charges to Operating Expenditure	Interest & Principal Paid /Operating Expenditure	2.4%	2.1%	2.3%	5.5%	5.5%	5.5%	5.8%	5.6%
Capital Charges to Own Revenue	Finance charges & Repayment of borrowing /Own Revenue	2.7%	2.5%	2.6%	6.1%	0.0%	0.0%	6.4%	6.2%
Borrowed funding of 'own' capital expenditure	Borrowing/Capital expenditure excl. transfers and grants	0.0%	0.0%	51.0%	50.6%	52.0%	45.8%	48.0%	41.0%
Safety of Capital									
Gearing	Long Term Borrowing/ Funds & Reserves	-177.8%	218.6%	-210.8%	2120.3%	2120.3%	2120.3%	2008.1%	1517.9%
Liquidity									
Current Ratio	Current assets/current liabilities	140.0%	120.0%	180.0%	189.6%	176.1%	176.1%	197.6%	198.7%
Current Ratio adjusted for aged debtors	Current assets/current liabilities less debtors > 90 days/current liabilities	140.0%	120.0%	180.0%	189.6%	176.1%	0.0%	197.6%	198.7%
Liquidity Ratio	Monetary Assets/Current Liabilities	50.0%	30.0%	70.0%	0.7	0.6	0.6	0.8	0.8
Revenue Management									
Annual Debtors Collection Rate (Payment Level %)	Last 12 Mths Receipts/ Last 12 Mths Billing	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Current Debtors Collection Rate (Cash receipts % of Ratepayer & Other revenue)		0.0%	175.8%	16.1%	105.7%	16.7%	16.7%	105.7%	105.8%
Outstanding Debtors to Revenue	Total Outstanding Debtors to Annual Revenue	42.7%	50.0%	16.1%	16.7%	17.0%	17.0%	17.8%	18.9%
Longstanding Debtors Recovered	Debtors > 12 Mths Recovered/Total Debtors > 12 Months Old	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Creditors Management									
Creditors System Efficiency	% of Creditors Paid Within Terms (within MFMA s 65(e))	98.0%	98.0%	98.0%	98.0%	98.0%	98.0%	98.0%	98.0%
Creditors to Cash and Investments		51.4%	11.0%	34.8%	103.1%	69.3%	69.3%	82.3%	71.2%
Other Indicators									
	Total Volume Losses (kW)	2117766870.0%	38314665420.0%	38697812080.0%	39084790198.0%	39084790200.0%	39084790200.0%	39084790198.0%	39084790198.0%
Electricity Distribution Losses (2)	Total Cost of Losses (Rand '000)	1 525	26 820	27 088	27 359 353	27 359	27 359	27 359 353	27 359 353
	% Volume (units purchased and generated less units sold)/units purchased and generated	–	–	–	0	–	–	0	0
	Total Volume Losses (kℓ)	9 141	9 233	9 325	9 418 146	9 418	9 418	9 418 146	9 418 146
Water Distribution Losses (2)	Total Cost of Losses (Rand '000)	2 011 055	2 031 166	2 051 477	2 071 992	2 071 992	2 071 992	2 071 992	2 071 992
	% Volume (units purchased and generated less units sold)/units purchased and generated	–	–	–	0	–	–	0	0
Employee costs	Employee costs/(Total Revenue - capital revenue)	30.9%	32.4%	29.1%	29.7%	29.7%	29.7%	28.1%	27.9%
Remuneration	Total remuneration/(Total Revenue - capital revenue)	32.0%	33.5%	30.1%	30.7%			29.1%	28.8%
Repairs & Maintenance	R&M/(Total Revenue excluding capital revenue)	3.1%	3.8%	3.9%	5.1%	5.1%	5.1%	4.9%	4.9%
Finance charges & Depreciation	FC&D/(Total Revenue - capital revenue)	14.3%	13.4%	13.0%	13.4%	13.3%	13.3%	14.0%	13.7%
IDP regulation financial viability indicators									
i. Debt coverage	(Total Operating Revenue - Operating Grants)/Debt service payments due within financial year)	62480.0%	11570.0%	105600.0%	2766.6%	1477.6%	1477.6%	2907.8%	3097.6%
ii. O/S Service Debtors to Revenue	Total outstanding service debtors/annual revenue received for services	54.2%	63.8%	20.5%	20.9%	11.8%	11.8%	22.3%	23.7%
iii. Cost coverage	(Available cash + Investments)/monthly fixed operational expenditure	470.0%	2130.0%	580.0%	1.8	0.0	0.0	2.0	2.1

WC024 Stellenbosch - Supporting Table SB5 Adjustments Budget - social, economic and demographic statistics and assumptions -

Description of economic indicator	Ref.	Basis of calculation	2001 Census	2007 Survey	2011 Census	2019/20	2020/21	2021/22	Budget Year 2022/23	Budget Year 2022/23
						Outcome	Outcome	Outcome	Original Budget	Actual
Demographics										
Population		Statistics South Africa	200 524	155 718	170 654	195	207	207	207	–
Females aged 5 - 14		Statistics South Africa	17 865	11 020	12 077	14	15	15	15	–
Males aged 5 - 14		Statistics South Africa	16 352	11 092	12 157	14	15	15	15	–
Females aged 15 - 34		Statistics South Africa	38 791	33 191	36 374	42	45	45	45	–
Males aged 15 - 34		Statistics South Africa	41 919	32 718	35 856	42	44	44	44	–
Unemployment		Statistics South Africa	16	10	11	13	14	14	14	–
Monthly household income (no. of households)	1, 12									
No income		Statistics South Africa, regional economic growth	3 557	8 961	9 820	11 375	12 058	12 299	12 545	–
R1 - R1 600		Statistics South Africa, regional economic growth	245	914	2 065	2 352	2 493	2 543	2 594	–
R1 601 - R3 200		Statistics South Africa, regional economic growth	1 126	1 517	1 614	1 872	1 984	2 024	2 065	–
R3 201 - R6 400		Statistics South Africa, regional economic growth	3 728	4 415	4 699	5 448	5 775	5 891	6 009	–
R6 401 - R12 800		Statistics South Africa, regional economic growth	4 484	7 160	7 620	8 836	9 366	9 553	9 744	–
R12 801 - R25 600		Statistics South Africa, regional economic growth	6 463	6 742	7 176	8 321	8 821	8 997	9 177	–
R25 601 - R51 200		Statistics South Africa, regional economic growth	4 144	4 994	5 316	6 164	6 534	6 665	6 799	–
R52 201 - R102 400		Statistics South Africa, regional economic growth	2 578	3 671	3 907	4 530	4 802	4 898	4 996	–
R102 401 - R204 800		Statistics South Africa, regional economic growth	1 680	2 874	3 058	3 546	3 759	3 834	3 911	–
R204 801 - R409 600		Statistics South Africa, regional economic growth	69	1 432	1 523	1 766	1 872	1 910	1 948	–
R409 601 - R819 200		Statistics South Africa, regional economic growth	242	430	458	531	563	575	587	–
> R819 200		Statistics South Africa, regional economic growth	245	305	325	376	399	407	415	–
Poverty profiles (no. of households)										
< R2 060 per household per month	13	0	8 656	15 807	16 824	19 508	20 678	21 256	21 850	–
	2	0	–	–	<R1600	<R1600	<R1600	<R1600	<R1600	–
Household/demographics (000)										
Number of people in municipal area		Statistics South Africa, regional population growth rate	200 524	155 718	170 654	198	210	210	210	–
Number of poor people in municipal area		Statistics South Africa, regional population growth rate	–	–	–	–	–	–	–	–
Number of households in municipal area		Statistics South Africa, regional population growth rate	36 413	43 417	47 582	55	58	58	58	–
Number of poor households in municipal area		Statistics South Africa, regional population growth rate	8 656	15 807	17 323	20	21	21	21	–
Definition of poor household (R per month)		0	–	–	<R1600	<R1600	<R1600	<R1600	<R1600	-
Housing statistics	3									
Formal		0	32 918	32 620	35 749	41 413	43 897	46 531	49 323	-
Informal		0	3	11	12	13 707	14 529	15 401	16 325	-
Total number of households			36 413	43 417	47 581	55 119	58 426	61 932	65 648	-
Dwellings provided by municipality	4	0	–	–	–	-	-	-	-	-
Dwellings provided by province/s		0	–	–	–	-	-	-	-	-
Dwellings provided by private sector	5	0	–	–	–	-	-	-	-	-
Total new housing dwellings			-	-	-	-	-	-	-	-
Economic	6									
Inflation/inflation outlook (CPIX)						5.2%	4.5%	4.6%	4.0%	0.0%
Interest rate - borrowing						10.5%	10.5%	10.5%	0.0%	0.0%
Interest rate - investment						8.5%	8.5%	8.5%	0.0%	0.0%
Remuneration increases						7.0%	6.3%	7.0%	7.3%	0.0%
Consumption growth (electricity)						1.0%	1.0%	1.0%	1.0%	0.0%
Consumption growth (water)						-1.0%	1.0%	1.0%	1.0%	0.0%

Collection rates	7									
Property tax/service charges						96.0%	96.0%	96.0%	96.0%	0.0%
Rental of facilities & equipment						97.0%	97.0%	97.0%	97.0%	0.0%
Interest - external investments						100.0%	100.0%	100.0%	100.0%	0.0%
Interest - debtors						96.0%	96.0%	96.0%	96.0%	0.0%
Revenue from agency services						100.0%	100.0%	100.0%	100.0%	0.0%

Detail on the provision of municipal services for A10

Total municipal services	Ref.		2019/20	2020/21	2021/22	Budget Year 2022/23			2020/21 Medium Term Revenue & Expenditure Framework		
			Outcome	Outcome	Outcome	Original Budget	Adjusted Budget	Full Year Forecast	Budget Year 2020/21	Budget Year +1 2021/22	Budget Year +2 2022/23
		Household service targets (000)									
		Water:									
		Piped water inside dwelling	40 626	40 626	40 676	40 726	40 726	40 726	40 726	40 776	40 826
		Piped water inside yard (but not in dwelling)	4 461	4 461	4 561	4 664	4 664	4 664	4 664	4 769	4 876
	8	Using public tap (at least min.service level)	4 778	4 778	4 878	4 980	4 980	4 980	4 980	5 084	5 191
	10	Other water supply (at least min.service level)	684	684	834	1 017	1 017	1 017	1 017	1 240	1 512
		Minimum Service Level and Above sub-total	50 550	50 550	50 950	51 387	51 387	51 387	51 387	51 869	52 404
	9	Using public tap (< min.service level)	1 170	1 170	1 070	979	979	979	979	896	820
	10	Other water supply (< min.service level)	–	–	–	–	–	–	–	–	–
		No water supply	207	207	157	119	119	119	119	90	68
		Below Minimum Service Level sub-total	1 377	1 377	1 227	1 098	1 098	1 098	1 098	986	888
		Total number of households	**51 927**	**51 927**	**52 177**	**52 485**	**52 485**	**52 485**	**52 485**	**52 855**	**53 292**
		Sanitation/sewerage:									
		Flush toilet (connected to sewerage)	46 256	46 256	46 306	46 356	46 356	46 356	46 356	46 406	46 456
		Flush toilet (with septic tank)	2 165	2 165	2 265	2 370	2 370	2 370	2 370	2 480	2 595
		Chemical toilet	407	407	420	433	433	433	433	446	460
		Pit toilet (ventilated)	50	50	–	–	–	–	–	–	–
		Other toilet provisions (> min.service level)	1 898	1 898	2 236	2 633	2 633	2 633	2 633	3 101	3 652
		Minimum Service Level and Above sub-total	50 777	50 777	51 227	51 792	51 792	51 792	51 792	52 433	53 163
		Bucket toilet	800	800	700	613	613	613	613	537	470
		Other toilet provisions (< min.service level)	50	50	–	–	–	–	–	–	–
		No toilet provisions	300	300	250	208	208	208	208	173	144
		Below Minimum Service Level sub-total	1 150	1 150	950	821	821	821	821	710	614
		Total number of households	**51 927**	**51 927**	**52 177**	**52 613**	**52 613**	**52 613**	**52 613**	**53 143**	**53 777**
		Energy:									
		Electricity (at least min.service level)	14 821	14 821	15 071	15 325	15 325	15 325	15 325	15 583	15 846
		Electricity - prepaid (min.service level)	35 003	35 003	35 253	35 505	35 505	35 505	35 505	35 759	36 014
		Minimum Service Level and Above sub-total	49 824	49 824	50 324	50 830	50 830	50 830	50 830	51 342	51 860
		Electricity (< min.service level)	150	150	150	150	150	150	150	150	150
		Electricity - prepaid (< min. service level)	–	–	–	–	–	–	–	–	–
		Other energy sources	1 953	1 953	1 703	1 485	1 485	1 485	1 485	1 295	1 129
		Below Minimum Service Level sub-total	2 103	2 103	1 853	1 635	1 635	1 635	1 635	1 445	1 279
		Total number of households	**51 927**	**51 927**	**52 177**	**52 465**	**52 465**	**52 465**	**52 465**	**52 787**	**53 140**
		Refuse:									
		Removed at least once a week	47 649	47 649	48 149	48 654	48 654	48 654	48 654	49 164	49 680
		Minimum Service Level and Above sub-total	47 649	47 649	48 149	48 654	48 654	48 654	48 654	49 164	49 680
		Removed less frequently than once a week	–	–	–	–	–	–	–	–	–
		Using communal refuse dump	1 028	1 028	978	930	930	930	930	885	841
		Using own refuse dump	2 100	2 100	2 000	1 905	1 905	1 905	1 905	1 815	1 728
		Other rubbish disposal	750	750	700	653	653	653	653	609	568
		No rubbish disposal	400	400	350	306	306	306	306	268	234
		Below Minimum Service Level sub-total	4 278	4 278	4 028	3 794	3 794	3 794	3 794	3 576	3 372
		Total number of households	**51 927**	**51 927**	**52 177**	**52 448**	**52 448**	**52 448**	**52 448**	**52 740**	**53 052**

Municipal in-house services	Ref.		2019/20	2020/21	2021/22	Budget Year 2022/23			2020/21 Medium Term Revenue & Expenditure Framework		
			Outcome	Outcome	Outcome	Original Budget	Adjusted Budget	Full Year Forecast	Budget Year 2020/21	Budget Year +1 2021/22	Budget Year +2 2022/23
		Household service targets (000)									
		Water:									
		Piped water inside dwelling	40 626	40 626	40 676	40 726	40 726	40 726	40 726	40 776	40 826
		Piped water inside yard (but not in dwelling)	4 461	4 461	4 561	4 664	4 664	4 664	4 664	4 769	4 876
	8	Using public tap (at least min.service level)	4 778	4 778	4 878	4 980	4 980	4 980	4 980	5 084	5 191
	10	Other water supply (at least min.service level)	684	684	834	1 017	1 017	1 017	1 017	1 240	1 512
		Minimum Service Level and Above sub-total	50 550	50 550	50 950	51 387	51 387	51 387	51 387	51 869	52 404
	9	Using public tap (< min.service level)	1 170	1 170	1 070	979	979	979	979	896	820
	10	Other water supply (< min.service level)	–	–		–	–	–	–	–	–
		No water supply	207	207	157	119	119	119	119	90	68
		Below Minimum Service Level sub-total	1 377	1 377	1 227	1 098	1 098	1 098	1 098	986	888
		Total number of households	**51 927**	**51 927**	**52 177**	**52 485**	**52 485**	**52 485**	**52 485**	**52 855**	**53 292**
		Sanitation/sewerage:									
		Flush toilet (connected to sewerage)	46 256	46 256	46 306	46 356	46 356	46 356	46 356	46 406	46 456
		Flush toilet (with septic tank)	2 165	2 165	2 265	2 370	2 370	2 370	2 370	2 480	2 595
		Chemical toilet	407	407	420	433	433	433	433	446	460
		Pit toilet (ventilated)	50	50	–	–	–	–	–	–	–
		Other toilet provisions (> min.service level)	1 898	1 898	2 236	2 633	2 633	2 633	2 633	3 101	3 652
		Minimum Service Level and Above sub-total	50 777	50 777	51 227	51 792	51 792	51 792	51 792	52 433	53 163
		Bucket toilet	800	800	700	613	613	613	613	537	470
		Other toilet provisions (< min.service level)	50	50		–	–	–	–	–	–
		No toilet provisions	300	300	250	208	208	208	208	173	144
		Below Minimum Service Level sub-total	1 150	1 150	950	821	821	821	821	710	614
		Total number of households	**51 927**	**51 927**	**52 177**	**52 613**	**52 613**	**52 613**	**52 613**	**53 143**	**53 777**
		Energy:									
		Electricity (at least min.service level)	14 821	14 821	15 071	15 325	15 325	15 325	15 325	15 583	15 846
		Electricity - prepaid (min.service level)	35 003	35 003	35 253	35 505	35 505	35 505	35 505	35 759	36 014
		Minimum Service Level and Above sub-total	49 824	49 824	50 324	50 830	50 830	50 830	50 830	51 342	51 860
		Electricity (< min.service level)	150	150	150	150	150	150	150	150	150
		Electricity - prepaid (< min. service level)	–	–		–	–	–	–	–	–
		Other energy sources	1 953	1 953	1 703	1 485	1 485	1 485	1 485	1 295	1 129
		Below Minimum Service Level sub-total	2 103	2 103	1 853	1 635	1 635	1 635	1 635	1 445	1 279
		Total number of households	**51 927**	**51 927**	**52 177**	**52 465**	**52 465**	**52 465**	**52 465**	**52 787**	**53 140**
		Refuse:									
		Removed at least once a week	47 649	47 649	48 149	48 654	48 654	48 654	48 654	49 164	49 680
		Minimum Service Level and Above sub-total	47 649	47 649	48 149	48 654	48 654	48 654	48 654	49 164	49 680
		Removed less frequently than once a week	–	–		–	–	–	–	–	–
		Using communal refuse dump	1 028	1 028	978	930	930	930	930	885	841
		Using own refuse dump	2 100	2 100	2 000	1 905	1 905	1 905	1 905	1 815	1 728
		Other rubbish disposal	750	750	700	653	653	653	653	609	568
		No rubbish disposal	400	400	350	306	306	306	306	268	234
		Below Minimum Service Level sub-total	4 278	4 278	4 028	3 794	3 794	3 794	3 794	3 576	3 372
		Total number of households	**51 927**	**51 927**	**52 177**	**52 448**	**52 448**	**52 448**	**52 448**	**52 740**	**53 052**

Detail of Free Basic Services (FBS) provided			Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
			Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
Electricity	Ref.	*Location of households for each type of FBS*											
List type of FBS service		Formal settlements - (50 kwh per indigent household per month Rands)	17 685 253	17 685 253	–	–	–	–	–	–	17 685	18 562 562	19 607 660
		Total cost of FBS - Electricity for informal settlements	–	–	–	–	–	–	–	–	–	–	–
Water	Ref.	*Location of households for each type of FBS*											
List type of FBS service		Formal settlements - (6 kilolitre per indigent household per month Rands)	8 277 972	8 277 972	–	–	–	–	–	–	8 278	5 826 956	6 176 573
		Total cost of FBS - Water for informal settlements	–	–	–	–	–	–	–	–	–	–	–
Sanitation	Ref.	*Location of households for each type of FBS*											
List type of FBS service		Formal settlements - (free sanitation service to indigent households)	11 325 696	11 325 696	–	–	–	–	–	–	11 326	12 005 238	12 725 552
		Total cost of FBS - Sanitation for informal settlements	–	–	–	–	–	–	–	–	–	–	–
Refuse Removal	Ref.	*Location of households for each type of FBS*											
List type of FBS service		Formal settlements - (removed once a week to indigent households)	19 725 134	19 725 134	–	–	–	–	–	–	19 725	21 303 145	23 007 397
		Total cost of FBS - Refuse Removal for informal settlements	–	–	–	–	–	–	–	–	–	–	–

WC024 Stellenbosch - Supporting Table SB6 Adjustments Budget - funding measurement -

Description	Ref	MFMA section	2019/20	2020/21	2021/22	Medium Term Revenue and Expenditure Framework				
R thousands			Audited Outcome	Audited Outcome	Audited Outcome	Original Budget	Prior Adjusted	Adjusted Budget	Budget Year +1 2023/24	Budget Year +2 2024/25
Funding measures										
Cash/cash equivalents at the year end - R'000	1	18(1)b	535	2 626	781	249 508	209 029	209 029	264 659	294 922
Cash + investments at the yr end less applications - R'000	2	18(1)b	(142)	1 194	213	365 424	325 710	325 710	479 885	568 784
Cash year end/monthly employee/supplier payments	3	18(1)b	0	0	0	0	–	–	0	0
Surplus/(Deficit) excluding depreciation offsets: R'000	4	18(1)	88	(7)	139	154 747	154 747	159 031	144 141	152 243
Service charge rev % change - macro CPIX target exclusive	5	18(1)a,(2)	1.90%	0.5%	-6.0%	0.0%	0.0%	0.0%	0.8%	0.9%
Cash receipts % of Ratepayer & Other revenue	6	18(1)a,(2)	0.0%	0.0%	0.0%	113.2%	113.2%	113.2%	113.3%	113.5%
Debt impairment expense as a % of total billable revenue	7	18(1)a,(2)	9.9%	8.2%	6.7%	5.8%	5.8%	5.8%	6.0%	5.6%
Capital payments % of capital expenditure	8	18(1)c;19	3.9%	35.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%
Borrowing receipts % of capital expenditure (excl. transfers)	9	18(1)c	0.0%	0.0%	51.0%	50.6%	52.0%	45.8%	48.0%	41.0%
Grants % of Govt. legislated/gazetted allocations	10	18(1)a				0.0%	100.3%	0.0%	0.0%	0.0%
Current consumer debtors % change - incr(decr)	11	18(1)a	358.8%	25.5%	0.0%	9.3%	9.3%	9.3%	11.7%	13.6%
Long term receivables % change - incr(decr)	12	18(1)a	-17803.8%	23.9%	0.0%	-100.0%	-100.0%	-100.0%	0.0%	0.0%
R&M % of Property Plant & Equipment	13	20(1)(vi)	0.9%	1.2%	1.4%	1.7%	1.7%	1.7%	1.7%	1.7%
Asset renewal % of capital budget	14	20(1)(vi)	2.5%	7.7%	8.5%	7.7%	7.0%	6.9%	5.5%	16.1%

WC024 Stellenbosch - Supporting Table SB7 Adjustments Budget - transfers and grant receipts -

Description	Ref	Budget Year 2022/23							Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Multi-year capital	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
R thousands		A	7 A1	8 B	9 C	10 D	11 E	12 F		
RECEIPTS:	1, 2									
Operating Transfers and Grants										
National Government:		**189 399**	**189 399**	**–**	**–**	**–**	**–**	**189 399**	**200 376**	**219 288**
Local Government Equitable Share		179 634	179 634	–	–	–	–	179 634	196 720	215 547
Expanded Public Works Programme Integrated Grant for Municipalities		4 928	4 928	–	–	–	–	4 928	–	–
Local Government Financial Management Grant		1 550	1 550	–	–	–	–	1 550	1 550	1 550
Municipal Disaster Grant [Schedule 5B]		–	–	–	–	–	–	–	–	–
Integrated Urban Development Grant		3 287	3 287	–	–	–	–	3 287	2 106	2 191
Natural Resource Management Project		–	–	–	–	–	–	–	–	–
Provincial Government:		**23 481**	**23 481**	**–**	**–**	**–**	**–**	**23 481**	**35 547**	**38 933**
Community Development Workers Operational Support Grant		38	38	–	–	–	–	38	38	38
Financial Management Capacity Building Grant		–	–	–	–	–	–	–	–	–
Human Settlements Development Grant		6 890	6 890	–	–	–	–	6 890	23 140	26 000
Community Library Services Grant		14 112	14 112	–	–	–	–	14 112	11 629	12 151
Municipal Library Support Grant		–	–	–	–	–	–	–	–	–
Local Government Support Grant		–	–	–	–	–	–	–	–	–
WC Financial Management Support Grant		–	–	–	–	–	–	–	–	–
LG Graduate Internship Grant		–	–	–	–	–	–	–	–	–
Maintenance and Construction of Transport Infrastructure		495	495	–	–	–	–	495	495	495
Regional Socio-Economic Project/violence through urban upgrading (RSEP/VPUU)	4	–	–	–	–	–	–	–	–	–
Municipal Accreditation and Capacity Building Grant		256	256	–	–	–	–	256	245	249
Spatial Development framework		–	–	–	–	–	–	–	–	–
Title Deeds Restoration Grant		–	–	–	–	–	–	–	–	–
Local Government Public Employment Support Grant		–	–	–	–	–	–	–	–	–
Western Cape Municipal Energy Resilience Grant (WC MER Grant)	5	1 690	1 690	–	–	–	–	1 690	–	–
District Municipality:		**500**	**1 131**	**-**	**-**	**–**	**–**	**1 131**	**-**	**-**
Cape Winelands District Grant		–	631	-	-	–	–	631	-	-
Cape Winelands District Grant 2		500	500			-	–	500	-	-
Safety Initiative Implementation-whole of society approach (WOSA)		-	-	-	-	-	–	–	-	-
Other grant providers:		–	–	–	–	–	–	–	–	–
LG SETA Discretionary grant		–	–	–	–	–	–	–	–	–
Khaya Lam Free Market Research Foundation		–	–	–	–	–	–	–	–	–
Taipei COVID 19 donation		–	–	–	–	–	–	–	–	–
DBSA		–	–	–	–	–	–	–	–	–
Households - Cash - Other (National Housing Programme)		–	–	–	–	–	–	–	–	–
Parent Municipality / Entity		–	–	–	–	–	–	–	–	–
Total Operating Transfers and Grants	6	**213 380**	**214 011**	**–**	**–**	**–**	**–**	**214 011**	**235 923**	**258 221**
Capital Transfers and Grants										
National Government:		**90 810**	**90 810**	**-**	**-**	**-**	**-**	**90 810**	**46 008**	**47 899**
Integrated National Electrification Programme (Municipal Grant) [Schedule 5B]		28 350	28 350	–	–	–	-	28 350	6 000	6 269
Integrated Urban Development Grant		62 460	62 460	–	–	–	-	62 460	40 008	41 630
Provincial Government:		**29 220**	**29 220**	**–**	**–**	**4 284**	**4 284**	**33 504**	**34 863**	**8 527**
Human Settlements Development Grant		8 150	8 150	–	–	1 766	1 766	9 916	7 683	1 900
Library Services: Conditional Grant		–	–	–	–	–	–	–	–	–
Integrated Transport Planning		–	–	–	–	–	–	–	–	627
Maintenance and Construction of Transport Infrastructure		–	–	–	–	–	–	–	–	–
Fire services capacity building grant		–	–	–	–	–	–	–	–	–
RSEP/ VPUU		–	–	–	–	1 000	1 000	1 000	–	–
Development of Sport and Recreational Facilities		220	220	–	–	-	–	220	–	–
Informal Settlements Upgrading Partnership Grant: Provinces (Beneficiaries)		20 850	20 850	–	–	1 518	1 518	22 368	27 180	6 000
Public Transport Non-Motorised Infrastructure		–	–	–	–	–	–	–	–	–
Western Cape Municipal Energy Resilience Grant (WC MER Grant)		–	–	–	–	–	–	–	–	–
Sports and Recreation		–	–	–	–	–	–	–	–	–
District Municipality:		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Safety Initiative Implementation-whole of society approach (WOSA)		–	–	–	–	–	–	–	–	–
Other grant providers:		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
LG SETA Discretionary		–	–	–	–	–	–	–	–	–
LOTTO		–	–	–	–	–	–	–	–	–
Private Enterprises		–	–	–	–	–	–	–	–	–
Total Capital Transfers and Grants	6	**120 030**	**120 030**	**–**	**–**	**4 284**	**4 284**	**124 314**	**80 871**	**56 426**
TOTAL RECEIPTS OF TRANSFERS & GRANTS		**333 410**	**334 041**	**–**	**–**	**4 284**	**4 284**	**338 325**	**316 794**	**314 647**

WC024 Stellenbosch - Supporting Table SB8 Adjustments Budget - expenditure on transfers and grant programme -

Description	Ref	Budget Year 2022/23							Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Multi-year capital	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			2	3	4	5	6	7		
R thousands		A	A1	B	C	D	E	F		
EXPENDITURE ON TRANSFERS AND GRANT PROGRAM:	1									
Operating expenditure of Transfers and Grants										
National Government:		**189 399**	**189 399**	**-**	**-**	**-**	**-**	**189 399**	**200 376**	**219 288**
Local Government Equitable Share		179 634	179 634	-	-	-	-	179 634	196 720	215 547
Expanded Public Works Programme Integrated Grant for Municipalities		4 928	4 928	-	-	-	-	4 928	–	–
Local Government Financial Management Grant		1 550	1 550	-	-	-	-	1 550	1 550	1 550
Municipal Disaster Grant [Schedule 5B]		–	–	-	-	-	-	–	–	–
Integrated Urban Development Grant		3 287	3 287	-	-	-	-	3 287	2 106	2 191
Natural Resource Management Project		–	–	-	-	-	-	–	–	–
Provincial Government:		**23 481**	**23 481**	**-**	**-**	**-**	**-**	**23 481**	**35 547**	**38 933**
Community Development Workers Operational Support Grant		38	38	-	-	-	-	38	38	38
Financial Management Capacity Building Grant		–	–	-	-	-	-	–	–	–
Human Settlements Development Grant		6 890	6 890	-	-	-	-	6 890	23 140	26 000
Community Library Services Grant		14 112	14 112	-	-	-	-	14 112	11 629	12 151
Municipal Library Support Grant		–	–	-	-	-	-	–	–	–
Local Government Support Grant		–	–	-	-	-	-	–	–	–
WC Financial Management Support Grant		–	–	-	-	-	-	–	–	–
LG Graduate Internship Grant		–	–	-	-	-	-	–	–	–
Maintenance and Construction of Transport Infrastructure		495	495	-	-	-	-	495	495	495
Regional Socio-Economic Project/violence through urban upgrading (RSEP/VPUU)	4	–	–	-	-	-	-	–	–	–
Municipal Accreditation and Capacity Building Grant		256	256	-	-	-	-	256	245	249
Spatial Development framework		–							–	–
Title Deeds Restoration Grant		–							–	–
Local Government Public Employment Support Grant		–	–	-	-	-	-	–	–	–
Western Cape Municipal Energy Resilience Grant (WC MER Grant)	5	1 690	1 690	-	-	-	-	1 690	–	–
District Municipality:		**500**	**1 131**	**–**	**–**	**–**	**–**	**1 131**	**–**	**–**
Cape Winelands District Grant		–	631	–	–	–	–	631	–	–
Cape Winelands District Grant 2		500	500			–	–	500	–	–
Safety Initiative Implementation-whole of society approach (WOSA)		–	–	–	–	–	–	–	–	–
Other grant providers:		–	–	–	–	–	–	–	–	–
LG SETA Discretionary grant		–	–	–	–	–	–	–	–	–
Khaya Lam Free Market Research Foundation		–	–	–	–	–	–	–	–	–
Taipei COVID 19 donation		–	–	–	–	–	–	–	–	–
DBSA		–	–	–	–	–	–	–	–	–
Households - Cash - Other (National Housing Programme)		–	–	–	–	–	–	–	–	–
Parent Municipality / Entity		–	–	–	–	–	–	–	–	–
#REF!		–	–	–	–	–	–	–	–	–
#REF!		–	–	–	–	–	–	–	–	–
Total Operating Transfers and Grants	6	**213 380**	**214 011**	**–**	**–**	**–**	**–**	**214 011**	**235 923**	**258 221**
Capital Transfers and Grants										
National Government:		**90 810**	**90 810**	**–**	**–**	**–**	**–**	**90 810**	**46 008**	**47 899**
Integrated National Electrification Programme (Municipal Grant) [Schedule 5B]		28 350	28 350	–	–	–	–	28 350	6 000	6 269
Integrated Urban Development Grant		62 460	62 460	–	–	–	–	62 460	40 008	41 630
Provincial Government:		**29 220**	**29 220**	**-**	**-**	**4 284**	**4 284**	**33 504**	**34 863**	**8 527**
Human Settlements Development Grant		8 150	8 150	–	–	1 766	1 766	9 916	7 683	1 900
Library Services: Conditional Grant		–	–	–	–	–	–	–	–	–
Integrated Transport Planning		–	–	–	–	–	–	–	–	627
Maintenance and Construction of Transport Infrastructure		–	–	–	–	–	–	–	–	–
Fire services capacity building grant		–	–	–	–	–	–	–	–	–
RSEP/ VPUU		–	–	–	–	1 000	1 000	1 000	–	–
Development of Sport and Recreational Facilities		220	220	–	–	–	–	220	–	–
Informal Settlements Upgrading Partnership Grant: Provinces (Beneficiaries)		20 850	20 850	–	–	1 518	1 518	22 368	27 180	6 000
Public Transport Non-Motorised Infrastructure		–	–	–	–	–	–	–	–	–
Western Cape Municipal Energy Resilience Grant (WC MER Grant)		–	–	–	–	–	–	–	–	–
Sports and Recreation		-	–	–	–	–	–	–	-	-
District Municipality:		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Safety Initiative Implementation-whole of society approach (WOSA)		–	–	–	–	–	–	–	–	–
Other grant providers:		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
LG SETA Discretionary		–	–	–	–	–	–	–	–	–
Private Enterprises		–	–	–	–	–	–	–	–	–
Total Capital Transfers and Grants	6	**120 030**	**120 030**	**–**	**–**	**4 284**	**4 284**	**124 314**	**80 871**	**56 426**
TOTAL EXPENDITURE OF TRANSFERS & GRANTS		**333 410**	**334 041**	**–**	**–**	**4 284**	**4 284**	**338 325**	**316 794**	**314 647**

WC024 Stellenbosch - Supporting Table SB9 Adjustments Budget - reconciliation of transfers, grant receipts, and unspent funds -

Description	Ref	Budget Year 2022/23							Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Multi-year capital	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
R thousands		A	2 A1	3 B	4 C	5 D	6 E	7 F		
Operating transfers and grants:										
National Government:										
Balance unspent at beginning of the year		-	–	–	–	–	–	–	-	-
Current year receipts		189 399	189 399	–	–	–	–	189 399	200 376	219 288
Conditions met - transferred to revenue		**189 399**	**189 399**	**-**	**-**	**-**	**-**	**189 399**	**200 376**	**219 288**
Conditions still to be met - transferred to liabilities		–	–	–	–	–	–	–	–	–
Provincial Government:										
Balance unspent at beginning of the year		-	-	-	-	-	-	-	–	–
Current year receipts		23 481	23 481	-	-	-	-	23 481	35 547	38 933
Conditions met - transferred to revenue		**23 481**	**23 481**	**-**	**-**	**-**	**-**	**23 481**	**35 547**	**38 933**
Conditions still to be met - transferred to liabilities		–	–	–	–	–	–	–	–	–
District Municipality:										
Balance unspent at beginning of the year		–	631	–	–	–	–	631	–	–
Current year receipts		500	500	-	–	–	–	500	–	–
Conditions met - transferred to revenue		**500**	**1 131**	**-**	**–**	**–**	**–**	**1 131**	**–**	**–**
Conditions still to be met - transferred to liabilities		–	–	–	–	–	–	–	–	–
Other grant providers:										
Balance unspent at beginning of the year		–	–	–	–	–	–	–	–	–
Current year receipts		–	–	–	–	–	–	–	–	–
Conditions met - transferred to revenue		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Conditions still to be met - transferred to liabilities		–	–	–	–	–	–	–	–	–
Total operating transfers and grants revenue		**213 380**	**214 011**	**–**	**–**	**–**	**–**	**214 011**	**235 923**	**258 221**
Total operating transfers and grants - CTBM	2	**-**	**-**	**-**	**–**	**–**	**–**	**–**	**–**	**–**
Capital transfers and grants:										
National Government:										
Balance unspent at beginning of the year		–	–	–	–	–	–	–	–	–
Current year receipts		90 810	90 810	–	–	–	–	90 810	46 008	47 899
Conditions met - transferred to revenue		**90 810**	**90 810**	**–**	**–**	**–**	**–**	**90 810**	**46 008**	**47 899**
Conditions still to be met - transferred to liabilities		–	–	–	–	–	–	–	–	–
Provincial Government:										
Balance unspent at beginning of the year		–	–	–	–	4 284	4 284	4 284		
Current year receipts		29 220	29 220	–	–	–	–	29 220	34 863	8 527
Conditions met - transferred to revenue		**29 220**	**29 220**	**–**	**–**	**4 284**	**4 284**	**33 504**	**34 863**	**8 527**
Conditions still to be met - transferred to liabilities		–	–	–	–	–	–	–	–	–
District Municipality:										
Balance unspent at beginning of the year		–	–	–	–	–	–	–	–	–
Current year receipts		–	–	–	–	–	–	–	–	–
Conditions met - transferred to revenue		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Conditions still to be met - transferred to liabilities		–	–	–	–	–	–	–	–	–
Other grant providers:										
Balance unspent at beginning of the year		–	–	–	–	–	–	–	–	–
Current year receipts		–	–	–	–	–	–	–	–	–
Conditions met - transferred to revenue		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Conditions still to be met - transferred to liabilities		–	–	–	–	–	–	–	–	–
Total capital transfers and grants revenue		**120 030**	**120 030**	**–**	**–**	**4 284**	**4 284**	**124 314**	**80 871**	**56 426**
Total capital transfers and grants - CTBM		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
TOTAL TRANSFERS AND GRANTS REVENUE		**333 410**	**334 041**	**–**	**–**	**4 284**	**4 284**	**338 325**	**316 794**	**314 647**
TOTAL TRANSFERS AND GRANTS - CTBM		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

WC024 Stellenbosch - Supporting Table SB10 Adjustments Budget - transfers and grants made by the municipality -

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			6	7	8	9	10	11	12	13		
R thousands		A	A1	B	C	D	E	F	G	H		
Cash transfers to other municipalities												
Operational	1	–	–	–	–	–	–	–	–	–	–	–
Capital		–	–	–	–	–	–	–	–	–	–	–
									–	–		
Total Cash Transfers To Municipalities:		–	–	–	–	–	–	–	–	–	–	–
Cash transfers to Entities/Other External Mechanisms												
Operational	2	–	–	–	–	–	–	–	–	–	–	–
Capital		–	–	–	–	–	–	–	–	–	–	–
									–	–		
Total Cash Transfers To Entities/Ems'		–	–	–	–	–	–	–	–	–	–	–
Cash transfers to other Organs of State												
Operational	3	–	–	–	–	–	–	–	–	–	–	–
Capital		–	–	–	–	–	–	–	–	–	–	–
									–	–		
Total Cash Transfers To Other Organs Of State:		–	–	–	–	–	–	–	–	–	–	–
Cash transfers to other Organisations												
Operational	4	12 981	12 981	–	–	–	–	–	–	12 981	13 539	14 121
Capital		–	–	–	–	–	–	–	–	–	–	–
Total Cash Transfers To Organisations		**12 981**	**12 981**	**–**	**–**	**–**	**–**	**–**	**–**	**12 981**	**13 539**	**14 121**
Cash Transfers to Groups of Individuals												
Operational	4	1 374	1 374	–	–	–	–	–	–	1 374	1 416	1 464
Capital		–	–	–	–	–	–	–	–	–	–	–
Total Cash Transfers To Groups Of Individuals:		**1 374**	**1 374**	**–**	**–**	**–**	**–**	**–**	**–**	**1 374**	**1 416**	**1 464**
TOTAL CASH TRANSFERS AND GRANTS	5	**14 355**	**14 355**	**–**	**–**	**–**	**–**	**–**	**–**	**14 355**	**14 956**	**15 585**
Non-cash transfers to other municipalities												
Operational	1	–	–	–	–	–	–	–	–	–	–	–
Capital		–	–	–	–	–	–	–	–	–	–	–
									–	–		
Total Non-Cash Transfers To Municipalities:		–	–	–	–	–	–	–	–	–	–	–
Non-cash transfers to Entities/Other External Mechanisms												
Operational	2	–	–	–	–	–	–	–	–	–	–	–
Capital		–	–	–	–	–	–	–	–	–	–	–
									–	–		
Total Non-Cash Transfers To Entities/Ems'		–	–	–	–	–	–	–	–	–	–	–
Non-cash transfers to other Organs of State												
Operational	3	–	–	–	–	–	–	–	–	–	–	–
Capital		–	–	–	–	–	–	–	–	–	–	–
									–	–		
Total Non-Cash Transfers To Other Organs Of State:		–	–	–	–	–	–	–	–	–	–	–
Non-cash transfers to other Organisations												
Operational	4	–	–	–	–	–	–	–	–	–	–	–
Capital		–	–	–	–	–	–	–	–	–	–	–
									–	–		
TOTAL NON-CASH TRANSFERS TO OTHER ORGANISATIONS:		–	–	–	–	–	–	–	–	–	–	–
Non-cash transfers to Groups of Individuals												
Operational	4	–	1 000	–	–	–	–	–	–	1 000	–	–
Capital		–	–	–	–	–	–	–	–	–	–	–
									–	–		
Total Non-Cash Grants To Groups Of Individuals:		–	**1 000**	–	–	–	–	–	–	**1 000**	–	–
TOTAL NON-CASH TRANSFERS AND GRANTS	5	–	**1 000**	–	–	–	–	–	–	**1 000**	–	–
TOTAL TRANSFERS AND GRANTS		**14 355**	**15 355**	**–**	**–**	**–**	**–**	**–**	**–**	**15 355**	**14 956**	**15 585**

WC024 Stellenbosch - Supporting Table SB11 Adjustments Budget - councillor and staff benefits -

Summary of remuneration	Ref	Budget Year 2022/23									% change
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	
			5	6	7	8	9	10	11	12	
R thousands		A	A1	B	C	D	E	F	G	H	
Councillors (Political Office Bearers plus Other)											
Basic Salaries and Wages		19 011	19 011	–		–		–	–	19 011	0.0%
Pension and UIF Contributions		–	–	–		–		–	–	–	0.0%
Medical Aid Contributions		–	–	–		–		–	–	–	0.0%
Motor Vehicle Allowance		–	–	–		–		–	–	–	0.0%
Cellphone Allowance		2 051	2 051	–		–		–	–	2 051	0.0%
Housing Allowances		–	–	–		–		–	–	–	0.0%
Other benefits and allowances		–	–	–		–		–	–	–	0.0%
Sub Total - Councillors		**21 062**	**21 062**	–		–		–	–	**21 062**	
% increase		**5.0%**	**5.0%**							**5.0%**	**0.0%**
Senior Managers of the Municipality											
Basic Salaries and Wages		8 316	8 316	–		–		–	–	8 316	0.0%
Pension and UIF Contributions		719	719	–		–		–	–	719	0.0%
Medical Aid Contributions		125	125	–		–		–	–	125	0.0%
Overtime		–	–	–		–		–	–	–	0.0%
Performance Bonus		1 399	1 399	–		–		–	–	1 399	0.0%
Motor Vehicle Allowance		575	575	–		–		–	–	575	0.0%
Cellphone Allowance		146	146	–		–		–	–	146	0.0%
Housing Allowances		19	19	–		–		–	–	19	0.0%
Other benefits and allowances		92	92	–		–		–	–	92	0.0%
Payments in lieu of leave		–	–	–		–		–	–	–	0.0%
Long service awards		–	–	–		–		–	–	–	0.0%
Post-retirement benefit obligations	5	–	–	–		–		–	–	–	0.0%
Sub Total - Senior Managers of Municipality		**11 392**	**11 392**	–		–		–	–	**11 392**	
% increase		**21.4%**	**0.0%**							**21.4%**	**0.0%**
Other Municipal Staff											
Basic Salaries and Wages		373 682	374 166	–		–		–	–	374 166	0.1%
Pension and UIF Contributions		60 762	60 762	–		–		–	–	60 762	0.0%
Medical Aid Contributions		27 013	27 013	–		–		–	–	27 013	0.0%
Overtime		68 439	68 439	–		–		–	–	68 439	0.0%
Performance Bonus		–	–	–		–		–	–	–	0.0%
Motor Vehicle Allowance		10 841	10 841	–		–		–	–	10 841	0.0%
Cellphone Allowance		2 465	2 465	–		–		–	–	2 465	0.0%
Housing Allowances		2 899	2 899	–		–		–	–	2 899	0.0%
Other benefits and allowances		36 763	36 763	–		–		–	–	36 763	0.0%
Payments in lieu of leave		–	–	–		–		–	–	–	0.0%
Long service awards		–	–	–		–		–	–	–	0.0%
Post-retirement benefit obligations	5	30 208	30 208	–		–		–	–	30 208	0.0%
Sub Total - Other Municipal Staff		**613 072**	**613 556**	–		–		–	–	**613 556**	
% increase		**7.9%**	**0.1%**								**0.1%**
Total Parent Municipality		**645 526**	**646 010**	–		–		–	–	**646 010**	**0.1%**
TOTAL SALARY, ALLOWANCES & BENEFITS		**645 526**	**646 010**	–		–		–	–	**646 010**	
% increase			**0.1%**								**0.1%**
TOTAL MANAGERS AND STAFF		**624 464**	**624 948**	–		–		–	–	**624 948**	**0.1%**

WC024 Stellenbosch - Supporting Table SB12 Adjustments Budget - monthly revenue and expenditure (municipal vote) -

Description	Ref	Budget Year 2022/23												Medium Term Revenue and Expenditure Framework		
		July	August	Sept.	October	November	December	January	February	March	April	May	June	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
R thousands		Outcome	Outcome	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
Revenue by Vote																
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		1 069	1 940	1 867	1 867	2 112	2 419	2 017	1 867	1 944	2 208	2 273	3 581	25 165	23 901	24 692
Vote 3 - INFRASTRUCTURE SERVICES		156 002	104 939	146 388	129 777	120 976	102 055	113 712	128 530	144 929	121 392	121 638	128 218	1 518 556	1 592 514	1 688 810
Vote 4 - COMMUNITY AND PROTECTION SERVICES		875	12 414	14 208	14 208	14 208	14 208	14 208	14 208	14 428	14 208	14 208	29 967	171 350	170 914	176 822
Vote 5 - CORPORATE SERVICES		739	590	971	971	971	971	971	971	971	971	971	1 586	11 657	12 240	12 852
Vote 6 - FINANCIAL SERVICES		133 837	36 937	38 601	38 473	38 975	38 960	39 011	38 968	39 057	38 967	38 967	14 248	535 000	568 280	604 335
Total Revenue by Vote		**292 522**	**156 820**	**202 035**	**185 296**	**177 242**	**158 614**	**169 920**	**184 544**	**201 330**	**177 747**	**178 058**	**177 600**	**2 261 727**	**2 367 849**	**2 507 511**
Expenditure by Vote																
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		1	2 372	1 804	1 947	2 754	2 533	1 828	878	1 978	1 397	1 425	8 515	27 432	28 603	29 840
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		722	8 119	11 889	5 948	6 143	5 606	5 219	5 185	9 643	8 588	7 432	13 371	87 865	87 724	92 347
Vote 3 - INFRASTRUCTURE SERVICES		2 996	97 148	115 161	89 211	81 683	91 770	92 259	81 575	140 935	136 612	137 297	192 222	1 258 869	1 344 865	1 435 685
Vote 4 - COMMUNITY AND PROTECTION SERVICES		406	31 571	45 361	28 937	27 618	48 156	26 947	30 367	50 419	29 740	30 804	69 309	419 634	429 824	448 116
Vote 5 - CORPORATE SERVICES		4 329	13 572	23 729	13 124	13 421	24 027	12 754	13 451	27 395	15 467	15 452	33 962	210 683	223 983	235 221
Vote 6 - FINANCIAL SERVICES		46	18 611	7 652	7 825	9 430	8 153	10 256	6 072	9 988	9 705	9 128	1 347	98 213	108 709	114 059
Total Expenditure by Vote		**8 500**	**171 393**	**205 595**	**146 991**	**141 049**	**180 244**	**149 264**	**137 528**	**240 357**	**201 509**	**201 539**	**318 727**	**2 102 696**	**2 223 708**	**2 355 268**
Surplus/ (Deficit)		**284 022**	**(14 573)**	**(3 560)**	**38 306**	**36 193**	**(21 631)**	**20 656**	**47 017**	**(39 028)**	**(23 762)**	**(23 481)**	**(141 126)**	**159 031**	**144 141**	**152 243**

WC024 Stellenbosch - Supporting Table SB13 Adjustments Budget - monthly revenue and expenditure (functional classification) -

Description - Standard classification	Ref	Budget Year 2022/23												Medium Term Revenue and Expenditure Framework		
		July	August	Sept.	October	November	December	January	February	March	April	May	June	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
R thousands		Outcome	Outcome	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
Revenue - Functional																
Governance and administration		**134 576**	**37 527**	**8 944**	**9 058**	**8 985**	**8 986**	**9 017**	**8 987**	**8 981**	**8 964**	**8 964**	**293 667**	**546 657**	**580 520**	**617 187**
Executive and council		5	15	64	64	64	64	64	64	64	64	64	172	771	810	850
Finance and administration		134 570	37 512	8 879	8 994	8 921	8 922	8 953	8 923	8 917	8 900	8 900	293 495	545 886	579 710	616 337
Internal audit		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Community and public safety		**1 548**	**12 879**	**15 029**	**15 029**	**15 275**	**15 087**	**15 180**	**15 029**	**15 327**	**15 371**	**15 436**	**31 778**	**182 968**	**183 436**	**189 662**
Community and social services		103	160	1 524	1 524	1 524	1 524	1 524	1 524	1 524	1 524	1 524	4 309	18 285	15 424	16 131
Sport and recreation		16	–	112	112	112	112	112	112	332	112	112	320	1 564	824	865
Public safety		733	12 048	12 382	12 382	12 382	12 382	12 382	12 382	12 382	12 382	12 382	24 997	149 217	152 957	158 032
Housing		697	671	1 011	1 011	1 257	1 069	1 162	1 011	1 089	1 353	1 418	2 152	13 902	14 231	14 635
Health		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Economic and environmental services		**932**	**3 814**	**12 086**	**12 086**	**12 086**	**12 581**	**12 086**	**12 817**	**12 349**	**12 222**	**12 475**	**32 017**	**147 552**	**145 824**	**134 471**
Planning and development		918	3 606	11 850	11 850	11 850	12 345	11 850	12 582	12 113	11 987	12 239	31 533	144 724	143 569	131 501
Road transport		–	201	125	125	125	125	125	125	125	125	125	174	1 503	1 553	2 232
Environmental protection		14	7	110	110	110	110	110	110	110	110	110	310	1 325	702	738
Trading services		**155 466**	**102 600**	**135 337**	**118 727**	**109 925**	**91 005**	**102 662**	**116 748**	**133 616**	**110 205**	**110 199**	**97 942**	**1 384 432**	**1 457 944**	**1 566 061**
Energy sources		84 459	74 500	101 839	83 615	74 562	54 629	71 893	75 282	93 661	67 743	67 743	70 274	920 200	961 860	1 035 343
Water management		12 277	13 886	11 895	12 910	13 759	14 400	8 545	18 605	18 091	20 163	20 163	16 416	181 107	191 464	202 862
Waste water management		28 825	7 084	11 830	12 016	11 511	11 833	12 042	12 683	11 579	12 055	12 055	6 322	149 836	160 167	171 272
Waste management		29 906	7 130	9 774	10 186	10 094	10 142	10 181	10 178	10 285	10 245	10 239	4 930	133 289	144 453	156 584
Other		–	–	10	10	10	10	**10**	**10**	**10**	**10**	**10**	**30**	**118**	**124**	**130**
Total Revenue - Functional		**292 522**	**156 820**	**171 406**	**154 910**	**146 281**	**127 669**	**138 955**	**153 592**	**170 283**	**146 773**	**147 084**	**455 433**	**2 261 727**	**2 367 849**	**2 507 511**

Description - Standard classification	Ref	Budget Year 2022/23												Medium Term Revenue and Expenditure Framework		
		July	August	Sept.	October	November	December	January	February	March	April	May	June	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
R thousands		Outcome	Outcome	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
Expenditure - Functional																
Governance and administration		**4 387**	**34 036**	**30 590**	**22 563**	**25 327**	**32 489**	**25 427**	**20 524**	**36 730**	**26 028**	**25 713**	**40 755**	**324 570**	**357 564**	**375 191**
Executive and council		5	4 568	3 015	2 339	2 578	3 186	2 710	2 162	3 272	2 444	2 437	4 841	33 555	35 206	36 933
Finance and administration		4 383	28 637	26 864	19 104	21 212	27 611	21 170	17 821	32 644	23 280	22 689	31 862	277 277	308 184	323 622
Internal audit		–	832	711	1 120	1 537	1 692	1 548	540	815	305	587	4 051	13 738	14 174	14 636
Community and public safety		**1 065**	**32 369**	**47 318**	**28 275**	**26 711**	**49 183**	**26 300**	**29 080**	**53 917**	**30 185**	**30 345**	**68 812**	**423 559**	**424 137**	**441 209**
Community and social services		53	7 095	4 403	4 043	3 581	4 638	3 431	4 244	4 939	4 537	4 022	8 848	53 833	52 228	55 770
Sport and recreation		242	5 605	6 480	5 224	6 244	6 706	5 485	6 410	7 025	5 665	5 920	9 238	70 244	68 291	72 039
Public safety		50	16 801	33 611	16 932	14 999	35 287	15 428	16 462	37 093	16 528	17 848	43 879	264 916	271 182	280 231
Housing		719	2 868	2 825	2 076	1 887	2 552	1 956	1 964	4 860	3 456	2 555	6 847	34 567	32 436	33 168
Health		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Economic and environmental services		**296**	**12 662**	**20 558**	**16 027**	**15 194**	**14 909**	**13 778**	**15 155**	**21 081**	**21 042**	**20 720**	**40 833**	**212 256**	**234 559**	**249 246**
Planning and development		2	6 801	11 449	5 706	6 017	5 055	4 515	4 931	7 844	7 810	7 306	12 688	80 124	96 466	104 160
Road transport		232	4 821	7 608	8 577	7 403	7 707	7 667	7 962	11 287	11 215	11 423	22 010	107 911	113 334	119 037
Environmental protection		62	1 041	1 502	1 744	1 775	2 147	1 596	2 262	1 949	2 017	1 991	6 135	24 221	24 758	26 049
Trading services		**2 764**	**92 339**	**107 129**	**80 126**	**73 816**	**83 664**	**83 759**	**72 769**	**128 629**	**124 253**	**124 761**	**168 301**	**1 142 311**	**1 207 448**	**1 289 623**
Energy sources		429	70 910	74 768	48 864	45 168	46 509	42 893	45 637	73 838	73 305	73 676	82 587	678 584	729 865	788 098
Water management		211	8 491	8 781	9 837	6 930	14 410	8 604	5 230	17 324	14 319	14 331	23 927	132 394	152 664	159 573
Waste water management		1 919	9 393	13 013	11 946	11 955	12 355	23 041	12 772	22 549	22 174	22 299	36 055	199 471	216 701	228 223
Waste management		205	3 545	10 567	9 479	9 763	10 390	9 220	9 131	14 919	14 455	14 455	25 731	131 861	108 218	113 729
Other		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total Expenditure - Functional		**8 513**	**171 406**	**205 595**	**146 991**	**141 049**	**180 244**	**149 264**	**137 528**	**240 357**	**201 509**	**201 539**	**318 701**	**2 102 696**	**2 223 708**	**2 355 268**
Surplus/ (Deficit) 1.		**284 009**	**(14 586)**	**(34 189)**	**7 919**	**5 232**	**(52 576)**	**(10 309)**	**16 065**	**(70 075)**	**(54 736)**	**(54 455)**	**136 732**	**159 031**	**144 141**	**152 243**

WC024 Stellenbosch - Supporting Table SB14 Adjustments Budget - monthly revenue and expenditure -

Description	Ref	Budget Year 2022/23												Medium Term Revenue and Expenditure Framework		
		July	August	Sept.	October	November	December	January	February	March	April	May	June	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
R thousands		Outcome	Outcome	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
Revenue By Source																
Property rates		106 595	31 046	–	–	–	–	–	–	–	–	–	301 300	438 941	465 278	493 195
Service charges - electricity revenue		71 672	74 332	95 437	77 636	68 583	48 228	65 914	69 303	87 260	61 764	61 764	64 870	846 763	909 005	978 001
Service charges - water revenue		11 726	13 289	11 534	12 550	13 398	14 040	8 184	18 245	17 730	19 802	19 802	16 481	176 783	186 967	198 185
Service charges - sanitation revenue		13 856	6 939	8 438	8 624	8 119	8 442	8 651	9 291	8 187	8 663	8 663	11 261	109 134	115 682	122 623
Service charges - refuse		15 473	6 950	6 600	6 993	6 909	6 951	6 982	6 977	7 084	7 035	7 029	9 988	94 971	102 569	110 775
Service charges - other				–	–	–	–	–	–	–	–	–	–	–	–	–
Rental of facilities and equipment		753	734	1 295	1 295	1 295	1 295	1 295	1 295	1 295	1 295	1 295	2 397	15 538	16 315	17 130
Interest earned - external investments		283	5 064	1 700	1 700	1 700	1 700	1 700	1 700	1 700	1 700	1 700	(247)	20 397	21 213	22 062
Interest earned - outstanding debtors		1 200	1 349	897	1 031	949	957	996	969	963	953	953	173	11 391	11 835	12 297
Dividends received		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Fines, penalties and forfeits		179	10 556	10 413	10 413	10 413	10 413	10 413	10 413	10 413	10 413	10 413	20 504	124 955	128 704	132 565
Licences and permits		139	949	495	495	495	495	495	495	495	495	495	396	5 934	6 231	6 542
Agency services		102	385	357	357	357	357	357	357	357	357	357	583	4 281	4 495	4 720
Transfers and subsidies		67 797	–	18 063	17 641	17 641	18 063	17 641	17 641	18 063	17 641	17 641	(13 821)	214 011	235 923	258 221
Other revenue		2 259	2 929	3 443	3 443	3 443	3 443	3 443	3 443	3 443	3 443	3 443	5 141	41 313	43 262	44 770
Gains		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total Revenue		**292 034**	**154 521**	**158 672**	**142 176**	**133 301**	**114 382**	**126 070**	**140 127**	**156 988**	**133 561**	**133 555**	**419 027**	**2 104 414**	**2 247 477**	**2 401 085**
Expenditure By Type																
Employee related costs		–	78 504	51 064	50 180	54 779	51 065	52 203	47 771	50 837	50 761	49 975	87 807	624 948	631 387	668 777
Remuneration of councillors		–	3 845	1 755	1 755	1 755	1 755	1 755	1 755	1 755	1 755	1 755	1 421	21 062	22 115	23 221
Debt impairment		–	–	24 475	–	–	24 475	–	–	24 475	–	–	24 417	97 842	107 325	107 419
Depreciation & asset impairment		1	–	17 034	17 069	17 027	17 009	17 070	17 032	17 074	17 007	17 100	59 694	213 118	233 224	244 885
Finance charges		–	–	–	–	–	6 373	11 428	–	11 478	11 478	11 478	15 564	67 799	80 819	84 829
Bulk purchases - electricity		–	63 541	65 286	41 106	36 496	35 768	34 157	37 340	59 323	59 323	59 323	59 750	551 412	598 889	650 453
Inventory consumed		1 017	3 402	3 693	9 174	4 204	6 899	6 246	5 823	10 864	10 411	10 852	9 761	82 347	87 305	91 390
Contracted services		409	4 824	18 067	19 048	14 534	19 408	15 770	17 526	40 965	36 326	35 400	46 085	268 360	284 142	299 452
Grants and subsidies		13	3 029	6 268	293	1 813	434	300	296	579	451	451	1 428	15 355	14 956	15 585
Other expenditure		7 073	14 262	17 951	8 365	10 441	17 057	10 335	9 983	23 008	13 996	15 204	12 774	160 451	163 547	169 256
Losses		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total Expenditure		**8 513**	**171 406**	**205 595**	**146 991**	**141 049**	**180 244**	**149 264**	**137 528**	**240 357**	**201 509**	**201 539**	**318 701**	**2 102 696**	**2 223 708**	**2 355 268**
Surplus/(Deficit)		**283 521**	**(16 885)**	**(46 923)**	**(4 815)**	**(7 748)**	**(65 862)**	**(23 194)**	**2 599**	**(83 369)**	**(67 948)**	**(67 984)**	**100 326**	**1 718**	**23 770**	**45 817**
Transfers and subsidies - capital (monetary allocations) (National / Provincial and District)		–	–	9 984	9 984	10 229	10 537	10 135	10 715	10 544	10 462	10 780	30 943	124 314	80 871	56 426
Transfers and subsidies - capital (monetary allocations) (National / Provincial Departmental Agencies, Households, Non-profit Institutions, Private Enterprises, Public Corporatons, Higher Educational Institutions)		488	2 299	2 750	2 750	2 750	2 750	2 750	2 750	2 750	2 750	2 750	5 463	33 000	39 500	50 000
Transfers and subsidies - capital (in-kind - all)		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Surplus/(Deficit) after capital transfers & contributions		**284 009**	**(14 586)**	**(34 189)**	**7 919**	**5 232**	**(52 576)**	**(10 309)**	**16 065**	**(70 075)**	**(54 736)**	**(54 455)**	**136 732**	**159 031**	**144 141**	**152 243**

WC024 Stellenbosch - Supporting Table SB15 Adjustments Budget - monthly cash flow -

Monthly cash flows	Ref	Budget Year 2022/23												Medium Term Revenue and Expenditure Framework		
		July	August	Sept.	October	November	December	January	February	March	April	May	June	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
R thousands		Outcome	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
Cash Receipts By Source	1															
Property rates		(168 784)	(137 059)	35 119	35 119	35 119	35 119	35 119	35 119	35 119	35 119	35 119	411 201	421 433	446 718	473 520
Service charges - electricity revenue		(43 495)	(76 820)	88 819	87 057	80 075	59 789	80 460	77 217	97 748	66 845	70 102	338 984	926 780	994 767	1 070 218
Service charges - water revenue		(5)	(0)	16 238	16 214	16 216	16 220	16 212	16 236	16 247	16 238	16 238	48 681	194 736	206 360	218 741
Service charges - sanitation revenue		(7 332)	(9 214)	9 102	9 088	9 095	9 103	9 100	9 102	9 120	9 114	9 114	48 589	113 982	120 821	128 070
Service charges - refuse		(6 526)	(8 475)	8 650	8 651	8 744	8 764	8 687	8 745	8 851	8 590	8 584	41 101	104 364	112 713	121 730
Service charges - other		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Rental of facilities and equipment		(7)	(11)	1 349	1 349	1 349	1 349	1 349	1 349	1 349	1 349	1 349	4 064	16 184	16 993	17 843
Interest earned - external investments		(283)	(615)	1 700	1 700	1 700	1 700	1 700	1 700	1 700	1 700	1 700	5 997	20 397	21 213	22 062
Interest earned - outstanding debtors		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Dividends received		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Fines, penalties and forfeits		(108)	(5)	2 291	2 291	2 291	2 291	2 291	2 291	2 291	2 291	2 291	6 985	27 490	28 315	29 164
Licences and permits		(15)	(43)	495	495	495	495	495	495	495	495	495	1 541	5 934	6 231	6 542
Agency services		–	–	357	357	357	357	357	357	357	357	357	1 070	4 281	4 495	4 720
Transfer receipts - operational		–	(1 232)	20 144	20 144	20 144	20 144	20 144	20 144	20 144	20 144	20 144	61 665	241 730	241 923	264 500
Other revenue		(1 032)	(4 446)	25 087	25 087	25 087	25 087	25 087	25 087	25 087	25 087	25 087	80 740	301 047	318 331	335 814
Cash Receipts by Source		**(227 586)**	**(237 920)**	**209 351**	**207 552**	**200 672**	**180 416**	**201 000**	**197 841**	**218 507**	**187 328**	**190 580**	**1 050 617**	**2 378 360**	**2 518 881**	**2 692 925**
Other Cash Flows by Source																
Transfers receipts - capital		–	(1)	10 408	10 408	10 408	10 408	10 408	10 408	10 408	10 408	10 408	31 225	124 900	114 371	99 060
Contributions & Contributed assets		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Proceeds on disposal of PPE		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Short term loans		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Borrowing long term/refinancing		–	–	11 667	11 667	11 667	11 667	11 667	11 667	11 667	11 667	11 667	35 000	140 000	160 000	141 000
Increase (decrease) in consumer deposits		167	224	–	–	–	–	–	–	–	–	–	(392)	–	–	–
Decrease (Increase) in non-current debtors				–	–	–	–	–	–	–	–	–	–	–	–	–
Decrease (increase) other non-current receivables		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Decrease (increase) in non-current investments		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total Cash Receipts by Source		**(227 418)**	**(237 696)**	**231 426**	**229 627**	**222 747**	**202 491**	**223 075**	**219 916**	**240 582**	**209 403**	**212 655**	**1 116 451**	**2 643 259**	**2 793 252**	**2 932 985**

Monthly cash flows	Ref	Budget Year 2022/23												Medium Term Revenue and Expenditure Framework		
		July	August	Sept.	October	November	December	January	February	March	April	May	June	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
R thousands		Outcome	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
Cash Payments by Type																
Employee related costs		38 435	(38 081)	51 985	51 985	52 064	51 985	51 985	52 064	51 985	52 064	51 985	(1 092 759)	(624 303)	(630 253)	(667 113)
Remuneration of councillors		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Finance charges		–	(0)	5 566	5 566	5 566	5 566	5 566	5 566	5 566	5 566	5 566	(116 893)	(66 796)	(79 332)	(82 825)
Bulk purchases - Electricity		–	–	52 844	52 844	52 844	52 844	52 844	52 844	52 844	52 844	52 844	(1 109 717)	(634 124)	(688 722)	(748 021)
Acquisitions - water & other inventory		–	–	6 933	6 933	6 933	6 933	6 933	6 933	6 933	6 933	6 933	(145 583)	(83 190)	(86 865)	(99 581)
Contracted services		50 327	44 362	25 790	25 790	25 790	25 790	25 790	25 790	25 790	25 790	25 790	(636 278)	(309 479)	(325 505)	(343 063)
Transfers and grants - other municipalities		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Transfers and grants - other		168 283	(2 948)	1 196	1 196	1 196	1 196	1 196	1 196	1 196	1 196	1 196	(190 457)	(14 355)	(14 956)	(15 585)
Other expenditure		–	–	19 973	19 973	19 973	19 973	19 973	19 973	19 973	19 973	19 973	(419 579)	(239 823)	(241 244)	(249 094)
Cash Payments by Type		**257 046**	**3 333**	**164 287**	**164 287**	**164 366**	**164 287**	**164 287**	**164 366**	**164 287**	**164 366**	**164 287**	**(3 711 267)**	**(1 972 071)**	**(2 066 877)**	**(2 205 283)**
Other Cash Flows/Payments by Type																
Capital assets		–	–	(37 836)	(37 836)	(37 836)	(37 836)	(37 836)	(37 836)	(37 836)	(37 836)	(37 836)	(113 509)	(454 036)	(427 269)	(440 003)
Repayment of borrowing		–	–	(4 237)	(4 237)	(4 237)	(4 237)	(4 237)	(4 237)	(4 237)	(4 237)	(4 237)	(8 982)	(47 117)	(47 117)	(47 117)
Other Cash Flows/Payments		(11)	(11)	15 301	15 301	15 301	15 301	15 301	15 301	15 301	15 301	15 301	(321 305)	(183 615)	(196 359)	(210 318)
Total Cash Payments by Type		**257 035**	**3 322**	**137 514**	**137 514**	**137 593**	**137 514**	**137 514**	**137 593**	**137 514**	**137 593**	**137 514**	**(4 155 063)**	**(2 656 840)**	**(2 737 623)**	**(2 902 722)**
NET INCREASE/(DECREASE) IN CASH HELD		**29 616**	**(234 373)**	**368 940**	**367 142**	**360 340**	**340 005**	**360 589**	**357 510**	**378 096**	**346 997**	**350 169**	**(3 038 612)**	**(13 580)**	**55 629**	**30 263**
Cash/cash equivalents at the month/year beginning:			29 616	(204 757)	164 183	531 325	891 665	1 231 671	1 592 260	1 949 770	2 327 866	2 674 863	3 025 032	–	(13 580)	42 049
Cash/cash equivalents at the month/year end:		29 616	(204 757)	164 183	531 325	891 665	1 231 671	1 592 260	1 949 770	2 327 866	2 674 863	3 025 032	(13 580)	(13 580)	42 049	72 312

WC024 Stellenbosch - Supporting Table SB16 Adjustments Budget - monthly capital expenditure (municipal vote) -

Description - Municipal Vote	Ref	Budget Year 2022/23												Medium Term Revenue and Expenditure Framework		
		July	August	Sept.	October	November	December	January	February	March	April	May	June	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
R thousands		Outcome	Outcome	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
Multi-year expenditure appropriation	1															
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		–	–	12	12	–	6	–	–	4	–	3	3	40	40	40
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		–	–	537	931	1 142	1 078	1 121	892	4 498	4 678	3 802	2 264	20 943	20 156	21 780
Vote 3 - INFRASTRUCTURE SERVICES		58	1 970	33 086	34 246	49 715	21 461	20 890	39 008	41 282	43 071	40 265	28 152	353 204	366 727	371 128
Vote 4 - COMMUNITY AND PROTECTION SERVICES		–	–	905	1 920	989	3 506	150	5 790	2 425	4 027	4 075	4 798	28 584	22 846	25 760
Vote 5 - CORPORATE SERVICES		–	2 977	3 084	1 934	2 559	1 859	1 509	3 209	5 554	5 854	7 341	6 373	42 250	12 750	12 550
Vote 6 - FINANCIAL SERVICES		–	18	37 509	37 618	37 733	38 035	37 630	38 210	37 838	37 976	38 293	(340 612)	250	250	250
Capital Multi-year expenditure sub-total	3	**58**	**4 966**	**75 133**	**76 660**	**92 137**	**65 945**	**61 299**	**87 110**	**91 601**	**95 606**	**93 779**	(299 022)	445 272	422 769	431 508
Single-year expenditure appropriation																
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		–	–	33	–	–	–	–	–	–	–	–	–	33	–	–
Vote 3 - INFRASTRUCTURE SERVICES		–	–	–	–	–	–	–	–	100	100	100	–	300	300	300
Vote 4 - COMMUNITY AND PROTECTION SERVICES		–	–	50	440	964	156	60	520	344	150	75	34	2 792	3 000	6 595
Vote 5 - CORPORATE SERVICES		–	–	300	–	–	300	–	1 639	1 000	700	700	1 000	5 639	1 200	1 600
Vote 6 - FINANCIAL SERVICES		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Capital single-year expenditure sub-total	3	**–**	**–**	**383**	**440**	**964**	**456**	**60**	**2 159**	**1 444**	**950**	**875**	1 034	8 764	4 500	8 495
Total Capital Expenditure	2	**58**	**4 966**	**75 516**	**77 100**	**93 101**	**66 401**	**61 359**	**89 269**	**93 045**	**96 556**	**94 654**	**(297 988)**	**454 036**	**427 269**	**440 003**

WC024 Stellenbosch - Supporting Table SB17 Adjustments Budget - monthly capital expenditure (functional classification) -

Description	Ref	Budget Year 2022/23												Medium Term Revenue and Expenditure Framework		
		July	August	Sept.	October	November	December	January	February	March	April	May	June	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
R thousands		Outcome	Outcome	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
Capital Expenditure - Functional																
Governance and administration		**–**	**2 996**	**40 905**	**39 564**	**40 291**	**40 200**	**39 139**	**43 058**	**44 396**	**44 530**	**46 337**	**(333 236)**	**48 179**	**14 240**	**14 440**
Executive and council		–	–	12	12	–	6	–	–	4	–	3	3	40	40	40
Finance and administration		–	2 996	40 893	39 552	40 291	40 194	39 139	43 058	44 392	44 530	46 334	(333 239)	48 139	14 200	14 400
Internal audit		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Community and public safety		**–**	**–**	**848**	**1 461**	**1 895**	**3 791**	**1 136**	**1 882**	**6 418**	**8 412**	**7 497**	**6 223**	**39 561**	**39 372**	**43 040**
Community and social services		–	–	–	110	119	130	15	40	1 770	1 775	1 775	3 284	9 017	10 105	2 310
Sport and recreation		–	–	–	770	623	592	–	350	500	1 675	1 875	1 180	7 565	5 511	11 000
Public safety		–	–	805	150	510	2 486	–	1 100	150	527	300	–	6 028	5 600	7 950
Housing		–	–	43	431	642	583	1 121	392	3 998	4 435	3 547	1 759	16 951	18 156	21 780
Health		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Economic and environmental services		**–**	**–**	**4 827**	**7 802**	**17 434**	**4 840**	**3 771**	**14 614**	**15 681**	**12 998**	**10 534**	**7 598**	**100 100**	**103 560**	**70 452**
Planning and development		–	–	1 088	1 178	10 514	1 234	386	2 689	3 465	3 031	2 805	505	26 894	23 180	–
Road transport		–	–	3 589	5 325	6 220	3 151	3 235	7 105	12 017	9 768	7 530	6 725	64 664	77 630	62 102
Environmental protection		–	–	150	1 300	700	454	150	4 820	200	200	200	368	8 542	2 750	8 350
Trading services		**58**	**1 970**	**28 937**	**28 274**	**33 481**	**17 570**	**17 314**	**29 714**	**26 550**	**30 616**	**30 286**	**21 427**	**266 196**	**270 097**	**312 072**
Energy sources		58	838	9 949	9 989	10 019	7 775	7 740	7 876	7 750	7 750	7 750	6 843	84 339	56 802	135 572
Water management		–	–	7 674	7 866	8 211	3 120	5 274	2 925	5 414	5 812	6 582	4 474	57 352	96 050	106 150
Waste water management		–	1 132	5 984	5 017	10 950	2 375	–	12 338	6 087	10 029	8 907	1 209	64 029	55 300	55 700
Waste management		–	–	5 329	5 402	4 300	4 300	4 300	6 575	7 299	7 025	7 046	8 900	60 475	61 945	14 650
Other		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total Capital Expenditure - Functional		**58**	**4 966**	**75 516**	**77 100**	**93 101**	**66 401**	**61 359**	**89 269**	**93 045**	**96 556**	**94 654**	**(297 988)**	**454 036**	**427 269**	**440 003**

WC024 Stellenbosch - Supporting Table SB18a Adjustments Budget - capital expenditure on new assets by asset class -

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			7	8	9	10	11	12	13	14		
R thousands		A	A1	B	C	D	E	F	G	H		
Capital expenditure on new assets by Asset Class/Sub-class												
Infrastructure		**195 494**	**211 633**	**–**	**–**	**–**	**–**	**3 284**	**3 284**	**214 917**	**218 129**	**206 370**
Roads Infrastructure		33 400	33 442	–	–	–	–	1 518	1 518	34 960	34 100	25 600
Roads		2 500	2 500	–	–	–	–	–	–	2 500	2 000	–
Road Structures		29 200	29 242	–	–	–	–	1 518	1 518	30 760	31 000	25 000
Road Furniture		1 700	1 700	–	–	–	–	–	–	1 700	1 100	600
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Storm water Infrastructure		500	500	–	–	–	–	–	–	500	4 000	3 777
Drainage Collection		–	–	–	–	–	–	–	–	–	2 000	2 277
Storm water Conveyance		500	500	–	–	–	–	–	–	500	2 000	–
Attenuation		–	–	–	–	–	–	–	–	–	–	1 500
Electrical Infrastructure		52 500	57 754	–	–	–	–	–	–	57 754	39 743	71 094
Power Plants		–	3 136	–	–	–	–	–	–	3 136	–	–
HV Substations		2 600	2 600	–	–	–	–	–	–	2 600	25 300	55 500
HV Switching Station		–	–	–	–	–	–	–	–	–	–	–
HV Transmission Conductors		–	–	–	–	–	–	–	–	–	–	400
MV Substations		14 200	15 995	–	–	–	–	–	–	15 995	100	226
MV Switching Stations		–	–	–	–	–	–	–	–	–	–	–
MV Networks		29 350	29 672	–	–	–	–	–	–	29 672	7 000	7 819
LV Networks		6 100	6 100	–	–	–	–	–	–	6 100	7 093	6 699
Capital Spares		250	250	–	–	–	–	–	–	250	250	450
Water Supply Infrastructure		49 294	58 269	–	–	–	–	1 766	1 766	60 034	73 086	71 300
Dams and Weirs		–	–	–	–	–	–	–	–	–	–	–
Boreholes		–	–	–	–	–	–	–	–	–	–	2 600
Reservoirs		28 069	35 799	–	–	–	–	1 766	1 766	37 564	56 500	45 000
Pump Stations		–	–	–	–	–	–	–	–	–	–	–
Water Treatment Works		1 000	1 000	–	–	–	–	–	–	1 000	2 000	2 000
Bulk Mains		16 125	17 283	–	–	–	–	–	–	17 283	12 403	19 800
Distribution		4 100	4 187	–	–	–	–	–	–	4 187	2 183	1 900
Distribution Points		–	–	–	–	–	–	–	–	–	–	–
PRV Stations		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Sanitation Infrastructure		2 500	2 500	–	–	–	–	–	–	2 500	5 500	20 000
Pump Station		–	–	–	–	–	–	–	–	–	–	–
Reticulation		1 500	1 500	–	–	–	–	–	–	1 500	1 500	–
Waste Water Treatment Works		–	–	–	–	–	–	–	–	–	–	–
Outfall Sewers		1 000	1 000	–	–	–	–	–	–	1 000	4 000	20 000
Toilet Facilities		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Solid Waste Infrastructure		57 300	59 169	–	–	–	–	–	–	59 169	61 700	14 600
Landfill Sites		44 000	44 000	–	–	–	–	–	–	44 000	41 000	–
Waste Transfer Stations		500	529	–	–	–	–	–	–	529	2 000	3 500
Waste Processing Facilities		100	100	–	–	–	–	–	–	100	–	–
Waste Drop-off Points		600	600	–	–	–	–	–	–	600	700	10 100
Waste Separation Facilities		500	500	–	–	–	–	–	–	500	–	–
Electricity Generation Facilities		11 600	13 440	–	–	–	–	–	–	13 440	18 000	1 000
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Rail Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Rail Lines		–	–	–	–	–	–	–	–	–	–	–
Rail Structures		–	–	–	–	–	–	–	–	–	–	–
Rail Furniture		–	–	–	–	–	–	–	–	–	–	–
Drainage Collection		–	–	–	–	–	–	–	–	–	–	–
Storm water Conveyance		–	–	–	–	–	–	–	–	–	–	–
Attenuation		–	–	–	–	–	–	–	–	–	–	–
MV Substations		–	–	–	–	–	–	–	–	–	–	–
LV Networks		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Coastal Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Sand Pumps		–	–	–	–	–	–	–	–	–	–	–
Piers		–	–	–	–	–	–	–	–	–	–	–
Revetments		–	–	–	–	–	–	–	–	–	–	–
Promenades		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Information and Communication Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Data Centres		–	–	–	–	–	–	–	–	–	–	–
Core Layers		–	–	–	–	–	–	–	–	–	–	–
Distribution Layers		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			7	8	9	10	11	12	13	14		
R thousands		A	A1	B	C	D	E	F	G	H		
Community Assets		–	3 277	–	–	–	–	1 000	1 000	4 277	300	–
Community Facilities		–	2 993	–	–	–	–	1 000	1 000	3 993	–	–
Halls		–	–	–	–	–	–	–	–	–	–	–
Centres		–	–	–	–	–	–	–	–	–	–	–
Crèches		–	–	–	–	–	–	–	–	–	–	–
Clinics/Care Centres		–	–	–	–	–	–	–	–	–	–	–
Fire/Ambulance Stations		–	–	–	–	–	–	–	–	–	–	–
Testing Stations		–	–	–	–	–	–	–	–	–	–	–
Museums		–	–	–	–	–	–	–	–	–	–	–
Galleries		–	–	–	–	–	–	–	–	–	–	–
Theatres		–	–	–	–	–	–	–	–	–	–	–
Libraries		–	–	–	–	–	–	–	–	–	–	–
Cemeteries/Crematoria		–	–	–	–	–	–	–	–	–	–	–
Police		–	–	–	–	–	–	–	–	–	–	–
Parks		–	–	–	–	–	–	–	–	–	–	–
Public Open Space		–	–	–	–	–	–	–	–	–	–	–
Nature Reserves		–	–	–	–	–	–	–	–	–	–	–
Public Ablution Facilities		–	–	–	–	–	–	–	–	–	–	–
Markets		–	–	–	–	–	–	–	–	–	–	–
Stalls		–	2 993	–	–	–	–	1 000	1 000	3 993	–	–
Abattoirs		–	–	–	–	–	–	–	–	–	–	–
Airports		–	–	–	–	–	–	–	–	–	–	–
Taxi Ranks/Bus Terminals		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Sport and Recreation Facilities		–	285	–	–	–	–	–	–	285	300	–
Indoor Facilities		–	–	–	–	–	–	–	–	–	–	–
Outdoor Facilities		–	285	–	–	–	–	–	–	285	300	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Heritage assets		–	–	–	–	–	–	–	–	–	–	–
Monuments		–	–	–	–	–	–	–	–	–	–	–
Historic Buildings		–	–	–	–	–	–	–	–	–	–	–
Works of Art		–	–	–	–	–	–	–	–	–	–	–
Conservation Areas		–	–	–	–	–	–	–	–	–	–	–
Other Heritage		–	–	–	–	–	–	–	–	–	–	–
Investment properties		–	–	–	–	–	–	–	–	–	–	–
Revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Improved Property		–	–	–	–	–	–	–	–	–	–	–
Unimproved Property		–	–	–	–	–	–	–	–	–	–	–
Non-revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Improved Property		–	–	–	–	–	–	–	–	–	–	–
Unimproved Property		–	–	–	–	–	–	–	–	–	–	–
Other assets		15 200	18 341	–	–	–	–	–	–	18 341	300	1 300
Operational Buildings		15 200	17 402	–	–	–	–	–	–	17 402	300	1 300
Municipal Offices		15 000	17 202	–	–	–	–	–	–	17 202	–	–
Pay/Enquiry Points		–	–	–	–	–	–	–	–	–	–	–
Building Plan Offices		–	–	–	–	–	–	–	–	–	–	–
Workshops		–	–	–	–	–	–	–	–	–	–	–
Yards		–	–	–	–	–	–	–	–	–	–	–
Stores		–	–	–	–	–	–	–	–	–	–	–
Laboratories		–	–	–	–	–	–	–	–	–	–	–
Training Centres		–	–	–	–	–	–	–	–	–	–	–
Manufacturing Plant		–	–	–	–	–	–	–	–	–	–	–
Depots		200	200	–	–	–	–	–	–	200	300	1 300
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Housing		–	939	–	–	–	–	–	–	939	–	–
Staff Housing		–	–	–	–	–	–	–	–	–	–	–
Social Housing		–	939	–	–	–	–	–	–	939	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Biological or Cultivated Assets		–	–	–	–	–	–	–	–	–	–	–
Biological or Cultivated Assets		–	–	–	–	–	–	–	–	–	–	–
Intangible Assets		200	200	–	–	–	–	–	–	200	–	–
Servitudes		–	–	–	–	–	–	–	–	–	–	–
Licences and Rights		200	200	–	–	–	–	–	–	200	–	–
Water Rights		–	–	–	–	–	–	–	–	–	–	–
Effluent Licenses		–	–	–	–	–	–	–	–	–	–	–
Solid Waste Licenses		200	200	–	–	–	–	–	–	200	–	–
Computer Software and Applications		–	–	–	–	–	–	–	–	–	–	–
Load Settlement Software Applications		–	–	–	–	–	–	–	–	–	–	–
Unspecified		–	–	–	–	–	–	–	–	–	–	–
Computer Equipment		6 100	7 141	–	–	–	–	–	–	7 141	4 300	4 300
Computer Equipment		6 100	7 141	–	–	–	–	–	–	7 141	4 300	4 300
Furniture and Office Equipment		570	625	–	–	–	–	–	–	625	290	290
Furniture and Office Equipment		570	625	–	–	–	–	–	–	625	290	290
Machinery and Equipment		13 204	13 883	–	–	–	–	–	–	13 883	11 295	17 385
Machinery and Equipment		13 204	13 883	–	–	–	–	–	–	13 883	11 295	17 385
Transport Assets		3 800	5 166	–	–	–	–	–	–	5 166	7 550	13 600
Transport Assets		3 800	5 166	–	–	–	–	–	–	5 166	7 550	13 600
Land		–	–	–	–	–	–	–	–	–	–	–

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			7	8	9	10	11	12	13	14		
R thousands		A	A1	B	C	D	E	F	G	H		
Land		–	–	–	–	–	–	–	–	–	–	–
Zoo's, Marine and Non-biological Animals		–	–	–	–	–	–	–	–	–	–	–
Zoo's, Marine and Non-biological Animals		–	–	–	–	–	–	–	–	–	–	–
Total Capital Expenditure on new assets *to be adjusted*	1	**234 568**	**260 266**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**264 550**	**242 164**	**243 245**

WC024 Stellenbosch - Supporting Table SB18b Adjustments Budget - capital expenditure on renewal of existing assets by asset class -

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
		7	8	9	10	11	12	13	14			
R thousands		A	A1	B	C	D	E	F	G	H		
Capital expenditure on renewal of existing assets by Asset Class/Sub-class												
Infrastructure		**26 958**	**26 958**	**–**	**–**	**–**	**–**	**–**	**–**	**26 958**	**23 234**	**68 578**
Roads Infrastructure		6 011	6 011	–	–	–	–	–	–	6 011	3 000	3 500
Roads		6 011	6 011	–	–	–	–	–	–	6 011	3 000	3 500
Road Structures		–	–	–	–	–	–	–	–	–	–	–
Road Furniture		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Storm water Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Drainage Collection		–	–	–	–	–	–	–	–	–	–	–
Storm water Conveyance		–	–	–	–	–	–	–	–	–	–	–
Attenuation		–	–	–	–	–	–	–	–	–	–	–
Electrical Infrastructure		12 946	12 946	–	–	–	–	–	–	12 946	12 234	57 078
Power Plants		–	–	–	–	–	–	–	–	–	–	–
HV Substations		4 531	4 531	–	–	–	–	–	–	4 531	2 434	2 296
HV Switching Station		–	–	–	–	–	–	–	–	–	–	–
HV Transmission Conductors		–	–	–	–	–	–	–	–	–	–	–
MV Substations		1 715	1 715	–	–	–	–	–	–	1 715	3 000	2 075
MV Switching Stations		–	–	–	–	–	–	–	–	–	–	–
MV Networks		6 700	6 700	–	–	–	–	–	–	6 700	6 800	52 707
LV Networks		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Water Supply Infrastructure		4 000	4 000	–	–	–	–	–	–	4 000	4 000	4 000
Dams and Weirs		–	–	–	–	–	–	–	–	–	–	–
Boreholes		–	–	–	–	–	–	–	–	–	–	–
Reservoirs		–	–	–	–	–	–	–	–	–	–	–
Pump Stations		–	–	–	–	–	–	–	–	–	–	–
Water Treatment Works		–	–	–	–	–	–	–	–	–	–	–
Bulk Mains		–	–	–	–	–	–	–	–	–	–	–
Distribution		4 000	4 000	–	–	–	–	–	–	4 000	4 000	4 000
Distribution Points		–	–	–	–	–	–	–	–	–	–	–
PRV Stations		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Sanitation Infrastructure		4 000	4 000	–	–	–	–	–	–	4 000	4 000	4 000
Pump Station		–	–	–	–	–	–	–	–	–	–	–
Reticulation		–	–	–	–	–	–	–	–	–	–	–
Waste Water Treatment Works		–	–	–	–	–	–	–	–	–	–	–
Outfall Sewers		4 000	4 000	–	–	–	–	–	–	4 000	4 000	4 000
Toilet Facilities		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Solid Waste Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Landfill Sites		–	–	–	–	–	–	–	–	–	–	–
Waste Transfer Stations		–	–	–	–	–	–	–	–	–	–	–
Waste Processing Facilities		–	–	–	–	–	–	–	–	–	–	–
Waste Drop-off Points		–	–	–	–	–	–	–	–	–	–	–
Waste Separation Facilities		–	–	–	–	–	–	–	–	–	–	–
Electricity Generation Facilities		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Rail Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Rail Lines		–	–	–	–	–	–	–	–	–	–	–
Rail Structures		–	–	–	–	–	–	–	–	–	–	–
Rail Furniture		–	–	–	–	–	–	–	–	–	–	–
Drainage Collection		–	–	–	–	–	–	–	–	–	–	–
Storm water Conveyance		–	–	–	–	–	–	–	–	–	–	–
Attenuation		–	–	–	–	–	–	–	–	–	–	–
MV Substations		–	–	–	–	–	–	–	–	–	–	–
LV Networks		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Coastal Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Sand Pumps		–	–	–	–	–	–	–	–	–	–	–
Piers		–	–	–	–	–	–	–	–	–	–	–
Revetments		–	–	–	–	–	–	–	–	–	–	–
Promenades		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Information and Communication Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Data Centres		–	–	–	–	–	–	–	–	–	–	–
Core Layers		–	–	–	–	–	–	–	–	–	–	–
Distribution Layers		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			7	8	9	10	11	12	13	14		
R thousands		A	A1	B	C	D	E	F	G	H		
Community Assets		**4 400**	**4 400**	**–**	**–**	**–**	**–**	**–**	**–**	4 400	**400**	**2 050**
Community Facilities		200	200	–	–	–	–	–	–	200	400	2 050
Halls		–	–	–	–	–	–	–	–	–	200	1 750
Centres		200	200	–	–	–	–	–	–	200	200	300
Crèches		–	–	–	–	–	–	–	–	–	–	–
Clinics/Care Centres		–	–	–	–	–	–	–	–	–	–	–
Fire/Ambulance Stations		–	–	–	–	–	–	–	–	–	–	–
Testing Stations		–	–	–	–	–	–	–	–	–	–	–
Museums		–	–	–	–	–	–	–	–	–	–	–
Galleries		–	–	–	–	–	–	–	–	–	–	–
Theatres		–	–	–	–	–	–	–	–	–	–	–
Libraries		–	–	–	–	–	–	–	–	–	–	–
Cemeteries/Crematoria		–	–	–	–	–	–	–	–	–	–	–
Police		–	–	–	–	–	–	–	–	–	–	–
Parks		–	–	–	–	–	–	–	–	–	–	–
Public Open Space		–	–	–	–	–	–	–	–	–	–	–
Nature Reserves		–	–	–	–	–	–	–	–	–	–	–
Public Ablution Facilities		–	–	–	–	–	–	–	–	–	–	–
Markets		–	–	–	–	–	–	–	–	–	–	–
Stalls		–	–	–	–	–	–	–	–	–	–	–
Abattoirs		–	–	–	–	–	–	–	–	–	–	–
Airports		–	–	–	–	–	–	–	–	–	–	–
Taxi Ranks/Bus Terminals		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Sport and Recreation Facilities		**4 200**	**4 200**	**–**	**–**	**–**	**–**	**–**	**–**	**4 200**	**–**	**–**
Indoor Facilities		–	–	–	–	–	–	–	–	–	–	–
Outdoor Facilities		4 200	4 200	–	–	–	–	–	–	4 200	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Heritage assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Monuments		–	–	–	–	–	–	–	–	–	–	–
Historic Buildings		–	–	–	–	–	–	–	–	–	–	–
Works of Art		–	–	–	–	–	–	–	–	–	–	–
Conservation Areas		–	–	–	–	–	–	–	–	–	–	–
Other Heritage		–	–	–	–	–	–	–	–	–	–	–
Investment properties		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Improved Property		–	–	–	–	–	–	–	–	–	–	–
Unimproved Property		–	–	–	–	–	–	–	–	–	–	–
Non-revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Improved Property		–	–	–	–	–	–	–	–	–	–	–
Unimproved Property		–	–	–	–	–	–	–	–	–	–	–
Other assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Operational Buildings		–	–	–	–	–	–	–	–	–	–	–
Municipal Offices		–	–	–	–	–	–	–	–	–	–	–
Pay/Enquiry Points		–	–	–	–	–	–	–	–	–	–	–
Building Plan Offices		–	–	–	–	–	–	–	–	–	–	–
Workshops		–	–	–	–	–	–	–	–	–	–	–
Yards		–	–	–	–	–	–	–	–	–	–	–
Stores		–	–	–	–	–	–	–	–	–	–	–
Laboratories		–	–	–	–	–	–	–	–	–	–	–
Training Centres		–	–	–	–	–	–	–	–	–	–	–
Manufacturing Plant		–	–	–	–	–	–	–	–	–	–	–
Depots		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Housing		–	–	–	–	–	–	–	–	–	–	–
Staff Housing		–	–	–	–	–	–	–	–	–	–	–
Social Housing		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Biological or Cultivated Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Biological or Cultivated Assets		–	–	–	–	–	–	–	–	–	–	–
Intangible Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Servitudes		–	–	–	–	–	–	–	–	–	–	–
Licences and Rights		–	–	–	–	–	–	–	–	–	–	–
Water Rights		–	–	–	–	–	–	–	–	–	–	–
Effluent Licenses		–	–	–	–	–	–	–	–	–	–	–
Solid Waste Licenses		–	–	–	–	–	–	–	–	–	–	–
Computer Software and Applications		–	–	–	–	–	–	–	–	–	–	–
Load Settlement Software Applications		–	–	–	–	–	–	–	–	–	–	–
Unspecified		–	–	–	–	–	–	–	–	–	–	–
Computer Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Computer Equipment		–	–	–	–	–	–	–	–	–	–	–
Furniture and Office Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Furniture and Office Equipment		–	–	–	–	–	–	–	–	–	–	–
Machinery and Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Machinery and Equipment		–	–	–	–	–	–	–	–	–	–	–
Transport Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Transport Assets		–	–	–	–	–	–	–	–	–	–	–
Land		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			7	8	9	10	11	12	13	14		
R thousands		A	A1	B	C	D	E	F	G	H		
Land		–	–	–	–	–	–	–	–	–	–	–
Zoo's, Marine and Non-biological Animals		–	–	–	–	–	–	–	–	–	–	–
Zoo's, Marine and Non-biological Animals		–	–	–	–	–	–	–	–	–	–	–
Total Capital Expenditure on renewal of existing assets *to be adjusted*	1	**31 358**	**31 358**	**–**	**–**	**–**	**–**	**–**	**–**	**31 358**	**23 634**	**70 628**

WC024 Stellenbosch - Supporting Table SB18c Adjustments Budget - expenditure on repairs and maintenance by asset class -

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			7	8	9	10	11	12	13	14		
R thousands		A	A1	B	C	D	E	F	G	H		
Repairs and maintenance expenditure by Asset Class/Sub-class												
Infrastructure		**65 232**	**65 232**	**–**	**–**	**–**	**–**	**–**	**–**	**65 232**	**68 031**	**70 963**
Roads Infrastructure		20 878	20 878	–	–	–	–	–	–	20 878	21 717	22 595
Roads		19 685	19 685	–	–	–	–	–	–	19 685	20 478	21 307
Road Structures		–	–	–	–	–	–	–	–	–	–	–
Road Furniture		1 193	1 193	–	–	–	–	–	–	1 193	1 240	1 288
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Storm water Infrastructure		1 230	1 230	–	–	–	–	–	–	1 230	1 281	1 334
Drainage Collection		–	–	–	–	–	–	–	–	–	–	–
Storm water Conveyance		–	–	–	–	–	–	–	–	–	–	–
Attenuation		1 230	1 230	–	–	–	–	–	–	1 230	1 281	1 334
Electrical Infrastructure		12 578	12 578	–	–	–	–	–	–	12 578	13 110	13 673
Power Plants		–	–	–	–	–	–	–	–	–	–	–
HV Substations		12 578	12 578	–	–	–	–	–	–	12 578	13 110	13 673
HV Switching Station		–	–	–	–	–	–	–	–	–	–	–
HV Transmission Conductors		–	–	–	–	–	–	–	–	–	–	–
MV Substations		–	–	–	–	–	–	–	–	–	–	–
MV Switching Stations		–	–	–	–	–	–	–	–	–	–	–
MV Networks		–	–	–	–	–	–	–	–	–	–	–
LV Networks		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Water Supply Infrastructure		12 423	12 423	–	–	–	–	–	–	12 423	13 014	13 632
Dams and Weirs		–	–	–	–	–	–	–	–	–	–	–
Boreholes		–	–	–	–	–	–	–	–	–	–	–
Reservoirs		–	–	–	–	–	–	–	–	–	–	–
Pump Stations		–	–	–	–	–	–	–	–	–	–	–
Water Treatment Works		8 099	8 099	–	–	–	–	–	–	8 099	8 500	8 922
Bulk Mains		4 324	4 324	–	–	–	–	–	–	4 324	4 513	4 710
Distribution		–	–	–	–	–	–	–	–	–	–	–
Distribution Points		–	–	–	–	–	–	–	–	–	–	–
PRV Stations		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Sanitation Infrastructure		10 800	10 800	–	–	–	–	–	–	10 800	11 292	11 806
Pump Station		–	–	–	–	–	–	–	–	–	–	–
Reticulation		–	–	–	–	–	–	–	–	–	–	–
Waste Water Treatment Works		5 663	5 663	–	–	–	–	–	–	5 663	5 923	6 194
Outfall Sewers		5 137	5 137	–	–	–	–	–	–	5 137	5 369	5 612
Toilet Facilities		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Solid Waste Infrastructure		4 344	4 344	–	–	–	–	–	–	4 344	4 518	4 699
Landfill Sites		–	–	–	–	–	–	–	–	–	–	–
Waste Transfer Stations		–	–	–	–	–	–	–	–	–	–	–
Waste Processing Facilities		–	–	–	–	–	–	–	–	–	–	–
Waste Drop-off Points		4 344	4 344	–	–	–	–	–	–	4 344	4 518	4 699
Waste Separation Facilities		–	–	–	–	–	–	–	–	–	–	–
Electricity Generation Facilities		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Rail Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Rail Lines		–	–	–	–	–	–	–	–	–	–	–
Rail Structures		–	–	–	–	–	–	–	–	–	–	–
Rail Furniture		–	–	–	–	–	–	–	–	–	–	–
Drainage Collection		–	–	–	–	–	–	–	–	–	–	–
Storm water Conveyance		–	–	–	–	–	–	–	–	–	–	–
Attenuation		–	–	–	–	–	–	–	–	–	–	–
MV Substations		–	–	–	–	–	–	–	–	–	–	–
LV Networks		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Coastal Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Sand Pumps		–	–	–	–	–	–	–	–	–	–	–
Piers		–	–	–	–	–	–	–	–	–	–	–
Revetments		–	–	–	–	–	–	–	–	–	–	–
Promenades		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Information and Communication Infrastructure		2 980	2 980	–	–	–	–	–	–	2 980	3 099	3 224
Data Centres		–	–	–	–	–	–	–	–	–	–	–
Core Layers		2 600	2 600	–	–	–	–	–	–	2 600	2 704	2 813
Distribution Layers		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		380	380	–	–	–	–	–	–	380	395	411

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			7	8	9	10	11	12	13	14		
R thousands		A	A1	B	C	D	E	F	G	H		
Community Assets		**9 940**	**9 940**	**–**	**–**	**–**	**–**	**–**	**–**	9 940	**10 429**	**11 066**
Community Facilities		9 859	9 859	–	–	–	–	–	–	9 859	10 344	10 977
Halls		–	–	–	–	–	–	–	–	–	–	–
Centres		–	–	–	–	–	–	–	–	–	–	–
Crèches		–	–	–	–	–	–	–	–	–	–	–
Clinics/Care Centres		–	–	–	–	–	–	–	–	–	–	–
Fire/Ambulance Stations		–	–	–	–	–	–	–	–	–	–	–
Testing Stations		–	–	–	–	–	–	–	–	–	–	–
Museums		–	–	–	–	–	–	–	–	–	–	–
Galleries		–	–	–	–	–	–	–	–	–	–	–
Theatres		–	–	–	–	–	–	–	–	–	–	–
Libraries		8	8	–	–	–	–	–	–	8	9	10
Cemeteries/Crematoria		–	–	–	–	–	–	–	–	–	–	–
Police		–	–	–	–	–	–	–	–	–	–	–
Parks		1 611	1 611	–	–	–	–	–	–	1 611	1 641	1 795
Public Open Space		–	–	–	–	–	–	–	–	–	–	–
Nature Reserves		62	62	–	–	–	–	–	–	62	65	67
Public Ablution Facilities		8 177	8 177	–	–	–	–	–	–	8 177	8 629	9 104
Markets		–	–	–	–	–	–	–	–	–	–	–
Stalls		–	–	–	–	–	–	–	–	–	–	–
Abattoirs		–	–	–	–	–	–	–	–	–	–	–
Airports		–	–	–	–	–	–	–	–	–	–	–
Taxi Ranks/Bus Terminals		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Sport and Recreation Facilities		**81**	**81**	**–**	**–**	**–**	**–**	**–**	**–**	**81**	**85**	**89**
Indoor Facilities		–	–	–	–	–	–	–	–	–	–	–
Outdoor Facilities		81	81	–	–	–	–	–	–	81	85	89
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Heritage assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Monuments		–	–	–	–	–	–	–	–	–	–	–
Historic Buildings		–	–	–	–	–	–	–	–	–	–	–
Works of Art		–	–	–	–	–	–	–	–	–	–	–
Conservation Areas		–	–	–	–	–	–	–	–	–	–	–
Other Heritage		–	–	–	–	–	–	–	–	–	–	–
Investment properties		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Improved Property		–	–	–	–	–	–	–	–	–	–	–
Unimproved Property		–	–	–	–	–	–	–	–	–	–	–
Non-revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Improved Property		–	–	–	–	–	–	–	–	–	–	–
Unimproved Property		–	–	–	–	–	–	–	–	–	–	–
Other assets		**16 353**	**16 353**	**–**	**–**	**–**	**–**	**–**	**–**	16 353	**17 167**	**18 958**
Operational Buildings		**16 000**	**16 000**	**–**	**–**	**–**	**–**	**–**	**–**	**16 000**	**16 800**	**17 700**
Municipal Offices		16 000	16 000	–	–	–	–	–	–	16 000	16 800	17 700
Pay/Enquiry Points		–	–	–	–	–	–	–	–	–	–	–
Building Plan Offices		–	–	–	–	–	–	–	–	–	–	–
Workshops		–	–	–	–	–	–	–	–	–	–	–
Yards		–	–	–	–	–	–	–	–	–	–	–
Stores		–	–	–	–	–	–	–	–	–	–	–
Laboratories		–	–	–	–	–	–	–	–	–	–	–
Training Centres		–	–	–	–	–	–	–	–	–	–	–
Manufacturing Plant		–	–	–	–	–	–	–	–	–	–	–
Depots		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Housing		**353**	**353**	**–**	**–**	**–**	**–**	**–**	**–**	**353**	**367**	**1 258**
Staff Housing		–	–	–	–	–	–	–	–	–	–	–
Social Housing		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		353	353	–	–	–	–	–	–	353	367	1 258
Biological or Cultivated Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Biological or Cultivated Assets		–	–	–	–	–	–	–	–	–	–	–
Intangible Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Servitudes		–	–	–	–	–	–	–	–	–	–	–
Licences and Rights		–	–	–	–	–	–	–	–	–	–	–
Water Rights		–	–	–	–	–	–	–	–	–	–	–
Effluent Licenses		–	–	–	–	–	–	–	–	–	–	–
Solid Waste Licenses		–	–	–	–	–	–	–	–	–	–	–
Computer Software and Applications		–	–	–	–	–	–	–	–	–	–	–
Load Settlement Software Applications		–	–	–	–	–	–	–	–	–	–	–
Unspecified		–	–	–	–	–	–	–	–	–	–	–
Computer Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Computer Equipment		–	–	–	–	–	–	–	–	–	–	–
Furniture and Office Equipment		**4 408**	**4 408**	**–**	**–**	**–**	**–**	**–**	**–**	**4 408**	**2 854**	**2 962**
Furniture and Office Equipment		4 408	4 408	–	–	–	–	–	–	4 408	2 854	2 962
Machinery and Equipment		**552**	**552**	**–**	**–**	**–**	**–**	**–**	**–**	**552**	**574**	**597**
Machinery and Equipment		552	552	–	–	–	–	–	–	552	574	597
Transport Assets		**11 057**	**11 057**	**–**	**–**	**–**	**–**	**–**	**–**	**11 057**	**11 468**	**11 939**
Transport Assets		11 057	11 057	–	–	–	–	–	–	11 057	11 468	11 939
Land		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			7	8	9	10	11	12	13	14		
R thousands		A	A1	B	C	D	E	F	G	H		
Land		–	–	–	–	–	–	–	–	–	–	–
Zoo's, Marine and Non-biological Animals		–	–	–	–	–	–	–	–	–	–	–
Zoo's, Marine and Non-biological Animals		–	–	–	–	–	–	–	–	–	–	–
Total Repairs and Maintenance Expenditure to be adjusted	1	**107 541**	**107 541**	**–**	**–**	**–**	**–**	**–**	**–**	**107 541**	**110 524**	**116 484**

WC024 Stellenbosch - Supporting Table SB18d Adjustments Budget - depreciation by asset class -

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			7	8	9	10	11	12	13	14		
R thousands		A	A1	B	C	D	E	F	G	H		
Depreciation by Asset Class/Sub-class												
Infrastructure		**167 908**	**167 908**	**–**	**–**	**–**	**–**	**–**	**–**	**167 908**	**185 753**	**195 041**
Roads Infrastructure		46 314	46 314	–	–	–	–	–	–	46 314	48 629	51 061
Roads		38 273	38 273	–	–	–	–	–	–	38 273	40 187	42 196
Road Structures		4 798	4 798	–	–	–	–	–	–	4 798	5 038	5 290
Road Furniture		3 242	3 242	–	–	–	–	–	–	3 242	3 404	3 575
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Storm water Infrastructure		1 048	1 048	–	–	–	–	–	–	1 048	1 101	1 156
Drainage Collection		1 048	1 048	–	–	–	–	–	–	1 048	1 101	1 156
Storm water Conveyance		–	–	–	–	–	–	–	–	–	–	–
Attenuation		–	–	–	–	–	–	–	–	–	–	–
Electrical Infrastructure		35 393	35 393	–	–	–	–	–	–	35 393	37 162	39 020
Power Plants		12 695	12 695	–	–	–	–	–	–	12 695	13 330	13 997
HV Substations		3 239	3 239	–	–	–	–	–	–	3 239	3 401	3 571
HV Switching Station		–	–	–	–	–	–	–	–	–	–	–
HV Transmission Conductors		–	–	–	–	–	–	–	–	–	–	–
MV Substations		–	–	–	–	–	–	–	–	–	–	–
MV Switching Stations		7 112	7 112	–	–	–	–	–	–	7 112	7 467	7 841
MV Networks		–	–	–	–	–	–	–	–	–	–	–
LV Networks		11 800	11 800	–	–	–	–	–	–	11 800	12 390	13 009
Capital Spares		547	547	–	–	–	–	–	–	547	574	603
Water Supply Infrastructure		28 560	28 560	–	–	–	–	–	–	28 560	39 438	41 410
Dams and Weirs		–	–	–	–	–	–	–	–	–	–	–
Boreholes		94	94	–	–	–	–	–	–	94	99	104
Reservoirs		3 884	3 884	–	–	–	–	–	–	3 884	4 078	4 282
Pump Stations		118	118	–	–	–	–	–	–	118	124	130
Water Treatment Works		13	13	–	–	–	–	–	–	13	14	14
Bulk Mains		3 311	3 311	–	–	–	–	–	–	3 311	3 476	3 650
Distribution		21 139	21 139	–	–	–	–	–	–	21 139	31 646	33 229
Distribution Points		–	–	–	–	–	–	–	–	–	–	–
PRV Stations		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Sanitation Infrastructure		46 700	46 700	–	–	–	–	–	–	46 700	49 035	51 486
Pump Station		843	843	–	–	–	–	–	–	843	885	929
Reticulation		23 063	23 063	–	–	–	–	–	–	23 063	24 216	25 427
Waste Water Treatment Works		1 795	1 795	–	–	–	–	–	–	1 795	1 885	1 979
Outfall Sewers		20 999	20 999	–	–	–	–	–	–	20 999	22 049	23 151
Toilet Facilities		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Solid Waste Infrastructure		9 422	9 422	–	–	–	–	–	–	9 422	9 894	10 388
Landfill Sites		–	–	–	–	–	–	–	–	–	–	–
Waste Transfer Stations		7 837	7 837	–	–	–	–	–	–	7 837	8 229	8 641
Waste Processing Facilities		–	–	–	–	–	–	–	–	–	–	–
Waste Drop-off Points		1 585	1 585	–	–	–	–	–	–	1 585	1 664	1 748
Waste Separation Facilities		–	–	–	–	–	–	–	–	–	–	–
Electricity Generation Facilities		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Rail Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Rail Lines		–	–	–	–	–	–	–	–	–	–	–
Rail Structures		–	–	–	–	–	–	–	–	–	–	–
Rail Furniture		–	–	–	–	–	–	–	–	–	–	–
Drainage Collection		–	–	–	–	–	–	–	–	–	–	–
Storm water Conveyance		–	–	–	–	–	–	–	–	–	–	–
Attenuation		–	–	–	–	–	–	–	–	–	–	–
MV Substations		–	–	–	–	–	–	–	–	–	–	–
LV Networks		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Coastal Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Sand Pumps		–	–	–	–	–	–	–	–	–	–	–
Piers		–	–	–	–	–	–	–	–	–	–	–
Revetments		–	–	–	–	–	–	–	–	–	–	–
Promenades		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Information and Communication Infrastructure		471	471	–	–	–	–	–	–	471	495	519
Data Centres		–	–	–	–	–	–	–	–	–	–	–
Core Layers		–	–	–	–	–	–	–	–	–	–	–
Distribution Layers		471	471	–	–	–	–	–	–	471	495	519
Capital Spares		–	–	–	–	–	–	–	–	–	–	–

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			7	8	9	10	11	12	13	14		
R thousands		A	A1	B	C	D	E	F	G	H		
Community Assets		**3 138**	**3 138**	**–**	**–**	**–**	**–**	**–**	**–**	3 138	**3 294**	**3 459**
Community Facilities		2 286	2 286	–	–	–	–	–	–	2 286	2 400	2 520
Halls		15	15	–	–	–	–	–	–	15	16	17
Centres		50	50	–	–	–	–	–	–	50	52	55
Crèches		–	–	–	–	–	–	–	–	–	–	–
Clinics/Care Centres		12	12	–	–	–	–	–	–	12	12	13
Fire/Ambulance Stations		87	87	–	–	–	–	–	–	87	91	96
Testing Stations		–	–	–	–	–	–	–	–	–	–	–
Museums		–	–	–	–	–	–	–	–	–	–	–
Galleries		–	–	–	–	–	–	–	–	–	–	–
Theatres		16	16	–	–	–	–	–	–	16	16	17
Libraries		119	119	–	–	–	–	–	–	119	125	132
Cemeteries/Crematoria		38	38	–	–	–	–	–	–	38	40	42
Police		–	–	–	–	–	–	–	–	–	–	–
Parks		–	–	–	–	–	–	–	–	–	–	–
Public Open Space		635	635	–	–	–	–	–	–	635	667	700
Nature Reserves		395	395	–	–	–	–	–	–	395	414	435
Public Ablution Facilities		771	771	–	–	–	–	–	–	771	810	851
Markets		148	148	–	–	–	–	–	–	148	155	163
Stalls		–	–	–	–	–	–	–	–	–	–	–
Abattoirs		–	–	–	–	–	–	–	–	–	–	–
Airports		–	–	–	–	–	–	–	–	–	–	–
Taxi Ranks/Bus Terminals		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Sport and Recreation Facilities		**852**	**852**	**–**	**–**	**–**	**–**	**–**	**–**	**852**	**894**	**939**
Indoor Facilities		0	0	–	–	–	–	–	–	0	0	0
Outdoor Facilities		852	852	–	–	–	–	–	–	852	894	939
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Heritage assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Monuments		–	–	–	–	–	–	–	–	–	–	–
Historic Buildings		–	–	–	–	–	–	–	–	–	–	–
Works of Art		–	–	–	–	–	–	–	–	–	–	–
Conservation Areas		–	–	–	–	–	–	–	–	–	–	–
Other Heritage		–	–	–	–	–	–	–	–	–	–	–
Investment properties		**273**	**273**	**–**	**–**	**–**	**–**	**–**	**–**	273	**287**	**301**
Revenue Generating		**273**	**273**	**–**	**–**	**–**	**–**	**–**	**–**	273	**287**	**301**
Improved Property		273	273	–	–	–	–	–	–	273	287	301
Unimproved Property		–	–	–	–	–	–	–	–	–	–	–
Non-revenue Generating		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Improved Property		–	–	–	–	–	–	–	–	–	–	–
Unimproved Property		–	–	–	–	–	–	–	–	–	–	–
Other assets		**10 191**	**10 191**	**–**	**–**	**–**	**–**	**–**	**–**	10 191	**10 700**	**11 235**
Operational Buildings		**6 322**	**6 322**	**–**	**–**	**–**	**–**	**–**	**–**	**6 322**	**6 638**	**6 970**
Municipal Offices		6 322	6 322	–	–	–	–	–	–	6 322	6 638	6 970
Pay/Enquiry Points		–	–	–	–	–	–	–	–	–	–	–
Building Plan Offices		–	–	–	–	–	–	–	–	–	–	–
Workshops		–	–	–	–	–	–	–	–	–	–	–
Yards		–	–	–	–	–	–	–	–	–	–	–
Stores		–	–	–	–	–	–	–	–	–	–	–
Laboratories		–	–	–	–	–	–	–	–	–	–	–
Training Centres		–	–	–	–	–	–	–	–	–	–	–
Manufacturing Plant		–	–	–	–	–	–	–	–	–	–	–
Depots		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Housing		**3 869**	**3 869**	**–**	**–**	**–**	**–**	**–**	**–**	**3 869**	**4 062**	**4 265**
Staff Housing		–	–	–	–	–	–	–	–	–	–	–
Social Housing		3 869	3 869	–	–	–	–	–	–	3 869	4 062	4 265
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Biological or Cultivated Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Biological or Cultivated Assets		–	–	–	–	–	–	–	–	–	–	–
Intangible Assets		**2 091**	**2 091**	**–**	**–**	**–**	**–**	**–**	**–**	**2 091**	**2 195**	**2 305**
Servitudes		1 720	1 720	–	–	–	–	–	–	1 720	1 806	1 897
Licences and Rights		**370**	**370**	**–**	**–**	**–**	**–**	**–**	**–**	**370**	**389**	**408**
Water Rights		–	–	–	–	–	–	–	–	–	–	–
Effluent Licenses		–	–	–	–	–	–	–	–	–	–	–
Solid Waste Licenses		–	–	–	–	–	–	–	–	–	–	–
Computer Software and Applications		370	370	–	–	–	–	–	–	370	389	408
Load Settlement Software Applications		–	–	–	–	–	–	–	–	–	–	–
Unspecified		–	–	–	–	–	–	–	–	–	–	–
Computer Equipment		**7 755**	**7 755**	**–**	**–**	**–**	**–**	**–**	**–**	**7 755**	**8 143**	**8 550**
Computer Equipment		7 755	7 755	–	–	–	–	–	–	7 755	8 143	8 550
Furniture and Office Equipment		**3 761**	**3 761**	**–**	**–**	**–**	**–**	**–**	**–**	**3 761**	**3 949**	**4 146**
Furniture and Office Equipment		3 761	3 761	–	–	–	–	–	–	3 761	3 949	4 146
Machinery and Equipment		**6 949**	**6 949**	**–**	**–**	**–**	**–**	**–**	**–**	**6 949**	**7 296**	**7 661**
Machinery and Equipment		6 949	6 949	–	–	–	–	–	–	6 949	7 296	7 661
Transport Assets		**11 054**	**11 054**	**–**	**–**	**–**	**–**	**–**	**–**	**11 054**	**11 607**	**12 187**
Transport Assets		11 054	11 054	–	–	–	–	–	–	11 054	11 607	12 187
Land		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**

APPENDIX 5

Municipal Manager's Quality Certification

The quality certificate signed by the Accounting Officer is attached on Appendix 5.

APPENDIX 5

QUALITY CERTIFICATE

I, Geraldine Mettler, municipal manager of Stellenbosch Municipality, hereby certify that the adjustments budget and supporting documentation have been prepared in accordance with the Municipal Finance Management Act and the regulations made under the Act, and that the adjustments budget and supporting documentation are consistent with the Integrated Development Plan of the Municipality.

Name: Geraldine Mettler

Municipal Manager of Stellenbosch Municipality

Signature _____

Date:

6.2	MFMA SECTION 52 REPORTING UP TO SEPTEMBER 2022

Collaborator No: **736449**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **19 October 2022**

1. SUBJECT: MFMA SECTION 52 REPORTING UP TO SEPTEMBER 2022

2. PURPOSE

To comply with section 52(d) of the Municipal Finance Management Act and report to Council on the budget; financial and service delivery budget implementation plan by the Municipality for quarter 1 of the 2022/23 financial year.

3. DELEGATED AUTHORITY

THE EXECUTIVE MAYOR TO SUBMIT TO COUNCIL

In terms of section 52 (d) of the Municipal Finance Management Act:

"The mayor of a municipality—

(d) must, within 30 days of the end of each quarter, submit a report to the council on the implementation of the budget as well as the non-financial performance of the municipality;"

4. EXECUTIVE SUMMARY

The Executive Mayor must provide general political guidance over the fiscal and financial affairs of the Municipality and is required by Section 52(d) of the Municipal Finance Management Act to submit a report on the implementation of the budget and the financial and non-financial performance of the Municipality, to the Council within 30 days after end of each quarter.

The Section 52 report is a summary of the budget performance. It compares the implementation of the budget to the commitments made and contained in the Service Delivery and Budget Implementation Plan (SDBIP) and is intended to enable Council to give effect to their oversight responsibility.

This report provides the overall performance of the Municipality for the period 1 July 2022 to 30 September 2022.

5. RECOMMENDATION

that Council notes the Section 52 Report (including quarterly performance report) – First Quarter

6. DISCUSSION / CONTENTS

6.1 Background

To comply with section 52 (d) of the Municipal Finance Management Act and report to Council on the budget; financial and service delivery budget implementation plan of the Municipality for the 1st quarter of the financial year. The report is indicated under **APPENDIX 1**.

6.2 Discussion

This report illustrates the implementation of the budget as well as the non-financial performance of the municipality for quarter 1.

In terms of the Municipal Finance Management Act (MFMA) Section 52(d) "*must, within 30 days of the end of each quarter, submit a report to the council on the implementation of the budget and the financial state of affairs of the municipality;*""

6.3 Financial Implications

None.

6.4 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation.

6.5 Staff Implications

This report has no staff implications to the Municipality.

6.6 Previous / Relevant Council Resolutions:

None

6.7 Risk Implications

None

ANNEXURES

APPENDIX 1 : Section 52 Report – 1st Quarter

FOR FURTHER DETAILS CONTACT:

NAME	**Monique Steyl**
POSITION	***Senior Manager Financial Management Services***
DIRECTORATE	***Financial Services***
CONTACT NUMBER	***021 – 808 8512***
E-MAIL ADDRESS	***Monique.Steyl@stellenbosch.gov.za***
REPORT DATE	***SEPTEMBER 2022***

DIRECTOR: FINANCIAL SERVICES

APPENDIX 1

STELLENBOSCH

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QUARTERLY BUDGET MONITORING REPORT

1st Quarter 2022/23



QUALITY CERTIFICATE

I, Geraldine Mettler, the Municipal Manager of Stellenbosch Municipality, hereby certify that the quarterly report the period ending September 2022 has been prepared in accordance with Section 52 of the Municipal Finance Management Act and regulations made under the Act and accordingly submit the required quarterly statement on the state of Stellenbosch Municipality's budget reflecting the particulars up until the end of September 2022.

Name: Geraldine Mettler

Municipal Manager of Stellenbosch Municipality- WC024

Signature _____

Date: 26 October 2022

To Council

In accordance with Section 52(d) of the Municipal Finance Management Act, I submit the required report on the implementation of the budget and the financial situation of Stellenbosch Municipality reflecting the particulars of the third quarter of the financial year 2022/23.

The submission of this report forms part of my general responsibilities as the Mayor of Stellenbosch Municipality. The purpose of the report serves to inform Council on the financial affairs of Stellenbosch Municipality and to enable Council to fulfil its oversight responsibility in this regard.

…….
Advocate G M van Deventer
Executive Mayor
Date: 26 October 2022

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1. Recommendations

These recommendations are linked to the responsibilities of the Mayor under Section 52 of the MFMA.

(a) That the content of the quarterly budget statement and supporting documentation be noted.

2. Executive Summary

2.1 Introduction

The mayor, who must provide general political guidance over the fiscal and financial affairs of the Municipality, is required by Section 52(d) of the Municipal Finance Management Act to submit a report on the implementation of the budget and the financial state of affairs of the Municipality, to the Council within 30 days after end of each quarter.

This report is a summary of the main budget issues arising from the monitoring process. It compares the implementation of the budget to the commitments/promises made and contained in the Service Delivery and Budget Implementation Plan (SDBIP) and is intended to inform and enable the Council with a view of giving effect to Council's oversight responsibility.

2.2 Summary of 2021/22 budget progress / implementation

The following table summarises the overall position of the capital and operating budgets.

Detail	**Capital Expenditure**	**Operating Expenditure**	**Operating Revenue** (excluding capital transfers and contributions)
Original Budget	409 273 204	2 100 690 481	2 103 782 596
Adjustment Budget	449 751 820	2 102 695 768	2 104 413 554
Plan to Date (SDBIP)	49 445 416	437 558 564	610 662 396
Actual	**30 839 440**	**341 474 882**	**616 511 491**
Variance to SDBIP	-18 605 976	-96 083 682	5 849 095
Year to date % Variance to SDBIP	**-37,63%**	**-21,96%**	**0,96%**

The above figures are explained in more detail throughout this report.

3. Operating Revenue

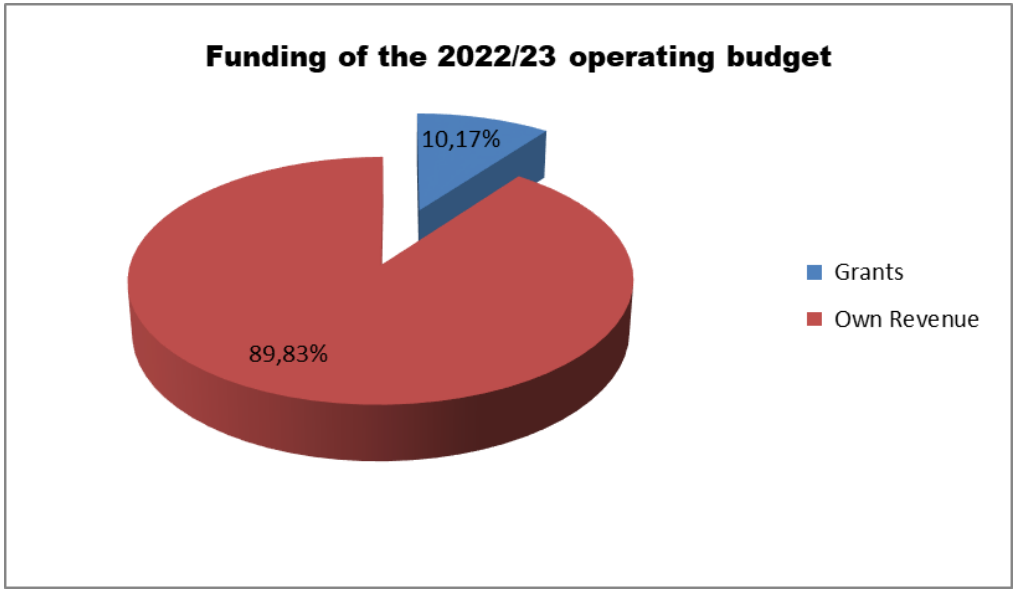
The following table shows the actual operating revenue per National Treasury Reporting regulations against that planned in the SDBIP for the 1st Quarter of 2022/23.

Operating Revenue by Source

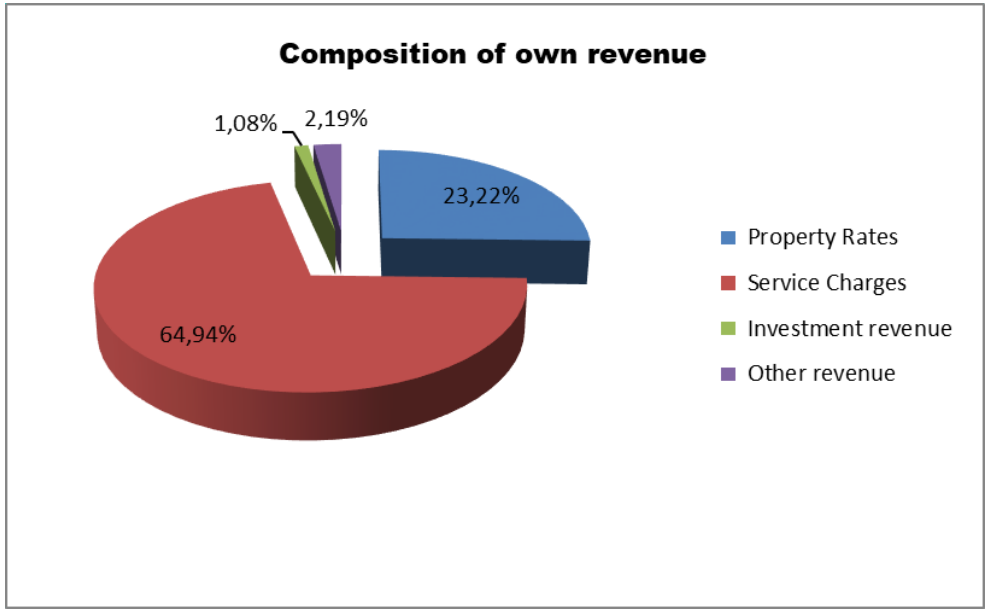
Description	ORIGINAL BUDGET	ADJUSTMENT BUDGET	QUARTER 1 2022/23			QUARTER 1 2021/22		
Revenue by Source			**PLANNED**	**ACTUAL**	**VAR**	**PLANNED**	**ACTUAL**	**VAR**
Property rates	438 941 448,00	438 941 448,00	160 756 955	168 801 963	5%	109 468 234	159 719 825	100%
Service charges - electricity revenue	846 763 143,00	846 763 143,00	244 542 913	228 980 763	-6%	184 234 565	211 990 972	15%
Service charges - water revenue	176 782 707,00	176 782 707,00	33 228 684	37 650 065	13%	32 369 573	25 913 544	-20%
Service charges - sanitation revenue	109 133 951,00	109 133 951,00	31 038 388	28 931 132	-7%	23 134 609	29 962 762	100%
Service charges - refuse revenue	94 971 363,00	94 971 363,00	31 979 155	29 387 216	-8%	20 863 815	28 419 373	100%
Service charges - other					-	-	-	-100%
Rental of facilities and equipment	15 537 893,98	15 537 893,98	3 884 478	2 264 648	-42%	2 517 980	2 444 454	-3%
Interest earned - external investments	20 397 326,00	20 397 326,00	5 099 331	8 416 453	65%	6 965 537	2 881 180	-59%
Interest earned - outstanding debtors	11 391 237,40	11 391 237,40	2 666 613	3 936 697	48%	2 504 283	2 754 177	10%
Fines	124 955 174,00	124 955 174,00	31 238 796	17 943 398	-43%	36 836 470	1 052 661	-97%
Licences and permits	5 934 010,00	5 934 010,00	1 483 506	1 882 288	27%	514 984	1 998 114	100%
Agency services	4 281 368,00	4 281 368,00	1 070 343	747 099	-30%	284 973	700 383	146%
Transfers recognised - operational	213 380 350,00	214 011 308,00	53 345 065	80 052 447	50%	69 386 752	66 583 363	-4%
Other revenue	41 312 625,00	41 312 625,00	10 328 169	7 517 320	-27%	8 642 313	4 767 002	-45%
Gains on disposal of PPE	-	-	-	-	0%	-	37 900	0%
Total Revenue (excluding capital transfers and contributions)	**2 103 782 596**	**2 104 413 554**	**610 662 396**	**616 511 491**	**1%**	**497 724 088**	**539 225 710**	**8%**

NB: - The “year to date actual for property rates income” refers to the total billed for the year and not actual receipts.

Stellenbosch municipality is not dependant on grant funding to fund the operating budget as is evident in the graph below.



Own revenue consists mainly of service charges at 64.94 per cent of the 1 890 402 246 billion own revenue budget.



Operating Revenue Variance Report

The variances between actual operating revenue and the planned operating revenue contained in the SDBIP are explained per revenue source and are as follows:

Revenue by Source

3.1 Property Rates

Property rates are billed monthly, and service charges water are billed monthly. However, some consumers applied to have their property rates and service charges billed annually. This has resulted in an over performance of R8 045 008 for property rates when compared to the year-to-date budget projections as the annual applications did not form part of the monthly budgeted revenue projections.

3.2 Service charges – water revenue

The municipality has billed R4 421 381 more water charges than initially anticipated in the year-to-date budget. The largest over performances were noted for Water Sale conventional (R16 473 707).

3.3 Service charges – electricity revenue

The municipality has billed R15 562 150 less electricity charges than initially anticipated in the year-to-date budget. The largest under performances were noted for the Electricity sales: Time-of-use tariffs (R23 891 079) and Electricity sales Domestic High (R24 742 511).

The decrease in electricity sales/consumption can be largely attributed to consumers utilising alternative energy resources due to the hike in electricity prices and load shedding and also the decline in the state of the economy.

3.4 Interest earned – external investments

An over performance was noted for interest earned – external investments to the amount of R1 947 134. This increase is a result of the increase in the interest rates provided by investing institutions. There has been a healthy rise in interest rates quoted following the Covid-19 decline.

3.5 Fines, penalties, and forfeits

An underperformance was noted to the amount of R13 295 398. The recognition of traffic fines in terms of interpretation generally recognised accounting practice (iGRAP) 1 will be done monthly, including the journal processed on the financial system.

3.6 Transfer and subsidies

An over performance is noted for government grants received to the amount of R26 707 382. The over performance is due to tranche payments received.

3.7 Other revenue

An under performance is noted for other revenue to the amount of R2 810 849. The largest attributor to the underperformance is as follows;

- Sales of Goods and Rendering of Services: Parking fees: An under performance of R2 342 516.37 was noted. This under performance is mainly due to the university holidays which resulted in a decreased demand for parking services. Cognisance is taken on the deployment of new parking marshals which will improve the parking revenue performance.

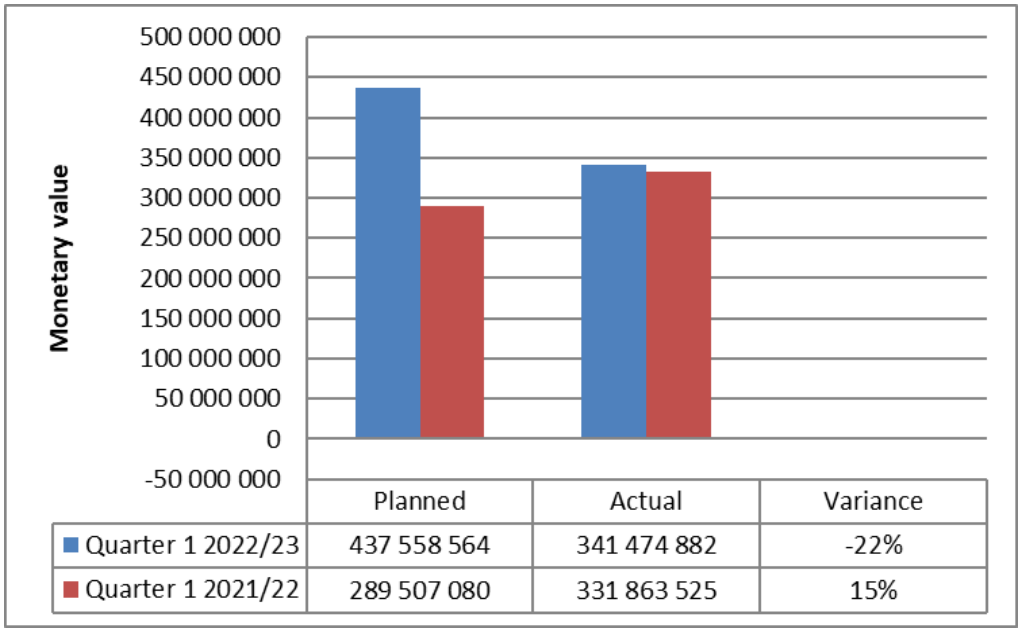
4. Operating Expenditure

The following table illustrates the actual operating expenditure for each Directorate against planned expenditure in the SDBIP for the 1st Quarter of 2022/23.

Operating Expenditure (Per Directorate):

DIRECTORATE	ORIGINAL BUDGET	AMENDED BUDGET	QUARTER 1 2022/23		QUARTER 1 2021/22	
			PLANNED	ACTUALS	PLANNED	ACTUALS
Municipal Manager	39 988 671	25 972 964	4 095 496	4 877 889	5 782 412	5 774 865
Planning & Development	100 874 841	68 850 694	22 109 941	20 871 440	17 008 847	20 556 820
Infrastructure Services	1 188 821 416	1 184 156 894	252 337 343	204 962 189	45 783 755	50 876 434
Community and Protection Services	374 481 006	404 361 113	91 988 564	52 853 619	158 221 502	194 468 912
Corporate Services	198 282 948	193 939 626	46 803 199	32 681 255	41 476 073	34 305 960
Financial Services	115 041 542	100 397 721	20 224 021	25 228 491	21 234 491	25 880 534
TOTALS	**2 017 490 424**	**1 977 679 012**	**437 558 564**	**341 474 882**	**289 507 080**	**331 863 525**

During the first quarter of the financial year the directorates spent R341 474 882, 22% less than the planned expenditure. At the same period last year, the directorate spent R331 863 525, 15% more than the planned expenditure.



	Planned	Actual	Variance
Quarter 1 2022/23	437 558 564	341 474 882	-22%
Quarter 1 2021/22	289 507 080	331 863 525	15%

The year on year comparison for the first quarter is 78% actual spending rate of the planned operating budget for the financial year 2022/23, compared to a 115% actual spending rate for the same period in the previous financial year.

Operating Expenditure Variance Report

The variances between actual operating expenditure and planned operating expenditure contained in the SDBIP are explained per item and are as follows:

4.1 Planning and Development Services

The Planning and Development Services directorate planned to spend R22 109 941 of the amended budget. The year- to- date actual expenditure incurred amounted to R20 871 440 which resulted in an underperformance of R1 238 501. The items that attributed to the underperformance are as follows:

4.1.1 Expenditure: Contracted Services: Consultants and Professional Services: Business and Advisory: Project Management (Planning and development general)

The user department planned to spend R644 120 of the amended budget. No spending has been incurred to date. The user department indicated that the Bid for the Appointment of service provider to develop 10 small towns will be submitted to serve at the Bid Specifications committee and that it will be advertised before the end of October 2022.

4.1.2 Expenditure: Transfers and Subsidies: Operational: Monetary Allocations: Households: Other Transfers (Cash): LED direct support

The user department planned to spend R249 960 of the amended budget. No expenditure has been incurred to date. The user department indicated that invoices to the amount of R488 000 have been received and will be submitted for payment. Furthermore, they are also awaiting the proposal for additional targeted training that must be done for targeted groupings. An improvement will be seen in the next reporting period.

4.1.3 Expenditure: Transfers and Subsidies: Operational: Monetary Allocations: Households: Other Transfers (Cash): Heritage inventory

The user department planned to spend R81 120 of the amended budget. No expenditure has been incurred to date. The user department indicated that the request for external bodies was re-advertised, due to the non-responsiveness of such bodies. The closing date for the re-advertisement of the request was the 16th of September 2022. However, the total cost exceeded the total budget and additional funds are required. The request for additional funds will be submitted to Council in November 2022.

4.2 Infrastructure Services

The Infrastructure Services directorate planned to spend R252 337 343 of the amended budget. The year-to-date actual expenditure incurred amounted to R204 962 189 which resulted in an underperformance of R47 375 154. The items that attributed to the underperformance are as follows:

4.2.1 Expenditure: Bulk Purchases: Electricity: ESKOM

The user department planned to spend R129 255 367 of the amended budget. The year- to- date actual expenditure incurred amounted to R125 807 728. The user department indicated that the invoice for September must still be submitted for payment.

4.2.2 Expenditure: Contracted Services: Contractors: Prepaid Electricity Vendors

The user department planned to spend R1 383 496 of the amended budget. No expenditure has been incurred to date. The user department indicated that the invoice from the service provider will be received on the 10th of October and submitted for payment. An improvement will be seen in the next reporting period.

4.2.3 Expenditure: Contracted Services: Outsourced Services: Refuse Removal

The user department planned to spend R6 604 248 of the amended budget. No expenditure has been incurred to date. The user department indicated that the orders were received in September 2022 and that the invoices have been submitted for payment. Orders to the amount of R20 850 073 have been loaded onto the financial system and an improvement will be seen in the next reporting period.

4.2.4 Expenditure: Contracted Services: Contractors: Transportation

The user department planned to spend R1 110 795 of the amended budget. No expenditure has been incurred to date. The user department indicated that they are awaiting the appointment of the contractor on BSM 06/23 and expenditure will therefore be incurred.

4.2.5 Expenditure: Contracted Services: Outsourced Services: Refuse Removal (Landfill site).

The user department planned to spend R3 158 306 of the amended budget. The year- to- date actual expenditure incurred amounted to R1 505 143. Orders to the amount of R16 395 309 have been loaded onto the financial system. The user department indicated that additional invoices have been

received and payment will be made in October 2022. An improvement will be seen in the next reporting period.

4.3 Community and Protection Services

The Community and Protection Services directorate planned to spend R91 988 564 of the amended budget. The year-to-date actual expenditure incurred amounted to R52 853 619 which resulted in an underperformance of R39 134 945. The items that attributed to the underperformance are as follows:

4.3.1 Expenditure: Transfers and Subsidies: Operational: Monetary Allocations: Non-profit institutions: Sport Councils

The user department planned to spend R3 734 731 of the amended budget. The year-to-date actual expenditure incurred amounted to R3 162 573. The user department indicated that invoices to the amount of R160 000 will be submitted on the 3rd of October 2022 for payment. The user department also indicated that that monthly claims to the amount of R237 893 will be paid. An improvement will be seen in the next reporting period.

4.3.2 Expenditure: Contracted Services: Outsourced Services: Business and Advisory: Project Management

The user department planned to spend R479 500 of the amended budget. No expenditure has been incurred to date. The user department indicated that the confirmation of BSM 60/22 for the appointment of a service provider was received 19th of September 2022. The user department also indicated that the planning sessions have been conducted and that the training implementation plan in process.

4.3.3 Expenditure: Inventory Consumed: Materials and Supplies (Disaster Management)

The user department planned to spend R384 119 of the amended budget. The year-to-date actual expenditure incurred amounted to R441. The user department indicated that the expenditure is directly related to the amount of disaster incidents attended to and the number of people affected by those incidents hence expenditure is incurred at a slower rate than anticipated.

4.4 Corporate Services

The Corporate Services directorate planned to spend R46 803 199 of the original budget. The year-to-date actual expenditure incurred amounted to R32 681 255 which resulted in an underperformance of R14 121 944. The items that attributed to the underperformance are as follows:

4.4.1 Expenditure: Operational Cost: Communication: Cellular Expenditure

The user department planned to spend R1 001 250 of the amended budget. The year-to-date actual expenditure incurred amounted to R386 583. The user department indicated that the Vodacom 3G account resource fell ill resulting in invoice vetting being delayed and payment preparation slowed.

4.4.2 Expenditure: Operational Cost: Bargaining Council

The user department planned to spend R1 613 814 of the adjusted budget. No expenditure has been incurred to date. The user department indicated that the payment for the Bargaining council is a once-off payment, and it will be made as soon as an invoice has been received.

4.4.3 Expenditure: Operational Cost: Workmen's Compensation Fund

The user department planned to spend R654 999 of the amended budget. No expenditure has been incurred to date. The user department indicated that the workmen’s compensation fund is a once-off payment which will be made later in the financial year.

4.4.4 Expenditure: Operational Cost: External Computer Service: Software Licences

The user department planned to spend R5 125 000 of the amended budget. The year-to-date actual expenditure incurred amounted to R2 914 142. The user department indicated that they are currently reviewing the Software Licenses and on completion of review payment of will then commence.

4.5 Financial Services

The Financial Services directorate planned to spend R20 224 021 of the amended budget. The year-to-date actual expenditure incurred amounted to R25 228 491 which resulted in an overspending of R5 004 470. The items that attributed to the overspending are as follows:

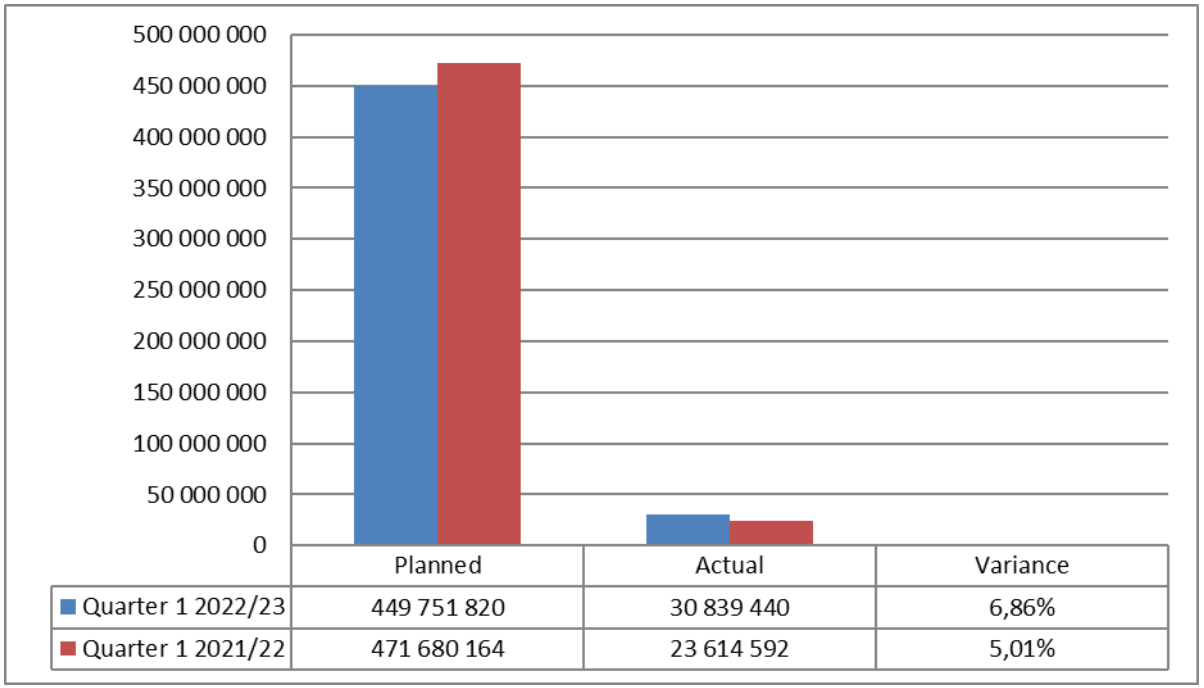
4.5.1 Expenditure: Operational Cost: Insurance Underwriting: Premiums

The user department planned to spend R2 140 503 of the adjusted budget. The year-to-date actual expenditure incurred amounted to R7 506 269. The user department indicated that the insurance underwriting premiums are a once-off payment and have already been paid.

5. Capital Expenditure

The following table illustrates the actual capital expenditure per directorate against the planned in the SDBIP for the 1st Quarter of 2022/23.

DIRECTOR	ORIGINAL BUDGET	AMENDED BUDGET	QUARTER 1 2022/23			QUARTER 1 2021/22		
			PLANNED	ACTUAL EXPENDITURE	VAR %	PLANNED	ACTUAL EXPENDITURE	VAR %
Municipal Manager	40 000	40 000	12 000	25 832	115%	11 001	-	100%
Planning & Development	15 185 000	18 210 846	570 451	1 296 689	127%	2 245 253	122 654	-95%
Infrastructure Services	325 047 246	351 985 623	42 664 245	20 903 516	-51%	5 544 445	4 445 288	-20%
Community and Protection Services	26 850 958	47 889 208	5 050 000	8 254 150	63%	88 745 627	17 182 327	-81%
Corporate Services	41 900 000	31 376 143	1 104 900	330 332	-70%	3 194 596	1 820 504	-43%
Financial Services	250 000	250 000	43 820	28 922	-34%	6 000	43 820	630%
TOTALS	**409 273 204**	**449 751 820**	**49 445 416**	**30 839 440**	**-38%**	**99 746 922**	**23 614 592**	**-76%**



	Planned	Actual	Variance
Quarter 1 2022/23	449 751 820	30 839 440	6,86%
Quarter 1 2021/22	471 680 164	23 614 592	5,01%

The year-on-year comparison for the end of the first quarter is [R30 839 440/ R449 751 820] 6.86% of the total capital budget of R449 751 820 for the 2022/23 financial year compared to a [R23 614 592/ R471 680 164] 5.01% spending rate for the same period in the previous financial year measured against a budget of R471 680 164.

Capital Expenditure Variance Report

The variances between actual capital expenditure and the planned capital expenditure contained in the SDBIP are explained per directorate and are as follows:

5.1 Planning and Development

The Directorate planned to spend R570 451 of the amended budget. The year-to-date actual expenditure incurred amounted to R1 296 689. This resulted in an overperformance of R726 238. The projects that attributed to the overperformance are as follows:

5.1.1 Establishment of the Kayamandi Informal Trading Area

The user department planned to spend R 494 752 of the amended budget. The year-to-date expenditure incurred amounted to R673 653. The user department indicated that the project is well underway, and an additional invoice will be submitted for work completed in September 2022.

5.1.2 Erf 64, Kylemore

The user department had no planned expenditure on the amended budget. The year-to-date expenditure incurred amounted to R200 000. The user department indicated that the project is underway and an invoice for work completed has already been paid.

5.1.3 Jamestown: Housing

The user department had no planned expenditure on the amended budget. The year-to-date expenditure incurred amounted to R280 304. The user department indicated that the project is underway and an invoice for work completed has already been paid.

5.2 Community and Protection Services

The Directorate planned to spend R1 104 900 of the amended budget. The year-to-date expenditure incurred amounted to R330 332. This resulted in an underperformance of R774 568. The projects that attributed to the underperformance are as follows:

5.2.1 Specialized equipment: Urban Forestry

The user department planned to spend R150 000 of the amended budget. No expenditure has been incurred to date. The user department

indicated that the tender for an industrial chipper served in the Bid specifications committee for the advertisement.

5.2.2 Install and Upgrade CCTV/ LPR Cameras In WC024

The user department planned to spend R200 000 of the amended budget. No expenditure has been incurred to date. The user department indicated that they are awaiting the order from the Supply Chain management unit in order to commence with the installation of the CCTV/LPR cameras.

5.3 Infrastructure Services

The Directorate planned to spend R42 664 245 of the original budget. The year-to-date actual expenditure incurred amounted to R20 903 516. This resulted in an underperformance of R21 760 729. The projects that attributed to the underperformance are as follows:

5.3.1 Waste to Energy – Implementation

The user department planned to spend R825 000 of the adjusted budget. No spending has been incurred to date. The user department indicated that they are currently busy with the financial feasibility plan for the project.

5.3.2 Landfill Gas To Energy

The user department planned to spend R839 587 of the amended budget. No spending has been incurred to date. The user department indicated that the scope for the project has been reduced for the completion of Phase 1 and 2.

5.3.3 Enkanini Informal Phase 3

The user department planned to spend R2 405 000 of the adjusted budget. No expenditure has been incurred to date. The user department indicated that a consultant has been appointed and that BSM 23/22 for the installation of Kayamandi Bulk is currently in construction phase.

5.3.4 Jan Marais Upgrade: Remove Existing Tx and replace with 20MVA

The user department planned to spend R1 000 000 of the amended budget. No expenditure has been incurred to date. The user department indicated that the project is currently underway and that they are awaiting

invoices form the service provider for work already completed for the two tenders namely, BSM 111/21 and BSM 101/20.

An improvement will be seen after the service providers submit invoices.

5.3.5 Expansion of the landfill site (New cells)

The user department planned to spend R8 000 000 of the amended budget. No spending has been incurred to date. The user department indicated that the tender for the construction of new cells is ready to be advertised. The user department also indicated that they are awaiting two invoices from the service provider which will be received on the 4th of October 2022. An improvement will be seen in the next reporting period.

5.3.6 Laterra Substation

The user department planned to spend R2 000 000 of the amended budget. No spending has been incurred to date. The user department indicated that the tender BSM 46/22 will be serving at the Bid Adjudication committee on the 3rd of October 2022. The user department also indicated that they anticipate work to commence in February 2023.

5.3.7 New Reservoir & Pipeline: Vlottenburg

The user department planned to spend R2 500 000 of the amended budget. No spending has been incurred to date. The user department indicated that a contractor has been appointed and that construction has commenced. The user department also indicated that invoices will be received monthly. An improvement will be seen in the next reporting period.

5.3.8 Waterpipe Replacement

The user department planned to spend R1 601 331 of the amended budget The year-to-date expenditure incurred amounted to R1 244 015. The user department indicated that this is a multi-year project and that service providers have been appointed for the project and work is currently in progress.

5.3.9 Upgrade of WWTW Wemmershoek

The user department planned to spend R2 000 000 of the amended budget. The year-to-date expenditure incurred amounted to R422 539. The user department indicated that a consultant has been appointed for the project and work is currently in underway. The user department also

indicated that they are envisage that phase 1 will be completed by end October 2022.

5.4 Corporate Services

The Directorate planned to spend R5 050 000 of the amended budget. The year-to-date actual expenditure incurred amounted to R8 254 150. The projects that attributed to the overperformance are as follows:

5.4.1 Upgrading of New Office Space: Ryneveld Street

The user department planned to spend R3 000 000 of the amended budget. The year-to-date expenditure incurred amounted to R8 248 983. The user department indicated that the project is well underway and that more work has been completed than originally anticipated. The user department also stated that they envisage that the project will be completed by February 2023.

6. Investments and Borrowings

6.1 Investments

ACC. NR	BANK	Type/ Period	INTEREST RATE	MATURITY DATE	OPENING BALANCE AS AT 1 JULY 2022	Quarter 1		TOTAL INVESTMENTS/ WITHDRAWALS	INTEREST CAPITALISED FOR THE MONTH UNDER REVIEW	INTEREST ACCRUED YTD	CLOSING BALANCE YTD
						INVEST	WITHDRAWAL				
	ABSA BANK										
9367489415	A#415	CALL	4,200%		41 771 934,24	40 000 000,00	-	40 000 000,00	614 473,86	1 106 058,85	82 877 993,09
2080315300	A#5300	FIXED / 5 MTHS	5,580%	19-Aug-22	40 611 506,85	-	(40 917 260,27)	(40 917 260,27)		305 753,42	0,00
	New Account	FIXED/6 MTHS	7,490%	15-Feb-22		100 000 000,00	-	100 000 000,00	307 808,22	307 808,22	100 307 808,22
					82 383 441,09	**140 000 000,00**	**- 40 917 260,27**	**99 082 739,73**	**922 282,08**	**1 719 620,49**	**183 185 801,31**
	NEDBANK										
03/7881123974/...024	N#024	FIXED / 5 MTHS	5,800%	12-Oct-22	83 330 630,14	-	-	-	381 369,86	1 169 534,25	84 500 164,38
03/7881123974/...025	N#025	FIXED / 6 MTHS	6,100%	22-Sep-22	81 350 356,16	-	(82 460 054,79)	(82 460 054,79)	280 767,12	1 109 698,63	(0,00)
03/7881123974/...026	N#026	MTHS	7,950%	21-Jun-23	19 102 999,59	-	-	-	124 552,42	381 960,77	19 484 960,36
					183 783 985,90	**-**	**(82 460 054,79)**	**(82 460 054,79)**	**786 689,41**	**2 661 193,64**	**103 985 124,75**
	STANDARD BANK										
258489367-035	S#035	FIXED 12 MNTHS	7,725%	21-Jun-23	81 126 949,40	-	-	-	513 904,15	1 558 842,59	82 685 791,99
258489367-036	S#036	FIXED 2 MNTHS (	6,525%	23-Sep-22	-	110 000 000,00	(111 179 863,01)	(1 179 863,01)	471 945,21	1 179 863,01	(0,00)
					81 126 949,40	**110 000 000,00**	**(111 179 863,01)**	**(1 179 863,01)**	**985 849,36**	**2 738 705,61**	**82 685 791,99**
INVESTMENT TOTAL					**347 294 376,39**	**250 000 000,00**	**(234 557 178,08)**	**15 442 821,92**	**2 694 820,85**	**7 119 519,74**	**369 856 718,05**

6.2 Borrowings

Lending Institition	Balance 1/07/2022	Received Quarter 1 2023	Interest Capitalised Quarter 1 2023	Capital Repayments 2023	Balance 30/09/2022	Percentage	Sinking Funds
							(R'000)
DBSA@ 11.1%	11 253 174	-	-	-	11 253 174	11,10%	
DBSA@ 10.25%	35 664 655	-	-	-	35 664 655	10,25%	
DBSA @ 9.74%	70 959 212	-	-	-	70 959 212	9,74%	
NEBANK @ 9.70%	133 208 607	-	-	-	133 208 607	9,70%	
NEBANK @ 8.8%	100 360 533	-	-	-	100 360 533	6,73%	
STANDARD BANK @ 11.00%	144 000 000	-	-	-	144 000 000	11,00%	
TOTAL	495 446 181	-	-	-	495 446 181		

7. Allocations and grant receipts and expenditure for the 1st Quarter of 2022/23

OPERATING & CAPITAL GRANTS	TOTAL 2022/23	EXPECTED ALLOCATION	OPENING BALANCE 1 JULY 2022	CAPITAL DEBTORS	REPAYMENT OF GRANT	ACCUMULATED ACTUAL RECEIPTS	ACCUMULATED ACTUAL EXPENDITURE	QUARTER 1 RECEIPTS	QUARTER 1 ACTUAL EXPENDITURE	UNSPENT CONDITIONAL GRANTS - 30 SEPTEMBER 2022
Unconditonal Grant:Equitable Share	179 634 000	179 634 000	-			70 057 000	9 485 070	70 057 000	9 485 070	60 571 930
Grand Total (Unconditional Grants)	**179 634 000**	**179 634 000**	**-**	**-**	**-**	**70 057 000**	**9 485 070**	**70 057 000**	**9 485 070**	**60 571 930**
EPWP Integrated Grant for Municipalities	4 928 000	4 928 000				1 232 000	1 390 265	1 232 000	1 390 265	(158 265)
Local Government Financial Management Grant	1 550 000	1 550 000				1 550 000	92 913	1 550 000	92 913	1 457 087
Integrated National Electrification Programme (Municipal) Grant	28 350 000	28 350 000				10 000 000	-	10 000 000	-	10 000 000
Integrated Urban Development Grant	65 747 000	65 747 000				26 300 000	10 467 794	26 300 000	10 467 794	15 832 206
Community Development Workers Operational Support Grant	38 000	38 000				-	-	-	-	-
Library Services: Conditional Grant	14 112 000	14 112 000				4 704 000	1 976 622	4 704 000	1 976 622	2 727 378
Municipal Library Support Grant	-					-	-	-	-	-
Human Settlements Development Grant	15 040 000	15 040 000	-	10 147 043			6 367 837	-	6 367 837	(16 514 881)
Informal Settlements Upgrading Partnership Grant: Provinces (B	20 850 000	20 850 000	-	2 334 804		-	-	-	-	(2 334 804)
Title Deeds Restoration Grant	939 830		939 830		939 830	-	-	-	-	-
Municipal Accreditation and Capacity Building Grant	417 278	256 000	161 278		161 278	-	118 450	-	118 450	(118 450)
Financial Management Capacity Building Grant	-					-	-	-	-	-
Maintenance and Construction of Transport Infrastructure	495 000	495 000		4 950 000		-	8 315	-	8 315	(4 958 315)
Regional Socio-Economic Project/violence through urban upgra	-		-		771 499	-	-	-	-	(771 499)
Cape Winelands District Grant	984 000	500 000	484 000			-	-	-	-	484 000
Western Cape Financial Management Support Grant	-					-	-	-	-	-
Western Cape Municipal Energy Resilience Grant (WC MER Grant)	1 690 000	1 690 000				-	-	-	-	-
Cape Winelands Disaster Grant	146 959	-	146 959			-	-	-	-	146 959
Development of Sport and Recreational Facilities	220 000	220 000				-	-	-	-	-
Housing consumer education	68 010	-	68 010		68 010		-	-	-	-
Khaya Lam Free Market Foundation	102 000	-	102 000				-	-	-	
Grand total (Conditional Grants)	**155 508 067**	**153 776 000**	**1 732 067**	**17 431 847**	**1 872 607**	**43 786 000**	**20 422 197**	**43 786 000**	**20 422 197**	**5 791 416**

8. Personnel Expenditure

In terms of Section 66 of the MFMA, all expenditure incurred by the municipality on staff salaries, wages, allowances, and benefits must be reported to council.

Employee - Related Costs	Original Budget	Adjustments Budget	Quarter 1 Budget	Quarter 1 Actual	YTD Budget	YTD Actual	YTD %
Basic Salary and Wages	381 997 543	382 481 543	93 633 782	82 700 475	93 633 782	82 700 475	22%
Bonus	27 836 149	27 836 149	3 821 768	1 852 899	3 821 768	1 852 899	7%
Acting and Post Related Allowances	768 931	768 931	156 805	210 875	156 805	210 875	27%
Non Structured	47 382 530	47 382 530	11 919 067	8 382 951	11 919 067	8 382 951	18%
Standby Allowance	13 259 305	13 259 305	3 339 044	3 076 922	3 339 044	3 076 922	23%
Travel or Motor Vehicle	11 416 099	11 416 099	2 499 743	2 201 974	2 499 743	2 201 974	19%
Accomodation, Travel and Incidental	35 784	35 784	7 317	18 901	7 317	18 901	53%
Bargaining Council	148 959	148 959	42 973	70 780	42 973	70 780	48%
Cellular and Telephone	2 610 657	2 610 657	627 489	519 309	627 489	519 309	20%
Current Service Cost	3 827 806	3 827 806	956 952	-	956 952	-	0%
Essential User	624 175	624 175	156 048	266 482	156 048	266 482	43%
Entertainment	-	-	-	-	-	-	0%
Fire Brigade	2 862 145	2 862 145	715 536	776 064	715 536	776 064	27%
Group Life Insurance	5 001 446	5 001 446	1 297 864	1 756 028	1 297 864	1 756 028	35%
Housing Benefits	2 918 350	2 918 350	724 566	688 531	724 566	688 531	24%
Interest Cost	14 894 153	14 894 153	3 723 537	-	3 723 537	-	0%
Leave Gratuity	6 984 886	6 984 886	1 746 221	-	1 746 221	-	0%
Leave Pay	-	-	-	-	-	-	0%
Long Term Service Awards	4 500 771	4 500 771	1 125 192	-	1 125 192	-	0%
Medical	27 138 195	27 138 195	6 737 013	6 589 461	6 737 013	6 589 461	24%
Non-pensionable	212 467	212 467	51 471	16 645	51 471	16 645	8%
Pension	58 888 632	58 888 632	14 433 716	14 041 375	14 433 716	14 041 375	24%
Scarcity Allowance	764 680	764 680	191 169	203 573	191 169	203 573	27%
Shift Additional Remuneration	5 398 676	5 398 676	1 349 670	1 093 117	1 349 670	1 093 117	20%
Structured	2 398 699	2 398 699	599 676	617 223	599 676	617 223	26%
Unemployment Insurance	2 592 725	2 592 725	743 552	629 658	743 552	629 658	24%
Totals	624 463 763	624 947 763	150 600 171	125 713 241	150 600 171	125 713 241	20%

During the first quarter of the financial year the directorates spent R24 886 930, 17% less than the planned expenditure of R150 600 171. This underspending mainly relates to the expenditure incurred in respect of Basic Salary and Wages, overtime and interest cost.

9. Withdrawals

Consolidated Quarterly Report for period 01/07/2022 to 30/09/2022				
Date	**Payee**	**Amount in R'000**	**Description and Purpose (including section reference e.g. sec 11(f))**	**Authorised by (name)**
Monthly	Provincial Government Western Cape	8 362 437	The Municipality acts as an agent for PAWC for collection of licencing fees. S 11(e)(i)	Acting Director: Community and Protection Services
Monthly	WECLOGO Group Insurance and Sanlam Group Insurance	2 032 100	Group Insurance. S11(e) (ii)	Council
Ad Hoc	Investment Management	250 000 000	Investment in accordance with the Cash Management and Investment Policy. S11(h)	Accouting Officer (Municipal Manager)

10. Cost Containment Reporting

Measures	Cost Containment In - Year Report							
			Quarter 1			YTD		
	Original Budget	Amended Budget	Budget	Actual	Saving/ (Over spending)	Total YTD Budget	Total YTD Actual	Saving/ (Over spending)
Use of consultants	39 147 232	38 514 715	4 791 544	7 745 613	- 2 954 069	4 791 544	7 745 613	- 2 954 069
Vehicles used for political office -bearer	-	-	-	-	-	-	-	-
Accomodation, Travel and Incidental cos	12 884 070	12 739 070	2 566 128	2 516 957	49 171	2 566 128	2 516 957	49 171
Sponsorships, events and catering	1 366 355	1 366 355	7 550	286 488	- 278 938	7 550	286 488	- 278 938
Communication	17 101 276	17 121 276	3 365 181	2 112 404	1 252 777	3 365 181	2 112 404	1 252 777
Other related expenditure items	55 573 505	55 546 305	13 960 011	10 096 040	3 863 971	13 960 011	10 096 040	3 863 971
Grand Total	**126 072 438**	**125 287 721**	**24 690 414**	**22 757 501**	**1 932 913**	**24 690 414**	**22 757 501**	**1 932 913**

The largest year to date overspending was noted for other related expenditure items of which the largest component relates to Business and Advisory: Project Management.

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2022

Item for report	Item longcode	Description	Original Budget	Amended Budget	Quarter 1		Saving/ (Over spending)	YTD		Saving/ (Overspending
					Budget	Actual		Total YTD Budget	Total YTD Actual	
Use of consultants	IE0030020010010000000000000000000000000(	Business and Advisory:Accounting and Auditing	200 000	200 000	-	-	-	-	-	-
	IE0030020010030000000000000000000000000(	Business and Advisory:Audit Committee	1 170 000	1 170 000	77 875	47 875	30 000	77 875	47 875	30 000
	IE0030020010050000000000000000000000000(	Business and Advisory:Business and Financial Manag	5 886 863	5 376 863	894 791	366 060	528 731	894 791	366 060	528 731
	IE0030020010060000000000000000000000000(	Business and Advisory:Commissions and Committees	-	-	-	-	-	-	-	-
	IE0030020010070000000000000000000000000(	Business and Advisory:Communications	8 100	8 100	-	-	-	-	-	-
	IE0030020010080000000000000000000000000(	Business and Advisory:Human Resources	328 080	328 080	-	38 400	- 38 400	-	38 400	- 38 400
	IE0030020010100000000000000000000000000(	Business and Advisory:Occupational Health and Safe	-	-	-	-	-	-	-	-
	IE0030020010110000000000000000000000000(	Business and Advisory:Organisational	208 000	208 000	-	-	-	-	-	-
	IE0030020010120000000000000000000000000(	Business and Advisory:Project Management	13 339 628	13 217 111	2 903 486	6 367 837	- 3 464 351	2 903 486	6 367 837	- 3 464 351
	IE0030020010130000000000000000000000000(	Business and Advisory:Research and Advisory	4 490 481	4 870 481	363 757	872	362 885	363 757	872	362 885
	IE0030020010140000000000000000000000000(	Business and Advisory:Qualification Verification	-	-	-	-	-	-	-	-
	IE0030020010150000000000000000000000000(	Business and Advisory:Quality Control	-	-	-	-	-	-	-	-
	IE0030020010160000000000000000000000000(	Business and Advisory:Valuer and Assessors	2 388 417	2 008 417	386 713	170 071	216 642	386 713	170 071	216 642
	IE0030020010170000000000000000000000000(	Business and Advisory:Forensic Investigators	604 687	604 687	151 172	-	151 172	151 172	-	151 172
	IE0030020020010000000000000000000000000(	Infrastructure and Planning:Architectural	55 000	55 000	13 750	-	13 750	13 750	-	13 750
	IE0030020020040040000000000000000000000(	Engineering:Civil	-	-	-	-	-	-	-	-
	IE0030020020040100000000000000000000000(	Engineering:Structural	-	-	-	-	-	-	-	-
	IE0030020020080000000000000000000000000(	Infrastructure and Planning:Land and Quantity Surv	-	-	-	-	-	-	-	-
	IE0030020030040000000000000000000000000(	Laboratory Services:Water	2 743 976	2 743 976	-	283 130	- 283 130	-	283 130	- 283 130
	IE0030020040010000000000000000000000000(	Legal Cost:Legal Advice and Litigation	7 216 000	7 216 000	-	471 367	- 471 367	-	471 367	- 471 367
	IE0030020040020000000000000000000000000(	Legal Cost:Issue of Summons	508 000	508 000	-	-	-	-	-	-

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2022

Item for report	Item longcode	Description	Original Budget	Amended Budget	Quarter 1		Saving/ (Over spending)	YTD		Saving/ (Overspending
					Budget	Actual		Total YTD Budget	Total YTD Actual	
Accomodation, Travel and Incidental	IE005001001001005005000000000000000000	Allowance:Travel or Motor Vehicle	127 800	127 800	-	45 000	- 45 000	-	45 000	- 45 000
	IE005001002001005005000000000000000000	Allowance:Travel or Motor Vehicle	255 600	255 600	-	-	-	-	-	-
	IE005001002001005007000000000000000000	Allowance:Accommodation, Travel and Incidental	-	-	-	-	-	-	-	-
	IE005001004001005005000000000000000000	Allowance:Travel or Motor Vehicle	-	-	-	-	-	-	-	-
	IE005001007001005005000000000000000000	Allowance:Travel or Motor Vehicle	-	-	-	-	-	-	-	-
	IE005001009001005007000000000000000000	Allowance:Accommodation, Travel and Incidental	-	-	-	-	-	-	-	-
	IE005001010001005005000000000000000000	Allowance:Travel or Motor Vehicle	-	-	-	-	-	-	-	-
	IE005001011001005005000000000000000000	Allowance:Travel or Motor Vehicle	-	-	-	-	-	-	-	-
	IE005001014001005007000000000000000000	Allowance:Accommodation, Travel and Incidental	-	-	-	-	-	-	-	-
	IE005001017001005005000000000000000000	Allowance:Travel or Motor Vehicle	-	-	-	-	-	-	-	-
	IE005002001005001000000000000000000000	Allowances:Accommodation, Travel and Incidental	35 784	35 784	7 317	18 468	- 11 151	7 317	18 468	- 11 151
	IE005002001005006000000000000000000000	Allowances:Travel or Motor Vehicle	10 840 999	10 840 999	2 451 818	2 141 974	309 844	2 451 818	2 141 974	309 844
	IE008001001003000000000000000000000000	Allowances and Service Related Benefits:Travelling	-	-	-	45 000	- 45 000	-	45 000	- 45 000
	IE008002001003000000000000000000000000	Allowances and Service Related Benefits:Travelling	-	-	-	-	-	-	-	-
	IE008003001003000000000000000000000000	Allowances and Service Related Benefits:Travelling	-	-	-	45 000	- 45 000	-	45 000	- 45 000
	IE008004001003000000000000000000000000	Allowances and Service Related Benefits:Travelling	-	-	-	-	-	-	-	-
	IE008005001003000000000000000000000000	Allowances and Service Related Benefits:Travelling	-	-	-	53 775	- 53 775	-	53 775	- 53 775
	IE008006001003000000000000000000000000	Allowances and Service Related Benefits:Travelling	-	-	-	104 579	- 104 579	-	104 579	- 104 579
	IE010039000000000000000000000000000000	Travel Agency and Visa's	146 000	106 000	24 999	22 817	2 182	24 999	22 817	2 182
	IE010057001001000000000000000000000000	Travel and Subsistence:Domestic:Accommodation	345 036	335 036	13 000	18 674	- 5 674	13 000	18 674	- 5 674
	IE010057001002000000000000000000000000	Travel and Subsistence:Domestic:Daily Allowance	108 404	113 404	3 998	12 936	- 8 938	3 998	12 936	- 8 938
	IE010057001003000000000000000000000000	Travel and Subsistence:Domestic:Food and Beverage (Served)	277 871	277 871	-	337	- 337	-	337	- 337
	IE010057001004000000000000000000000000	Travel and Subsistence:Domestic:Incidental Cost	90 995	93 751	10 500	460	10 040	10 500	460	10 040
	IE010057001005001000000000000000000000	Travel and Subsistence:Domestic:Transport without Operator:Car Rental	33 951	31 195	750	-	750	750	-	750
	IE010057001006001000000000000000000000	Travel and Subsistence:Domestic:Transport with Operator:Other Transport Provider	304 450	124 450	2 750	-	2 750	2 750	-	2 750
	IE010057001006002001000000000000000000	Travel and Subsistence:Domestic:Transport with Operator:Public Transport:Air Transport	317 180	397 180	50 996	7 937	43 059	50 996	7 937	43 059

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2022

Item for report	Item longcode	Description	Original Budget	Amended Budget	Quarter 1		Saving/ (Over spending)	YTD		Saving/ (Overspending
					Budget	Actual		Total YTD Budget	Total YTD Actual	
Sponsorships, events and catering	IE0030030100000000000000000000000000000	Contractors:Catering Services	1 202 678	1 202 678	2 550	286 488	- 283 938	2 550	286 488	- 283 938
	IE0030010060000000000000000000000000000	Outsourced Services:Catering Services	32 080	32 080	5 000	-	5 000	5 000	-	5 000
	IE0100020050000000000000000000000000000	Advertising, Publicity and Marketing:Gifts and Pro	31 597	31 597	-	-	-	-	-	-
	IE0030030140000000000000000000000000000	Contractors:Event Promoters	100 000	100 000	-	-	-	-	-	-
Communication	IE0100150010000000000000000000000000000	Communication:Cellular Contract (Subscription and	4 355 517	4 355 517	1 003 876	386 583	617 293	1 003 876	386 583	617 293
	IE0100150020000000000000000000000000000	Communication:Licences (Radio and Television)	100 000	100 000	-	-	-	-	-	-
	IE0100150040000000000000000000000000000	Communication:Radio and TV Transmissions	2 581 000	2 581 000	213 575	488 420	- 274 845	213 575	488 420	- 274 845
	IE0100150030000000000000000000000000000	Communication:Postage/Stamps/Franking Machines	2 646 000	2 646 000	405 801	176 018	229 783	405 801	176 018	229 783
	IE0100150070000000000000000000000000000	Communication:SMS Bulk Message Service	264 000	264 000	-	7 511	- 7 511	-	7 511	- 7 511
	IE0100150090000000000000000000000000000	Communication:Telemetric Systems	-	-	-	-	-	-	-	-
	IE0050020010050030000000000000000000000	Allowances:Cellular and Telephone	2 464 965	2 464 965	603 201	498 909	104 292	603 201	498 909	104 292
	IE0100150080000000000000000000000000000	Communication:Telephone, Fax, Telegraph and Telex	4 689 794	4 709 794	1 138 728	554 962	583 766	1 138 728	554 962	583 766
Other related expenditure items	IE0100230030000000000000000000000000000	Entertainment:Senior Management	40 000	12 800	3 198	-	3 198	3 198	-	3 198
	IE0100230020000000000000000000000000000	Entertainment:Total for All Other Councillors	104 000	104 000	26 000	-	26 000	26 000	-	26 000
	IE0100230010000000000000000000000000000	Entertainment:Executive Mayor	249 600	249 600	62 400	2 749	59 651	62 400	2 749	59 651
	IE0100230040000000000000000000000000000	Entertainment:Deputy Executive Mayor	-	-	-	-	-	-	-	-
	IE0100230050000000000000000000000000000	Entertainment:Speaker	-	-	-	-	-	-	-	-
	IE0100230060000000000000000000000000000	Entertainment:Chief Whip	-	-	-	-	-	-	-	-
	IE0100230070000000000000000000000000000	Entertainment:Executive Committee	-	-	-	-	-	-	-	-
	IE0100230080000000000000000000000000000	Entertainment:Section 79 committee chairperson	-	-	-	-	-	-	-	-
	IE0050020010050090120020000000000000000	Overtime:Non Structured	47 382 530	47 382 530	11 919 067	8 382 951	3 536 116	11 919 067	8 382 951	3 536 116
	IE0050020010050090120040000000000000000	Overtime:Shift Additional Remuneration	5 398 676	5 398 676	1 349 670	1 093 117	256 553	1 349 670	1 093 117	256 553
	IE0050020010050090120030000000000000000	Overtime:Structured	2 398 699	2 398 699	599 676	617 223	- 17 547	599 676	617 223	- 17 547
Grand Total			**126 072 438**	**125 287 721**	**24 690 414**	**22 757 501**	**1 932 913**	**24 690 414**	**22 757 501**	**1 932 913**

11. Quarterly Budget Statements

Table C1: Quarterly Budget Statement Summary

WC024 Stellenbosch - Table C1 Monthly Budget Statement Summary - Q1 First Quarter

Description	2021/22	Budget Year 2022/23							
R thousands	Audited Outcome	Original Budget	Adjusted Budget	Monthly actual	YearTD actual	YearTD budget	YTD variance	YTD variance %	Full Year Forecast
Financial Performance									
Property rates	421 969	438 941	438 941	31 161	168 802	160 757	8 045	5%	438 941
Service charges	1 076 411	1 227 651	1 227 651	110 713	324 949	340 789	(15 840)	-5%	1 227 651
Investment revenue	18 770	20 397	20 397	3 070	8 416	5 099	3 317	65%	20 397
Transfers and subsidies	196 208	213 380	214 011	12 256	80 052	53 345	26 707	50%	214 011
Other own revenue	192 000	203 412	203 412	12 755	34 295	50 672	(16 377)	-32%	203 412
Total Revenue (excluding capital transfers and contributions)	1 905 359	2 103 783	2 104 414	169 954	616 515	610 662	5 852	1%	2 104 414
Employee costs	550 719	624 464	624 948	47 209	125 713	150 600	(24 887)	-17%	624 948
Remuneration of Councillors	19 815	21 062	21 062	1 737	5 581	5 266	316	6%	21 062
Depreciation & asset impairment	213 746	213 118	213 118	(1)	–	51 104	(51 104)	-100%	213 118
Finance charges	44 332	67 799	67 799	–	–	–	–		67 799
Materials and bulk purchases	604 027	634 794	634 119	74 928	148 392	135 685	12 707	9%	634 119
Transfers and subsidies	13 364	14 355	15 355	215	9 460	10 159	(698)	-7%	15 355
Other expenditure	480 526	526 472	526 294	20 304	56 669	84 744	(28 075)	-33%	526 294
Total Expenditure	1 926 530	2 102 065	2 102 696	144 392	345 816	437 559	(91 742)	-21%	2 102 696
Surplus/(Deficit)	(21 171)	1 718	1 718	25 562	270 699	173 104	97 595	56%	1 718
Transfers and subsidies - capital (monetary alloc	92 495	120 030	124 314	10 214	10 214	29 952	(19 738)	-66%	124 314
Contributions & Contributed assets	30 746	33 000	33 000	1 222	4 009	8 250	(4 241)	-51%	33 000
Surplus/(Deficit) after capital transfers & contributions	102 070	154 747	159 031	36 999	284 922	211 306	73 616	35%	159 031
Share of surplus/ (deficit) of associate	–	–	–	–	–	–	–		–
Surplus/ (Deficit) for the year	102 070	154 747	159 031	36 999	284 922	211 306	73 616	35%	159 031
Capital expenditure & funds sources									
Capital expenditure	340 170	409 273	454 036	15 451	30 839	49 542	(18 703)	-38%	454 036
Capital transfers recognised	94 873	132 483	144 380	6 326	10 214	12 490	(2 276)	-18%	144 380
Public contributions & donations	–	–	–	–	–	–	–		–
Borrowing	128 766	140 000	165 124	6 016	9 214	25 457	(16 243)	-64%	165 124
Internally generated funds	116 481	136 790	144 532	3 109	11 411	11 595	(183)	-2%	144 532
Total sources of capital funds	340 120	409 273	454 036	15 451	30 839	49 542	(18 703)	-38%	454 036
Financial position									
Total current assets	1 520 683	644 346	610 614		204 634				610 614
Total non current assets	6 021 122	6 274 346	6 319 109		7 004				6 319 109
Total current liabilities	1 233 869	339 918	346 665		(77 625)				346 665
Total non current liabilities	790 133	877 341	877 341		–				877 341
Community wealth/Equity	6 024 389	5 701 434	5 705 718		–				5 705 718
Cash flows									
Net cash from (used) operating	1 271 468	(94 070)	(139 463)	214 208	454 076	(22 722)	(476 798)	2098%	(139 463)
Net cash from (used) investing	(45 347)	(785 546)	(875 071)	(47)	(47)	(153 730)	(153 683)	100%	(875 071)
Net cash from (used) financing	(121 845)	162 961	162 961	84	467	57 961	57 494	99%	162 961
Cash/cash equivalents at the month/year end	1 438 359	(498 960)	(628 964)	–	454 496	104 119	(350 377)	-337%	(851 574)
Debtors & creditors analysis	0-30 Days	31-60 Days	61-90 Days	91-120 Days	121-150 Dys	151-180 Dys	181 Dys-1 Yr	Over 1Yr	Total
Debtors Age Analysis									
Total By Income Source	97 414	36 117	6 534	234 242	–	–	–	–	374 307
Creditors Age Analysis									
Total Creditors	(32 686)	–	–	–	–	–	–	228 582	195 896

Table C2: Monthly Budget Statement – Financial Performance (standard classification)

WC024 Stellenbosch - Table C2 Monthly Budget Statement - Financial Performance (functional classification) - Q1 First Quarter

Description	Ref	2021/22	Budget Year 2022/23							
		Audited Outcome	Original Budget	Adjusted Budget	Monthly actual	YearTD actual	YearTD budget	YTD variance	YTD variance	Full Year Forecast
R thousands	1								%	
Revenue - Functional										
Governance and administration		517 935	546 657	546 657	35 724	207 827	187 565	20 263	11%	546 657
Executive and council		306	771	771	256	277	193	84	44%	771
Finance and administration		517 629	545 886	545 886	35 468	207 550	187 372	20 179	11%	545 886
Internal audit		–	–	–	–	–	–	–		–
Community and public safety		186 300	180 572	182 968	12 453	26 885	45 088	(18 203)	-40%	182 968
Community and social services		16 503	18 285	18 285	2 321	2 583	4 571	(1 988)	-43%	18 285
Sport and recreation		3 923	1 564	1 564	24	40	336	(296)	-88%	1 564
Public safety		142 689	148 586	149 217	9 320	22 106	37 147	(15 040)	-40%	149 217
Housing		23 185	12 136	13 902	788	2 156	3 034	(878)	-29%	13 902
Health		–	–	–	–	–	–	–		–
Economic and environmental services		106 498	145 034	147 552	18 922	23 668	36 258	(12 591)	-35%	147 552
Planning and development		45 354	142 206	144 724	18 581	23 106	35 551	(12 446)	-35%	144 724
Road transport		60 826	1 503	1 503	193	395	376	19	5%	1 503
Environmental protection		318	1 325	1 325	147	168	331	(164)	-49%	1 325
Trading services		1 217 764	1 384 432	1 384 432	114 292	372 358	379 924	(7 567)	-2%	1 384 432
Energy sources		794 640	920 200	920 200	85 197	244 156	262 902	(18 746)	-7%	920 200
Water management		159 914	181 107	181 107	13 243	39 405	34 310	5 096	15%	181 107
Waste water management		143 732	149 836	149 836	8 698	44 607	41 214	3 393	8%	149 836
Waste management		119 478	133 289	133 289	7 154	44 189	41 499	2 691	6%	133 289
Other	4	103	118	118	–	–	30	(30)	-100%	118
Total Revenue - Functional	2	2 028 600	2 256 812	2 261 727	181 390	630 738	648 865	(18 127)	-3%	2 261 727
Expenditure - Functional										
Governance and administration		295 554	332 785	324 570	18 596	61 678	67 884	(6 206)	-9%	324 570
Executive and council		48 922	33 555	33 555	3 319	7 901	7 305	596	8%	33 555
Finance and administration		237 194	285 492	277 277	14 445	51 325	59 079	(7 754)	-13%	277 277
Internal audit		9 439	13 738	13 738	833	2 452	1 500	951	63%	13 738
Community and public safety		384 893	415 276	423 539	17 979	55 205	92 213	(37 008)	-40%	423 539
Community and social services		37 897	52 304	53 933	2 393	9 671	14 314	(4 643)	-32%	53 933
Sport and recreation		62 200	65 531	70 084	3 424	9 691	14 980	(5 289)	-35%	70 084
Public safety		261 734	264 286	264 916	9 458	29 440	56 354	(26 914)	-48%	264 916
Housing		23 063	33 155	34 607	2 703	6 403	6 565	(161)	-2%	34 607
Health		–	–	–	–	–	–	–		–
Economic and environmental services		188 080	212 066	212 276	16 070	36 066	48 754	(12 687)	-26%	212 276
Planning and development		75 879	80 010	80 084	10 898	23 962	21 513	2 449	11%	80 084
Road transport		96 342	107 911	107 911	4 310	9 968	22 207	(12 239)	-55%	107 911
Environmental protection		15 859	24 146	24 281	862	2 136	5 033	(2 898)	-58%	24 281
Trading services		1 058 002	1 141 937	1 142 311	91 747	192 867	228 708	(35 841)	-16%	1 142 311
Energy sources		636 451	678 534	678 584	77 362	149 449	153 627	(4 179)	-3%	678 584
Water management		136 100	132 424	132 394	3 890	13 545	17 125	(3 581)	-21%	132 394
Waste water management		154 847	199 471	199 471	7 762	20 499	33 495	(12 997)	-39%	199 471
Waste management		130 604	131 508	131 861	2 732	9 375	24 460	(15 085)	-62%	131 861
Other		–	–	–	–	–	–	–		–
Total Expenditure - Functional	3	1 926 530	2 102 065	2 102 696	144 392	345 816	437 559	(91 742)	-21%	2 102 696
Surplus/ (Deficit) for the year		102 070	154 747	159 031	36 999	284 922	211 306	73 616	35%	159 031

Table C2: Monthly Budget Statement – Financial Performance, reflects the operating revenue and operating expenditure in the standard classifications which are the Government Finance Statistics Functions and Sub-functions. The main functions are Governance and Administration; Community and public safety; Economic and environmental services; and Trading services.

Table C3: Monthly Budget Statement – Financial Performance (revenue & expenditure by municipal vote)

WC024 Stellenbosch - Table C3 Monthly Budget Statement - Financial Performance (revenue and expenditure by municipal vote) - Q1 First Quarter

Vote Description	Ref	2021/22	Budget Year 2022/23							
R thousands		Audited Outcome	Original Budget	Adjusted Budget	Monthly actual	YearTD actual	YearTD budget	YTD variance	YTD variance %	Full Year Forecast
Revenue by Vote	1									
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		–	–	–	–	–	–	–		–
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		21 461	22 399	25 165	1 438	4 458	5 600	(1 142)	-20,4%	25 165
Vote 3 - INFRASTRUCTURE SERVICES		1 228 409	1 517 037	1 518 556	132 223	393 164	413 076	(19 912)	-4,8%	1 518 556
Vote 4 - COMMUNITY AND PROTECTION SERVICES		171 800	170 719	171 350	12 005	25 289	42 625	(17 336)	-40,7%	171 350
Vote 5 - CORPORATE SERVICES		5 787	11 657	11 657	806	2 135	2 914	(779)	-26,7%	11 657
Vote 6 - FINANCIAL SERVICES		508 718	535 000	535 000	34 918	205 692	184 650	21 042	11,4%	535 000
Vote 7 - [NAME OF VOTE 7]		–	–	–	–	–	–	–		–
Vote 8 - [NAME OF VOTE 8]		–	–	–	–	–	–	–		–
Vote 9 - [NAME OF VOTE 9]		–	–	–	–	–	–	–		–
Vote 10 - [NAME OF VOTE 10]		–	–	–	–	–	–	–		–
Vote 11 - [NAME OF VOTE 11]		–	–	–	–	–	–	–		–
Vote 12 - [NAME OF VOTE 12]		–	–	–	–	–	–	–		–
Vote 13 - [NAME OF VOTE 13]		–	–	–	–	–	–	–		–
Vote 14 - [NAME OF VOTE 14]		–	–	–	–	–	–	–		–
Vote 15 - [NAME OF VOTE 15]		–	–	–	–	–	–	–		–
Total Revenue by Vote	2	1 936 174	2 256 812	2 261 727	181 390	630 738	648 865	(18 127)	-2,8%	2 261 727
Expenditure by Vote	1									
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		21 519	27 432	27 432	1 709	4 878	4 095	782	19,1%	27 432
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		73 884	86 490	87 865	5 660	20 871	22 110	(1 239)	-5,6%	87 865
Vote 3 - INFRASTRUCTURE SERVICES		1 170 969	1 258 869	1 258 869	102 537	209 304	252 337	(43 034)	-17,1%	1 258 869
Vote 4 - COMMUNITY AND PROTECTION SERVICES		383 484	419 003	419 634	17 025	52 854	91 989	(39 135)	-42,5%	419 634
Vote 5 - CORPORATE SERVICES		183 231	210 683	210 683	11 700	32 643	46 803	(14 161)	-30,3%	210 683
Vote 6 - FINANCIAL SERVICES		93 428	98 213	98 213	5 749	25 228	20 224	5 004	24,7%	98 213
Vote 7 - [NAME OF VOTE 7]		–	–	–	–	–	–	–		–
Vote 8 - [NAME OF VOTE 8]		–	–	–	–	–	–	–		–
Vote 9 - [NAME OF VOTE 9]		–	–	–	–	–	–	–		–
Vote 10 - [NAME OF VOTE 10]		–	–	–	–	–	–	–		–
Vote 11 - [NAME OF VOTE 11]		–	–	–	–	–	–	–		–
Vote 12 - [NAME OF VOTE 12]		–	–	–	–	–	–	–		–
Vote 13 - [NAME OF VOTE 13]		–	–	–	–	–	–	–		–
Vote 14 - [NAME OF VOTE 14]		–	–	–	–	–	–	–		–
Vote 15 - [NAME OF VOTE 15]		–	–	–	–	–	–	–		–
Total Expenditure by Vote	2	1 926 515	2 100 690	2 102 696	144 379	345 778	437 559	(91 781)	-21,0%	2 102 696
Surplus/ (Deficit) for the year	2	9 660	156 122	159 031	37 011	284 960	211 306	73 654	34,9%	159 031

Table C3: Monthly Budget Statement – Financial Performance, reflects the operating revenue and operating expenditure by municipal vote. The municipal directorates are Municipal Manager; Planning Development; Infrastructure Services; Community and Protection Services; Corporate Services; and Financial Services. The operating expenditure budget is approved by Council on the municipal vote level.

Table C4: Monthly Budget Statement – Financial Performance (revenue & expenditure)

WC024 Stellenbosch - Table C4 Monthly Budget Statement - Financial Performance (revenue and expenditure) - Q1 First Quarter

Description	Ref	2021/22	Budget Year 2022/23							
R thousands		Audited Outcome	Original Budget	Adjusted Budget	Monthly actual	YearTD actual	YearTD budget	YTD variance	YTD variance %	Full Year Forecast
Revenue By Source										
Property rates		421 969	438 941	438 941	31 161	168 802	160 757	8 045	5%	438 941
Service charges - electricity revenue		742 643	846 763	846 763	82 977	228 981	244 543	(15 562)	-6%	846 763
Service charges - water revenue		146 830	176 783	176 783	12 635	37 650	33 229	4 421	13%	176 783
Service charges - sanitation revenue		102 285	109 134	109 134	8 136	28 931	31 038	(2 107)	-7%	109 134
Service charges - refuse revenue		84 652	94 971	94 971	6 965	29 387	31 979	(2 592)	-8%	94 971
Rental of facilities and equipment		12 173	15 538	15 538	777	2 265	3 884	(1 620)	-42%	15 538
Interest earned - external investments		18 770	20 397	20 397	3 070	8 416	5 099	3 317	65%	20 397
Interest earned - outstanding debtors		12 859	11 391	11 391	1 387	3 937	2 667	1 270	48%	11 391
Dividends received		–	–	–	–	–	–	–		–
Fines, penalties and forfeits		122 656	124 955	124 955	7 209	17 943	31 239	(13 295)	-43%	124 955
Licences and permits		7 809	5 934	5 934	795	1 882	1 484	399	27%	5 934
Agency services		3 020	4 281	4 281	260	747	1 070	(323)	-30%	4 281
Transfers and subsidies		196 208	213 380	214 011	12 256	80 052	53 345	26 707	50%	214 011
Other revenue		33 089	41 313	41 313	2 324	7 517	10 328	(2 811)	-27%	41 313
Gains		394	–	–	3	3	–	3	#DIV/0!	–
Total Revenue (excluding capital transfers and contributions)		1 905 359	2 103 783	2 104 414	169 954	616 515	610 662	5 852	1%	2 104 414
Expenditure By Type										
Employee related costs		550 719	624 464	624 948	47 209	125 713	150 600	(24 887)	-17%	624 948
Remuneration of councillors		19 815	21 062	21 062	1 737	5 581	5 266	316	6%	21 062
Debt impairment		84 985	97 842	97 842	–	–	24 475	(24 475)	-100%	97 842
Depreciation & asset impairment		213 746	213 118	213 118	(1)	–	51 104	(51 104)	-100%	213 118
Finance charges		44 332	67 799	67 799	–	–	–	–		67 799
Bulk purchases - electricity		528 012	551 412	551 412	73 723	137 264	129 255	8 009	6%	551 412
Inventory consumed		76 016	83 382	82 707	1 205	11 128	6 430	4 698	73%	82 707
Contracted services		208 207	269 226	268 253	11 822	21 614	32 261	(10 647)	-33%	268 253
Transfers and subsidies		13 364	14 355	15 355	215	9 460	10 159	(698)	-7%	15 355
Other expenditure		186 747	159 403	160 199	8 482	35 055	28 008	7 047	25%	160 199
Losses		587	–	–	–	–	–	–		–
Total Expenditure		1 926 530	2 102 065	2 102 696	144 392	345 816	437 559	(91 742)	-21%	2 102 696
Surplus/(Deficit)		(21 171)	1 718	1 718	25 562	270 699	173 104	97 595	0	1 718
Transfers and subsidies - capital (monetary allocations) (National / Provincial and District)		92 495	120 030	124 314	10 214	10 214	29 952	(19 738)	(0)	124 314
Transfers and subsidies - capital (monetary allocations) (National / Provincial Departmental Agencies, Households, Non-profit Institutions, Private Enterprises, Public Corporatons, Higher Educational Institutions)		30 696	33 000	33 000	1 222	4 009	8 250	(4 241)	(0)	33 000
Transfers and subsidies - capital (in-kind - all)		50	–	–	–	–	–	–		–
Surplus/(Deficit) after capital transfers & contributions		102 070	154 747	159 031	36 999	284 922	211 306			159 031
Taxation		–	–	–	–	–	–	–		–
Surplus/(Deficit) after taxation		102 070	154 747	159 031	36 999	284 922	211 306			159 031
Attributable to minorities		–	–	–	–	–	–			–
Surplus/(Deficit) attributable to municipality		102 070	154 747	159 031	36 999	284 922	211 306			159 031
Share of surplus/ (deficit) of associate		–	–	–	–	–	–			–
Surplus/ (Deficit) for the year		102 070	154 747	159 031	36 999	284 922	211 306			159 031

Table C5: Monthly Budget Statement – Capital Expenditure

WC024 Stellenbosch - Table C5 Monthly Budget Statement - Capital Expenditure (municipal vote, functional classification and funding) - Q1 First Quarter

Vote Description	Ref	2021/22	Budget Year 2022/23							
		Audited Outcome	Original Budget	Adjusted Budget	Monthly actual	YearTD actual	YearTD budget	YTD variance	YTD variance	Full Year Forecast
R thousands	1								%	
Multi-Year expenditure appropriation	2									
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		43	40	40	–	26	12	14	115%	40
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		1 979	15 185	20 912	1 297	1 297	530	767	145%	20 912
Vote 3 - INFRASTRUCTURE SERVICES		98 135	324 747	353 204	13 813	20 904	42 761	(21 857)	-51%	353 204
Vote 4 - COMMUNITY AND PROTECTION SERVICES		(4 638)	25 221	29 599	330	330	1 055	(725)	-69%	29 599
Vote 5 - CORPORATE SERVICES		10 572	36 700	41 750	–	8 254	4 600	3 654	79%	41 750
Vote 6 - FINANCIAL SERVICES		–	250	250	11	29	44	(15)	-34%	250
Vote 7 - [NAME OF VOTE 7]		–	–	–	–	–	–	–		–
Vote 8 - [NAME OF VOTE 8]		–	–	–	–	–	–	–		–
Vote 9 - [NAME OF VOTE 9]		–	–	–	–	–	–	–		–
Vote 10 - [NAME OF VOTE 10]		–	–	–	–	–	–	–		–
Vote 11 - [NAME OF VOTE 11]		–	–	–	–	–	–	–		–
Vote 12 - [NAME OF VOTE 12]		–	–	–	–	–	–	–		–
Vote 13 - [NAME OF VOTE 13]		–	–	–	–	–	–	–		–
Vote 14 - [NAME OF VOTE 14]		–	–	–	–	–	–	–		–
Vote 15 - [NAME OF VOTE 15]		–	–	–	–	–	–	–		–
Total Capital Multi-year expenditure	4,7	106 089	402 143	445 756	15 451	30 839	49 001	(18 162)	-37%	445 756
Single Year expenditure appropriation	2									
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		–	–	–	–	–	–	–		–
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		(12 852)	–	64	–	–	41	(41)	-100%	64
Vote 3 - INFRASTRUCTURE SERVICES		183 936	300	300	–	–	–	–		300
Vote 4 - COMMUNITY AND PROTECTION SERVICES		49 677	1 630	1 777	–	–	50	(50)	-100%	1 777
Vote 5 - CORPORATE SERVICES		12 939	5 200	6 139	–	–	450	(450)	-100%	6 139
Vote 6 - FINANCIAL SERVICES		381	–	–	–	–	–	–		–
Vote 7 - [NAME OF VOTE 7]		–	–	–	–	–	–	–		–
Vote 8 - [NAME OF VOTE 8]		–	–	–	–	–	–	–		–
Vote 9 - [NAME OF VOTE 9]		–	–	–	–	–	–	–		–
Vote 10 - [NAME OF VOTE 10]		–	–	–	–	–	–	–		–
Vote 11 - [NAME OF VOTE 11]		–	–	–	–	–	–	–		–
Vote 12 - [NAME OF VOTE 12]		–	–	–	–	–	–	–		–
Vote 13 - [NAME OF VOTE 13]		–	–	–	–	–	–	–		–
Vote 14 - [NAME OF VOTE 14]		–	–	–	–	–	–	–		–
Vote 15 - [NAME OF VOTE 15]		–	–	–	–	–	–	–		–
Total Capital single-year expenditure	4	234 080	7 130	8 280	–	–	541	(541)	-100%	8 280
Total Capital Expenditure	3	340 170	409 273	454 036	15 451	30 839	49 542	(18 703)	-38%	454 036
Capital Expenditure - Functional Classification										
Governance and administration		23 934	42 190	48 179	11	8 309	5 106	3 203	63%	48 179
Executive and council		43	40	40	–	26	12	14	115%	40
Finance and administration		23 892	42 150	48 139	11	8 283	5 094	3 189	63%	48 139
Internal audit		–	–	–	–	–	–	–		–
Community and public safety		45 072	34 292	39 530	623	623	840	(217)	-26%	39 530
Community and social services		2 259	8 880	9 017	–	–	–	–		9 017
Sport and recreation		39 350	6 677	7 565	–	–	–	–		7 565
Public safety		16 388	3 550	6 028	–	–	805	(805)	-100%	6 028
Housing		(12 925)	15 185	16 920	623	623	35	588	1684%	16 920
Health		–	–	–	–	–	–	–		–
Economic and environmental services		93 898	93 005	97 131	5 301	6 927	9 760	(2 832)	-29%	97 131
Planning and development		35 592	21 350	26 925	1 263	1 263	1 096	167	15%	26 925
Road transport		71 783	64 135	61 664	3 707	5 334	8 364	(3 030)	-36%	61 664
Environmental protection		(13 478)	7 520	8 542	330	330	300	30	10%	8 542
Trading services		177 266	239 786	269 196	9 516	14 980	33 837	(18 856)	-56%	269 196
Energy sources		65 135	77 471	87 339	1 194	2 143	10 249	(8 107)	-79%	87 339
Water management		38 226	46 669	57 352	2 353	2 353	7 674	(5 321)	-69%	57 352
Waste water management		67 777	57 300	64 029	5 969	10 484	5 984	4 500	75%	64 029
Waste management		6 128	58 345	60 475	–	–	9 929	(9 929)	-100%	60 475
Other		–	–	–	–	–	–	–		–
Total Capital Expenditure - Functional Classification	3	340 170	409 273	454 036	15 451	30 839	49 542	(18 703)	-38%	454 036
Funded by:										
National Government		66 852	90 810	90 810	6 326	10 214	9 835	379	4%	90 810
Provincial Government		25 643	29 220	33 504	–	–	82	(82)	-100%	33 504
District Municipality		–	–	–	–	–	–	–		–
Other transfers and grants		2 378	12 454	20 066	–	–	2 573	(2 573)	-100%	20 066
Transfers recognised - capital		94 873	132 483	144 380	6 326	10 214	12 490	(2 276)	-18%	144 380
Public contributions & donations	5	–	–	–	–	–	–	–		–
Borrowing	6	128 766	140 000	165 124	6 016	9 214	25 457	(16 243)	-64%	165 124
Internally generated funds		116 481	136 790	144 532	3 109	11 411	11 595	(183)	-2%	144 532
Total Capital Funding		340 120	409 273	454 036	15 451	30 839	49 542	(18 703)	-38%	454 036

Table C5: Monthly Budget Statement – Capital Expenditure consists of three sections: Appropriations by vote; Standard classification and funding portion.

Table C6: Monthly Budget Statement – Financial Position

WC024 Stellenbosch - Table C6 Monthly Budget Statement - Financial Position - Q1 First Quarter

Description	Ref	2021/22	Budget Year 2022/23			
		Audited Outcome	Original Budget	Adjusted Budget	YearTD actual	Full Year Forecast
R thousands	1					
ASSETS						
Current assets						
Cash		96 353	60 819	20 340	60 352	20 340
Call investment deposits		347 047	188 689	188 689	22 562	188 689
Consumer debtors		182 063	248 872	248 872	47 625	248 872
Other debtors		866 398	103 499	109 571	55 436	109 571
Current portion of long-term receivables		–	–	–	–	–
Inventory		28 822	42 467	43 142	18 658	43 142
Total current assets		1 520 683	644 346	610 614	204 634	610 614
Non current assets						
Long-term receivables		6 721	–	–	–	–
Investments		–	–	–	–	–
Investment property		412 144	415 362	415 362	590	415 362
Investments in Associate		–	–	–	–	–
Property, plant and equipment		5 589 173	5 835 067	5 878 548	6 414	5 878 548
Agricultural		–	–	–	–	–
Biological assets		6 321	6 571	6 571	–	6 571
Intangible assets		5 726	6 480	6 480	–	6 480
Other non-current assets		1 037	10 865	12 146	–	12 146
Total non current assets		6 021 122	6 274 346	6 319 109	7 004	6 319 109
TOTAL ASSETS		7 541 805	6 918 692	6 929 723	211 638	6 929 723
LIABILITIES						
Current liabilities						
Bank overdraft		–	–	–	–	–
Borrowing		51 902	50 847	50 847	–	50 847
Consumer deposits		22 155	22 961	22 961	467	22 961
Trade and other payables		1 095 608	137 777	144 524	(74 306)	144 524
Provisions		64 204	128 332	128 332	(3 786)	128 332
Total current liabilities		1 233 869	339 918	346 665	(77 625)	346 665
Non current liabilities						
Borrowing		428 952	524 045	524 045	–	524 045
Provisions		361 181	353 295	353 295	–	353 295
Total non current liabilities		790 133	877 341	877 341	–	877 341
TOTAL LIABILITIES		2 024 003	1 217 259	1 224 005	(77 625)	1 224 005
NET ASSETS	2	5 517 802	5 701 434	5 705 718	289 263	5 705 718
COMMUNITY WEALTH/EQUITY						
Accumulated Surplus/(Deficit)		5 861 898	5 676 719	5 681 002	–	5 681 002
Reserves		162 491	24 715	24 715	–	24 715
TOTAL COMMUNITY WEALTH/EQUITY	2	6 024 389	5 701 434	5 705 718	–	5 705 718

Table C7: Monthly Budget Statement – Cash Flow

WC024 Stellenbosch - Table C7 Monthly Budget Statement - Cash Flow - Q1 First Quarter

Description	Ref	2021/22	Budget Year 2022/23							
		Audited Outcome	Original Budget	Adjusted Budget	Monthly actual	YearTD actual	YearTD budget	YTD variance	YTD variance	Full Year Forecast
R thousands	1								%	
CASH FLOW FROM OPERATING ACTIVITIES										
Receipts										
Property rates		1 452 016	421 433	421 433	209 651	515 494	105 358	410 135	389%	421 433
Service charges		733 711	1 339 862	1 339 862	94 892	246 759	345 880	(99 121)	-29%	1 339 862
Other revenue		11 634	354 937	354 937	3 835	9 501	88 734	(79 233)	-89%	354 937
Transfers and Subsidies - Operational		4 199	241 730	241 730	0	1 232	60 433	(59 200)	-98%	241 730
Transfers and Subsidies - Capital		40 179	91 900	91 900	–	–	22 975	(22 975)	-100%	91 900
Interest		2 318	20 397	20 397	399	1 297	5 099	(3 802)	-75%	20 397
Dividends		–	–	–	–	–	–	–		–
Payments										
Suppliers and employees		(970 638)	(2 483 177)	(2 528 571)	(94 570)	(320 207)	(630 914)	(310 707)	49%	(2 528 571)
Finance charges		–	(66 796)	(66 796)	–	–	(16 699)	(16 699)	100%	(66 796)
Transfers and Grants		(1 950)	(14 355)	(14 355)	–	–	(3 589)	(3 589)	100%	(14 355)
NET CASH FROM/(USED) OPERATING ACTIVITIES		1 271 468	(94 070)	(139 463)	214 208	454 076	(22 722)	(476 798)	2098%	(139 463)
CASH FLOWS FROM INVESTING ACTIVITIES										
Receipts										
Proceeds on disposal of PPE		–	33 000	33 000	(47)	(47)	8 250	(8 297)	-101%	33 000
Decrease (increase) in non-current receivables		(6 721)	–	–	–	–	–	–		–
Decrease (increase) in non-current investments		–	–	–	–	–	–	–		–
Payments										
Capital assets		(38 626)	(818 546)	(908 071)	–	–	(161 980)	(161 980)	100%	(908 071)
NET CASH FROM/(USED) INVESTING ACTIVITIES		(45 347)	(785 546)	(875 071)	(47)	(47)	(153 730)	(153 683)	100%	(875 071)
CASH FLOWS FROM FINANCING ACTIVITIES										
Receipts										
Short term loans		–	–	–	–	–	–	–		–
Borrowing long term/refinancing		(144 000)	140 000	140 000	–	–	35 000	(35 000)	-100%	140 000
Increase (decrease) in consumer deposits		22 155	22 961	22 961	84	467	22 961	(22 494)	-98%	22 961
Payments										
Repayment of borrowing		–	–	–	–	–	–	–		–
NET CASH FROM/(USED) FINANCING ACTIVITIES		(121 845)	162 961	162 961	84	467	57 961	57 494	99%	162 961
NET INCREASE/ (DECREASE) IN CASH HELD		1 104 276	(716 655)	(851 574)	214 245	454 496	(118 491)			(851 574)
Cash/cash equivalents at beginning:		334 083	217 695	222 610		–	222 610			–
Cash/cash equivalents at month/year end:		1 438 359	(498 960)	(628 964)		454 496	104 119			(851 574)

12. Supporting Documentation

Debtors Age Analysis

Supporting Table SC3: Monthly Budget Statement - Aged Debtors

WC024 Stellenbosch - Supporting Table SC3 Monthly Budget Statement - aged debtors - Q1 First Quarter

Description	NT Code	Budget Year 2022/23											
R thousands		0-30 Days	31-60 Days	61-90 Days	91-120 Days	121-150 Dys	151-180 Dys	181 Dys-1 Yr	Over 1Yr	Total	Total over 90 days	Actual Bad Debts Written Off against Debtors	Impairment - Bad Debts i.t.o Council Policy
Debtors Age Analysis By Income Source													
Trade and Other Receivables from Exchange Transactions - Water	1200	10 685	2 367	3 077	105 157	–	–	–	–	121 286	105 157	–	–
Trade and Other Receivables from Exchange Transactions - Electricity	1300	55 694	718	399	16 294	–	–	–	–	73 105	16 294	–	–
Receivables from Non-exchange Transactions - Property Rates	1400	17 900	24 872	828	29 815	–	–	–	–	73 415	29 815	–	–
Receivables from Exchange Transactions - Waste Water Management	1500	5 895	3 030	712	26 377	–	–	–	–	36 014	26 377	–	–
Receivables from Exchange Transactions - Waste Management	1600	5 611	4 694	1 002	32 077	–	–	–	–	43 384	32 077	–	–
Receivables from Exchange Transactions - Property Rental Debtors	1700	584	239	218	11 365	–	–	–	–	12 407	11 365	–	–
Interest on Arrear Debtor Accounts	1810	–	–	–	–	–	–	–	–	–	–	–	–
Recoverable unauthorised, irregular, fruitless and wasteful expenditure	1820	–	–	–	–	–	–	–	–	–	–	–	–
Other	1900	1 045	197	298	13 156	–	–	–	–	14 696	13 156	–	–
Total By Income Source	2000	97 414	36 117	6 534	234 242	–	–	–	–	374 307	234 242	–	–
2021/22 - totals only										–	–		
Debtors Age Analysis By Customer Group													
Organs of State	2200	2 123	643	146	326	–	–	–	–	3 237	326	–	–
Commercial	2300	19 800	3 476	117	18 124	–	–	–	–	41 517	18 124	–	–
Households	2400	50 614	27 611	5 773	185 115	–	–	–	–	269 113	185 115	–	–
Other	2500	24 877	4 388	498	30 676	–	–	–	–	60 440	30 676	–	–
Total By Customer Group	2600	97 414	36 117	6 534	234 242	–	–	–	–	374 307	234 242	–	–

Creditors Age Analysis

Supporting Table SC4: Monthly Budget Statement – Aged Creditors

WC024 Stellenbosch - Supporting Table SC4 Monthly Budget Statement - aged creditors - Q1 First Quarter

Description	NT Code	Budget Year 2022/23								
R thousands		0 - 30 Days	31 - 60 Days	61 - 90 Days	91 - 120 Days	121 - 150 Days	151 - 180 Days	181 Days - 1 Year	Over 1 Year	Total
Creditors Age Analysis By Customer Type										
Bulk Electricity	0100	–	–	–	–	–	–	–	–	–
Bulk Water	0200	–	–	–	–	–	–	–	–	–
PAYE deductions	0300	7 489	–	–	–	–	–	–	–	7 489
VAT (output less input)	0400	–	–	–	–	–	–	–	–	–
Pensions / Retirement deductions	0500	–	–	–	–	–	–	–	–	–
Loan repayments	0600	–	–	–	–	–	–	–	228 582	228 582
Trade Creditors	0700	10 390	–	–	–	–	–	–	–	10 390
Auditor General	0800	–	–	–	–	–	–	–	–	–
Other	0900	–	–	–	–	–	–	–	–	–
Total By Customer Type	1000	17 878	–	–	–	–	–	–	228 582	246 460

Investments and Borrowings

Supporting Table SC5: Monthly Budget Statement – Investment Portfolio

WC024 Stellenbosch - Supporting Table SC5 Monthly Budget Statement - investment portfolio - Q1 First Quarter

Investments by maturity Name of institution & investment ID R thousands	Ref	Period of Investment Yrs/Months	Type of Investment	Expiry date of investment	Accrued interest for the month	Yield for the month 1 (%)	Market value at beginning of the month	Change in market value	Market value at end of the month
Municipality									
A#415		CALL ACCO	Deposits - Ba	12/10/2022	614	4,20%	82 264	–	82 878
N#024		1Y	Deposits - Ba	12/10/2022	381	5,80%	84 119	–	84 500
A#5300		5M	Deposits - Ba	19/08/2022	–	5,58%	40 917	(40 917)	0
N#025		6M	Deposits - Ba	22/09/2022	281	6,10%	82 179	(82 460)	–
N#026		1Y	Deposits - Ba	21/06/2023	125	7,95%	19 360	–	19 485
S#035		1Y	Deposits - Ba	21/06/2023	514	7,73%	82 172	–	82 686
S#036		1Y	Deposits - Ba	23/08/2023	472	6,53%	110 708	(111 180)	(0)
ABSA		6M	Deposits - Ba	15/02/2023	308	7,49%	–	100 000	100 308
-		–			–		–	–	–
-		–			–		–	–	–
Municipality sub-total					2 695		501 719	(134 557)	369 857
TOTAL INVESTMENTS AND INTEREST	2				2 695		501 719	(134 557)	369 857

Supporting Table SC6: Monthly Budget Statement – Transfers and grant receipts

WC024 Stellenbosch - Supporting Table SC6 Monthly Budget Statement - transfers and grant receipts - Q1 First Quarter

Description	Ref	2021/22	Budget Year 2022/23							
		Audited Outcome	Original Budget	Adjusted Budget	Monthly actual	YearTD actual	YearTD budget	YTD variance	YTD variance	Full Year Forecast
R thousands									%	
RECEIPTS:	1,2									
Operating Transfers and Grants										
National Government:		164 684	186 112	186 112	–	72 839	1 619	71 220	4397,6%	6 478
Operational Revenue:General Revenue:Equitable Share		157 136	179 634	179 634	–	70 057	–	70 057	#DIV/0!	–
Expanded Public Works Programme Integrated Grant for Municipalities [Schedule 5B]		5 998	4 928	4 928	–	1 232	1 232	0	0,0%	4 928
Local Government Financial Management Grant [Schedule 5B]		1 550	1 550	1 550	–	1 550	387	1 163	300,0%	1 550
Integrated Urban Development Grant		3 847	3 287	3 287	–	–	822	(822)	-100,0%	3 287
Provincial Government:		26 899	23 481	23 481	–	4 704	5 870	(1 166)	-19,9%	23 481
Library Services: Conditional Grant		11 144	14 112	14 112	–	4 704	3 528	1 176	33,3%	14 112
Municipal Accreditation and Capacity Building Grant		252	256	256	–	–	64	(64)	-100,0%	256
Local Government Public Employment Support Grant		1 800	–	–	–	–	–	–		–
Financial Management Capacity Building Grant		550	–	–	–	–	–	–		–
Maintenance and Construction of Transport Infrastructure		–	495	495	–	–	124	(124)	-100,0%	495
Specify (Add grant description)		250	–	–	–	–	–	–		–
Community Development Workers Operational Support Grant		38	38	38	–	–	9	(9)	-100,0%	38
Municipal Library Support Grant		3 252	–	–	–	–	–	–		–
Western Cape Municipal Energy Resilience Grant (WC MER Grant)		–	1 690	1 690	–	–	422	(422)	-100,0%	1 690
HUMAN SETTLEMENTS DEVELOPMENT GRANT		9 613	6 890	6 890	–	–	1 722	(1 722)	-100,0%	6 890
District Municipality:		984	500	500	–	–	125	(125)	-100,0%	500
Cape Winelands District Grant 2		984	500	500	–	–	125	(125)	-100,0%	500
Specify (Add grant description)		–	–	–	–	–	–	–		–
Other grant providers:		675	–	–	10	–	–	–		–
Private Enterprises		656	–	–	10	–	–	–		–
Public Corporations		18	–	–	–	–	–	–		–
Total Operating Transfers and Grants	5	193 242	210 093	210 093	10	77 543	7 615	69 928	918,3%	30 459
Capital Transfers and Grants										
National Government:		76 494	90 810	90 810	–	36 300	22 702	13 598	59,9%	90 810
Integrated National Electrification Programme (Municipal Grant) [Schedule 5B]		23 400	28 350	28 350	–	10 000	7 088	2 913	41,1%	28 350
Metro Informal Settlements Partnership Grant		53 094	62 460	62 460	–	26 300	15 615	10 685	68,4%	62 460
Provincial Government:		17 162	29 220	29 220	–	–	7 360	(7 360)	-100,0%	29 440
Library Services: Conditional Grant		100	–	–	–	–	–	–		–
RSEP/ VPUU		1 000	–	–	–	–	–	–		–
Development of Sport and Recreational Facilities		600	–	–	–	–	–	–		–
Human Settlements Development Grant		7 078	8 150	8 150	–	–	2 037	(2 037)	-100,0%	8 150
Western Cape Municipal Energy Resilience Grant (WC MER Grant)		710	220	220	–	–	110	(110)	-100,0%	440
Informal Settlements Upgrading Partnership Grant: Provinces (Beneficiaries)		7 674	20 850	20 850	–	–	5 213	(5 213)	-100,0%	20 850
District Municipality:		–	–	–	–	–	–	–		–
Safety Initiative Implementation-whole of society approach (WOSA)		–	–	–	–	–	–	–		–
Other grant providers:		–	–	–	–	–	–	–		–
Departmental Agencies and Accounts		–	–	–	–	–	–	–		–
Private Enterprises		–	–	–	–	–	–	–		–
Public Corporations		–	–	–	–	–	–	–		–
Transfer from Operational Revenue		–	–	–	–	–	–	–		–
Total Capital Transfers and Grants	5	93 656	120 030	120 030	–	36 300	30 062	6 238	20,7%	120 250
TOTAL RECEIPTS OF TRANSFERS & GRANTS	5	286 898	330 123	330 123	10	113 843	37 677	76 166	202,2%	150 709

Supporting Table SC7 (1) Monthly Budget Statement – transfers and grant expenditure

WC024 Stellenbosch - Supporting Table SC7(1) Monthly Budget Statement - transfers and grant expenditure - Q1 First Quarter

Description	Ref	2021/22	Budget Year 2022/23							
R thousands		Audited Outcome	Original Budget	Adjusted Budget	Monthly actual	YearTD actual	YearTD budget	YTD variance	YTD variance %	Full Year Forecast
EXPENDITURE										
Operating expenditure of Transfers and Grants										
National Government:		168 531	–	–	2 688	11 222	–	11 222	#DIV/0!	–
Operational Revenue:General Revenue:Equitable Share		157 136	–	–	2 542	9 485	–	9 485	#DIV/0!	–
Expanded Public Works Programme Integrated Grant for Municipalities [Schedule 5B]		5 998	–	–	5	1 390	–	1 390	#DIV/0!	–
Local Government Financial Management Grant [Schedule 5B]		1 550	–	–	93	93	–	93	#DIV/0!	–
Integrated Urban Development Grant		3 847	–	–	49	254	–	254	#DIV/0!	–
Provincial Government:		20 200	23 481	23 481	7 183	8 471	–	8 471	#DIV/0!	–
Library Services: Conditional Grant		9 336	14 112	14 112	697	1 977	–	1 977	#DIV/0!	–
Municipal Accreditation and Capacity Building Grant		77	256	256	118	118	–	118	#DIV/0!	–
Specify (Add grant description)		7 973	–	–	6 368	6 368	–	6 368	#DIV/0!	–
Local Government Public Employment Support Grant		1 800	–	–	–	–	–	–		–
Financial Management Capacity Building Grant		–	–	–	–	–	–	–		–
Maintenance and Construction of Transport Infrastructure		–	495	495	–	8	–	8	#DIV/0!	–
Specify (Add grant description)		395	–	–	–	–	–	–		–
Specify (Add grant description)		432	–	–	–	–	–	–		–
Community Development Workers Operational Support Grant		38	38	38	–	–	–	–		–
Specify (Add grant description)		–	–	–	–	–	–	–		–
Municipal Library Support Grant		150	–	–	–	–	–	–		–
Integrated Transport Planning Grant		–	–	–	–	–	–	–		–
Western Cape Municipal Energy Resilience Grant (WC MER Grant)		–	1 690	1 690	–	–	–	–		–
HUMAN SETTLEMENTS DEVELOPMENT GRANT		–	6 890	6 890	–	–	–	–		–
District Municipality:		500	500	500	–	–	–	–		–
Cape Winelands District Grant 2		500	500	500	–	–	–	–		–
Other grant providers:		41	–	–	–	–	–	–		–
Departmental Agencies and Accounts		–	–	–	–	–	–	–		–
Private Enterprises		41	–	–	–	–	–	–		–
Public Corporations		–	–	–	–	–	–	–		–
Total operating expenditure of Transfers and Grants:		189 272	23 981	23 981	9 872	19 693	–	19 693	#DIV/0!	–
Capital expenditure of Transfers and Grants										
National Government:		66 852	–	–	6 326	10 214	–	10 214	#DIV/0!	–
Integrated National Electrification Programme (Municipal Grant) [Schedule 5B]		13 758	–	–	–	–	–	–		–
Integrated Urban Development Grant		53 094	–	–	6 326	10 214	–	10 214	#DIV/0!	–
Provincial Government:		17 552	29 220	29 220	–	–	–	–		–
Library Services: Conditional Grant		337	–	–	–	–	–	–		–
Integrated Transport Planning Grant		600	–	–	–	–	–	–		–
RSEP/ VPUU		2 148	–	–	–	–	–	–		–
Development of Sport and Recreational Facilities		600	220	220	–	–	–	–		–
Human Settlements Development Grant		7 229	8 150	8 150	–	–	–	–		–
Western Cape Municipal Energy Resilience Grant (WC MER Grant)		–	–	–	–	–	–	–		–
Informal Settlements Upgrading Partnership Grant: Provinces (Beneficiaries)		–	–	–	–	–	–	–		–
Western Cape Municipal Energy Resilience Grant (WC MER Grant)		710	–	–	–	–	–	–		–
Informal Settlements Upgrading Partnership Grant: Provinces (Beneficiaries)		5 928	20 850	20 850	–	–	–	–		–
District Municipality:		–	–	–	–	–	–	–		–
Safety Initiative Implementation-whole of society approach (WOSA)		–	–	–	–	–	–	–		–
Other grant providers:		1 115	–	–	–	–	–	–		–
Departmental Agencies and Accounts		307	–	–	–	–	–	–		–
Private Enterprises		808	–	–	–	–	–	–		–
Total capital expenditure of Transfers and Grants		85 519	29 220	29 220	6 326	10 214	–	10 214	#DIV/0!	–
TOTAL EXPENDITURE OF TRANSFERS AND GRANTS		274 791	53 201	53 201	16 197	29 907	–	29 907	#DIV/0!	–

Supporting Table SC7 (2) Monthly Budget Statement – expenditure against approved roll-overs

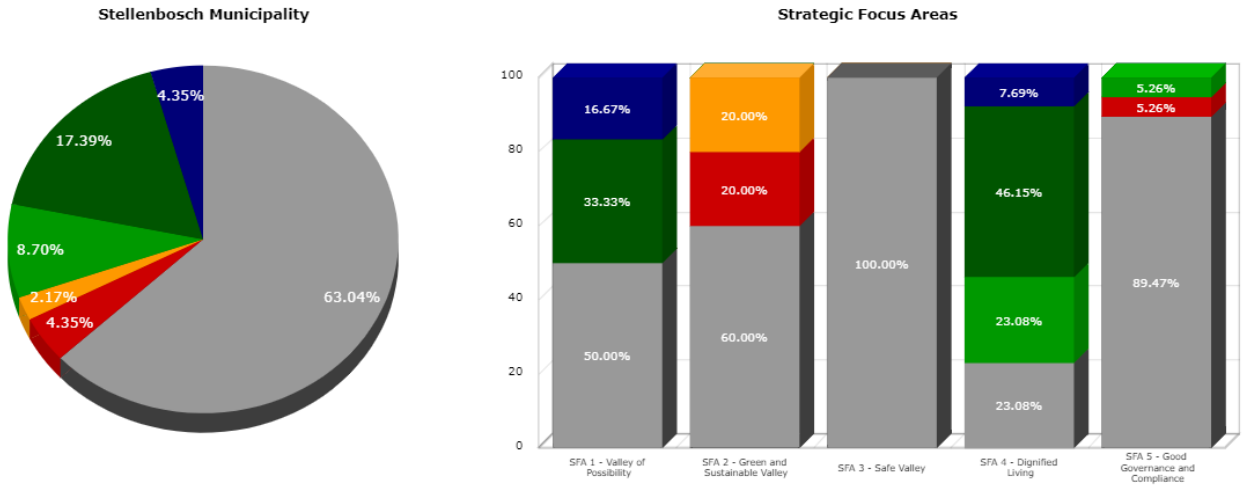
WC024 Stellenbosch - Supporting Table SC7(2) Monthly Budget Statement - Expenditure against approved rollovers - Q1 First Quarter

Description	Ref	Budget Year 2022/23				
R thousands		Approved Rollover 2021/22	Monthly actual	YearTD actual	YTD variance	YTD variance %
EXPENDITURE						
Operating expenditure of Approved Roll-overs						
National Government:		–	–	–	–	
Operational Revenue:General Revenue:Equitable Share			–	–	–	
Municipal Rehabilitation Grant			–	–	–	
Integrated Urban Development Grant			–	–	–	
Provincial Government:		–	–	–	–	
Library Services: Conditional Grant			–	–	–	
Municipal Accreditation and Capacity Building Grant			–	–	–	
Specify (Add grant description)			–	–	–	
Local Government Public Employment Support Grant			–	–	–	
Financial Management Capacity Building Grant			–	–	–	
Maintenance and Construction of Transport Infrastructure			–	–	–	
Community Development Workers Operational Support Grant			–	–	–	
Integrated Transport Planning Grant			–	–	–	
Western Cape Municipal Energy Resilience Grant (WC MER Grant)			–	–	–	
HUMAN SETTLEMENTS DEVELOPMENT GRANT			–	–	–	
District Municipality:		–	–	–	–	
Cape Winelands District Grant 2			–	–	–	
Other grant providers:		–	–	–	–	
Departmental Agencies and Accounts			–	–	–	
Foreign Government and International Organisations			–	–	–	
Households			–	–	–	
Non-profit Institutions			–	–	–	
Private Enterprises			–	–	–	
Public Corporations			–	–	–	
Higher Educational Institutions			–	–	–	
Parent Municipality / Entity			–	–	–	
Total operating expenditure of Approved Roll-overs		–	–	–	–	
Capital expenditure of Approved Roll-overs						
National Government:		–	–	–	–	
Integrated National Electrification Programme (Municipal Grant) [Schedule 5B]			–	–	–	
Metro Informal Settlements Partnership Grant			–	–	–	
Provincial Government:		–	–	–	–	
Library Services: Conditional Grant			–	–	–	
District Municipality:		–	–	–	–	
Cape Winelands District Grant 2			–	–	–	
Other grant providers:		–	–	–	–	
Departmental Agencies and Accounts			–	–	–	
Transfer from Operational Revenue			–	–	–	
Total capital expenditure of Approved Roll-overs		–	–	–	–	
TOTAL EXPENDITURE OF APPROVED ROLL-OVERS		–	–	–	–	

12. QUARTERLY PERFORMANCE ASSESSMENT REPORT 2022/23, Q1 (01 July – 30 September 2022)

12.1 OVERALL PERFORMANCE OF THE MUNICIPALITY

(a) Dashboard summary per Municipal Strategic Focus Area (SFA) for the 1st Quarter **(01 July – 30 September 2022)** of the 2022/23 financial year.



Stellenbosch Municipality		Municipal Strategic Focus Areas (SFAs)				
		SFA 1 - Valley of Possibility	SFA 2 - Green and Sustainable Valley	SFA 3 - Safe Valley	SFA 4 - Dignified Living	SFA 5 - Good Governance and Compliance
KPI Not Yet Measured	29 (63.04%)	3 (50%)	3 (60%)	3 (100%)	3 (23.08%)	17 (89.47%)
KPI Not Met	2 (4.35%)	-	1 (20%)	-	-	1 (5.26%)
KPI Almost Met	1 (2.17%)	-	1 (20%)	-	-	-
KPI Met	4 (8.70%)	-	-	-	3 (23.08%)	1 (5.26%)
KPI Well Met	8 (17.39%)	2 (33.33%)	-	-	6 (46.15%)	-
KPI Extremely Well Met	2 (4.35%)	1 (16.67%)	-	-	1 (7.69%)	-
Total:	46	6	5	3	13	19
	100%	13.04%	10.87%	6.52%	28.26%	41.30%

Table: 1 Overall performance for Quarter 1 per SFA- 01 July – 30 September 2022

13. ACTUAL PERFORMANCE AND CORRECTIVE MEASURES TO BE IMPLEMENTED

13.1 SFA 1 - Valley of Possibility

SFA 1 - Valley of Possibility										
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Original Annual Target	Revised Annual Target	01 July – 30 September 2022				
						Target	Actual	R	Performance Comment	Corrective Measures
TL6	KPI001	Submission of the Economic Development Strategy to the MayCo	Number of Economic Development Strategies submitted to the MayCo by 31 March	1	1	0	0	N/A		
TL7	KPI003	The number of jobs created through the municipality's local economic development initiatives including capital projects (NKPI Proxy - MSA, Reg. S10(d))	Number of job opportunities created through the municipality's local economic development initiatives including capital projects by 30 June	1 400	1 400	400	599	G2		
TL8	KPI004	Submission of Land-use applications to the Municipal Planning Tribunal (MPT) within 120 days from the conclusion of the administrative processing of the application	Percentage of land-use applications submitted to the MPT within 120 days from the conclusion of the administrative processing of the application	80%	80%	80%	100%	G2	3 / 3 x 100 = 100%	
TL9	KPI005	Provide Training opportunities to entrepreneurs and Small, Medium and Micro Enterprises (SMMEs)	Number of quarterly training opportunities provided for entrepreneurs and SMMEs	4	4	1	5	B		
TL10	KPI006	Submission of the revised Spatial Development Framework (SDF) to the Council	Number of Revised SDFs submitted to the Council by 30 June	1	1	0	0	N/A		
TL11	KPI007	Submission of the revised Housing Pipeline (document) to the MayCo	Number of revised Housing Pipelines (documents) submitted to the MayCo by 31 May	1	1	0	0	N/A		

Summary of Results: SFA 1 - Valley of Possibility

	KPI Not Yet Measured	3
	KPI Not Met	0
	KPI Almost Met	0
	KPI Met	0
	KPI Well Met	2
	KPI Extremely Well Met	1
Total KPIs		**6**

13.2 SFA 2 - Green and Sustainable Valley

SFA 2 - Green and Sustainable Valley											
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Original Annual Target	Revised Annual Target	01 July – 30 September 2022					
						Target	Actual	R	Performance Comment	Corrective Measures	
TL14	KPI020	Conduct an External Audit of the Stellenbosch Municipal Waste Disposal Facilities	Number of external audits of the Stellenbosch Municipal Waste Disposal Facilities conducted by 30 June	1	1	0	0	N/A			
TL15	KPI021	Implementation of identified waste minimisation projects	Number of identified waste minimisation projects implemented by 30 June	2	2	0	0	N/A			
TL16	KPI014	Process building plan applications of <500sqm within 30 days after the date of receipt	Percentage of building plan applications of <500sqm processed within 30 days after the date of receipt	75%	75%	75%	63.75%	O	51 / 80 x 100% = 63.75% Underperformance was partly due to the current Building Development Management (BDM) staff capacity constraints; the resignation of the Manager: BDM which created a leadership vacuum; and the migration to BPAMS version 2, which created some initial backlog applications.	BPAMS version 2 is currently fully functional and operational with constant system monitoring. The recruitment process for the Manager: BDM has progressed with an appointment expected by 31 December 2022. The current BDM staff capacity constraints have been discussed with Management and will be addressed by 31 December 2022.	
TL17	KP022	Wastewater quality measured ito the Department of Water and Sanitation's License Conditions for physical and micro parameters	Percentage wastewater quality compliance as per the analysis certificate, measured quarterly	70%	70%	70%	50.33%	R	Effluent quality compliance for the first quarter is 50.33%: in July, 51%, in August, 54%, and in September, 46% The effluent discharge limits have been discussed with the Department of Water and Sanitation. A formal request was already submitted in 2019 in this regard. Stellenbosch Municipality communicated with DWS Mr Daryl Daniels and the team in	The upgrade of the Pniël WWTW is currently under construction. Cold commissioning of phase 1 of the project is operational but the trial and operation period has not commenced yet. As soon as this is implemented the wastewater will be treated by the upgraded infrastructure which will result in improved effluent quality. The phase 1 upgrade BSM 28/21 of Wemmershoek WWTW is currently in progress. The sludge handling process	

SFA 2 - Green and Sustainable Valley										
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Original Annual Target	Revised Annual Target	01 July – 30 September 2022				
						Target	Actual	R	Performance Comment	Corrective Measures
									a meeting held in July 2022 to discuss the proposal. Once DWS agreed to the relaxation Stellenbosch WWTW compliance should improve.	will start in mid-October 2022 which will assist with carry-over and improved water quality. The position of an assistant supervisor to provide permanent supervision and monitor plant performance has also been advertised.
TL19	KPI016	Reduce organic waste	Percentage of organic waste reduced by 30 June	20%	20%	0%	0%	N/A		

Summary of Results: SFA 2 - Green and Sustainable Valley

	KPI Not Yet Measured	3
	KPI Not Met	1
	KPI Almost Met	1
	KPI Met	0
	KPI Well Met	0
	KPI Extremely Well Met	0
Total KPIs		**5**

13.3 SFA 3 - Safe Valley

SFA 3 - Safe Valley										
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Original Annual Target	Revised Annual Target	01 July – 30 September 2022				
						Target	Actual	R	Performance Comment	Corrective Measures
TL20	KPI024	Submission of the revised Disaster Management Plan to the Municipal Manager	Number of revised Disaster Management Plans submitted to the Municipal Manager by 31 March	1	1	0	0	N/A		
TL21	KPI025	Submission of the revised Safety and Security Strategy to the Municipal Manager	Number of revised Safety and Security Strategies submitted to the Municipal Manager by 30 April	1	1	0	0	N/A		
TL22	KPI026	Submission of the revised Traffic Management Plan to the Municipal Manager	Number of revised Traffic Management Plans submitted to the Municipal Manager by 31 March	1	1	0	0	N/A		

Summary of Results: SFA 3 - Safe Valley

	KPI Not Yet Measured	3
	KPI Not Met	0
	KPI Almost Met	0
	KPI Met	0
	KPI Well Met	0
	KPI Extremely Well Met	0
Total KPIs		**3**

13.4 SFA 4 - Dignified Living

SFA 4 - Dignified Living											
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Original Annual Target	Revised Annual Target	01 July – 30 September 2022					
						Target	Actual	R	Performance Comment	Corrective Measures	
TL23	KPI027	Installation of new standpipes	Number of new standpipes installed by 30 June	50	50	0	0	N/A			
TL24	KPI028	Provision of waterborne toilet facilities in informal settlements as identified by the Department: Integrated Human Settlements	Number of waterborne toilet facilities provided in Informal settlements as identified by the Department: Integrated Human Settlements by 30 June	50	50	0	0	N/A			
TL25	KPI032	Registered indigent formal households with access to free basic water (NKPI Proxy - MSA, Reg. S10(a), (b)	Percentage of registered indigent formal households with access to free basic water, measured quarterly	100%	100%	100%	100%	G	5 489 / 5 489 x 100 = 100%		
TL26	KPI029	Limit unaccounted electricity to less than 9% annually {(Number of Electricity Units Purchased and / or Generated - Number of Electricity Units Sold (incl. Free basic electricity)) / Number of Electricity Units Purchased and/or Generated) x 100}	Percentage of average electricity losses, measured by 30 June	<9%	<9%	0%	0%	N/A			
TL27	KPI030	Water quality measured quarterly ito the SANS 241 physical and micro parameters	Percentage of water quality level as per the analysis certificate, measured quarterly	90%	90%	90%	96.10%	G2	Drinking Water Compliance for the first quarter is 96.10%: in July, 94.70%, in August, 96.10% and in September, 97.50%		
TL28	KPI031	Limit unaccounted water to less than 25%	Percentage of average water losses, measured by 30 June	<25%	<25%	<25%	18.84%	B	2 008 520kl / 10 659 058kl x 100 = 18.84%		
TL29	KPI033	Registered indigent formal households with access to free basic electricity provided by the municipality (NKPI Proxy - MSA, Reg. S10(a), (b)	Percentage of registered indigent formal households with access to free basic electricity provided by the municipality, measured quarterly	65%	65%	65%	91.18%	G2	5 005 / 5 489 x 100 = 91.18% **NOTE**: 100% of registered indigent formal households have access to free basic electricity. However, only 91.18% bought electricity in September 2022		
TL30	KPI034	Registered indigent formal households with access to free basic refuse removal (NKPI Proxy - MSA, Reg. S10(a), (b)	Percentage of registered indigent formal households with access to free basic refuse removal, measured quarterly	100%	100%	100%	100%	G	5 489 / 5 489 x 100 =100%		

SFA 4 - Dignified Living										
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Original Annual Target	Revised Annual Target	01 July – 30 September 2022				
						Target	Actual	R	Performance Comment	Corrective Measures
TL31	KPI035	Registered indigent formal households with access to free basic sanitation (NKPI Proxy - MSA, Reg. S10(a), (b)	Percentage of registered indigent formal households with access to free basic sanitation, measured quarterly	100%	100%	100%	100%	G	5 489 / 5 489 x 100 =100%	
TL32	KPI036	Formal households with access to water (NKPI Proxy - MSA, Reg. S10(a))	Number of formal households with access to water, measured quarterly	26 000	26 000	26 000	26 988	G2		
TL33	KPI037	Formal households with access to electricity (NKPI Proxy - MSA, Reg. S10(a))	Number of formal households with access to electricity, measured quarterly	26 000	26 000	26 000	26 988	G2		
TL34	KPI038	Formal households with access to refuse removal (NKPI Proxy - MSA, Reg. S10(a))	Number of formal households with access to refuse removal, measured quarterly	26 000	26 000	26 000	26 988	G2		
TL35	KPI039	Formal households with access to sanitation (NKPI Proxy - MSA, Reg. S10(a))	Number of formal households with access to sanitation, measured quarterly	26 000	26 000	26 000	26 988	G2		

Summary of Results: SFA 4 - Dignified Living

	KPI Not Yet Measured	3
	KPI Not Met	0
	KPI Almost Met	0
	KPI Met	3
	KPI Well Met	6
	KPI Extremely Well Met	1
Total KPIs		**13**

13.5 SFA 5 - Good Governance and Compliance

SFA 5 - Good Governance and Compliance										
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Original Annual Target	Revised Annual Target	01 July – 30 September 2022				
						Target	Actual	R	Performance Comment	Corrective Measures
TL1	KPI059	Submission of the revised Communication Policy to the MayCo	Number of revised Communication Policies submitted to the MayCo by 30 June	1	1	0	0	N/A		
TL2	KPI044	Employment equity appointments made within the financial year in the three highest levels of management	Percentage of employment equity appointments made within the financial year in the three highest levels of management, measured by 30 June	50%	50%	0%	0%	N/A		
TL3	KPI049	Submission of the Audit General of South Africa (AGSA) Audit Action Plan (AAP) to the APAC	Number of AGSA Audit Action Plans submitted to the APAC by 28 February	1	1	0	0	N/A		
TL4	KPI053	Submission of the Draft Integrated Development Plan (IDP) to the Council	Number of draft IDPs submitted to the Council by 31 March	1	1	0	0	N/A		
TL5	KPI041	Submission of the revised Integrated Zoning Scheme to the MayCo	Number of revised Integrated Zoning Schemes submitted to the MayCo by 30 June	1	1	0	0	N/A		
TL12	KPI055	Submission of the revised Wastewater Master Plan to the Municipal Manager	Number of revised Wastewater Master Plans submitted to the Municipal Manager by 30 June	1	1	0	0	N/A		
TL13	KPI060	Submission of the revised Roads Master Plan to the Municipal Manager	Number of revised Roads Master Plans submitted to the Municipal Manager by 30 June	1	1	0	0	N/A		
TL18	KPI058	Submission of an Integrated Property Maintenance Plan to the Municipal Manager	Number of Integrated Property Maintenance Plans submitted to the Municipal Manager by 30 June	1	1	0	0	N/A		
TL36	KPI042	Financial viability measured in terms of the available cash to cover fixed operating expenditure (NKPI Proxy - MSA, Reg. S10(g)(iii))	Cost coverage as at 30 June annually [(Cash and Cash Equivalents - Unspent Conditional Grants - Overdraft) + Short Term Investment) / Monthly Fixed Operational Expenditure excluding (Depreciation)	4	4	0	0	N/A		

SFA 5 - Good Governance and Compliance											
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Original Annual Target	Revised Annual Target	01 July – 30 September 2022					
						Target	Actual	R	Performance Comment	Corrective Measures	
TL37	KPI043	Achieve an average payment percentage of 96% by 30 June (Gross Debtors Opening Balance + Billed Revenue - Gross Debtors Closing Balance - Bad Debts Written Off) / Billed Revenue x 100	(Gross Debtors Opening Balance + Billed Revenue - Gross Debtors Closing Balance - Bad Debts Written Off) / Billed Revenue x 100	96%	96%	0%	0%	N/A			
TL38	KPI040	Actual expenditure on the approved Capital Budget for the municipality by 30 June (NKPI - MSA, Reg. S10(c))	Percentage of the approved Capital Budget for the municipality actually spent by 30 June	90%	90%	10%	6.86%	G2	R30 839 440 / R449 751 820 = 6.86%	Regular engagements with the user departments that are responsible for the implementation of major capital projects were scheduled to expedite spending.	
TL39	KPI045	The percentage of the actual payroll budget spent on implementing the Municipal Workplace Skills Plan (NKPI Proxy- MSA, Reg. S10(f))	Percentage of the municipality's payroll budget actually spent on implementing its Workplace Skills Plan ((Total Actual Training Expenditure / Total Annual payroll Budget) x100), measured by 30 June	0.20%	0.20%	0%	0%	N/A			
TL40	KPI046	Financial viability measured in terms of the municipality's ability to meet its service debt obligations (NKPI Proxy - MSA, Reg. S10(g)(i))	Debt coverage ratio ((Total operating revenue - operating grants received) / (Debt service payments due within the year)) measured by 30 June	15%	15%	0%	0%	N/A			
TL41	KPI047	Financial viability measured in terms of the outstanding service debtors (NKPI Proxy - MSA, Reg. S10(g)(ii))	Service debtors to revenue ratio - (Total outstanding service debtors / revenue received for services) measured by 30 June	27%	27%	0%	0%	N/A			
TL42	KPI054	Submission of the IDP / Budget / SDF time schedule (process plan) to Council	Number of IDP / Budget / SDF time schedules (process plan) submitted to Council by 31 August	1	1	1	1	G			
TL43	KPI051	Submission of the revised Information and Communication Technology (ICT) Backup Disaster Recovery Plan to the ICT	Number of Revised ICT Backup Disaster Recovery Plans submitted to the ICT Steering Committee by 31 March	1	1	0	0	N/A			

SFA 5 - Good Governance and Compliance										
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Original Annual Target	Revised Annual Target	01 July – 30 September 2022				
						Target	Actual	R	Performance Comment	Corrective Measures
		Steering Committee								
TL44	KPI052	Submission of the revised Strategic ICT Plan to the ICT Steering Committee	Number of Revised Strategic ICT Plans submitted to the ICT Steering Committee by 31 March	1	1	0	0	N/A		
TL45	KPI048	Submission of the revised Risk-Based Audit Plan (RBAP) to the Audit and Performance Audit Committee (APAC)	Number of Revised RBAPs submitted to the APAC by 30 June	1	1	0	0	N/A		
TL46	KPI050	Submission of the revised Strategic Risk Register (SRR) to the Risk Management Committee	Number of revised SRRs submitted to the Risk Management Committee by 30 June	1	1	0	0	N/A		

Summary of Results: SFA 5 - Good Governance and Compliance

	KPI Not Yet Measured	17
	KPI Not Met	1
	KPI Almost Met	0
	KPI Met	1
	KPI Well Met	0
	KPI Extremely Well Met	0
Total KPIs		**19**

14. STRATEGIC PERFORMANCE CONCLUSION

(a) Out of the 46 Key Performance Indicators (KPIs) listed on the Top layer SDBIP 2022/23 (quarter 1), 29 were not measured, 02 KPI were not met, 04 were met and 08 were well met.

	KPI Not Yet Measured	29
	KPI Not Met	2
	KPI Almost Met	1
	KPI Met	4
	KPI Well Met	8
	KPI extremely well met	2
Total KPIs		**46**

Summary of Results: Strategic Focus Areas 1 - 5

6.3	**MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR AUGUST 2022 & SEPTEMBER 2022**

Collaborator No: **736450**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **19 October 2022**

1. SUBJECT: MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR AUGUST 2022 & SEPTEMBER 2022

2. PURPOSE

To comply with Regulation 36(2) of the Municipal Supply Chain Management Regulations and Section 36 of the Supply Chain Management Policy 2022/2023 to report the deviations to Council.

3. DELEGATED AUTHORITY

Council

FOR NOTING.

4. EXECUTIVE SUMMARY

Regulation 36(2) of the Municipal Supply Chain Management Regulations and Section 36 of the Supply Chain Management Policy (2022/2023) stipulate that SCM deviations be reported to Council. In compliance thereto, this report presents to Council the SCM deviations that occurred during August 2022 & September 2022.

5. RECOMMENDATION

that Council notes the deviations as listed for the month of August 2022 & September 2022.

6. DISCUSSION / CONTENTS

6.1 Background/Legislative Framework

The regulation applicable is as follows:

GNR.868 of 30 May 2005: Municipal Supply Chain Management Regulations

Deviation from and ratification of minor breaches of, procurement processes

36. (1) A supply chain management policy may **allow the accounting officer**—
(*a*) To **dispense with the official procurement processes** established by the policy and to procure any required goods or services through any convenient process, which may include direct negotiations, but only—
(i) in an emergency;
(ii) if such goods or services are produced or available from a single provider only;
(iii) for the acquisition of special works of art or historical objects where specifications are difficult to compile;
(iv) acquisition of animals for zoos; or
(v) in any other exceptional case where it is impractical or impossible to follow the official procurement processes; and
(*b*) to ratify any minor breaches of the procurement processes by an official or committee acting in terms of delegated powers or duties which are purely of a technical nature.

(2) The accounting officer must record the reasons for any deviations in terms of sub regulation (1) (*a*) and (*b*) and **report them to the next meeting of the council**, or board of directors in the case of a municipal entity, and include as a note to the annual financial statements.

6.2 Discussion

Reporting the deviations as approved by the Accounting Officer for August 2022 & September 2022:

The following deviations were approved with the reasons as indicated below:

DEVIATION NUMBER	CONTRACT DATE	NAME OF CONTRACTOR	CONTRACT DESCRIPTION	REASON	SUBSTANTIATION WHY SCM PROCESS COULD NOT BE FOLLOWED	TOTAL CONTRACT PRICE R
D/SM 03/23	02 August 2022	Tuleni Godi Kupiso Attorneys	Appoint a service provider to oppose the interdict and review application instituted by Xmoor Transport (Pty) Ltd ("XMOOR") against Stellenbosch municipality and another ("THE MUNICIPALITY") application by Xmoor Transport to review and set aside the decision of the bid adjudication committee taken on or about 27 May 2022, to exclude XMOOR'S bid no. B/SM41/21 and declaring XMOOR'S tender to be non-responsive	Exceptional case and it is impractical or impossible to follow the official procurement processes	Xmoor served a Notice of Motion on the Municipality on or about 1 August 2022 to have the administrative decision taken by the Municipality, to disqualify its bid submitted under Tender Number: B/SM41/21 as a non-responsive bid and the subsequent appointment of Waste-Mart (Pty) Ltd as the preferred service provider. be reviewed and set aside on an urgent basis. It requested the court to direct the municipality to reconvene the adjudication process in respect of Tender Number B/SM41/21 and reconsider the bids submitted by Xmoor. The application intends to interdict the Municipality and restrain us from concluding any agreement with Waste-Carriers (Pty) Ltd ("Waste-Mart") and/or commissioning any service delivery in respect of Tender B/SM41/21 pending the finalisation of the review application. The matter was set down for 3 August 2022 in the Cape Town High Court. The adjudication of the current legal tender, B/SM54/22 was not implemented due to the objection and appeal processes attached to tenders after the award when the Notice of Motion	R273 000 (Incl.Vat)

					was served on the Municipality, Due to the short time frames there was not sufficient time to follow a formal quotation or tender process. It was therefore impractical to follow the normal procurement processes to appoint a service provider timeously to oppose the interdict and review application instituted by Xmoor due to the urgency of the matter. It was decided that although the tender was not implemented yet to use the service providers to be appointed on the tender as a manner to select the service provider whom to appoint under the exceptional and impractical situation. The first ranked service provider in the Supply Chain matter panel was requested to provide us with a quotation.	
D/SM 04/23	16 September 20225	T G S Gear services cc t/a Transmission Gear services Cape	Repairs / replacement of fender floating aerator drive	Exceptional case and it is impractical or impossible to follow the official procurement processes	The single floating aerator at Pniel Wastewater Treatment works has broken down and needs to be repaired. However, there is no tender in place/ and or any service providers appointed to carry out works on mechanical gearboxes. The gearbox within the aerator is no longer fixable due to the lack of spares available on the old model. Therefore, the gearbox needs to be replaced with a similar or newer model to allow the aerator to operate. Currently the aerobic digester has no aeration and no mixing due to the failure of this processing unit. The Waste Water Treatment plant cannot function without sludge removal and this processing unit is integral in this function.	R89 197 (Incl. Vat)

6.3 Legal Implications

The regulation applicable is:

GNR.868 of 30 May 2005: Municipal Supply Chain Management Regulations: Deviations from and ratification of minor breaches of, procurement processes.

6.4 Staff Implications:

No staff implications

6.5 Previous / Relevant Council Resolutions:

None

6.6 Risk Implications

That the market may not be tested.

The measures in place to deal with deviations mitigate the risk to an acceptable level. The auditor general also audit the deviations during the yearly audit

6.7 Comments from Senior Management:

The item was not circulated for comment except to Municipal Manager

6.7.1 Municipal Manager

Supports the recommendations.

FOR FURTHER DETAILS CONTACT:

NAME	Kevin Carolus
POSITION	***CFO***
DIRECTORATE	***Finance***
CONTACT NUMBERS	***021 808 8528***
E-MAIL ADDRESS	***Kevin.Carolus@stellenbosch.gov.za***
REPORT DATE	07 September 2022

6.4	**OVERSIGHT ROLE OF COUNCIL: SUPPLY CHAIN MANAGEMENT POLICY-REPORT ON THE IMPLEMENTATION OF THE SUPPLY CHAIN MANAGEMENT POLICY OF STELLENBOSCH MUNICIPALITY: QUARTER 1 (01 JULY 2022 – 30 SEPTEMBER 2022)**

Collaborator No: **736787**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **19 October 2022**

1. SUBJECT: OVERSIGHT ROLE OF COUNCIL: SUPPLY CHAIN MANAGEMENT POLICY-REPORT ON THE IMPLEMENTATION OF THE SUPPLY CHAIN MANAGEMENT POLICY OF STELLENBOSCH MUNICIPALITY: QUARTER 1 (01 JULY 2022 – 30 SEPTEMBER 2022)

2. PURPOSE

To submit to Management a report for the period 01 July 2022 – 30 September 2022 on the implementation of Council's Supply Chain Management Policy. The report covers the performance of the various delegated functions and the implementation thereof.

3. FOR DECISION BY MUNICIPAL COUNCIL

Section 6 (3) & 4 of the SCM Policy 2022/2023, determines that the Accounting Officer must within 10 days at the end of each quarter; submit a report on the implementation of the SCM Policy to the Executive Mayor. This report must be made public in accordance with section 21A of the Municipal Systems Act (32 of 2000).

4. EXECUTIVE SUMMARY

On a quarterly basis the Accounting Officer must submit a report on the implementation of the Supply Chain Management Policy to the Executive Mayor. In terms of the SCM Regulations and Council's SCM Policy the SCM unit has been delegated to perform powers and functions that related to the procurement of goods and services, disposal of goods no longer needed, the selection of contractors to aid in the provision of municipal services.

5. RECOMMENDATIONS

(a) that Council approves this report and **APPENDIX 1** attached to the report, and

(b) that the report be made public in accordance with section 21A of the Municipal Systems Act.

6 DISCUSSION/CONTENTS

6.1 Background

SCM must report within 10 days before the end of each quarter on the implementation of the SCM System.

6.2 Constitutional and Policy Implications

Paragraph 2(1) of Council's SCM Policy determines that all officials and other role players in the supply chain management system of the Stellenbosch Municipality must implement the SCM Policy in a way that gives effect to section 217 of the Constitution and Part 1 of Chapter 11 of the Municipal Finance Management Act (56 of 2003) and other applicable provisions of the Act; is fair, equitable, transparent, competitive and cost-effective; complies with the Regulations and any norms and standards that may be prescribed in terms of section 168 of the MFMA; is consistent with other applicable legislation; does not undermine the objective for uniformity in supply chain management systems between organs of state in all spheres; and is consistent with national economic policy concerning the promotion of investments and doing business with the public sector.

Paragraph 6(1) of the Supply Chain Management Policy of Council determines that the Council of Stellenbosch municipality reserves the right to maintain oversight over the implementation of the SCM Policy as approved and amended from time to time. Paragraph 6(3) of the above stated Policy determines that the Accounting Officer must within 10 days of the end of each quarter; submit a report on the implementation of the Supply Chain Management Policy to the Executive Mayor.

6.3 Environmental implications

None.

6.4 Financial Implications

The financial implications are the transactions for the procurement of goods and services that were processed during the 01 July 2022 – 30 September 2022 and the payments that will derive from these commitments.

6.5 Legal Implications

The Municipal Finance Management Act (section 112) stipulates that the SCM Policy should comply with a prescribed framework as set out in section 112(1) and section 112(2) that stipulates that the regulatory framework for the municipal supply chain management must be fair, equitable, transparent, competitive, and cost-effective. Reporting back in terms of paragraph 6(3) of the SCM Policy 2022/2023 to the Executive Mayor and Council on the implementation of the supply chain management system and processes enables the Executive Mayor and Council to maintain the oversight role over the implementation of the SCM Policy as approved by Council.

6.6 Staff Implications

None.

6.7 Previous / Relevant Council Resolutions

None.

APPENDICES

Appendix 1: Report for the period 01 July 2022 – 30 September 2022 on the Implementation of Council's Supply Chain Management Policy

FOR FURTHER DETAILS CONTACT:

NAME	*Dalleel Jacobs*
CONTACT NUMBERS	*021 808 8588*
E-MAIL ADDRESS	*Dalleel.jacobs@stellenbosch.gov.za*
DIRECTORATE	*Financial Services*
REPORT DATE	*05 October 2022*

APPENDIX 1

STELLENBOSCH MUNICIPALITY

IMPLEMENTATION OF SYSTEM – SUPPLY CHAIN MANAGEMENT

SECTION 6 (3) OF SCM REGULATIONS:
OVERSIGHT ROLE OF COUNCIL OVER THE IMPLEMENTATION OF SCM POLICY

PERIOD: 01 JULY 2022 – 30 SEPTEMBER 2022

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLE-MENTED	COMMENTS
3(1)(a)	Prepare and submit a draft supply chain management policy complying with regulation 2 to the council of the municipality for adoption.	Accounting Officer	Chief Financial Officer	YES	Done
3(1)(b)	Review at least annually the implementation of the policy.	Accounting Officer	Chief Financial Officer	YES	Done
3(1)(c)	Submit when considered necessary, proposals for amendment of the policy by the Council.	Accounting Officer	Chief Financial Officer	YES	The SCM Policy are part of the budget related policies that are annually reviewed.
3(2)(a)	Make use of any Treasury guidelines determining standards for municipal supply chain management policies, and submit to the council that guidelines standard or modified version therefore, as a draft policy.	Accounting Officer	Chief Financial Officer	YES	All NT guidelines are included in standard documents and the municipalities SCM policy is aligned with the Model SCM policy of NT.
3(2)(b)	Ensure that a draft policy submitted to council that differs from the guideline standard complies with Regulation 2.	Accounting Officer	Chief Financial Officer	YES	Not Applicable
3(1)(c)	Report any deviation from the guideline standard to the National Treasury and relevant provincial treasury	Accounting Officer	Chief Financial Officer	YES	Not Applicable
3(4)	Must, in terms of section 62(1)(f)((iv) take all reasonable steps to ensure that the municipality has and implements a supply chain management policy as set out in Regulation 2	Accounting Officer	Chief Financial Officer	YES	Done

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLE-MENTED	COMMENTS
5(2)(a)	Make a final award above R10 million (VAT included).	Accounting Officer (after considering recommendation of Bid Adjudication Committee)		YES	In the first quarter, there were one (1) final award above R10 million.
5(2)(b)	Make a final award above R200 000(VAT included), but not exceeding R10 million (VAT included).	Accounting Officer	Bid Adjudication Committee	YES	In the first quarter, there were twelve (12) final awards above R200 000 but not exceeding R10 million.
5(2)(c)	Make a final award not exceeding R200 000(VAT included) including the appointment of consultants	Accounting Officer	CFO and Senior Manager - SCM and Senior Accountants	YES	Operational Delegations are in place with clear segregation of duties as stipulated in MFMA section 115 (b)
5(3)	Submit to the officials referred to in regulation 5(4) within five days of the end of each month a written report containing particulars of each final award, except procurements made out of petty cash, made during that month, including – (a) the amount of the award; (b) the name of the person to whom the award was made; (c) the reason why the award was made to that person; and (d) the BEE/HDI status of that entity/person.	Bid Adjudication Committee (refer regulation 5(4)(a) Chief Financial Officer – 5(4)(b)	Chief Financial Officer Senior Manager SCM	YES	**The awards made were submitted on the following dates within this quarter:** 03 August 2022 03 September 2022 03 October 2022
6(1)	Maintain oversight over the implementation of the supply chain management policy	Municipal Council		YES	The Supply Chain Management policy has been submitted to council in the last quarter of the previous financial year as part of the Budget Related policies.

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLE-MENTED	COMMENTS
6(2)(a)(i)	Submit a report to council within 30 days of the end of each financial year on the implementation of the supply chain management policy of the municipality.	Accounting Officer		YES	Done
6(2)(a)	Immediately submit a report to council whenever there are serious and material; problems in the implementation of the supply chain management policy, including such a report from any municipal entity as envisaged by this Regulation 6(2)(a)(iii)	Accounting Officer		N/A	To date no serious or material problems occurred in implementing the SCM policy.
6(3)	Submit a report to the mayor of the municipality within ten days of each quarter on the implementation of the supply chain management policy.	Accounting Officer	Chief Financial Officer	YES	Done.
7(1)	Establish a supply chain management unit.	Accounting Officer	Chief Financial Officer	YES	Unit operates under direct supervision of CFO
12(1)	Direct that: a) cash purchases up to transaction value as defined I Council's Petty Cash policy b) one verbal quotation be obtained for any specified procurement of a transaction value lower than R2,000 (VAT included); c) written or verbal quotations for procurement of goods and/or services of a transaction value between R 2, 000.00 and R 10 000.00 (VAT included) d) formal written price quotations for procurement of goods and/or services of a transaction value between R 10,000.00 and R 200,000.00 e) a competitive bidding process be followed for any specific procurement of a transaction value higher than R200 000.	Accounting Officer	Operational delegations in place	YES	The SCM unit is responsible for procurement within these thresholds. Delegations approved and signed by the relevant officials.

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLE-MENTED	COMMENTS
12(2)(a)	Allow the Accounting Officer to lower, but not to increase, the different threshold values specified in sub regulation(1).	Accounting Officer	Chief Financial Officer	YES	Delegated officials act within delegated thresholds.
14(1)(a)(ii)	Invite prospective providers of goods and services at least once a year through newspaper commonly circulating locally, the website of the municipality	Accounting Officer	Senior : Manager SCM	YES	To be advertised in quarter three
14(1)(b)	Specify the listing criteria for accredited prospective providers.	Accounting Officer	Chief Financial Officer	YES	Listing criteria is contained within the registration form.
14(1)(c)	Disallow the listing of any prospective provider whose name appears on the National Treasury's database as a person prohibited from doing business with the public sector.	Accounting Officer		YES	SCM consult National Treasury's database of defaulters before awarding of tenders and quotations
14(2)	Update the list of prospective providers at least quarterly to include any additional prospective providers and any new commodities or types of services.	Municipal Council	Chief Financial Officer	YES	Done
15	Requesting reconciliation's on petty cash purchases on a monthly basis.	Chief Financial Officer	Manager: Expenditure section	YES	Done
16(c)	If it is not possible to obtain at least three written quotations, record and report quarterly to the accounting officer, or another official designated by the accounting officer, the reasons for this.	Accounting Officer	Chief Financial Officer	YES	**Reports were submitted on the following dates within this quarter:** 03 August 2022 03 September 2022 03 October 2022

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLE-MENTED	COMMENTS
16(e)	Record the name of potential providers requested to provide written quotation with their quoted prices.	Accounting Officer	Chief Financial Officer	YES	**Reports were submitted on the following dates within this quarter:** 03 August 2022 03 September 2022 03 October 2022
17(1)(c)	Approve the recorded reasons for not obtaining at least three written price quotations.	Chief Financial Officer	Senior Manager SCM & CFO: below R200,000 Accountants: Acquisitions, Contracts and SCM: Accountant Demand and Chief Buyer : below R200,000	YES	
17(1)(d)	Record the names of the potential formal written price quotation providers and their written quotations.	Accounting Officer	Senior Manager : Supply Chain Management	YES	
17(2)	Report to the CFO within three days at the end of the month on any approvals given during that month by that the designed official referred to in sub-regulation (1) (c).	Chief Financial Officer	Senior Manager: Supply Chain Management	YES	
18 (a)	All requirements in excess of R30,000 (VAT included) by means of formal written price quotations should be advertised for at least 7 days on the website and municipal official website.	Chief Financial Officer	Senior Manager: Supply Chain Management	YES	Done
18 (b)	When using the list of accredited prospective providers, it should promote ongoing competition amongst providers by inviting providers to submit quotations on a rotational basis.	Chief Financial Officer	Senior Manager: Supply Chain Management	YES	Done
18(c)	Must take all reasonable steps to ensure that the procurement of goods and services through written quotations or formal written price quotations is not abused.	Accounting Officer	Chief Financial Officer	YES	Quotations and Formal written quotations are placed on the website and only opened on the closing date and time and mitigate the risks during the calling for quotations.

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLE-MENTED	COMMENTS
18(d)	Notify the Accounting Officer or CFO in writing on a monthly basis of all written quotations and formal written price quotations accepted by the official acting in terms of a sub-delegation	Chief Financial Officer	Senior Manager : Supply Chain Management	YES	**Reports were submitted on the following dates within this quarter:** 03 August 2022 03 September 2022 03 October 2022
22 (b) (i)	The publication notice must contain the closure date for the submission of bids, which may not be less than 3 weeks in case of transactions over R10m (VAT included), or which are of long term nature, or 14 days in any other case, from date on which the advertisement is placed in a newspaper.	Accounting Officer	Bid Specifications Committee	YES	For quarter one, eighteen (18) tenders specifications served before the Bid Specifications committee.
22(2)	The Accounting Officer may determine the closure date for the submission of bids which is less than the 30 days or 14 days requirement, but only if such shorter period can be justified on the grounds of urgency or emergency or any exceptional case where it is impractical or impossible to follow the official procurement process	Accounting Officer		YES	None
23(a) (i)(ii)	The handling, opening and recording of bids should be (i) be opened in public (ii) must be opened at the same time and as soon as possible after the period for the submission of bids has expired;	Accounting Officer	Senior Manager: Supply Chain Management	YES	Done
23 (c)	(ii) make the register available for public inspection (iii) publish the entries in the register and the bid results on the website of the municipality	Accounting Officer	Senior Manager: Supply Chain Management	YES	Done
24(1)	Negotiate the final terms of a contract with bidders identified through a competitive bidding process as preferred bidders, provided that such negotiation –	Accounting Officer	Relevant user department Head of Department or Director	YES	Provision for the signing of a Form of Tender/Service Level Agreement with successful vendors is being made in

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLE-MENTED	COMMENTS
	(a) does not allow any preferred bidder a second or unfair opportunity; (b) is not to the detriment of any other bidder; and (c) does not lead to a higher price than the bid submitted. Minutes of such negotiations must be kept.				the tender documents
26(1)(b)	Appoint the members of the bid specification, evaluation and adjudication committees, taking into account Section 117 of the MFMA.	Accounting Officer		YES	Done
26(1)(c)	Appoint a neutral or independent observer to a bid specification, evaluation or adjudication committee for an attendance and oversight process when this is appropriate for ensuring fairness and promoting transparency.	Accounting Officer		N/A	Not Applicable
26(3)	Apply the committee system to formal written price quotations.	Accounting Officer		N/A	Committee system is applied for goods/services above R200 000
27(1)	Compile specifications for the procurement of goods and services by the municipality.	Accounting Officer	Bid Specifications Committee, upon advice of the relevant user department	YES	The Director signs for items to serve on Specification committee.
27(2)(g)	Approve specifications compiled by the bid specification committee prior to publication of the invitation for bids.	Accounting Officer	Bid Specifications Committee, upon advice of the relevant user department	YES	The specifications are accompanied with a questionnaire that the relevant department has to complete. Meetings are held according pre-determined schedule.
28(1)(a)	Evaluate bids in accordance with – (i) the specifications for a specific procurement ; and (ii) the points system as must be set out in the supply chain management policy of the municipality in terms of Regulation 27(2)(f)	Accounting Officer	Bid Evaluation Committee upon advice of the relevant user department.	YES	Have regular BEC scheduled meetings.

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLE-MENTED	COMMENTS
	and a prescribed in terms of the Preferential Procurement Policy Framework Act.				
28(1)(b)	Evaluate each bidder's ability to execute the contract.	Accounting Officer	Bid Evaluation Committee, upon advice from SCM	YES	Currently part of the Standard Evaluation Report
28(1)(c)	Check in respect of the recommended bidder whether municipal rates and taxes and municipal service charges are not in arrears.	Accounting Officer	Bid Evaluation Committee	YES	Has a screening list that has to be completed.
28(1)(d)	Submit to the adjudication committee a report and recommendations regarding the award of the bid or any other related matter.	Bid Evaluation Committee		YES	Currently part of the Standard Evaluation Report
29(1)(a)	Consider the report and recommendations of the bid evaluation committee where the award value exceeds R200 000 (VAT incl.) and make the award up to value of R10m (as per delegated authority)	Accounting Officer	Bid Adjudication Committee	YES	In the first quarter there were thirteen (13) BAC meetings
29(1)(b)(i)	For bids above R10 million, the SCM BAC will make recommendation to the Municipal Manager to make the final award.	Accounting Officer		YES	In the first quarter there were one (1) final awards above R10 million.
29(1)(b)(ii)	Make another recommendation to the accounting officer on how to proceed with the relevant procurement.	Accounting Officer		YES	None.
29(3)	Appoint the chairperson of the bid adjudication committee.	Accounting Officer		YES	Delegations given is kept for record purposes
29(5)(a)	If a bid adjudication committee decides to award a bid other than the one recommended by the bid evaluation committee, the bid adjudication committee must prior to awarding the bid – (i) check in respect of the preferred bidder whether that bidder's municipal rates and taxes and municipal service charges are not in arrears; and (ii) notify the accounting officer.	Bid Adjudication Committee		YES	None

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLE-MENTED	COMMENTS
29(5)(b)	(i) After due consideration of the reasons for the deviation, ratify or reject the decision of the bid adjudication committee referred to in Regulation 29(5)(a); and (ii) If the decision of the bid adjudication committee is rejected, refer the decision of the adjudication committee back to that committee for reconsideration.	Accounting Officer		YES	None
29(6)	Refer any recommendation made by the evaluation committee or adjudication committee back to that committee for reconsideration of the recommendation.	Accounting Officer		YES	One (1) tender was referred back to the BEC in the first quarter
29(7)	Comply with Section 114 of the MFMA within ten working days.	Accounting Officer		YES	Not applicable
31(1)	Request the State Information Technology Agency (SITA) to assist the municipality with the acquisition of IT related goods or services through a competitive bidding process.	Accounting Officer	Bid Adjudication Committee	YES	Not Applicable
31(2)	Enter into a written agreement to regulate the services rendered by, and the payments made to, SITA.	Accounting Officer		YES	Not Applicable
31(3)	Notify SITA together with a motivation of the IT needs of the municipality if – (a) the transaction value of IT related goods or services required by the municipality in any financial year will exceed R50 million (VAT incl); or (b) the transaction value of a contract to be procured by the municipality whether for one	Accounting Officer		YES	Not Applicable

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLE-MENTED	COMMENTS
	or more years exceeds R50 million.				
31(4)	Submit to the Council, the National Treasury, the relevant provincial treasury and the Auditor General the SITA comments and the reasons for rejecting or not following such comments if the municipality disagrees with SITA's comments.	Accounting Officer	Senior Manager: Supply Chain Management	YES	Not Applicable
32(1)	To procure goods or services for the municipality under a contract secured by another organ of state, but only if – (a) the contract has been secured by that organ of state by means of a competitive bidding process applicable to that organ of state; (b) the municipality has no reason to believe that such contract was not validly procured; (c) there are demonstrable discounts or benefits for the municipality; and that other organ of state and the provider have consented to such procurement in writing.	Accounting Officer	Bid Adjudication Committee	YES	None
35(1)	Procure consulting services above the value of R200 000 (VAT incl.) provided that any Treasury guidelines in respect of consulting services or CIDB guidelines in respect of services related to the build environment and construction works are taken into account when such procurements are made.	Accounting Officer	Bid Adjudication Committee	YES	New tender has been advertised
35(4)	Ensure that copyright in any document produced, and the patent rights or ownership in any plant, machinery, thing, system or process designed or devised, by a consultant in the course of the consultancy service is vested in the municipality.	Municipal Council	Relevant user Department	YES	Not Applicable

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLE-MENTED	COMMENTS
36(1)(a)	Dispense with the official procurement processes established by the policy and to procure any required goods or services through any convenient process, which may include direct negotiations, but only – (i) in an emergency; (ii) if such goods or services are produced or available from a single provider only; (iii) for the acquisition of special worker of art or historical objects where specifications are difficult to compile; (iv) acquisition of animals or zoos; or (v) in any other exceptional case where it is impractical or impossible to follow the official procurement processes (vi) any contract relating to the publication of notices and advertisements by or on behalf of the municipality (vii) any purchase on behalf of the municipality at a public auction (viii) any contract with an organ of state, local authority or a public utility corporation or company (ix) any contract in respect of which compliance therein would not be in the public interest or interest of Council (x) ad-hoc repairs to plant and equipment where it is not possible to ascertain the nature or extent of the work required in order to call for bids (xi) workshop strip & quote	Accounting Officer	BAC considers deviations and recommend to the Accounting Officer.	YES	Delegations are in place for BAC to recommend deviations to the Accounting Officer. Records and recordings are kept of all meetings. Departments draft memorandums and table items at BEC for consideration and recommendation to the BAC. The BAC upon approval will recommend deviation to the Accounting –Officer.
36(1)(b)	Ratify any minor breaches of the procurement processes by an official or committee acting in terms of delegated powers or duties which are purely of a	Accounting Officer		YES	Done

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLE-MENTED	COMMENTS
	technical nature.				
36(2)	Record the reasons for any deviations in terms of Regulations 36(1)(a) and (b); and Report them to the next meeting of the Council and include as a note to the annual financial statements.	Municipal Council	Accounting Officer	YES	Done
37(2)	Decide to consider an unsolicited bid but only if – (a) the product or service offered is a demonstrably or proven unique innovative concept; (b) the product or service will be exceptionally beneficially to, or have exceptional cost advantages for, the municipality; (c) the person who made the bid is the sole provider of the product or service; and (d) the reasons for not going through the normal bidding processes are found to be sound by the accounting officer.	Accounting Officer		NO	None
37(4)	Submit written comments received pursuant to Regulation 37(3), including any responses from the unsolicited bidder, to the National Treasury and the relevant provincial treasury for comment.	Accounting Officer		NO	None
37(5)	Consider and may award the bid or make recommendations to the accounting officer depending on the delegations to the adjudication committee.	Accounting Officer	Bid Adjudication Committee	YES	None
37(7)	When considering an unsolicited bid, take into account where considering an unsolicited bid –	Accounting Officer		NO	None

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLE-MENTED	COMMENTS
	(i) any comments submitted by the public; and any written comments and recommendations of the National Treasury or the relevant provincial treasury.				
37(8)	Submit to the Auditor General, the relevant provincial treasury and the National Treasury the reasons for rejecting or not following any recommendations of the National Treasury or provincial treasury in regard to the unsolicited bid.	Accounting Officer	Senior Manager: Supply Chain Management	NO	None
38(1)(a)	Take all reasonable steps to prevent abuse of the supply chain management system.	Accounting Officer	Chief Financial Officer	YES	The National Treasury Code of Conduct has been circulated and communicated to municipal staff at various formal and informal meetings.
38(1)(b)	Investigate any allegations against an official or other role player of fraud, corruption, favoritism, unfair or irregular practices or failure to comply with the supply chain management policy, and when justified – (i) take appropriate steps against such official or other role player; or (ii) report any alleged criminal conduct to the South African Police Service.	Accounting Officer	Internal Audit	YES	None
38(1)(c)	Check the National Treasury's database prior to awarding any contract to ensure that no recommended bidder, or any of its directors, is listed as a person prohibited from doing business with the public sector.	Accounting Officer	Senior Manager: Supply Chain Management	YES	The National Treasury website information of the List of Defaulters is currently used to verify.
38(1)(d)	Reject any bid from a bidder – (i) if any municipal rates and taxes or municipal service charges owed by that bidder or any directors to the municipality are in arrears for	Accounting Officer	Bid Adjudication Committee Senior Manager: Supply Chain Management	YES	Bid Evaluation checklist is in place

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLE-MENTED	COMMENTS
	more than three months; (ii) who during the last five years has failed to perform satisfactorily on a previous contract with the municipality or any other organ of state after written notice was given to that bidder that performance was unsatisfactory.				
38(1)(e)	Reject a recommendation for the award of a contract if the recommended bidder, or any of its directors, has committed a corrupt or fraudulent act in competing for the particular contract.	Accounting Officer	Bid Adjudication Committee Senior Manager: Supply Chain Management	YES	Bid Evaluation checklist is in place
38(1)(f)	Cancel a contract awarded to a person if – the person committed any corrupt or fraudulent act during the bidding process or the execution of the contract; or (i) an official or other role player committed any corrupt or fraudulent act during the bidding process or the execution of the contract that benefited that person.	Accounting Officer	Bid Adjudication Committee Senior Manager: Supply Chain Management	YES	Bid Evaluation checklist is in place
38(1)(g)	Reject the bid of any bidder if that bidder or any of its directors – (i) has abused the supply chain management system of the municipality or has committed any improper conduct in relation to such system; (ii) has been convicted for fraud or corruption during the last five years; (iii) has willfully neglected or reneged on or failed to comply with any government, municipal or	Accounting Officer	Bid Adjudication Committee Senior Manager: Supply Chain Management	YES	Bid Evaluation checklist is in place

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLE-MENTED	COMMENTS
	other public sector contract during the past five years; or (iv) has been listed in the Register for Tender Defaulters in terms of Section 29 of the Prevention and Combating of Corrupt Activities Act (No 12 of 2004).				
38(2)	Inform the National Treasury and relevant provincial treasury in writing of any actions taken in terms of Regulation 38(1)(b)(ii), (e)	Accounting Officer	Bid Adjudication Committee Senior Manager: Supply Chain Management	YES	Bid Evaluation checklist is in place
40(1)	The Supply chain policy must provide for an effective system of disposal management for the disposal or letting of assets, including unserviceable, redundant or obsolete assets, subject to sections 14&90 of MFMA	Municipal Council	Chief Financial Officer	YES	Delegations are in place
40(2) a	A Supply Chain management policy must specify the ways in which assets may be disposed of, including by – (i) Transferring the asset to another organ of state in terms of a provision of the MFMA enabling the transfer of assets (ii) Transferring the asset to another organ of state at market related value or, when appropriate, free of charge (iii) Selling the asset (iv) Destroying the asset	Municipal Council	Chief Financial Officer	YES	As per delegations
40(2) (b)	Stipulate that –	Municipal Council		YES	Not Applicable

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLE-MENTED	COMMENTS
	Immoveable property may be sold only at market related prices except when public interest or the plight of the poor demands otherwise				
40(2)(b)(ii)	Movable assets may be sold either by way of written price quotations, a competitive bidding process, auction or at market related prices, whichever is the most advantageous to the municipality	Accounting Officer	Chief Financial Officer	YES	As per delegations
40(2)(b)(iii)	In the case of the free disposal of computer equipment, the Provincial Department of Education must first be approached to indicate within 30 days whether any of the local schools are interested in the equipment.	Accounting Officer	Chief Financial Officer	N/A	Not Applicable
40(2)(b)(iv)	In the case of the disposal of firearms, the National Conventional Arms Control Committee has approved any sale or donation of firearms to any person or institution within or outside the Republic	Accounting Officer		N/A	Not Applicable
40(2)(c)(ii)	All fees, charges, rates, tariffs, scales of fees or other charges relating to the letting of immovable property are annually reviewed	Municipal Council		YES	Not Applicable
40(2)(d)	Ensure that where assets are traded in for other assets, the highest possible trade-in is negotiated	Municipal Council		N/A	None
40(2)(b)(iii)	In the case of the free disposal of computer equipment, the provincial department of education is first approached to indicate within 30 days whether any of the local schools are interested in the equipment.			N/A	Not Applicable
41(1)	A Supply chain management policy must provide for	Accounting Officer	Internal Audit	YES	Busy implementing a system for risk

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLE-MENTED	COMMENTS
	an effective system of risk management for the identification, consideration and avoidance of potential risks in the supply chain management system				management
42	Establish and implement an internal monitoring system in order to determine, on a retrospective analysis, whether the authorized supply chain management processes were followed and whether the objectives of this policy were achieved.	Accounting Officer	Chief Financial Officer	YES	Implemented a system for performance management in SCM
43(2)	Check with SARS whether a person's tax matters are in order before making an award to such person.	Municipal Council	Senior Manager: Supply Chain Management	YES	The Tax Clearance of vendors registered on the Central Supplier Database are checked regularly and before awards are made.
45	Disclose in the notes to the annual financial statements of the municipality particulars of any award of more than R2,000 to a person who is a spouse, child or parent of a person in the service of the state, or has been in the service of the state in the previous twelve months, including – (a) the name of that person; (b) the capacity in which that person is in the service of the state; and (c) the amount of the award.	Municipal Council	Chief Financial Officer	YES	This information was disclosed within financial statements of the municipality.
46(3)(a)	Keep a register of all declarations in terms of Regulation 46(2)(d) and (e).	Accounting Officer	Senior Manager: Supply Chain Management	YES	SCM keep record of it.
46(3)(b)	Declarations must be made to the mayor of the municipality who must ensure that such declarations are recorded in the register.	Accounting Officer	Chief Financial Officer	YES	Declarations are kept at SCM section and hard copy on file.

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLE-MENTED	COMMENTS
46(4)	Adopt the National Treasury's code of conduct and Schedule 2 of the Systems Act for supply chain management practitioners and other role players involved in supply chain management.	Accounting Officer	Senior Manager: Supply Chain Management Council's Speaker	YES	Code of conduct are circulated annually to all officials
47(2)	Report any alleged contravention of Regulation 47(1) to the National Treasury for considering whether the offending person, and any representative or intermediate through which such person is alleged to have acted, should be listed in the National Treasury's database of persons prohibited from doing business with the public sector.	Accounting Officer	Chief Financial Officer	YES	Not Applicable
48	Disclose to the National Treasury and the relevant provincial treasury any sponsorship promised, offered or granted to the municipality whether directly or through a representative or intermediate, by any person who is – (a) a provider or prospective provider of goods or services to the municipality; or (b) a recipient or prospective recipient of goods disposed or to be disposed, of by the municipality.	Accounting Officer	Senior Manager: Supply Chain Management	YES	None.
49	Persons aggrieved by decisions or actions taken in the implementation of this supply chain management system, may lodge within 14 days of the decision or action, a written objection or compliant against the decision or action.	Accounting Officer		YES	Have an administrative process in place.
50(1)	Appoint an independent and impartial person to assist in the resolution of disputes between the municipality and other persons and to deal with objections, complaints or queries as described more fully in Regulation 49.	Accounting Officer		YES	Done.
50(1)(a)	Responsible to assist the person appointed in terms	Accounting Officer		YES	Done

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLE-MENTED	COMMENTS
	of Regulation 50(1) to perform his or her functions effectively.				
50(4)(b)	Appointed must submit monthly reports to the Accounting Officer on all disputes, objections, complaints or queries received, attended to or resolved.	Accounting Officer		YES	The appointed official is responsible for the submission of the monthly report to the Municipal Manager.
51	Service provider that acts on behalf of municipality to provide any service or act as a collector of fees, service charges or taxes and the compensation payable to service provider, contract must stipulate a cap on compensation payable to the service provider; that such compensation must be performance based.	Accounting Officer		YES	Done

7.	**CONSIDERATION OF ITEMS BY THE EXECUTIVE MAYOR: [ALD G VAN DEVENTER (MS)]**

7.1	**PROTECTION SERVICES: (PC: CLLR R BADENHORST)**

NONE

7.2	**YOUTH, SPORTS AND CULTURE: [PC: CLLR R ADAMS]**

NONE

7.3	**CORPORATE SERVICES: (PC: CLLR L NKAMISA)**

7.3.1	**APPLICATION TO RENEW LEASE OF UNIT 1 OF BOSMANSHUIS (PART OF THE DORP STREET FLATS UNITS) TO THE IEC**

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **19 October 2022**

1. SUBJECT:APPLICATION TO RENEW LEASE OF UNIT 1 OF BOSMANSHUIS (PART OF THE DORP STREET FLATS UNITS) TO THE IEC

2. PURPOSE

Is for Council to consider the request from the IEC for a renewal of the lease agreement of the IEC at Bosmanshuis (Unit 1).

3. DELEGATED AUTHORITY

The Executive Mayor in consultation with the Mayoral Committee considers applications of less than 10 years with a value of less than R5 million.

Council must consider all other requests.

4. EXECUTIVE SUMMARY

Council approved a lease for the IEC in unit 1 at Bosmanhuis in Dorp street flats in July 2019 for the period of 3 years. The 3-year lease expires on 30 November 2022. The IEC has requested a new lease of 5 years, additional space for storage if possible and the provision of a cleaning service at the expense of the municipality (**APPENDIX 1**).

They have been informed that we are not able to provide a cleaning service at our expense, not additional space for storage. The renewal of the lease and the request for a 5-year period must be considered. If the application approval is positively considered the proposed lese will have to be advertised for public comment again before a final decision can be taken.

5. RECOMMENDATIONS

(a) that Unit 1 Bosmanshuis, situated on a portion of erf 1134, be identified as property not required for the municipality's own use during the period for which the right is to be granted;

(b) that it be noted that the IEC has been informed that no additional space is available to be used for storage and no cleaning service will be provided at the expense of the municipality; and

(c) the request for a new lease for consideration.

6. DISCUSSION / CONTENTS

6.1. Background

Council approved the lease of Unit 1, Bosmanhuis, Dorpstreer in July 2019 for a period of 3 years. This lease agreement come to an end in November 2022. The signed lease agreement is attached as **APPENDIX 2**.

6.2 Discussion:

An application was received from the IEC to conclude a new lease agreement with Stellenbosch Municipality for rental of office space. Unit (1) of the Dorp Street flats, situated on a portion of erf 1134, Stellenbosch forms part of the Transvalia project.

6.3 Financial Implications

All upgrades and maintenance inside the building is for the costs of the lessee. Maintenance on the outside is part of the normal maintenance provisions in the budget.

The current rental per month is R7 276.74 (as escalated) and the original rental of R 5 940.00 per month was 30% of the market related rental in 2019.

6.4 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation.

6.5 Staff Implications

No additional staff implications.

6.6 Previous / Relevant Council Resolutions:

29TH COUNCIL MEETING: 2019-07-24: ITEM 7.2.1

RESOLVED (majority vote)

(a) that Council takes note of the written submission received from Stellenbosch Interest Group; and

(b) that approval be granted to enter into a 3 year lease agreement with the IEC at an initial monthly rental of R5940, being 30% of fair market value, subject to the following conditions:

(i) IEC to take full responsibility for all internal maintenance as well as any functional upgrades needed for their own purposes;

(ii) That no upgrades or changes may take place without approval of the Municipality and taking into account the heritage status of the building;

(iii) That an early termination clause be inserted indicating that the contract can be terminated with a six (6) months written notice, should Council need the property for its own use, or should Council decide to dispose of the property or for any other legal reason want to cancel the lease;

(iv) An annual escalation on 1 July 2020 and 2021 of 7% apply;

(v) That the Municipal Manager be authorised to conclude the Lease Agreement.

Cllrs DA Hendrickse and LK Horsband (Ms) requested that their votes of dissent be minuted.

6.7 Risk Implications

The risks are addressed in the item recommendations.

6.8 Comments from Senior Management:

The recommendations are supported.

ANNEXURES
Appendix 1 = Email requesting new lease from IEC
Appendix 2 = Current lease agreement

FOR FURTHER DETAILS CONTACT:

NAME	Annalene de Beer
POSITION	***Director: Corporate Services***
DIRECTORATE	***CORPORATE SERVICES***
CONTACT NUMBERS	***021-8088018***
E-MAIL ADDRESS	***Annalene.deBeer@stellenbosch.gov.za***
REPORT DATE	***13.10.2022***

APPENDIX 1

Kind regards,
Nomie Tshefu
Manager
Office of the Municipal Manager

T: +27 21 808 8049 | C: +27 76 626 9438
Plein Street, Stellenbosch 7600
www.stellenbosch.gov.za

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From: Louw, Liezl [RS - WC025] <LouwL@elections.org.za>
Sent: Wednesday, 14 September 2022 11:52
To: Geraldine Mettler <Geraldine.Mettler@stellenbosch.gov.za>
Cc: Raydine Wenn <Raydine.Wenn@stellenbosch.gov.za>; Annelene Rooifontein <Annelene.Rooifontein@stellenbosch.gov.za>; Mandlenkosi Mgogoshe <Mandlenkosi.Mgogoshe@stellenbosch.gov.za>; Nomie Tshefu <Nomie.Tshefu@stellenbosch.gov.za>; Ndinyana, Patience [EPC - WC023] <NdinyanaP@elections.org.za>; Chisholm, William <ChisholmW@elections.org.za>
Subject: [EX] FW: Request for office lease

Good Morning Ms Mettler

I trust this email finds you well. I am just following up on the progress as per the attached communication.

If you intend to enter into a new lease with the IEC, kindly please express that in communication in which you detail the basic terms and costs that would be associated with such an agreement so that we can proceed from thereon.

Regards
Liezl Louw

From: Louw, Liezl [RS - WC025]
Sent: Wednesday, 31 August 2022 09:24
To: 'Geraldine Mettler' <Geraldine.Mettler@stellenbosch.gov.za>
Cc: 'Raydine Wenn' <Raydine.Wenn@stellenbosch.gov.za>; 'annelene.rooifontein@stellenbosch.gov.za' <annelene.rooifontein@stellenbosch.gov.za>; 'Mandlenkosi Mgogoshe' <Mandlenkosi.Mgogoshe@stellenbosch.gov.za>; 'Nomie Tshefu' <Nomie.Tshefu@stellenbosch.gov.za>; Ndinyana, Patience [EPC - WC023] <NdinyanaP@elections.org.za>; Chisholm, William <ChisholmW@elections.org.za>
Subject: FW: Request for office lease

Good morning Ms Metler

With reference to the existing lease agreement between the Stellenbosch Municipality and the IEC (Dorpstraat flats) expiring on 30 November 2022, herewith please receive our 3 month notice to end the lease as per the terms stipulated.

Please note that we would still like to continue with the request for a new lease starting 1 December 2022 as per earlier communication on 19 August 2022 (see attached) and are still awaiting your response on the next step.

Regards
Liezl Louw

From: Louw, Liezl [RS - WC025]
Sent: Friday, 19 August 2022 12:34
To: 'Geraldine Mettler' <Geraldine.Mettler@stellenbosch.gov.za>
Cc: 'Raydine Wenn' <Raydine.Wenn@stellenbosch.gov.za>; 'annelene.rooifontein@stellenbosch.gov.za' <annelene.rooifontein@stellenbosch.gov.za>; 'Mandlenkosi Mgogoshe' <Mandlenkosi.Mgogoshe@stellenbosch.gov.za>; 'Nomie Tshefu' <Nomie.Tshefu@stellenbosch.gov.za>; Ndinyana, Patience [EPC - WC023] <NdinyanaP@elections.org.za>
Subject: Request for office lease

Good afternoon

Attached please find communication with regards to the Dorp Street Flats.

Regards

Liezl Louw
Cape Winelands: Regional Assistant Manager
023 342 0218 | 072 851 4727

Electoral Commission of SA
51 Riebeeck street
Worcester

www.elections.org.za



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APPENDIX 2

COPY

INC024
E/01134
Office Space
1/12/2019
30/11/2022

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

LEASE AGREEMENT

Entered into by and between

STELLENBOSCH MUNICIPALITY

Herein represented by **Geraldine Mettler** her capacity as

Municipal Manager, being duly authorised

(herein after called the **LESSOR**)

MUNICIPALITY - MUNISIPALITEIT
30 NOV 2021
CENTRAL RECORDS STELLENBOSCH

AND

INDEPENDENT ELECTORAL COMMISSION

Herein represented by **Rev. Courtney D Sampson** in his capacity as

Provincial Electoral Officer, being duly authorised

(herein after called the **LESSEE**)

For the lease of Unit 1, Bosmanshuis, situated on a portion of erf 1134, Dorp Street, Stellenbosch

(herein after called the **PROPERTY**)

FILE NR: 7/4/2/5
SCAN NR:
COLLABORATOR NR:

* Records only received a copy

AGREEMENT OF LEASE

1. PARTIES

1.1 The parties to this lease are:-

1.1.1 (Stellenbosch Municipality) ("the **LESSOR**"); and

1.1.2 (Independent Electoral Commission) ("the **LESSEE**").

2. INTERPRETATION

2.1 In this lease agreement, except in a context indicating that some other meaning is intended,

2.1.1 "***the Lease Period***" means the period for which this lease subsists, including any period for which it is renewed;

2.1.2 "***month***" means a calendar month, and more specifically;

2.1.2.1 in reference to a number of months from a specific date, a calendar month commencing on that date or the same date of any subsequent month; and

2.1.2.2 in any other context, a month of the calendar, that is, one of the 12 months of the calendar, and "monthly" has the corresponding meaning;

2.1.3 "***the parties***" means the parties to this lease, and "party" means one of them;

2.1.4 "***the PROPERTY***" means Unit 1, Bosmanshuis, situated on a portion of erf 1134, Dorp Street, Stellenbosch with improvements,

2.1.5 "***the Rates***" means the assessment rates payable on the **PROPERTY** and includes but is not limited to, refuse removal charges and sanitary fees;

2.1.6 "***the Premises***" has the same meaning as the **PROPERTY**

2.1.7 "***year***" means a period of 12 consecutive months, and "yearly" refers to a year commencing on the date on which the lease comes into operation or any anniversary of that date;

2.1.8 references to notices, statements and other communications by or from the **LESSOR** include notices by or from the **LESSOR**'s agent;

2.1.9 expressions in the singular also denote the plural, and vice versa;

2.1.10 words and phrases denoting natural persons refer also to juristic persons, and vice versa; and

2.1.11 pronouns of any gender include the corresponding pronouns of the other genders.

2.2 Any provision of this lease imposing a restraint, prohibition or restriction on the **LESSEE** shall be so construed that the **LESSEE** is not only bound to comply therewith but is also obliged to procure that the same restraint, prohibition or restriction is observed by everybody occupying or entering the Premises or any other part of the **PROPERTY** through, under, by arrangement with, or at the invitation of, the **LESSEE**, including (without limiting the generality of this provision) its Associates and the directors, members, officers, employees, agents, customers and invitees of the **LESSEE** or its Associates.

2.3 Clause headings appear in this lease for purposes of reference only and shall not influence the proper interpretation of the subject matter.

2.4 This lease shall be interpreted and applied in accordance with South African law.

3. LETTING AND HIRING

3.1 The **LESSOR** lets and the **LESSEE** hires the Premises on the terms of this lease.

4. DURATION

4.1 This lease shall come into operation on 01 December 2019 and shall subsist for 3 years, notwithstanding the date of signature hereof.

4.2 Notwithstanding the above, should the **LESSOR** require the property for any *bona fide* municipal purposes, this agreement can be terminated by giving the **LESSEE** 6 months written notice, in which event the **LESSEE** will have no claim for compensation or otherwise against the **LESSOR**.

4.3 Notwithstanding the above, should the LESSEE want to terminate the agreement for whatever reason, it can do so by giving the LESSOR 3 month written notice, in which event the **LESSOR** will have no claim for compensation or otherwise against the **LESSEE.**

5. RENT

5.1 The rent shall be

5.1.1 R5 940.00 (Inclusive of VAT)

per month for the year ending 30 June 2020; and

5.1.2 shall thereafter, on an annual basis escalate with 7%.

6. PAYMENTS

6.1 The rent payable by the **LESSEE** to the **LESSOR** in terms of this Agreement shall be payable monthly in advance on or before the 7th day of each month free of exchange at such address or by electronic funds transfer as directed by the **LESSOR** in writing from time to time.

6.2 The **LESSOR** shall have the right, notwithstanding any instruction given by the **LESSEE**, to appropriate any amount paid by the **LESSEE** hereunder to whatsoever indebtedness of the **LESSEE** as the **LESSOR** may decide upon in its absolute discretion.

7. RATES

7.1 It is specifically recorded that the **LESSEE** will not be responsible for the payment of rate and taxes on the property, except for the annual levies in relation to refuge removal and sewer connection(s).

8. ADDITIONAL CHARGES

8.1 In addition to paying the rent and rates, the **LESSEE** shall reimburse the **LESSOR**, monthly in arrear, within 7 (seven) days after receiving an account from the **LESSOR** reflecting the amount(s) so payable, with the cost of electricity and water consumed on the Premises, determined at prevailing municipal rates in accordance with readings of separate submeters or, if there are no such submeters, on the basis of the **LESSEE** being liable to bear 100% of the total cost of all electricity and water consumed on the **PROPERTY**.

9. INSURANCE

9.1 The **LESSEE** shall not keep or do in or about the Premises anything which is liable to enhance any of the risks against which the Building is insured for the time being to the extent that such insurance is rendered void or voidable or the premiums of such insurance are, or become liable to be, increased.

9.2 The **LESSOR** must insure the Property against risks for the duration of the Lease Period.

9.3 The **LESSEE** will be responsible to ensure the content of the property

10. SUB-LETTING AND RELATED MATTERS

10.1 The **LESSEE** shall not, without the **LESSOR**'s prior written consent:

10.1.1 sub-let the whole or any part of the PREMISES or cede, assign, transfer, alienate, or otherwise dispose of any of its rights and/or obligations under this Lease or pledge or hypothecate this Lease;

ADM

10.1.2 give up, for either a definite period or at all, occupation or possession of the PREMISES or any part thereof to any person or permit any person whether as licensee, sub-tenant, agent, occupier, custodian or otherwise to take possession or occupation of the PREMISES or any part thereof either for a definite period or at all.

10.2 Should the **LESSEE** wish to sub-let the whole or any part of the PREMISES at any time during the currency of the Lease, then the **LESSEE** shall apply to the **LESSOR** in writing for its consent thereto given, in regard to the proposed sub-lease, the name of the sub-tenant, the guarantors if any of the sub-tenant date of commencement, the duration of the proposed sub-lease, the exact premises and the consideration payable there under. The **LESSOR** at its option may:

10.2.1 consent to the sub-lease, in which case the **LESSEE** may on receipt of written confirmation by the **LESSOR** sub-let the PREMISES or part thereof as the case may be in accordance with the written application submitted to the **LESSOR** in terms of this Clause 8.2, or

10.2.2 provided the proposed sub-tenant wishes to lease the whole of the PREMISES, give the **LESSEE** written notice of its intention to enter into a direct lease with the proposed sub-tenant in which event on the commencement date of the new written lease entered into between the **LESSOR** and the proposed sub-tenant this Lease shall be cancelled and of no further force or effect, provided that such cancellation shall in no way detract from the **LESSOR**'s rights to enforce performance of any obligations of the **LESSEE** arising, prior to the date of cancellation, or the **LESSOR**'s rights to recover arrear payments from the **LESSEE**.

11. MAINTENANCE BY THE LESSOR

11.1 The **LESSOR** shall maintain the outside walls and roof of the BUILDING in good condition, fair wear and tear excepted. Upon receipt by the **LESSOR** from the **LESSEE** of advice in writing of any damage to the outside walls or of the BUILDING requiring repair, the **LESSOR** shall effect the necessary repairs as soon as may be reasonably practicable. The **LESSEE** shall not be entitled to cancel this Lease or to claim any remission of rent, nor shall the **LESSEE** be entitled to withhold or defer payment of rent by reason of the PREMISES being in a defective condition or falling into disrepair or of any particular repairs not having been effected by the **LESSOR** timeously or at all. The **LESSEE** shall furthermore in such circumstances not have any claim against the **LESSOR** for damages unless caused by the wilful acts or the negligence of the **LESSOR** or the **LESSOR**'s employers.

12. GENERAL OBLIGATIONS OF LESSEE

12.1 The **LESSEE** shall not cause any obstruction or blockage of sewerage pipes or drains within or leading to or from the PREMISES and shall maintain the same free from any such obstruction or blockage.

12.2 The **LESSEE** shall at all times keep the PREMISES in a clean, tidy and sanitary condition.

12.3 The **LESSEE** shall not alter or interfere with any of the electrical installations in the PREMISES, and shall ensure that none of the electrical installations in the PREMISES are overloaded at any time during the currency of this Lease.

12.4 The **LESSEE** shall not without the prior written consent of the **LESSOR**, which shall not be unreasonably withheld, store, harbour or use, or permit the storage, harbouring or use in the PREMISES of any goods, chattels, furniture, fixture, fittings or effects which are subject to any hire purchase or lease agreement and which are not the **LESSEE**'s own **PROPERTY**

13. ALTERATIONS, ADDITIONS AND IMPROVEMENTS

13.1 The **LESSEE** shall not make any alterations or additions to the Premises without the **LESSOR**'s prior written consent, but the **LESSOR** shall not withhold its consent unreasonably to an alteration or addition which is not structural.

13.2 If the **LESSEE** does alter, add to, or improve the Premises in any way, whether in breach of clause 14.1 or not, the **LESSEE** shall, if so required in writing by the **LESSOR**, restore the Premises on the termination of this lease to their condition as it was prior to such alteration, addition or improvement having been made. The **LESSOR**'s requirement in this regard may be communicated to the **LESSEE** at any time, but not later than the (*30th*) day after the **LESSEE** has delivered up the Premises pursuant to the termination of this lease; and clause 14.2 shall not be construed as excluding any other or further remedy which the **LESSOR** may have in consequence of a breach by the **LESSEE** of clause 14.1.

13.3 Save for any improvement which is removed from the Premises as required by the **LESSOR** in terms of clause 10.2, all improvements made to the Premises shall belong to the **LESSOR** and may not be removed from the Premises at any time. The **LESSEE** shall not, whatever the circumstances, have any claim against the **LESSOR** for compensation for any improvement to the Premises, unless such improvements were made with the **LESSOR**'s prior written consent which compensation shall be limited to the costs of the improvement, or as otherwise agreed to in writing by the **LESSOR**, nor shall the **LESSEE** have a right of retention in respect of any improvements.

15.1.2 carry out elsewhere on the **PROPERTY** any necessary repairs, replacements, or other works, but the **LESSOR** shall ensure that this right is exercised with due regard for, and a minimum of interference with, the beneficial enjoyment of the Premises by those in occupation thereof.

16. DAMAGE TO OR DESTRUCTION OF PREMISES

16.1 If the Premises are destroyed or so damaged that they can no longer be beneficially occupied, this lease shall terminate when that happens unless the parties agree in writing otherwise.

16.2 If the Premises are significantly damaged but can still be beneficially occupied, this lease shall remain in force and the **LESSOR** shall repair the damage without undue delay but the rent shall be abated so as to compensate the **LESSEE** fairly for the effects of the damage and repair work on the enjoyment of the Premises. Failing agreement on such abatement or on the applicability of this clause to any particular circumstances, the matter shall be referred to an expert appointed by the parties jointly or, if they do not agree on such appointment, nominated by the President for the time being of The Institute of Estate Agents of South Africa, and the decision of such expert shall be final and binding. The expert's fees and disbursements, including any inspection costs, shall be borne and paid by the parties in equal shares. Pending determination of the abatement the **LESSEE** shall continue to pay the full rent for the Premises as if they had not been damaged and as soon as the matter has been resolved the **LESSOR** shall make the appropriate repayment to the **LESSEE**.

16.3 If any damage to the Premises or the destruction thereof is caused by an act or omission for which either party is responsible in terms of this lease or in law, the other party shall not be precluded by reason of any of the aforegoing provisions of this clause from exercising or pursuing any alternative or additional right of action or remedy available to the latter party under the circumstances (whether in terms of this lease or in law).

17. SPECIAL REMEDY FOR BREACH

17.1 Should the **LESSEE** default in any payment due under this lease or be in breach of its terms in any other way, and fail to remedy such default or breach within (*30*) days after receiving a written demand that it be remedied, the **LESSOR** shall be entitled, without prejudice to any alternative or additional right of action or remedy available to the **LESSOR** under the circumstances, to cancel this lease with immediate effect, be repossessed of the Premises, and recover from the **LESSEE** damages for the default or breach and the cancellation of this lease.

17.2 In the event of the **LESSOR** having cancelled this lease justifiably but the **LESSEE** remaining in occupation of the Premises, with or without disputing the cancellation, and continuing to tender payments of rent and any other amounts which would have been payable to the **LESSOR** but for the cancellation, the **LESSOR** may accept such payments without prejudice to and without affecting the cancellation, in all respects as if they had been

payments on account of the damages suffered by the **LESSOR** by reason of the unlawful holding over on the part of the **LESSEE**.

18. **NEW TENANTS AND PURCHASERS**

18.1 The **LESSEE** shall at all reasonable times:-

18.1.1 during the Lease Period, allow prospective purchasers of the **PROPERTY** or of any shares or other interests in the **LESSOR**; and

18.1.2 during the last (*3*) months of the Lease Period, allow prospective tenants or purchasers of the Premises, to enter and view the interior of the Premises.

19. **DOMICILIA AND NOTICES**

19.1 The parties choose as their *domicilia citandi et executandi* the addresses mentioned in clause 19.2, provided that such *domicilium* of either party may be changed by written notice from such party to the other party with effect from the date of receipt or deemed receipt by the latter of such notice.

19.2

19.2.1 The **LESSOR**:
Town Hall Complex
Plein Street
STELLENBOSCH

19.2.2 The **LESSEE**:
THE BRIDGE
304 DURBAN ROAD
BELLVILLE

19.3 Any notice, acceptance, demand or other communication properly addressed by either party to the other party at the latter's *domicilium* in terms hereof for the time being and sent by prepaid registered post shall be deemed to be received by the latter on the 5th business day following the date of posting thereof. This provision shall not be construed as precluding the utilisation of other means and methods (including telefacsimile) for the transmission or delivery of notices, acceptances, demands and other communications, but no presumption of delivery shall arise if any such other means or method is used.

20. **WHOLE AGREEMENT**

20.1 This is the entire agreement between the parties.

20.2 Neither party relies in entering into this agreement on any warranties, representations, disclosures or expressions of opinion which have not been incorporated into this agreement as warranties or undertakings.

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20.3 No variation or consensual cancellation of this agreement shall be of any force or effect unless reduced to writing and signed by both parties.

21. NON-WAIVER

21.1 Neither party shall be regarded as having waived, or be precluded in any way from exercising, any right under or arising from this lease by reason of such party having at any time granted any extension of time for, or having shown any indulgence to, the other party with reference to any payment or performance hereunder, or having failed to enforce, or delayed in the enforcement of, any right of action against the other party.

21.2 The failure of either party to comply with any non-material provision of this lease shall not excuse the other party from performing the latter's obligations hereunder fully and timeously.

22. WARRANTY OF AUTHORITY

22.1 The person signing this lease on behalf of the **LESSOR** expressly warrants his authority to do so.

23. SALE OF PREMISES

23.1 The validity of this lease shall not in any way be affected by the transfer of the Premises from the **LESSOR** pursuant to a sale thereof. It shall accordingly, upon registration of transfer of the Premises into the name of the purchaser, remain of full force and effect save that the purchaser shall be substituted as **LESSOR** and acquire all rights and be liable to fulfil all the obligations which the **LESSOR**, as **LESSOR**, enjoyed against or was liable to fulfil in favour of the **LESSEE** in terms of the lease.

24. BREACH

24.1 Should any payment of rent or any other amount due hereunder not be paid on or before due date or should the **LESSEE** commit or suffer or permit the commission of a breach of any of the other terms of this Lease, whether or not such breach goes to the root of this contract, and fail to remedy such breach within 7 (seven) days after having been required in writing to do so, or should the **LESSEE** be placed in liquidation, whether provisional or final and whether voluntary or compulsory, or under judicial management, whether provisional or final, or under sequestration, whether provisional or final, or should the **LESSEE** effect a general compromise with its creditors or any other arrangements with its creditors necessitated by the inability of the **LESSEE** to pay its debts, or should the **LESSEE** commit any act which is, or would if committed by a natural person be, an act of insolvency in terms of Section 8 of the Insolvency Act, 1936, as amended, the **LESSOR** shall be entitled but not obliged, notwithstanding any previous waiver or anything to the contrary herein provided and without prejudice to any other rights of the **LESSOR** in terms of this Lease or in law, to cancel this Lease forthwith, eject the **LESSEE** from the PREMISES and recover from the **LESSEE** any damages suffered by the **LESSOR** as well as all amounts which became due for payment by the **LESSEE** hereunder prior to the date of such cancellation.

24.2 Notwithstanding anything to the contrary herein contained, it is specifically recorded that in the event of that **LESSEE** failing at any time to comply with

any of its obligations in terms of this lease, the **LESSOR** shall be entitled, but not obliged, and without prejudice to any other rights of the **LESSOR** in terms of this Lease or in Law arising from such breach, to carry out such obligations on behalf of the **LESSEE** and to incur any costs in connection therewith and to claim immediate reimbursement from the **LESSEE** of all such costs.

24.3 In the event of the **LESSOR** instructing its attorneys to take measures for the enforcement of any of the **LESSOR**'s rights under this Lease the **LESSEE** shall pay to the **LESSOR** on demand such collection legal and other costs, on the attorney and client scale, as shall be lawfully charged by such action in respect of or arising from the measures to taken by the said attorneys.

SIGNED at Stellenbosch on this 2nd of December 2019 in

the presence of the undersigned witnesses

Witnesses:

1 .....

2 .....

(*Signatures of witnesses*)

.....

(*Signature of **LESSOR***)

SIGNED at Bellville on this 26 of NOVEMBER 2019 in

the presence of the undersigned witnesses

Witnesses:

1 .....

2 .....

(*Signatures of witnesses*)

.....

(*Signature of **LESSEE***)

7.3.2	**RETURN ITEM: LEASE OF PORTION OF ERF 143, FRANSCHHOEK**

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **19 October 2022**

1. SUBJECT: RETURN ITEM: LEASE OF PORTION OF ERF 143, FRANSCHHOEK

2. PURPOSE

To provide feedback to council after the in-principle decision to lease the property, portion of erf 143 Franschhoek, commonly known as the life craft center, to Franschhoek Wine Valley Tourism, was advertised for public comment.

3. DELEGATED AUTHORITY

Council or the Executive Mayor in consultation with the Executive Mayoral Committee, where it deals with a lease agreement of less than 10 years and the land value is below R 5 Million.

4. EXECUTIVE SUMMARY

During 2004 Stellenbosch Municipality and the Life Craft Center concluded a Lease Agreement, in terms where they would lease a portion of erf 143, Stellenbosch for a period of 9 years and 11 months. That lease agreement terminated and Council resolved on 25 November 2020 not to enter into a new lease agreement with them and requested the department to publish a call for proposals to see what the community think the space should be used for or to get inputs from businesses who may be interested to use the space.

The notice was published in January 2021 and only one response was received. The interested party was only prepared to pay a fraction of the market related rent and would have used it for the Bicycle business. Subsequently we have received a request from the Franschhoek Wine Valley Tourist Association who is interested to lease and upgrade the property. Their request is attached as **APPENDIX 1.** After consideration of the two proposals council resolved in principle to lease the property to Franschhoek Wine Valley Tourism subject to the municipality advertising the intention to do so. The notice was published on 17 August 2022 (**APPENDIX 2**).

We received one input from Mr Adams (**APPENDIX 3**) for consideration. The Franschhoek Wine Valley Association also requested that they do not pay rent for the first 12 months. They were provided with a final draft agreement (**APPENDIX 4**) after the Municipal Manager determined the rental. The Franschhoek Wine Valley base their request on the capital input they intend to make(**APPENDIX 5**). Council has in the past discounted the upgrades on our buildings over the period of the lease that can be considered here either by the allowance of no payment for a period or a reduced amount over the whole period.

5. RECOMMENDATIONS

(a) that Council takes note of the input received;

(b) that Council confirms that portion of erf 143, Franschhoek, is identified as property not required for Municipal Services;

(c) that after consideration of all the inputs Council approves to lease the property to Franschhoek Wine Valley Tourist Association (FWVTA) as they deliver a municipal function on our behalf in Franschhoek for the benefit of the whole of Franschhoek;

(d) that Council considers the request from the lessee not to pay rent for the first 12 months;

(e) that the FWVTA pay for the renovations and maintenance of the building during its tenure without any compensation by the municipality; and

(f) that the Franschhoek Wine Valley Tourist Association (FWVTA) enter into an agreement with the Municipality and be responsible for the payment for all services; and

(g) that the Municipal Manager be mandated to determine a nominal monthly rental taking into account that they deliver a function that benefit the bigger Franschhoek society.

6. DISCUSSION / CONTENT

6.1 Background

During 2004 Stellenbosch Municipality and the Life Craft Center concluded a Lease Agreement, in terms where they would lease a portion of erf 143, Stellenbosch for a period of 9 years and 11 months. That lease agreement terminated and Council resolved on 25 November 2020 not to enter into a new lease agreement with them and requested the department to publish a call for proposals to see what the community think the space should be used for or to get inputs from businesses who may be interested to use the space.

The notice was published in January 2021 and only one response was received. The interested party was only prepared to pay a fraction of the market related rent and would have used it for the Bicycle business. Subsequently we have received a request from the Franschhoek Wine Valley Tourist Association who is interested to lease and upgrade the property. Their request is attached as **APPENDIX 1.** After consideration of the two proposals council resolved in principle to lease the property to Franschhoek Wine Valley Tourism subject to the municipality advertising the intention to do so.

6.2. DISCUSSION

After consideration of the two proposals council resolved in principle to lease the property to Franschhoek Wine Valley Tourism subject to the municipality advertising the intention to do so. The notice was published on 17 August 2022 (**APPENDIX 2**).

We received one input from Mr Adams (**APPENDIX 3**) for consideration. The Franschhoek Wine Valley Association also requested that they do not pay rent for the first 12 months. They were provided with a final draft agreement (**APPENDIX 4)** after the Municipal Manager determined the rental. The Franschhoek Wine Valley base their request on the capital input they intend to make(**APPENDIX 5**).

A valuation report compiled by Pendo Property Valuers, valuated the monthly rental R260/m². The rentable space is approximately 98m², resulting in a fair market rental is of R25 480.00 (Exclusive of VAT).

6.3 Financial Implications

Council requested the Municipal Manager to determine the rental and she determined that 20 % of the value will be fair given the role they play in the area for the bigger Franschhoek.(**APPENDIX 6**).

6.4 Legal Implications

The process followed complies with Council policies and the Asset Transfer regulations.

6.5 Staff Implications

No additional staff implications**.**

6.6 Previous / Relevant Council Resolutions

EXECUTIVE MAYORAL COMMITTEE: 2022-03-23: ITEM 7.2.5

RESOLVED

Given the devastating effect that covid-19 had on the local economy of Franschhoek it is imperative that tourism in the town is supported and assisted to enhance local economic growth within Franschhoek and therefore:

(a) that Council notes the two requests received;

(b) that council confirms that the portion of erf 143, Franschhoek is not currently required for minimum Municipal Services;

(c) that Council in principle agrees to make the property available to the Franschhoek Wine Valley Tourist Association (FWVTA) as they deliver a municipal function on our behalf in Franschhoek for the benefit of the whole of Franschhoek;

(d) that the intention of Council to lease the property to the Franschhoek Wine Valley Tourist Association (FWVTA for a period of 9 years and 11 months be advertised for public comment/inputs/other proposals;

(e) that the item be returned to the Executive Mayor in consultation with the Mayoral Committee for a final decision once the public participation process has closed;

(f) that the FWVTA be provisionally allowed to start using the building from 1 April 2022 whilst the public participation process is running its course and agree to vacate the property should the public comment input be the reason that a final decision is not taken to lease the property to them;

(g) that the Municipal Manager be mandated to determine a nominal monthly rental taking into account that they deliver a function that benefit the bigger Franschhoek society;

(h) that the FWVTA pay for the renovations and maintenance of the building during its tenure without any compensation by the municipality; and

(i) that the Franschhoek Wine Valley Tourist Association (FWVTA) enter into an agreement with the Municipality and be responsible for the payment for all services;

6.7 Risk Implications

The amount of rent offered is a lot lower than the market related rental. The business cannot be classified as a business for which council may lease at below market value. The area has been standing empty from 1 April which may lead to vandalism.

6.8 Comments from Senior Management:

No further comments were requested on the return item.

ANNEXURES: **Appendix 1 Request from Franschhoek Wine Valley Association**
Appendix 2 Public Notice
Appendix 3: Input from Mr Adams
Appendix 4: Draft Lease agreement
Appendix 5: Response from Lessee on final draft lease agreement
Appendix 6: Valuation report

FOR FURTHER DETAILS CONTACT:

NAME	**Annalene de Beer**
POSITION	***Director***
DIRECTORATE	***Corporate Services***
CONTACT NUMBERS	***021-80881018***
E-MAIL ADDRESS	***Annalene.deBeer@stellenbosch.gov.za***
REPORT DATE	***2022 – 10 - 13***

APPENDIX 1

Tel. +27 (0)21 876 2861
Fax. +27 (0)21 876 2768
e.mail info@franschhoek.org.za
www.franschhoek.org.za
62 Huguenot Road, Franschhoek
PO Box 178, Franschhoek, 7690

16th March 2022

Municipal Manager
Stellenbosch Municipality
Plein Street
Stellenbosch
7690

Dear Geraldine

Re: Request from FWV Tourist Association to rent the Live Craft Centre as our new Information Office

I would like to formally request to relocate our current FWV Information Office to the Municipalities "Live Craft Centre" in the main road.

This would be most beneficial to our organisation as our current offices are not visible to our visitors from the main road as we are located upstairs and pay a high monthly rental. By paying the Stellenbosch Municipality a minimum monthly rental we could save R10 000 rental fees per month.

The "Live Craft Centre" is a perfect location for our organisation as it is visible driving into Franschhoek in the main road. The building is currently in a bad state a very run down. We have had quotations to have this fixed at a cost of +- R135 000.00.

FWV undertakes the following should our request be approved:-

a) We will pay for the renovation of the building and keep it in good condition and pay for the maintenance of the building during our rental contract
b) Should our request be approved we would ask for a 5 year contract with the option to renew
c) A monthly minimum rental to be discussed based on the above
d) Our current rental contract expires 31 October 2022 and need to give 3 months' notice

Should you have any further questions, please do not hesitate to contact me.

Yours sincerely

Ruth McCourt

Ruth McCourt
CEO/Marketing Manager : Franschhoek Wine Valley Tourist Association

APPENDIX 2

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

OFFICIAL NOTICE FOR PUBLIC INPUT

PROPOSED LEASE AGREEMENT IN RELATION TO A PORTION OF ERF 143, FRANSCHHOEK TO FRANSCHHOEK WINE VALLEY TOURIST ASSOCIATION FOR A PERIOD OF 9 YEARS AND 11 MONTHS

Notice is hereby given in terms of par. 9.2.2 of the Municipality's Property Management Policy of Council's intention to conclude a 9 year and 11 month's lease agreement with Franschhoek Wine Valley Tourist Association (FWVTA) in relation to a portion of Erf 143, as they deliver a municipal function on our behalf in Franschhoek for the benefit of the whole of Franschhoek.
The rental amount will be determined by the Municipal Manager taking into account that they deliver a function that is for the benefit of the bigger Franschhoek society and that the FWVTA will pay for all renovations and the maintenance of the building during the tenure without compensation by the municipality.
The FWVTA be provisionally allowed to start using the building whilst the public participation process is running its course and agree to vacate the property should the public comment input be the reason that a final decision is not taken to lease the property to them.

Further Particulars:

Further particulars, including the agenda item that served before Executive Mayoral Committee, are available at the office of the Manager: Property Management during office hours.

Any interested and effected party who wishes to submit comment/inputs/alternative proposals Inputs/comments may be submitted in hard copies or by e-mail in writing within 21 days of this notice to the office of the Manager Property Management and Municipal Building Maintenance during the hours of 08h00 – 16h30 to:

Hand delivered: Physical Address: 3rd Floor
Absa (Oude Bloemhof) Building, Corner of Plein and Rhyneveld Street
Stellenbosch
7600

e-mail: Mandlenkosi.Mgogoshe@stellenbosch.gov.za or Lorelle.Adams@stellenbosch.gov.za

In terms of the provisions of Section 21(4) of the Municipal Systems Act, anyone who cannot read or write is welcome to contact the office of the Manager: Property Management for assistance.

…….. ……
G METTLER **DATE**
MUNICIPAL MANAGER

APPENDIX 3

From: Lorelle Adams
To: Annalene De Beer
Cc: Rozeeta Petersen
Subject: FW: [EX] Re: Comments Erf 143, Franschoek
Date: Thursday, 13 October 2022 14:42:51

From: Mandlenkosi Mgogoshe <Mandlenkosi.Mgogoshe@stellenbosch.gov.za>
Sent: Thursday, 15 September 2022 08:54
To: Lorelle Adams <Lorelle.Adams@stellenbosch.gov.za>
Subject: FW: [EX] Re: Comments Erf 143, Franschoek

From: franklin adams <oakcity2010@yahoo.com>
Sent: Tuesday, 13 September 2022 15:22
To: Lorelle Adams <Lorelle.Adams@stellenbosch.gov.za>; Mandlenkosi Mgogoshe <Mandlenkosi.Mgogoshe@stellenbosch.gov.za>; mm <Municipal.Manager@stellenbosch.gov.za>
Cc: Mwangi Githahu <mwangi.githahu@inl.co.za>; Christopher Umvikeli Nissen <cnissen@sahrc.org.za>; Joelton Maarman <maarmanjoelton@gmail.com>; joan groenewaltd <maveric@telkomsa.net>; Victor Honey <cvrh@netactive.co.za>; B. Cederstroom <nebceder@gmail.com>; christienoble11@gmail.com; Chris Spies <spies.c@gmail.com>; Calvyn Heynes <calvynstours@yahoo.com>; Westercape Prov Treasury <westerncape.treasury@westerncape.gov.za>; Nat Treasury <minreg@treasury.gov.za>; Ronalda Nalumango <Ronalda.Nalumango@stellenbosch.gov.za>; Davey Julius <stell.adviceoffice@gmail.com>; julian smith <smithjulian14@gmail.com>; Lesten B. Olivier <lesten23@yahoo.com>; lbvr <lbvr@sun.ac.za>; nico koopman <nkoopman@sun.ac.za>; marthinus Saunderson <izalawines@yahoo.com>; Andries Johannes Hector <goggahector@gmail.com>; Julian Jansen <julian.jansen@rapport.co.za>; Juvin Rittels <jnrittels@gmail.com>; Jannie Joon <joonj23@gmail.com>; Josef Adams <adams@isipani.co.za>; Herold Jooste <joosteharold@gmail.com>; Linda Isaacs <lisaacs38@gmail.com>; Paul Roviss Khambule <paulroviss@gmail.com>; Keith Ford <keithford1960@gmail.com>; Kevin Naidoo <kevin@cogta.gov.za>; AndrÃ© Gaum <agaum@sahrc.org.za>; Anton Bredell MEC <mam@westerncape.gov.za>; Alan Winde <alan.winde@westerncape.gov.za>; Julius Sello Malema <julius.sello@gmail.com>; malebo@presidency.gov.za; Groundup Org Info <info@groundup.org.za>
Subject: [EX] Re: Comments Erf 143, Franschoek

To the Municipal Manager :

I refer to the Official Notice for Public Input : Erf 143, Franschoek and would like to respond as follow,

1. I vehemently object to the intention by the Stellenbosch Municipality to consider an proposed lease agreement to Franschoek Wine Valley Tourism Association for 9 years and eleven months.

Reasons:

a. This institution has an racist tendency to advance the interest of prominently white interest and this process is no different.

b. You should be ashamed that you refused to advance the interest of the vulnerable community of Franschoek by denying the application of the Life Craft Center in 2020 to extend their lease agreement.

c. You totally ignored their valuable contribution they played to empower entrepreneurs from the previously disadvantage community. I am talking about 25 Crafters they created an selloff point for their products and you offered No Alternative.

d. This brings me to the historical agreements between this historical racist institution and solely white parties.

e. I refer to all the leases you renewed to white farmers up to months before the 1994 elections.

f. I refer to the renewal of Burger Huis, Erf 52 for Mercedez Benz, The animal clinic at Stelmark Centre. etc.

g. I also refer to the unfair renewal of people of influence benefiting from the Stellenbosch Vliegveld. This administration under Clr. Van Devender were hellbent to protect their interest. You even rescind an Council resolution before the 2016 election to go out on an open, transparent and equitable process. I also remind you of the land of the NG Church they bought for R80 000,00 in Apartheid and now want to sell for R8million to the same Municipality. This take into account the Municipal value of average R2,3 million.

h. Now, you once again going to afford an organization who are controlled by white people to primarily serve white interest without sufficient transformation in the sector.

i. There was an opportunity for Franschoek Tourism to adopt the Life Craft Center and supported them but they opt to hijack their building for self interest and with support of this Municipality.

I have no option to reject you're agenda to economically suppress people of the disadvantage communities.

Why am I surprise, because you're Mayco Member promoted that the money off white people must be exclusively utilized to promote WEE (White Economic Empowerment)

You cant continue to undermine the Constitutional imperative w.r.t Transformation and failed the economic ambitions and dreams of the majority in the Greater Stellenbosch.

The mayor make no secret to protect the status quo and continue to advance Whiteness. This with the exception of the So-called trading Hubs who parade as White Elephants.

After 28 years of Democracy there is very few individuals who benefiting from Municipal property and land and you still oppressed them.

I have no option but to object to the proposal to offer an long term lease to Franschoek Tourism.

I also need to inform you that you as an institution misled the Public to inform them about the availability of information at your offices and then instruct people to submit an PAIA application.

This arrogance withheld me from valuable information as am in-titled to.

Franklin Adams

Aluta Continua !!!

APPENDIX 4

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

LEASE AGREEMENT

Entered into by and between

STELLENBOSCH MUNICIPALITY

Herein represented by **Geraldine Mettler** in her capacity as

MUNICIPAL MANAGER, being duly authorized

(Hereinafter referred to as "the **Lessor**")

AND

FRANSCHHOEK WINE VALLEY TOURIST ASSOCIATION

Herein represented by Ms Ruth McCourt in her capacity as

CHIEF EXECUTIVE OFFICER, being duly authorized

(Hereinafter referred to as "the **Lessee**")

For the lease of Erf 143, on 68 Huguenot Road, Franschhoek

(Hereinafter referred to as "the **Premises**")

1 DEFINITIONS AND INTERPRETATION

1.1 Definitions

In this Agreement, unless clearly inconsistent with or the context indicates otherwise:

1.1.1 **"Agreement"** means this lease agreement together with all annexures (if any);

1.1.2 **"Monthly Rental"** means the rental payable by the **LESSEE** as set out in clause 4 herein;

1.1.4 **"Business Day"** means a day, other than a Saturday, a Sunday or a public holiday in the Republic of South Africa and in the event that a day referred to in terms of this Agreement should fall on a day which is not a Business Day, then the relevant date shall be extended to the next succeeding Business Day;

1.1.5 **"Commencement Date"** means the commencement date as indicated in clause 3.1 of this Lease irrespective of the date of signature;

1.1.6 "**Lease Period**" means a period of 9 years 11 months with a start date as indicated in clause 3.1.

1.1.8 **"Parties"** means the parties to this lease, and "party" means any one of them;

1.1.9 **"Permitted uses of Premises**" means the purpose for which the Premises are let as set out in clause 2 herein;

1.1.10 **"Premises"** means Erf 143, on 68 Huguenot Road, Franschhoek, area which the **LESSEE** will lease from the **LESSOR** in terms of this Agreement.

1.1.11 **"Signature Date**" means the date on which this Agreement is signed by the **LESSEE**.

DRAFT

1.2 Interpretation

In this Agreement, unless clearly inconsistent with or the context indicates otherwise:

1.2.1 Any references to the **LESSOR** shall, where applicable, include the **LESSOR**'s employees and/or agents;

1.2.2 Any references to the **LESSEE** shall, where applicable, include the **LESSEE**'s employees and/or agents;

1.2.3 Expressions in the singular also denote the plural, and *vice versa*;

1.2.4 Words and phrases denoting natural persons refer also to juristic persons, and *vice versa*;

1.2.5 Pronouns of any gender include the corresponding pronouns of the other genders; and

1.2.6 References to any enactment shall include references to such enactment as it may, after Signature Date, from time to time be amended, supplemented or re-enacted.

1.3 The use of the word "including" followed by a specific example or examples shall not be construed or interpreted as limiting the meaning of the general wording preceding it and the *eiusdem generis* rue shall not be applied in the interpretation of such general wording and/or such specific example or examples.

1.4 This lease shall be governed by and interpreted and applied in accordance with South African law.

2 LETTING AND HIRING

2.1 The **LESSOR** hereby lets to the **LESSEE** the Premises and the **LESSEE** hereby accepts and hires the Premises from the **LESSOR** on the terms and conditions contained in this Agreement to deliver a municipal function in Franschhoek for the benefit of Franschhoek society;

DRAFT

2.2 The parties acknowledge that the public participation process is still not finalised and agrees that any changes to the contract will be negotiated between the parties;

3 LEASE PERIOD

3.1 The lease will be for a period of 9 years 11 months from 1 September 2022.

3.2. The rental will escalate at 8% annually from 1 July 2023.

3.2 In the event that the lease is renewed it will be on the terms and conditions agreed.

4 LESSEE'S FINANCIAL OBLIGATIONS IN TERMS OF THIS AGREEMENT

4.1 The **LESSEE** agrees to pay R6000.00 monthly rental to the municipality. This amounts to 20% of the market related rental.

4.2 The **LESSEE** also agrees to pay to the Municipality monthly service charges for all municipal services.

5 LESSEE'S OBLIGATION AND USE OF THE LEASED AREA

5.1 Attend to maintenance and renovations of the premises without any compensation by the municipality

5.2 Ensure public risk and liability insurance is in place to cover 3rd party claims.

5.3 Council is indemnified against all possible 3rd party claims.

5.4 The municipality reserves the right to end the lease agreement when the leased area is required for municipal services.

5.5 The municipality will provide the lessee with 6 months written notice in the case that clause 5.4 is invoked.

6 MUNICIPALITY'S RIGHT OF ACCESS

The **LESSOR** or other public service provider shall have the right of free access to

the leased area all times for inspection of the lease and for inspection, maintenance and repair of any services which may traverse the leased area to install such services.

7 BREACH

7.1 Should the **LESSOR** breach any of its obligations under this Agreement and fail to remedy such breach within a period of 14 (fourteen) days the **LESSEE** shall be entitled, without prejudice to cancel this Agreement by way of written notice to the **LESSOR** and, in either event, to claim such damages as it may thereby have suffered.

7.2 Should the **LESSEE**

7.2.1 fail to pay any rent or other amount due by it to the **LESSOR** in terms of this lease on the due date thereof and fail to remedy the breach within 7 (seven) days after having been required in writing to do so; or

7.2.2 commit any breach of the terms and conditions of this lease which is incapable of being remedied and which goes to the root of the agreement; then and in any of such events, the **LESSOR** shall have the right but not be obliged, without prejudice to and in addition to any other rights which it may have at law and in its sole discretion to cancel the lease.

7.3 In the event of the **LESSOR** cancelling this Lease and the **LESSEE** disputing, the right to cancel and remaining in occupation of the Premises, the **LESSEE** shall, pending the determination of such dispute, continue to pay to the **LESSOR**. Should the dispute be determined in favour of the **LESSOR**, the payments made and received in terms of this clause shall be deemed to be amounts paid by the **LESSEE** on account of damages suffered by the **LESSOR** by reason of the cancellation of this lease and/or the unlawful holding over by the **LESSEE**.

8 TERMINATION

8.1 Subject to clause 5.5 this agreement may be terminated by either party at any

time upon one (1) month's written notice in writing and without payment of any compensation.

8.2 Notwithstanding the provisions of Clause 8.1 above, the **LESSEE** shall remain liable in terms of this agreement until all his obligations under the agreement under this lease has been fulfilled.

9 INDEMNITY

The **LESSEE** hereby indemnifies and undertakes to keep the **LESSOR** indemnified against all liability howsoever caused or whether arising as a direct or indirect result of the existence of the lease or use of the premises upon and against all actions, suits, proceedings, claims, demands, costs and expenses whatsoever which may be taken or made against the **LESSOR** or incurred or become payable by the **LESSOR** at the suit of any person.

9 OWNERSHIP

Notwithstanding the consent granted by the **LESSOR**, it shall not be deemed to have relinquished its rights to the ownership of the property or to have waived any of its rights pertaining to the property whether in terms of the current law, regulation or any other legislation to be enacted in future.

10 DOMICILIA AND NOTICES

10.1 All notices, consents or other communications to either the **LESSEE** or **LESSOR** will:

10.1.1 be valid only if it is in writing;

10.1.2 if sent by prepaid registered post in a correctly addressed envelope be deemed to have been received by the other party on the 7th day after posting;

10.1.3 if delivered by hand between 09h00 and 16h00 on a business day, it is to be deemed to have been received by the other party on delivery.

DRAFT

10.2 The parties choose as their *domicilia citandi et executandi* the addresses mentioned in clause 10.3, provided that such *domicilium* of either party may be changed by written notice from such party to the other party with effect from the date of receipt or deemed receipt by the latter of such notice.

10.3 The **LESSOR**:

MUNICIPAL MANAGER: MS GERALDINE METTLER
17 Plein Street
Main Building
Stellenbosch
7600

The **LESSEE**:

62 Huguenot Road
Franschhoek
7690

11 WHOLE AGREEMENT

11.1 This is the entire agreement between the parties.

11.2 Neither party relies in entering into this agreement on any warranties, statements, representations, disclosures or expressions of opinion which have not been incorporated into this agreement as warranties or undertakings.

11.3 No variation or consensual cancellation of this agreement shall be of any force or effect unless reduced to writing and signed by both parties.

SIGNED at …..... on this .....

in the presence of the undersigned witnesses

DRAFT

Witnesses:

1 .....

2 ....

(*Signatures of witnesses*) (*Signature of **LESSOR***)
Duly authorized thereto

SIGNED at ..... on this ..... in the presence of the undersigned witnesses

Witnesses:

1 .....

2 ....

(*Signatures of witnesses*) (*Signature of **LESSEE***)
Duly authorized thereto

DRAFT

APPENDIX 5

From: Annalene De Beer
To: CEO Franschhoek; Geraldine Mettler
Cc: Nomie Tshefu; Mandlenkosi Mgogoshe; Lorelle Adams
Subject: RE: Final draft. Lease agreement
Date: Monday, 10 October 2022 16:59:00
Attachments: image008.png
image009.png
image010.png
image015.png
image016.png
image017.png
image018.png
image019.png
image020.png

Hallo Ruth

I have acted on the instruction of the MM as council mandated her to determine the rental.

We do not agree with your indication that the unimproved building is not rentable – we had a professional valuator value the market related rental and what you received is the information based on that valuation. That report also served before Council and was part of the information made available to the public. I will provide your input to Council in my return item as we are not at liberty to just make these changes and we might have to re-advertise if the final proposal is vastly different from the first.

It is our normal practise not to repay any lessees for any additions of other change they have made to the space and that will not change. Please also note that this building might have heritage value and, in that regard, will have to get permission from heritage if you renovate or do maintenance on the building and you are requested to keep that in mind.

The time set to provide notice if we need it for municipal purposes is also a standard. We normally only give 3 months' notice. We extended it to 6 in your case. We cannot wait a year or two if the building is needed for a municipal service.

See my input below as well.

Kind regards,
Annalene de Beer
Director: Corporate Services

T: +27 21 808 8018 | C: +27 83 305 3685
Email:
Annalene.deBeer@stellenbosch.gov.za
Plein Street, Stellenbosch, 7600
www.stellenbosch.gov.za

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http://www.stellenbosch.gov.za/main_pages/disclaimerpage.htm

From: CEO Franschhoek <ceo@franschhoek.org.za>
Sent: Monday, 10 October 2022 15:49
To: Annalene De Beer <Annalene.DeBeer@stellenbosch.gov.za>; Geraldine Mettler <Geraldine.Mettler@stellenbosch.gov.za>

Cc: Nomie Tshefu <Nomie.Tshefu@stellenbosch.gov.za>; Mandlenkosi Mgogoshe <Mandlenkosi.Mgogoshe@stellenbosch.gov.za>; Lorelle Adams <Lorelle.Adams@stellenbosch.gov.za>
Subject: [EX] Re: Final draft. Lease agreement

Dear Annalene

I trust you had a good weekend and thank you for your mail and would like to discuss the following:-

A. Rental:
    1. The lease makes a statement that the R6 000 rental is 20% of market value and believe this is not accurate. The unimproved building has a nominal market value. It's actually not rentable.
    2. The calculation of the rent ought to take into account our investment – amortized over the lease period, at 8% per annum. This monthly amortization should then be deducted from the monthly rental.
    3. We request to amortize R442 500 over 108 months (9 years, with first year rent free) = this equates to R 4100 pm from the second year.
    4. On this basis FWV would be happy with 12 months' rent free, followed by anything up to R5000 per month, escalating at 8% pa annually.

B. Clause 5.4 and 5.5. - 6 months' notice to cancel the lease with no compensation if Municipality needs the building.
C. Clause 8. - terminate the lease for any reason with no compensation.

The termination without compensation clauses are a real problem. With regard to Clause 5.4, 5.5. and Clause 8, FWV would need to be compensated according to a scale that determines the unamortised cost of the improvements at the time that the lease is cancelled.

<u>Please see a breakdown of costs for renovations below:-</u>

1. Renovation quote of R375 000, level flooring entire building, new laminated floor, new toilets x 2 and basins x 2, roofing repairs and water proofing, new ceiling boards and skirting, indoor and outdoor paint work, windows, etc.
2. Electrical Work R40 000
3. 4 Ceiling Fans, as we cannot afford aircon R8 000
4. Adding and updating Pepler Security alarm system and new connection R5 500
5. Moving of furniture R2000 – cannot be seen as part of renovations.
6. Security gate at the entrance R12 000
7. TOTAL ESTIMATE COST = R442 500

I look forward to hearing from you and assure you of our best services.

Best regards

RUTH MCCOURT | CEO
FRANSCHHOEK WINE VALLEY
T: +27 (0)21 876 2861 **|** **C:** +27 (0)83 390 2891
E: ceo@franschhoek.org.za

WWW.FRANSCHHOEK.ORG.ZA | Vcard | Disclaimer

From: Annalene De Beer <Annalene.DeBeer@stellenbosch.gov.za>
Date: Friday, 07 October 2022 at 14:42
To: Ruth McCourt <ceo@franschhoek.org.za>
Cc: "Nomie.Tshefu@stellenbosch.gov.za" <Nomie.Tshefu@stellenbosch.gov.za>, Mandlenkosi Mgogoshe <Mandlenkosi.Mgogoshe@stellenbosch.gov.za>, Lorelle Adams <Lorelle.Adams@stellenbosch.gov.za>
Subject: Final draft. Lease agreement

Dear Ruth

Attached is the final draft of the lease agreement after the Municipal Manager has determined the rental as per the council resolution. I have already incorporated in the previous draft the changes we agreed upon that you have proposed.

Kind regards,
Annalene de Beer
Director: Corporate Services

T: +27 21 808 8018 | C: +27 83 305 3685
Email:
Annalene.deBeer@stellenbosch.gov.za
Plein Street, Stellenbosch, 7600
www.stellenbosch.gov.za

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http://www.stellenbosch.gov.za/main_pages/disclaimerpage.htm

Stellenbosch Municipality

Our mission is to deliver cost-effective services that will provide the most enabling environment for civil and corporate citizens.

Our head office is at Town House Complex, Plein Street, Stellenbosch, 7600, South Africa. For more information about Stellenbosch Municipality, please call +2721-808-8111, or visit www.stellenbosch.gov.za

Disclaimer:
The information contained in this communication from annalene.debeer@stellenbosch.gov.za sent at 2022-10-07 14:42:15 is confidential and may be legally privileged. It is intended solely for use by ceo@franschhoek.org.za and others authorized to receive it. If you are not ceo@franschhoek.org.za you are hereby notified that any disclosure, copying, distribution or taking action in reliance of the contents of this information is strictly prohibited and may be unlawful. Powered by IOCO

APPENDIX 6

RENTAL VALUATION REPORT

MARKET RELATED RENTAL VALUE OF ERF 143 FRANSCHHOEK



HCB Property Valuations
38 Long Street
Moorreesburg
7310
Tel: 086 142 2669
Email: admin@hcb.co.za

VALUATION REPORT – RENTAL VALUATION OF Erf 143, Franschhoek

LIMITATIONS AND RESTRICTIONS

This valuation report has been made with the following general assumptions:

1. No responsibility is assumed for the legal description or for matters including legal or title considerations. Title to the property is assumed to be good and marketable unless otherwise stated.
2. The property is valued free and clear of any or all liens or encumbrances unless otherwise stated.
3. Responsible ownership and competent property management are assumed.
4. The information furnished by others is believed to be reliable. However, no warranty is given for its accuracy.
5. All engineering information is assumed to be correct. The plans and illustrative material in this report are included only to assist the reader in visualizing the property.
6. It is assumed that there are no hidden or unapparent conditions of the property, subsoil, or structures that render it valuable. No responsibility is assumed for such conditions or for arranging for engineering studies that may be required to discover them.
7. It is assumed that there is full compliance with all applicable state and local environmental regulations and laws unless non-compliance is stated, defined, and considered in the valuation report.
8. It is assumed that all applicable zoning and use regulations and restrictions have been complied with, unless non-compliance is stated, defined, and considered in the valuation report.
9. It is assumed that all required licenses, certificates of occupancy, consents or other legislative or administrative authority from any local or national government or private entity or organization have been or can be obtained or renewed for any use on which the value estimate contained in this report is based.
10. It is assumed that the utilization of the land and improvements is within the boundaries or property lines of the property described and that there is no encroachment or trespassing unless noted in this report.



Signature

VALUATION REPORT – RENTAL VALUATION OF Erf 143, Franschhoek

LIMITATIONS AND RESTRICTIONS

This valuation report has been made with the following general limiting conditions.

1. The apportionment, if any, of the total valuation figure in this report between land and improvements applies only under the stated client instructions and is hypothetical. The separate allocations for land and buildings must not be used in conjunction with any other valuation and are invalid if so used.
2. Possession of this report, or a copy thereof, does not carry with it the right of publication. It may not be used for any purpose by any person other than the party to whom it is addressed without the written consent of the valuer, and in any event only with proper written qualification and only in its entirety.
3. The valuer herein by reason of this valuation is not required to give further consultation, testimony, or be in attendance in court with reference to the property in question unless arrangements have been previously made.
4. Neither all nor part of the contents of this report (especially conclusions as the value, the identity of the valuer, or the firm with which the valuer is connected) shall be disseminated to the public through advertising, public relations, news, sales, or other media without the prior written consent and approval of the valuer.
5. Neither the whole nor any part of this valuation report or certificate or any reference thereto may be included in any published document, circular or statement, or published in any way without the valuer's written approval of the form and context in which it may appear. The publication shall deem to include references in company accounts and/or director's reports or any other company statement or circular.
6. The valuation is prepared on the basis that full disclosure of all information and facts which may affect the valuation, has been made to the valuer and no liability or responsibility will be accepted whatsoever for the valuation unless such full disclosure has been made.
7. This valuation is solely for the use of the party to whom it is addressed in accordance with the instructions. Reliance on it by any third party cannot be regarded as reasonable and no responsibility to any third party is or will be accepted for the whole or any part of the valuation.
8. The valuer has no personal interest in the property.
9. In the unlikely event of the client incurring any losses due to negligence of the valuers, valuers in training and assistants, the aggregate amount of the damages recoverable against the valuer shall not exceed the fee for providing the service.



Signature

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1. INTRODUCTION

I, Coenraad Botha, registered as a Professional Valuer in terms of the Property Valuers Profession Act 47 of 2000, do hereby certify that I have identified the subject property referred to in this report and have obtained all the necessary information to determine the market value thereof.

- *See Annexure 1 for Valuer Certificates*

1.1 Instruction

An instruction was received from Rochelle Nichols of Stellenbosch Municipality to attend to the valuation of the property being more commonly known Erf 143, Franschhoek. The purpose of the valuation is to determine the open market rental value of the property, as on 1 Augustus 2022.

- *See Annexure 2 for Instruction*

1.2 Background

As explained by the client, it is the intention of Stellenbosch Municipality to determine the Market Related Rental Value of Erf 143, Franschhoek.

1.3 Date of Valuation

The date of valuation as instructed by the client is 1 Augustus 2022.

1.4 Date of Inspection

Desktop Valuation was done.

2. TITLE DEED DESCRIPTION

2.1 Title Deed

The property report indicates title deed number as G25/1929.

2.2 Description

The property can be described as "Erf 143, Franschhoek, Western Cape". Hereafter in the report we will refer to these erven as "subject property".

2.3 Owner

The property is registered in the name of Mun Gebied van Franschhoek.

2.4 Extent

The Erf extent of the subject property is 743m².

2.5 Purchase Price

Not relevant to this report, because it will not have an impact on Market Value.

2.6 Surveyor General Information

HCB could not find any discrepancies regarding the ground layout with the Surveyor General Information.

2.7 Title Deed Conditions

We could not find any special conditions on subject property that may affect the market value or rental determination.

3. LOCAL, PROVINCIAL AND CENTRAL GOVERNMENT INFORMATION

3.1 Local Authority

This property falls under the jurisdiction of the Stellenbosch Municipality, situated in the Western Cape.

3.2 Zoning

As confirmed with Stellenbosch Municipality, the subject portion is currently zoned as: MIXED USE ZONE

Land use within this zone

The following land uses are permitted in this zone:

Primary Uses	Additional Uses (technical approval)	Consent Uses (application required)
• Commune • Business premises (including • shops, markets, restaurants, • office) • Clinic • Community residential building • Extramural facility • Flats • Guest house • Hostel • Hotel • Occasional use (one event/year) • Plant nursery • Public institution • Public parking area • Private road • Tourist dwelling unit • Tourist accommodation • establishment • Welfare institution	• None	• Adult Entertainment • Builder's yard • Commercial gymnasium • Conference facility • Day care • Filling station • Freestanding base • telecommunication station • Funeral parlour • Gambling place • Helicopter landing pad • Hospital • Indoor sport • Liquor Store • Motor vehicle fitment centre • Motor showroom • Occasional use (> one event/year) • Parking garage • Place of assembly • Place of education • Place of entertainment • Renewable energy structure • Rooftop base telecommunication • Station • Tertiary educational institution • Warehouse

3.3 Municipal Valuation

Valuation of Subject portion on 01 July 2020 was R2 546 000-00. Valuation was done using MASS Appraisal and due to this and date of valuation this is not a true reflection of current value.

4. PHYSICAL DESCRIPTION

4.1 Land

The ground is flat and in good condition. It is in Central Franschhoek, 66B Hugenote Street.

- *See Annexure 3 for Locality Map / Aerial Photo*

4.2 Improvements

The property is improved with a building that is currently being used for commercial purposes.

- Building extent - 113m².

- *See Annexure 4 for Google Earth Street View of Subject Property*

5. MARKET ANALYSIS

Rent is a system of payment for the temporary use of something owned by someone else; the payments for such use are typically referred to as "rent". In the open market, rent is a product; it does not occur naturally, as in, 'this is the rent for the premises. To value rent, all the terms and conditions of the tenancy must be known, stated in advance, or defined. However, because the rent at a new letting is often agreed before the lease is drafted and/or approved; it is possible for a completed lease to contain terms and conditions that could produce a different rent to what was agreed.

6. METHOD OF VALUATION

The Comparable Rental Method of valuation is the most suitable method to apply to establish the market rental of the subject property. In applying the Comparable Rental Method, it is necessary to investigate the sales of similar type properties that have been rented as well as returns required by the holders of such land.

The above information is compared to the subject property, which involves judgments as to the degree of similarity regarding value factors such as location, shape of erf and use to which the subject property can be put.

7. ESTABLISHMENT OF COMPARABLE RENTALS

7.1 Highest and Best use

Definition: *"The most probable use of a property which is physically possible, appropriately justified, legally permissible, financially feasible and which result in the highest value of the property being valued".*

Therefore, it could be argued that the highest and best use of a property is, which is physically possible, appropriately justified, legal permissible, financially feasible and which result in the best value of the property to be valued.

7.2 Valuation Method

The market was surveyed for current leases, rates of return and leasing practices. Information was sourced from local estate agents, local property professionals, as well as our property info database. The information that was obtained was verified and adjustments were made for time, use, layout, and location.

Property Sales:

Erf	Area	Sale Price	Date	Extent
149	Franschhoek	R10 000 000-00	2022/01/31	1 249m²
234	Franschhoek	R 9 775 000-00	2022/01/18	1 340m²
574	Franschhoek	R10 350 000-00	2021/08/17	464m²
268	Franschhoek	R 6 037 500-00	2021/02/15	1 160m²
451	Franschhoek	R 6 300 000-00	2019/02/19	1 036m²

Rentals:
Our findings have shown that in the Central Franchhoek area, commercial property leases range from R85-00/m² to R160-00/m².

7.3 Application of Comparables

7.3.1 The Valuation of Subject Property is calculated as follows:

Improvements	R1 150 000-00
Land	R1 350 000-00
Total	**R3 000 000-00**

7.3.2 Determination and Adjustment of Value

Therefore, based on the above example the rental of the Subject Property is determined as follows, based on the updated Valuation of Erf 143, Franschhoek as at 1 August 2022:

Description	Market Value
Erf143 Franschhoek	R3 000 000-00

Required Rate of Return	Rental per Year	Rental per Month
3%	R 90 000-00	R7 500-00

7.3.3 Method 1 (rental calculation)

Value x Rate of Return ÷ 12 (months) = Monthly Rent
R3 000 000-00 x 3% ÷ 12 = R7 500-00 or R66-37/m²

7.3.4 Method 2 (rental calculation)

Land & Improvements @ R85-00/m² = R85-00 x 113m = R9 605-00

7.3.5 Final Calculation

Valuation Method 1 = R7 500-00
Valuation Method 2 = R9 605-00

$$= \frac{\text{R7 500-00 + R9 605-00}}{2}$$

$$= \frac{\text{R17 105-00}}{2}$$

=R8 552-50/month

Or

$$= \frac{\text{R8 552-50}}{113}$$

= R75-00/m² (Rounded)

Rental agreed 20% discount based on method one apply i.t.o. Council approved policy. R6000, per month + plus payment of services. 14/9/2022.

8 CERTIFYING OF VALUE

I hereby certify that I have identified the subject property and obtained all the necessary information to determine the market rental thereof.

Accordingly, I hereby certify that in my opinion, to the best of my knowledge, skill and expertise, the monthly rental of the subject portion of 1 August 2022 to be R75-00 per m² (Seventy-five Rand per square meter) or R8552-50/month (Eight thousand five hundred and fifty-two rand fifty cents). VAT Excluded.



Hendrik Coenraad Botha
Professional Valuer
Registration Number: 5601

24 August 2022
Date of Signature

9 CAVEATS

This valuation has been prepared on the basis that full disclosure of all Information and factors which may affect the valuation have been made to Ourselves and we cannot accept any liability or responsibility whatsoever for the Valuation unless such full disclosure has been made.

9.1 Valuation Standard

This valuation has been prepared in accordance with the guidelines of the South African Institute of Valuers for valuation reports.

9.2 Statutory Notices and Unlawful Use

We have assumed that the property and its value are unaffected by any statutory notice or condition of Title where Title Deeds have not been inspected, and that neither the property nor its condition, nor its use, nor its intended use, is or will be unlawful.

9.3 Confidentiality

This valuation is produced exclusively for the Stellenbosch Municipality and for the specific purpose to which it refers. It may be disclosed to your other professional advisers assisting you in respect of that purpose. We accept no responsibility whatsoever to any parties other than yourselves who make use of this valuation.

9.4 Non-Publication

Kindly note that neither the whole nor any part of this report, nor any reference thereto maybe included in any published document, circular or statement, nor published in any way without our prior written approval at to the form or context in which it may appear.

10 ANNEXURES

10.1 Annexure 1 – Valuer Certificate

SOUTH AFRICAN COUNCIL FOR THE
PROPERTY VALUERS PROFESSION

This is to certify that

HENDRIK COENRAAD BOTHA

is registered as

Professional Valuer

In terms of section 20(2)(a) of the Property Valuers Profession Act, 2000

DATE OF REGISTRATION AS: Professional Valuer: 28 January 2020
DATE OF ISSUE: 13 February 2020
PERIOD OF VALIDITY: 28 January 2020 - 30 June 2024

Council President

REGISTRATION No. 5601

MC Seuta
Registrar

10.2 Annexure 2 – Instructions

From: Rochelle Nichols <Rochelle.Nichols@stellenbosch.gov.za>
Sent: 16 August 2022 04:18 PM
To: Coenraad Botha <coenraad@hcb.co.za>
Cc: Kevin Carolus <Kevin.Carolus@stellenbosch.gov.za>
Subject: Erf 143 Franschhoek

Goeie dag Coenraad

Hiermee 'n versoek vanaf die Hoof Finansiele Beampte om asseblief Mark verwante huur op bogenoemde perseel te doen vir Stellenbosch Munisipaliteit.

Bogenoemde informasie word benodig by laatste 26 Augustus 2022.

Indien jy enige verdere inligting benodig skakel asseblief Rochelle by 021 808 8528.

Kind regards,
Rochelle Nichols
Office of the CFO
Financial Services

T: +27 21 808 8528 l Fax: +27 21 886 7318
Email: rochelle.nichols@stellenboch.gov.za
Plein Street, Stellenbosch, 7600
www.stellenbosch.gov.za
www.facebook.com/stellenboschmunicipality
twitter.com/StellMun

STELLENBOSCH

About Stellenbosch Municipality
Our mission is to deliver cost-effective services that will provide the most enabling environment for civil and corporate citizens. Our head office is at Town House Complex, Plein Street, Stellenbosch, 7600, South Africa. For more information about Stellenbosch Municipality, please call +2721-808-8111, or visit www.stellenbosch.gov.za

Disclaimer:
The information contained in this communication from rochelle.nichols@stellenbosch.gov.za sent at 2022-08-16 16:17:48 is confidential and may be legally privileged. It is intended solely for use by coenraad@hcb.co.za and others authorized to receive it. If you are not coenraad@hcb.co.za you are hereby notified that any disclosure, copying, distribution or taking action in reliance of the contents of this information is strictly prohibited and may be unlawful. Powered by IOCO

10.3 Annexure 3 – Locality Map / Aerial Photo



10.5 Annexure 5 – Property report

Hcb Valuations - Moorreesburg
Helen Louwrens
E-mail: helenlouwrens@gmail.com
Cell: 081 473 3707
Tel: 022 433 2035





PROPERTY INFORMATION			
Erf	143	GPS	19.117598°E 33.908372°S
Township	FRANSCHHOEK	Extent	743 m²
Address	668 HUGENOTE STREET	Cadastral extent	743 m²
Suburb	FRANSCHHOEK	Usage	Business
Municipality	STELLENBOSCH	Type	
Province	WESTERN CAPE	Zoning	
		Zoning Desc	

MUNICIPAL VALUATION	
Total Value	R 2 346 000
Valuation Year	2021

SALE INFORMATION			
Owner	MUN GEBIED VAN FRANSCHHOEK	Title Deed	G25/1929
Sale Price	Unknown	Bond Holder	Unknown
Sale Date	Unknown	Bond Amount	Unknown
Registered	1929/02/20	Sale Type	OTHER

2022/08/23

Page 1 of 3

VALUATION REPORT – RENTAL VALUATION OF Erf 143, Franschhoek

Hcb Valuations - Moorreesburg
Helen Louwrens

E-mail: helenlowrens@gmail.com
Cell: 081 473 3707

Tel: 022 433 2035

Tel: 022 [illegible]
Email: [illegible]
PO Box [illegible], Moorreesburg, [illegible]

ACCOMMODATION							
Condition	Good	Age		Building Extent	-		
Bed Rooms	-	Reception Rooms	-	Alarm	-	Perim Security	-
Bath Rooms	-	En Suite	-	Pool	-	Tennis Court	
Study	-	Domestic Accom.	-	Garden	-	Sprinkler System	-
Garages	-	P Bays/C Ports	-	Borehole	-	Outside Accom.	-
Special Features							

VALUATION REPORT – RENTAL VALUATION OF Erf 143, Franschhoek

Hcb Valuations - Moorreesburg
Helen Louwrens
E-mail: helenlouwrens@gmail.com
Cell: 081 473 3707
Tel: 022 433 2035



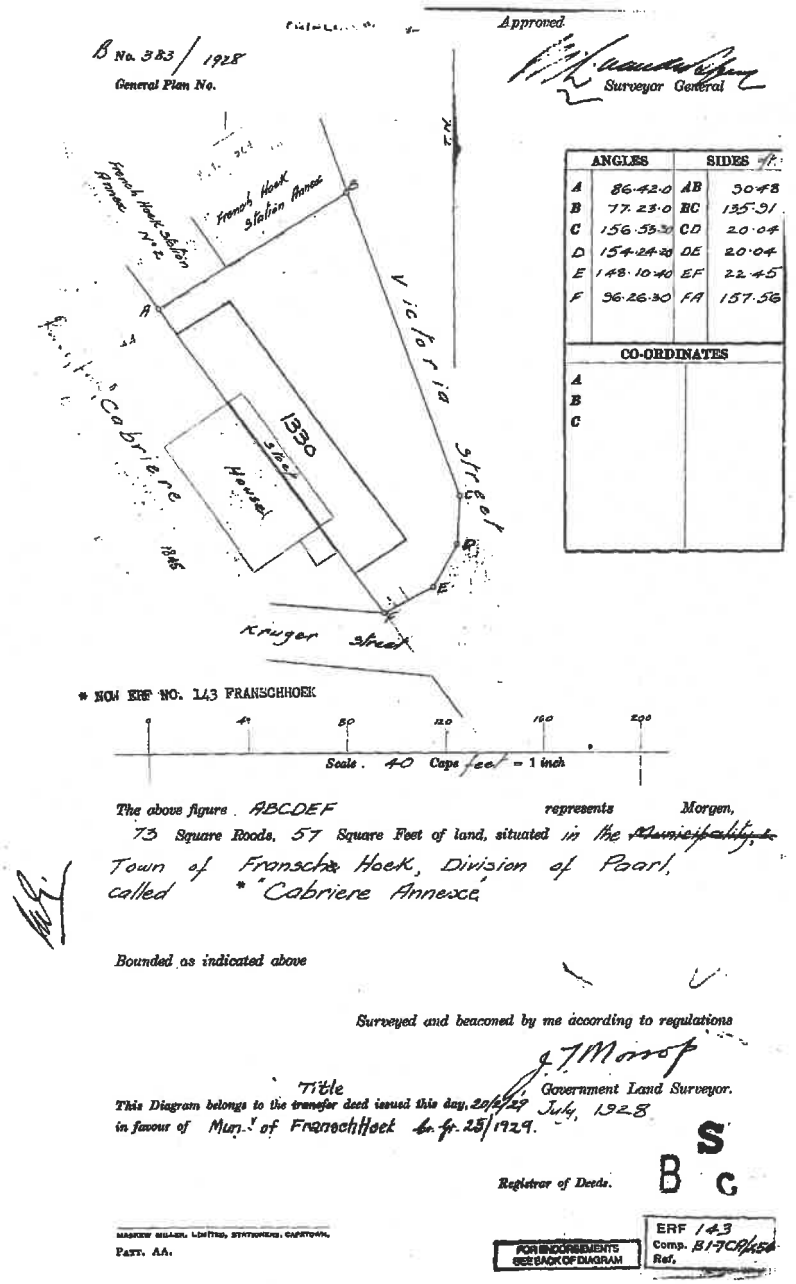


PROPERTY INFORMATION			
Erf	143	GPS	19 117398 E 33 908372 S
Township	FRANSCHHOEK	Extent	743 m²
Address	68B HUGENOTE STREET	Cadastral extent	743 m²
Suburb	FRANSCHHOEK	Usage	Business
Municipality	STELLENBOSCH	Type	
Province	WESTERN CAPE	Zoning	
		Zoning Desc	

MUNICIPAL VALUATION	
Total Value	R 2 545 000
Valuation Year	2021

ACCOMMODATION							
Condition	Good	Age		Building Extent			
Bed Rooms		Reception Rooms		Alarm		Perim Security	
Bath Rooms		En Suite		Pool		Tennis Court	
Study		Domestic Accom.		Garden		Sprinkler System	
Garages		F Bays/C Ports		Borehole		Outside Accom.	
Special Features							

10.6 Annexure 6 – CSG Diagram of Property



10.7 Annexure 7 – Photo of Subject Property



10.8 Annexure 8 – Rental Valuation Certificate

HCB
Valuations and Services (Pty) Ltd

HEAD OFFICE
38 Long Street, Moorreesburg, 7310
T: +27(0)22 433 2035 **M:** +27(0)83 663 2140 **E:** admin@hcb.co.za

Valuation Certificate

Client:	Swartland Municipality
Erf Number:	143
Title Deed Number:	G25/1929
Area/Town:	Franschhoek
Owner:	Mun Gebied van Stellenbosch
Date of Valuation:	1 August 2022
Reference Number:	FRANS/143
Rental Valuation Amount:	R75-00/m² (VAT Excluded)
Zoning:	Mixed Use Zone

Comments:

Hendrik Coenraad Botha
Professional Valuer
Registration Number: 5601

7.4	**FINANCIAL SERVICES: (PC: CLLR P JOHNSON)**

NONE

7.5	**HUMAN SETTLEMENTS: (PC: CLLR J FASSER)**

NONE

7.6	**INFRASTRUCTURE SERVICES : (PC : CLLR Z DALLING (MS))**

7.6.1	**STATUS REPORT ON THE INFRASTRUCTURE SERVICES' BY-LAWS & POLICIES**

Collaborator No: **736220**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **19 October 2022**

1. SUBJECT: STATUS REPORT ON THE INFRASTRUCTURE SERVICES' BY-LAWS & POLICIES

2. PURPOSE

To inform Council on the status of the Directorate: Infrastructure Services By-Laws and Policies.

3. DELEGATED AUTHORITY

For notification by the Municipal Council.

4. EXECUTIVE SUMMARY

The Directorate: Infrastructure Services is responsible to ensure that all relevant and associated By-Laws and Policies are developed and maintained within a five-year period. This report serves to indicate to Council the current status of each of these By-Laws and Policies.

5. RECOMMENDATION

that the status on the Directorate Infrastructure Services By-Laws and Policies be noted.

6. DISCUSSION

6.1 Background

The Directorate: Infrastructure Services is responsible to create appropriate By-Laws and Policies pertaining to all the services rendered by the Directorate and also to maintain the documents once in five years.

The Services rendered are:

1. Electricity
2. Water
3. Sanitation
4. Waste Management Services
5. Project Management, Asset Management and Planning
6. Roads, Transport and Stormwater Management

All of these services have By-Laws and Policies that need to be maintained and/or established. The table below indicates all of the By-Laws and Policies and shows at what stage these By-Laws and Policies are.

TITLE OF BY-LAW	**STATUS**	**COUNCIL APPROVED ?**	**PROMULGATED**		**FINES AND DELEGATIONS APPROVED**
Roads & Streets By-Law	Final Approved 23/02/2022	Yes	No		Council approved 23/2/2022 Magistrate to still approve fines
Stormwater By-Law	Final Approved	Yes	Yes 28 May 2021		To serve at S80 6 October 2022
Parking By-Law	Final Approved 28/04/2021	Yes	No		To serve at S80 06 October 2022
Poster By-law	Referred back by Mayco 16/8/2022 Joint S80 meeting to be arranged	No	**No**		**No**
Electrical Services By-law	Final approved 30/03/2020	Yes	Yes 28 September 2021		Yes *To be approved by Magistrat*e
Water Services By-law	Final Approved	Yes	Yes		Yes Approved by Magistrate 16 February 2018
Integrated Waste Management By-law	Final Approved	Yes	Yes 4 June 2021		No – Fines & Delegations to Serve at S80 of 06 October 2022

STRATEGIC PLANS	**STATUS**	**COUNCIL APPROVED?**		
CITP	Currently being updated	_	_	_
NMT	Draft Council Approved	Draft Approved	n/a	n/a
Stormwater Master Plan	Final Approved	Yes	n/a	n/a
Roads Master Plan	Draft Council Approval Final item to serve at S80 of 06 October 2022	Draft Approved	n/a	n/a
Road Safety Plan	Currently being updated	_	_	_
INTEGRATED WASTE MANAGEMENT PLAN	Final Approved 26/05/2021	Yes	Yes	
WATER CONSERVATION & WATER DEMAND MANAGEMENT	Consultant appointed to update in 2022/23 financial year			
WATER SERVICES DEVELOPMENT PLAN WSDP	Consultant appointed to update in 2022/23 financial year			
WATER SERVICES DEVELOPMENT PERFORMANCE & AUDIT 2019/20 & 2020/21	Consultant appointed to update in 2022/23 financial year			
WATER SERVICES MASTER PLAN	Consultant appointed to update in 2022/23 financial year			
WATER SERVICES PRIORITIZATION MODEL/PIPE REPLACEMENT PROGRAMME	Consultant appointed to update in 2022/23 financial year			
ELECTRICAL SERVICES MASTER PLAN	Currently being reviewed			

ORGANIC WASTE DIVERSION PLAN	Approved by Council 24/8/2022	Yes		
NMT MASTERPLAN	Referred back from Mayco 14 Sept 2022 **To serve at S80 – 06 October 2022**	No		

TITLE OF POLICY	**STATUS** **(APPROVED BY COUNCIL, CURRENTLY UNDER REVIEW, BUSY WITH PUBLIC PARTICIPATION)**	**COUNCIL APPROVED?**		
Traffic Calming Policy	Final Council Approved 24/08/2020	Yes	n/a	n/a
Irrigation (Leiwater) Policy	To be compiled			
Sidewalk Policy	To serve at S80 – 06 October 2022	**No**	**-**	_
NMT Policy	Referred back from Mayco 14 Sept 2022 **To serve at S80 – 06 October 2022**	**No**		
Development Charges Policy	Final Council Approved May 2022	**Yes**		
Wayleave Policy	Final Council approved - 31/03/2021	**Yes**		
Electrical Services Maintenance Policy	Pending approval by Director	**No**		
Electrical Services – SSEG (Small Scale Embeded Generation) Policy	Pending approval by Director	**No**		
DIRECTIVES Electrical Services-Directive	Pending. This needs to be updated in line with the new By-law and SSEG changes. It was never taken to Council			

	before, so after these changes, it will have to be taken to Council.			

6.2 Financial Implications

Filling of vacancies to monitor and implement by-laws.

6.3 Legal Implications

Complies with the legal requirements in applicable legislation.

6.4. Staff Implications

Additional staff will be required to monitor and implement By-laws and Policies. Staff will require training to implement the by-laws and to issue fines for transgressions.

6.5. Previous / Relevant Council Resolutions

Not Applicable.

RECOMMENDATIONS FROM INFRASTRUCURE SERVICES COMMITTEE MEETING TO THE EXECUTIVE MAYOR: 2022-10-05: ITEM 5.1.1

that the status on the Directorate Infrastructure Services By-Laws and Policies be noted.

FOR FURTHER DETAILS CONTACT:

NAME	**Shane Chandaka**
POSITION	***Director Infrastructure Services***
DIRECTORATE	***Infrastructure Services***
CONTACT NUMBERS	***021 808 8213***
E-MAIL ADDRESS	***shane.chandaka@stellenbosch.gov.za***
REPORT DATE	***20 September 2022***

7.6.2	**APPROVAL OF THE MUNICIPALITY'S STORMWATER BY-LAW'S – DELEGATIONS AND PROPOSED ADMISSION OF GUILT FINES**

Collaborator No: **736154**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **19 October 2022**

1. SUBJECT: APPROVAL OF THE MUNICIPALITY'S STORMWATER BY-LAW'S – DELEGATIONS AND PROPOSED ADMISSION OF GUILT FINES

2. PURPOSE

That Council considers and approves the Municipality's, Stormwater By-Law, Delegations and Proposed Admission of Guilt Fines.

3. DELEGATED AUTHORITY

Municipal Council.

4. EXECUTIVE SUMMARY

Council had approved the Municipality's By-Law on Stormwater, following a public participation process and all relevant processes, on the 25th November 2020. (**ANNEXURE A**)

The By-Law on Stormwater enables the Municipality to manage its stormwater systems and regulate activities that have a detrimental effect on the development and operation of the stormwater system.

Under Section 59: Delegations of the Municipal Systems Act, Council is to approve the proposed delegations of powers in terms of this By-Law to various key officials and incorporate these into the System of Delegations. A proposed set of delegations is shown under **ANNEXURE B**.

The fines schedule will assist the Municipality with the management and regulation of stormwater systems by allowing for penalties to be imposed for activities that are detrimental to the development and operation of the stormwater system. The proposed fines schedule is attached as **ANNEXURE C**.

5. RECOMMENDATIONS

(a) that the content of this report be noted,

(b) that the set of delegations as proposed in **ANNEXURE B** be accepted and attached to the System of Delegations, and

(c) that the proposed set of Admission of Guilt Fines (Attached as **ANNEXURE C**) be accepted as the fines to be sought from the Chief Magistrate for this By-Law.

6. DISCUSSION / CONTENTS

6.1 Background

Council had approved the Municipality's By-Law on Stormwater, following a public participation process and all relevant processes, on the 25th November 2020. (**ANNEXURE A**)

The Municipality's By-Law on Stormwater was subsequently promulgated under Provincial Gazette 8434 on the 28th May 2021.

6.2 Discussion

The By-Law on Stormwater enables the Municipality to manage stormwater systems in built-up areas and regulates activities which have a detrimental effect on the development, operation and maintenance of the stormwater system.

In order to manage this By-Law and in terms of Section 59 of the Municipal Systems Act, various functions are to be assigned to various officials. These delegations are taken up in the proposed set of Delegations within Annexure B.

The fines schedule will assist the Municipality with the management and regulation of stormwater systems by allowing for penalties to be imposed for activities that are detrimental to the development, operation and maintenance of the stormwater system. The proposed fine schedule is attached as Annexure C.

6.3 Financial Implications

There are no financial implications, other than an income generated through the issuing of fines, should the recommendations as set out in the report be accepted.

6.4 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation.

6.5 Staff Implications

None

6.6 Previous / Relevant Council Resolutions:

39TH COUNCIL MEETING: 2020-11-25: ITEM 13.4

RESOLVED (majority vote)

(a) that the Draft By-Law on Stormwater, attached as **ANNEXURE A**, be accepted as the Final By-Law as per Section 12(2) to 12(4) & 13; and

(b) that Council notes that a public participation process was followed and that no comment or feedback were received.

6.7 Risk Implications

None

6.8 Comments from Senior Management:

6.8.1 Director: Infrastructure Services

Agree with the recommendations.

RECOMMENDATIONS FROM INFRASTRUCURE SERVICES COMMITTEE MEETING TO THE EXECUTIVE MAYOR: 2022-10-05: ITEM 5.1.2

(a) that the content of this report be noted,

(b) that the set of delegations as proposed in **ANNEXURE B** be accepted and attached to the System of Delegations, and

(c) that the proposed set of Admission of Guilt Fines (Attached as **ANNEXURE C**) be accepted as the fines to be sought from the Chief Magistrate for this By-Law.

ANNEXURES
Annexure A: BY-LAW ON STORMWATER
Annexure B: PROPOSED SET OF DELEGATIONS
Annexure C: PROPOSED ADMISSION OF GUILT FINES

FOR FURTHER DETAILS CONTACT:

Name	**Shane Chandaka**
Position	***Director***
Directorate	***Infrastructure Services***
Contact Numbers	***021 808 8213***
E-mail Address	***Shane.Chandaka@stellenbosch.gov.za***
Report Date	***20 September 2022***

ANNEXURE A

Western Cape Government • Wes-Kaapse Regering • URhulumente weNtshona Koloni

PROVINCE OF THE WESTERN CAPE

Provincial Gazette Extraordinary

8434

Friday, 28 May 2021

PROVINSIE WES-KAAP

Buitengewone Provinsiale Koerant

8434

Vrydag, 28 Mei 2021

Registered at the Post Office as a Newspaper

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*(*Reprints are obtainable at Room M21, Provincial Legislature Building, 7 Wale Street, Cape Town 8001.)*

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LOCAL AUTHORITY

Stellenbosch Municipality: Stormwater By-law (2020) 2

[STELLENBOSCH MUNICIPALITY.]

[DATE OF COMMENCEMENT: 28 MAY 2021.]

This By-Law

was published by *Provincial Gazette* No. 8434 dated 28 May 2021.

STELLENBOSCH MUNICIPALITY

BY-LAW RELATING TO STORMWATER

APPROVED BY COUNCIL ON 25 NOVEMBER 2020

AND

PROMULGATED IN TERMS OF SECTION 13 OF THE LOCAL GOVERNMENT: MUNICIPAL SYSTEMS ACT, 2000 (ACT 32 OF 2000)

STELLENBOSCH MUNICIPALITY STORMWATER BY-LAW
(2020)

To give effect to the right contained in section 24 of the Constitution of the Republic of South Africa, 1996 and to regulate –

- the stormwater management systems in built-up areas; and
- activities which may have a detrimental effect on the development, operation or maintenance of the stormwater system.

Under the provisions of sections 156 (2) of the Constitution of the Republic of South Africa, 1996, and section 11 of the Local Government: Municipal Systems Act, 2000 (Act 32 of 2000) the Municipality of Stellenbosch enacts as follows:

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PREAMBLE

WHEREAS the Municipality has under the Constitution, legislative competence in respect of stormwater management systems in built-up areas;

Whereas the Municipality has an obligation to regulate and control stormwater systems in built-up areas so as to ensure a safe, healthy and sustainable environment and to ensure that the rights of individuals are protected;

Whereas the Municipality wishes to reduce the environmental impact of stormwater to ensure that the socio-economic development, the health of the people within the Municipality's boundaries and the quality of environmental resources are not unduly adversely affected by stormwater;

Whereas the Municipality wants to ensure that all residents, organisations, institutions, businesses, visitors or tourists and government departments enjoy the services from a legitimate stormwater management service provider;

Whereas the Municipality wishes to regulate the stormwater management systems in built-up areas and the regulation of facilities used for the management of stormwater, with the aim of avoiding or minimising the damage to the environment; and

Whereas the Municipality intends to minimise the undesirable impacts of stormwater runoff from developed areas in accordance with Water Sensitive Urban Design Principles.

BE IT ENACTED by the Municipality, as follows: —

1. Definitions. –In this By-law, words used in the singular includes the plural and vice versa, the English text shall prevail in the event of an inconsistency between the different texts, and, unless the context otherwise indicates –

"Best Management Practices" refer to devices, practices or methods to –
(a) prevent, remove, eliminate, reduce or impede runoff flows; or
(b) prevent targeted stormwater runoff constituents, pollutants and contaminants from reaching receiving waters,
and include structural and non-structural controls and devices, and operation and management procedures;

"built-up areas" mean those portions or areas of the Municipality which are divided into erven by means of physical survey or which are surrounded by surveyed erven, including the public roads adjacent thereto as well as portions or areas falling within the urban edge of the approved Spatial Development Framework;

"catchment" means the area from which any rainfall will drain into a watercourse or wetland, or part thereof, through surface flow to a common point or points;

"Council" means the Council of the Municipality of Stellenbosch;

"detention basin" means a storage site (such as a small reservoir) that delays the flow of water downstream;

"development" means any man-made change to, or associated preparation of, property, including but not limited to, construction or upgrading of buildings or other structures, filling, paving and municipal services;

"flood attenuation measures" means –

(a) assessing the effects of any increased runoff on the existing downstream stormwater system, and

(b) preparing and implementing the development plan in such a way that –
- (i) the peak flow immediately downstream of the planned development; and
- (ii) where existing detention storage is provided in a stormwater system, the –
  - (aa) the volume of runoff due to increased impermeable areas and lower surface frictions in the upstream developments; and
  - (bb) the effectiveness of the downstream detention dams,

are no greater or decreased than it was before the development took place;

"flood level" means that level reached by flood waters resulting from a storm designated in terms of recognised engineering criteria as being of a frequency to be expected once in every 50 years, and **"flood line"** has a corresponding meaning;

"floodplain" means the land adjoining a watercourse which, in the opinion of the Municipality, is predisposed to inundation by floods up to the 100 year recurrence interval;

''Municipality'' means the Stellenbosch Municipality established by Provincial Notice No. 489 479 of 2000 in *Provincial Gazette* 5590 of 22 September 2000 as amended from time to time, or its successors in title; and includes any –

(a) political structure;

(b) political office bearer;

(c) Councillor; and

(d) duly authorised agent, service provider or any employee thereof, acting as contemplated in this By-law by virtue of a power vested in the Municipality and so authorised, delegated or sub-delegated to such –
- (i) political structure;
- (ii) political office bearer;
- (iii) councillor;
- (iv) agent;
- (v) service provider; or
- (v) employee;

"municipal area" means the area of jurisdiction of the Municipality as determined in terms of the Local Government: Municipal Demarcation Act, 1998 (Act 27 of 1998);

“municipal manager” means a person appointed in terms of section 82 of the Local Government: Municipal Structures Act, 1998 (Act 117 of 1998);

“Municipal Systems Act” means the Local Government: Municipal Systems Act, 2000 (Act 32 of 2000);

“non-structural measures” refer to planning, institutional and pollution prevention practices designed to –

(a) prevent or minimize pollutants from entering stormwater runoff; and

(b) reduce the volume of stormwater requiring management;

“norms and standards” refer to –

(a) guidelines about how role players should act within the given context; and

(b) minimum standards set to ensure that services are rendered in a specific, planned and effective manner,

as adopted and amended from time to time by the Municipality, and subsequently published within 30 days of the date of adoption;

"organ of state" bears the meaning assigned to it in section 239 of the Constitution of the Republic of South Africa, 1996;

“owner” includes any of the following:

(a) the person in whom is vested the legal title to the premises, lessee, resident, director of a company, member of a close corporation, the person in control of any premises;

(b) any person who obtains a benefit from the premises or is entitled thereto; and

(c) the person administering an estate as curator, executor, proxy, trustee or administrator of a person in whom the legal title in immovable property is vested and who is insolvent, dead or of unsound mind;

“person“ includes –

(a) any divisional council, municipal council, village management board, or like authority; any organ of state;

(b) any company incorporated or registered as such under any law; and

(c) any body of persons corporate or unincorporate;

“pollute” means the direct or indirect alteration of the physical, chemical or biological properties of a water resource to cause it to be –

(a) less fit for any beneficial purpose for which it may reasonably be expected to be used; or

(b) harmful or potentially harmful to –

(i) the welfare, health or safety of human beings;

(ii) any aquatic or non-aquatic organisms;

(iii) the resource quality; or

(iv) property;

“publish” means to be announced by the Municipality for public notification by means of a Notice in the *Provincial Gazette;*

"prescribed" means –
(a) a particular resolution of the Council; and
(b) in relation to –
(i) a fee, the cost as set out in the tariff policy of the Municipality;
(ii) an application for approval, the documents and procedures determined by the Municipality in a specific instance;
as determined from time to time;

"private stormwater system" means a stormwater system owned, operated or maintained by a person other than the Municipality;

"prior written permission of the Municipality" means permission granted by the Municipality in accordance with section 4 of this By-law;

"receiving waters" refer to natural or man-made aquatic systems which receive stormwater runoff and includes, but is not limited to, watercourses, wetlands, canals, estuaries, and groundwater;

"stormwater" means water resulting from natural precipitation or the accumulation thereof, and includes –
(a) groundwater; and
(b) spring water
ordinarily conveyed by the stormwater system, but excludes water in a drinking water or waste water reticulation system;

"stormwater policy" means a policy document for the management of stormwater impacts, related activities and incidental matters, as adopted and amended from time to time by the Municipality, and subsequently published within 30 days of the date of adoption;

"stormwater system" means both the constructed and natural facilities, including pipes, culverts, watercourses and their associated floodplains, whether over or under public or privately owned land, used or required for the management, collection, conveyance, temporary storage, control, monitoring, treatment, use and disposal of stormwater;

"structural measures" refer to permanent engineered devices implemented to –
(a) prevent or minimize pollutants from entering stormwater runoff; and
(b) reduce the volume of stormwater requiring management;

"water pollution incident" means an incident or occurrence whereby a substance or matter, other than stormwater, ends up in the stormwater system and which may have a direct or indirect detrimental, or potentially detrimental, impact on the quality of the water in that system, to such an extent that public health or the health of natural ecosystems may be threatened;

"watercourse" means –
(a) a river, spring, stream, channel or canal in which water flows regularly or intermittently; and
(b) a vlei, wetland, dam or lake into which or from which water flows,
and includes, where relevant, the bed and the banks of such watercourses;

"Water Sensitive Urban Design" refers to an approach to ensure that development in urban areas is holistically planned, designed, constructed and maintained to –
(a) reduce negative impacts on the natural water cycle; and
(b) protect aquatic ecosystems,
and includes, but is not limited to, sustainable water supply, sanitation and stormwater management;

"water source" includes any water way, surface water, estuary or aquifer; and

"wetland" means land which is transitional between terrestrial and aquatic systems where the –
(a) water table is usually at or near the surface, or
(b) land, which in normal circumstances supports or would support vegetation typically adapted to life in saturated soil, is periodically covered with shallow water, and
includes, but is not limited to, water bodies such as lakes, salt marches, estuaries, marshes, swamps, vleis, pools, ponds, pans and artificial impoundments.

2. Aim, application and scope. –(1) The provisions of this By-law aim to –
(a) reduce the impact of flooding on community livelihoods and regional communities;
(b) safeguard human health;
(c) protect natural aquatic environments; and
(d) maintain recreational water quality.

(2) This By-law binds all persons and organs of state.

(3) This By-law applies to stormwater systems in built-up areas and the natural environment on which it may have an impact, including but not limited to, any land use, development or activity proposals within the municipal area, draining to any watercourse or wetland.

(4) Any provision dealing specifically with stormwater in any other By-law, is subject to the provisions of this By-law: Provided that this By-law does not apply to other aspects of stormwater management such as protection of property and community health and safety.

(5) The provisions of this By-law do not eradicate the need for any other permit, consent or authorisation required under any other law.

(6) The provisions of this By-law must be read together with the –
(a) National Building Regulations and Building Standards Act, 1977 (Act 103 of 1977);

(b) Conservation of Agricultural Resources Act, 1983 (Act 43 of 1983);
(c) National Water Act, 1998 (Act 36 of 1998);
(d) National Environmental Management Act 1998 (Act 107 of 1998);
(e) Disaster Management Act 2002 (Act 57 of 2002);
(f) National Environmental Management: Biodiversity Act, 2004 (Act 10 of 2004);
(g) Western Cape Planning and Development Act, 1999 (Act 7 of 1999); and
(h) all of the following –
(aa) Municipal Code of By-laws;
(bb) Land Use Planning By-law of 2015 of the Municipality;
(cc) Zoning Scheme By-law 2019 of the Municipality;
(dd) Management of Urban Stormwater Impacts Policy of the Municipality;
(ee) Municipal Disaster Management Plan of the Municipality; and
(ff) other relevant Frameworks, Guides, Norms and Standards,
as adopted and published,
where applicable.

(7) In the event that –
(a) any provision in this By-law; or
(b) any stipulation in any of the documents contemplated in section 2 (6) *(h)* (bb) – (ff),
no longer conforms to a Notice published in terms of applicable National or Provincial legislation after the date of commencement of this By-law, such Notice applies to the extent reasonably required until this By-law or such document has been updated accordingly.

(8) This By-law and all the documents contemplated in section 2 (6) *(h)* (bb) – (ff) must be published on the website of the Municipality within 14 days of the date of publication of this By-law in the *Provincial Gazette*.

3. Stormwater policies and guidelines. –(1) The Municipality must develop, adopt, publish on its website and implement its stormwater policies and may amend those policies from time to time, as and when required.

(2) The stormwater policies of the Municipality must **–**
(a) incorporate Water Sensitive Urban Design Principles into urban development;
(b) be based on Best Management Practices; and
(c) be aligned with other sustainability programmes of the Municipality.

(3) The Municipality may limit the application of any stormwater policy to specific, or categories of, –
(a) areas;
(b) development premises; or
(c) activities,
and may, on reasonable grounds, permit deviation or relaxation of, or exemptions from, any provisions of such policy.

(4) Any person who –

(a) contravenes the provisions of a stormwater policy to the extent that same had been adopted in terms of this or any other By-Law of the Municipality; or

(b) furnishes false or misleading information required in terms of a stormwater policy,

is guilty of an offence, and on conviction may be liable to a fine or imprisonment, or both such fine and imprisonment.

(5) Stormwater policies must be made public and conveyed to the community in terms of section 21A of the Municipal Systems Act.

(6) Notwithstanding subsections (1), (4) and (5), the Municipality may –

(a) develop and approve guidelines that comply with the provisions of subsection (2) and (3); and

(b) implement such approved guidelines.

(7) Any policy developed and adopted in terms of this section replaces the guidelines contemplated in subsection (6).

4. Applications for permits, consent or authorisation. –(1) A person who wishes to obtain a permit, consent or authorisation of the Municipality as contemplated in this By-law, must submit an application in writing and in accordance with the applicable process as prescribed by the Municipality.

(2) When considering an application contemplated in subsection (1), the Municipality may require the applicant to, at own cost, –

(a) submit impact studies such as, but not limited to, environmental impact studies or environmental impact investigations as required in terms of national and provincial environmental legislation; and

(b) to establish and provide documentation indicating flood lines.

(3) A permit, consent or authorisation may be granted by the Municipality subject to such conditions as determined by the Municipality after due consideration of the application.

(4) Where a permit, consent or authorisation is required under this By-law and any other law enforced by the Municipality, such applications shall be lodged simultaneously.

5. Prohibited discharges. –(1) No person may, except in accordance with the prior written permission of the Municipality, discharge, permit, cause or allow to enter or place onto any substance other than stormwater, where that substance could reasonably be expected, or is likely, to find its way into the stormwater system.

(2) With the exception of rainwater, no person may permit, cause or allow any dirty, waste, swimming pool, infected or otherwise polluted water to flow from his premises into the stormwater system.

6. Measures to protect stormwater system. –(1) Notwithstanding any other provision in this By-law, the Municipality may, in pertinent and lawful instances require from the owner of any private property (person A) to –

(a) allow the owner of a higher lying property (person B), to, at such owner's cost (person B), lay a stormwater drainpipe or gutter over the owner's property (person A) to allow the draining of concentrated stormwater; or

(b) retain stormwater on such property (of person A) or, at such owner's cost (person B), to lay a stormwater drain pipe or gutter to a suitable place indicated by the Municipality, irrespective of whether the course of the pipe or gutter will run over the owner's property (person A), or not.

(2) No person may, except in accordance with the prior written permission of the Municipality –

(a) adjust, alter, damage, endanger, destroy or undertake any action which may, or is likely to, damage, endanger or destroy, the stormwater system or the operation thereof;

(c) discharge, permit to enter or place anything likely to damage the stormwater system or interfere with the operation thereof or contaminate or pollute the water therein;

(d) construct or erect any structure or thing over or in such a position or in such a manner which may, or is likely to, interfere with, or endanger the stormwater system or the operation thereof;

(e) make an opening into a stormwater pipe, canal or culvert;

(f) drain, abstract or divert any water directly from the stormwater system, or

(g) fill, excavate, shape, landscape, open up or remove the ground above, within, under or immediately next to any part of the stormwater system.

(3) No person may, except in accordance with the prior written permission of the Municipality, –

(a) lead or discharge any water on, over or across; or

(b) by any means whatever, raise the level of water in any river, dam or watercourse to cause interference with or endanger,

a street, sidewalk, pathway or public place.

(4) No person may carry out, or create the risk of, any activity that causes, or may potentially cause, stormwater to flood the property of the municipality or that of any other person.

(5) When an incident contemplated in section 5 and subsections (2), (3) or (4) of this section occurs without, or not in accordance with, the prior written permission of the Municipality, –

(a) and the incident is not the result of natural causes, the person responsible for the incident; and

(b) the owner of the property on which the said incident occurred, or is occurring,

must immediately report the incident to the Municipality: Provided that the person responsible for the incident or the owner of the property, as the case may be, must at own cost take all reasonable measures which, in the opinion of the Municipality, will contain and

minimise the effects of the flooding, by undertaking cleaning up procedures, including the rehabilitation of the environment, as required by the Municipality.

(6) A person who contravenes a provision of subsection (2), (3), or (4) commits an offence.

(7) The Municipality may, subject to any laws which may be applicable and after obtaining consent of the owner and the occupier, if any, of the land concerned, –

(a) deviate any watercourse, stream or river: Provided that the deviation is necessary for the protection of a public road or structure related to a public road or for the construction of a structure connected with or belonging to a street, sidewalk, pathway or public place;

(b) divert stormwater from, or under, a street, sidewalk, pathway or public place onto private property other than land occupied by buildings, other structures or improvements; and

(c) pay reasonable compensation as agreed between the owner or occupier and the Municipality, for any damage caused as a result of any action taken in terms of this subparagraph, or failing such agreement, compensation determined by arbitration in terms of the Arbitration Act,1965 (Act 42 of 1965) or an alternative dispute resolution process.

7. Sustainable urban drainage system. –(1) In order to advance a holistic approach to catchment development and the application of Water Sensitive Urban Design Principles, all developers, owners, professionals and contractors must, at all times, comply with the following provisions:

(a) Determine all floodlines which may impact on the development concerned, in which event the Municipality must, on written request, make available any floodline information that is on record;

(b) Do planning and take flood attenuation measures before any development above an existing development or in a catchment area commences;

(c) Make adequate provision for stormwater servitudes –
  (i) where overland flow can occur, either naturally or as a result of the development; or
  (ii) when the minor stormwater system infrastructure is overloaded or rendered ineffective due to a block up;

(d) Prevent concentration of stormwater runoff both spatially and in time wherever possible;

(e) Manage steep slopes and soil profiles, where they occur, before, during and after construction;

(f) Submit an application to the Municipality consisting of detailed plans to control and prevent erosion by water, prior to the commencement of any works, including site clearance on any portion of the site: Provided that the Municipality may grant such approval subject to such conditions as may be determined by the Municipality after due consideration of the application;

(g) Ensure that vegetation cover is removed with care and with attention to the potential erosion impact;

(h) Construct stormwater control systems before any construction on a site commences;
(i) Monitor and adjust the stormwater control measures taken during the construction progress, to ensure complete erosion control and appropriate runoff control;
(j) Keep earthworks on site to an absolute minimum;
(k) Design elements of developments so as not to impede the drainage process or cause a flood hazard by unsafely storing storm runoff on the property; and
(l) Avoid concentration of flow onto downstream properties due to walls and fences around properties that cross natural drainage channels.

(2) In the event that it is impossible to avoid an increase in the downstream peak flow, the Municipality may only allow a development to proceed if is satisfied that the downstream stormwater systems have the spare capacity to accommodate the additional peak flow.

(3) The Municipality may, for stormwater control purposes, regularly and at all reasonable times enter any premises, or any portion thereof, to inspect the construction of buildings, structures and earthworks in order to minimize risk or damages to properties and to determine the current status of a stormwater system.

(4) In order to fulfil the function contemplated in subsection (1), the Municipality may –
(a) declare areas as stormwater management areas in respect of which special requirements will apply regarding construction and earthworks of any activity and which, in the opinion of the Municipality, may reduce the risk of floods;
(b) require that the general plan or lay-out plans of the development or subdivision of any property, indicate lines in an acceptable form, to indicate the maximum level which will probably be reached by the flood water, in an average of 50 years and of 100 years;
(c) may, subject to other applicable legislation, refuse any –
(i) new permanent residential, commercial or industrial development;
(ii) request for densification; or
(iii) any other plans where the floodlines are not in line with the policy or guidelines contemplated in section 3:
Provided that where such development or application is approved within a flood plain, the lowest level of any new building, structure or addition thereto, must be above the floodlines as specified in the policy or guidelines as contemplated in section 3;
(d) determine that all services required by the development, be designed to withstand the –
(i) effects of flooding without risk of environmental pollution, or
(ii) risk of damage, injury or loss to the property owner, residents and general public;
(e) allow the construction of flood protection embankments: Provided that such embankment –
(i) does not materially affect the direction and velocity of the main stream or its tributary watercourses;
(ii) serves a useful purpose; and
iii) does not increase the risks of damage to property or injury to any person.

(5) All matters pertaining to sustainable urban drainage systems not provided for in this By-law, including but not limited to the following:
(a) criteria for achieving Sustainable Urban Drainage Systems Objectives;

(b) interface with the Municipal Spatial Development Framework;
(c) incentive schemes; and
(d) monitoring and evaluation of adherence to Best Management Practices,
must be addressed in stormwater policies of the Municipality.

8. Stormwater management plan. –(1) Where the submission of an approved stormwater management plan is a condition of approval as contemplated in section 7, the person responsible therefore must submit plans detailing the proposed stormwater control measures to the designated official: Provided that no physical work may commence without the prior written approval of the Municipality.

(2) A stormwater management plan must describe and indicate –
(a) the control measures to be implemented before and during the construction period;
(b) the final stormwater control measures required for the site on completion of site development;
(c) the person responsible for the design of the control measures; and
(d) who is, or will be, designated as the responsible person on site during each stage of the implementation of the control measures.

(3) If the approved stormwater management plan contemplated in subsections (1) and (2) is not adequately implemented or complied with, the owner or developer, as the case may be, is responsible to repair and restore all consequential environmental and other damages at his or her own cost.

9. Stormwater systems on private land. –(1) An owner of property on which private stormwater systems are located, –
(a) may not carry out any activity which will, or which in the opinion of the Municipality could reasonably be expected to, impair the effective functioning of the stormwater system, and;
(b) must, at own cost, keep such stormwater systems functioning effectively, including undertaking the refurbishment and reconstruction thereof if, in the opinion of the Municipality, it should be reconstructed or refurbished.

(2) The provisions of subsection (1) do not apply to the extent that the Municipality has accepted responsibility for any of such duties, either in –
(a) accordance with a formal maintenance agreement; or
(b) terms of a condition of a servitude.

(3)*(a)* If an immediate risk of flooding is identified, the Municipality may access the property concerned, irrespective of whether a servitude exists on that property or not, and without notifying the owner, to carry out the required works to prevent flood damage to upstream, surrounding or downstream properties.
(b) When accessing the property, the authorised employee must, on request, identify him or herself by producing written proof of such authority.

(c) The Municipality must immediately thereafter notify the owner concerned in writing of their liability to pay the costs of the carrying out of the required works as contemplated in paragraph *(a)*.

10. Provision of infrastructure. –(1) The Municipality may –

(a) construct, expand, alter, maintain or lay any drains, pipes or other structures related to the stormwater system on or under any immovable property, and ownership of these drains, pipes or structures shall vest in the municipality;

(b) drain stormwater or discharge water from any municipal service works into any natural watercourse, and

(c) do any other thing necessary or desirable for or incidental, supplementary or ancillary to any matter contemplated by subparagraph *(a).*

(2) When the Municipality exercises its powers in terms of subsection (1)*(a)* regarding immovable property not owned by the municipality, it must do so in compliance with the provisions of the by-law of the Municipality relating to the management and administration of its immovable property.

11. General powers. –(1) The Municipality may –

(a) demolish, alter or otherwise deal with any building, structure or other thing constructed, erected or laid in contravention of the provisions of this By-law;

(b) fill in, remove and make good any ground excavated, removed or placed in contravention with the provisions of this By-law;

(c) repair and make good any damage done in contravention of the provisions of this By-law or resulting from a contravention;

(d) remove anything discharged, permitted to enter into the stormwater system or natural watercourse in contravention of the provisions of this By-law;

(e) remove anything damaging, obstructing or endangering or likely to obstruct, endanger or destroy any part of the stormwater system;

(f) seal off or block any point of discharge from any premises if such discharge point is in contravention of the provisions of this By-law; and

(g) cancel any permit, consent or authorisation granted in terms of this By-law if the conditions under which such permit, consent or authorisation, the permission was granted are not complied with.

(2) The Municipality may, in any case where it seems that any action or neglect by any person or owner of property may lead to a contravention of the provisions of this By-law, give notice in writing to such person or owner of property to comply to such requirements as the Municipality may deem necessary to prevent the occurrence of such contravention.

(3) The Municipality may recover all reasonable costs incurred as a result of –

(a) action taken in terms of subsection (1); or

(b) a contravention of any other provisions of this By-law,

from a person who was responsible therefor or the owner of the property on which a contravention occurred.

12. Appeal. –(1) A person whose rights are affected by a decision of the Municipality in terms of this By-law, may appeal against the decision by giving written notice of the appeal and the reasons therefor in terms of section 62 of the Municipal Systems Act to the municipal manager within 21 days of the date of the notification of such decision.

(2) Upon receipt of the notice of appeal, the Municipality must proceed with the matter in accordance with the provisions of section 62 of the Municipal Systems Act.

13. Exemptions. –(1) Any person may, by means of a prior written application stating the reasons in full, apply to the Municipality for exemption from any provision of this By-law.

(2) The Municipality may –
(a) approve such exemption in full or subject to reasonable conditions; or
(b) refuse such exemption on reasonable grounds.

(3) The Municipality may, on reasonable grounds, revise or cancel such exemption or conditions of an exemption.

(4) Where applicable, an exemption does not take effect before the applicant has undertaken in writing to comply with all conditions imposed under subsection (2)*(a)*.

(5) In the event that –
(a) an activity for which exemption has been applied, commences before receipt of the undertaking contemplated in subsection (4) by the Municipality; or
(b) any condition of an exemption granted by the Municipality is not fully complied with,
the exemption granted, lapses with immediate effect.

14. Community liaison forums. –(1) The Municipality may establish one or more community liaison forum for the purposes of furthering the stormwater activities of the municipality.

(2) A community liaison forum may consist of –
(a) representatives of a group with a vested interest in the stormwater activities of the municipality;
(b) affected persons as contemplated in section 2 (4)*(f)* to *(h)* of the National Environmental Management Act, 1998 (Act 107 of 1998);
(c) designated officials of the municipality;
(d) a councillor; and
(e) any other persons as determined by the Municipality.

(3) A community liaison forum contemplated in subsection (1) may, upon request of the Municipality or on its own initiative, submit input to the Municipality regarding any matter related to the implementation and application of this By-law.

15. Offences and penalties. –(1) Any person who –

(a) contravenes any provision of this By-law;

(b) fails to comply with the terms of any notice issued in terms of this By-law;

(c) threatens, resists, hinders or obstructs or uses foul, abusive or insulting language towards or at a councillor or an employee or contractor of the Municipality in the exercise of any powers or performance of any duties or function in terms of this By-law, or falsely holds himself or herself to be a councillor, an employee or a contractor of the Municipality,

is guilty of an offence and liable, on conviction, for the payment of a fine.

16. Repeal of By-laws. –The By-laws listed in the Schedule hereto are hereby repealed to the extent indicated in the third column thereof.

17. Short title and commencement. –This By-law shall be known as the By-law relating to Stormwater and comes into operation on the date of publication thereof in the *Provincial Gazette.*

ANNEXURE B

Annexure B

PROPOSED SET OF DELEGATIONS

ITEM NUMBER	LEGISLATIVE MANDATE	DESCRIPTION OF POWER OR FUNCTION	RESPONSIBILITY / DELEGATED FROM	DELEGATED TO	SUB-DELEGATED TO	CONDITIONS/LIMITATIONS/ INSTRUCTION TO ASSIST
	Stormwater By-Law BY-LAW DATED May 2021					
SWM1	Stormwater By-Law 2020 S3	Develop Policies and Guidelines	Council			
SWM2	Stormwater By-Law 2020 S4	Issuing Permits, consent and Authorization	Municipal Manager	Director: Infrastructure Services	Senior Manager: Roads, Transport and Stormwater (RTS)	
SWM3	Stormwater By-Law 2020 S6(1)	Instituting measures to protect stormwater systems	Municipal Manager	Director: Infrastructure Services	Senior Manager: RTS	
SWM4	Stormwater By-Law 2020 S6(7)	Allow deviations from standard measures	Municipal Manager	Director: Infrastructure Services	Senior Manager: RTS	
SWM5	Stormwater By-Law 2020 S7(2)	Permitting any Development to proceed upon increasing downward stormwater flow	Municipal Manager	Director: Infrastructure Services	Senior Manager: RTS	
SWM6	Stormwater By-Law 2020 S8	Approving Stormwater Management Plans	Municipal Manager	Director: Infrastructure Services	Senior Manager: RTS	
SWM7	Stormwater By-Law 2020 S9	Instructing Land or Property Owners to implement Stormwater Management	Municipal Manager	Director: Infrastructure Services	Senior Manager: RTS	
SWM8	Stormwater By-Law 2020 S11	Instructing the demolishing of building or other structures to be removed	Municipal Manager	Director: Infrastructure Services	Senior Manager: RTS	
SWM9	Stormwater By-Law 2020 S13	Exempting certain requirements	Municipal Manager			
SWM10	Stormwater By-Law 2020 S14	Creating Community Liaison forums	Municipal Manager	Director: Infrastructure Services		

PROPOSED SET OF DELEGATIONS

Old Stormwater Delegations to be Cancelled

ITEM NUMBER	LEGISLATIVE MANDATE	DESCRIPTION OF POWER OR FUNCTION	RESPONSIBILITY / DELEGATED FROM	DELEGATED TO	SUBDELEGATED TO	CONDITIONS/LIMITATIONS/ INSTRUCTION TO ASSIST
	STORM WATER MANAGEMENT					
SW1	FUNCTIONAL AREA	To grant written consent for things other than storm water to be discharged, placed or permitted to enter into the storm water system	Director: Infrastructure Services	Senior Manager: Transport, Roads , Stormwater & Traffic Engineering	Manager; Roads & Stormwater	
SW2	FUNCTIONAL AREA	Power to enter upon any premises of any portion thereof to carry out inspections or tests to determine the status of a storm water system	Director: Infrastructure Services	Senior Manager: Transport, Roads , Stormwater & Traffic Engineering	Manager; Roads & Stormwater	
SW3	FUNCTIONAL AREA	To instruct by written notice any property owner to retain storm water generated or accumulated on such property or to lay a storm water drain pipe or gutter	Director: Infrastructure Services	Senior Manager: Transport, Roads , Stormwater & Traffic Engineering	Manager; Roads & Stormwater	
SW4	FUNCTIONAL AREA	To grant written exemption from any provision of the by- law, and to determine conditions related to same	Municipal Manager			

ANNEXURE C

Annexure C

PROPOSED ADMISSION OF GUILT FINES

BY-LAW ON STORMWATER

Provincial Notice 8434 of 28 May 2021

Section Contravened	Description of Offence	Proposed Fine (1)	Approved Fine (2)
Regulation 5(1) RW Regulation 15(1),(a),(b) and (c) P.N.8434 of 28 May 2021	**Prohibited discharges:** No person may discharge, permit, cause or allow to enter or place onto any substance other than stormwater, where that sub-stance could reasonably be expected, or is likely, to find its way into the stormwater system, except in accordance with the prior written permission of the Municipality.	R1000	
Regulation 5(2) RW Regulation 15(1),(a),(b) and (c) P.N.8434 of 28 May 2021	No person may permit, cause or allow any dirty, waste, swimming pool, infected or otherwise polluted water to flow from his premises into the stormwater system, with the exception of rainwater.	R500	
Regulation 6 (2) (a) RW Regulation 15(1),(a),(b) and (c) P.N.8434 of 28 May 2021	**Measures to protect stormwater system:** No person may adjust, alter, damage, endanger, destroy or undertake any action which may, or is likely to, damage, endanger or destroy, the stormwater system or the operation thereof, except in accordance with the prior written permission of the Municipality.	R2 000	
Regulation 6 (2) (c) RW Regulation 15(1),(a),(b) and (c) P.N.8434 of 28 May 2021	No person may discharge, permit to enter or place anything likely to damage the stormwater system or interfere with the operation thereof or contaminate or pollute the water therein, except in accordance with the prior written permission of the Municipality.	R2 000	
Regulation 6 (2) (d) RW Regulation 15(1),(a),(b) and (c) P.N.8434 of 28 May 2021	No person may construct or erect any structure or thing over or in such a position or in such a manner which may, or is likely to, interfere with, or endanger the stormwater system or the operation thereof, except in accordance with the prior written permission of the Municipality.	R2 000	
Regulation 6 (2) (e) RW Regulation 15(1),(a),(b) and (c) P.N.8434 of 28 May 2021	No person may make an opening into a stormwater pipe, canal or culvert, except in accordance with the prior written permission of the Municipality.	R2 000	

PROPOSED ADMISSION OF GUILT FINES

Regulation 6 (2) (f) RW Regulation 15(1),(a),(b) and (c) P.N.8434 of 28 May 2021	No person may drain, abstract or divert any water directly from the stormwater system, except in accordance with the prior written permission of the Municipality.	R2 000	
Regulation 6 (2) (g) RW Regulation 15(1),(a),(b) and (c) P.N.8434 of 28 May 2021	No person may fill, excavate, shape, landscape, open up or remove the ground above, within, under or immediately next to any part of the stormwater system, except in accordance with the prior written permission of the Municipality.	R2 000	

NAG = No Admission of Guilt fine allowed

7.6.3	**REQUEST FOR APPROVAL OF THE DRAFT POLICY ON SIDEWALK ACCESSIBILITY**

Collaborator No: **736152**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **19 October 2022**

1. SUBJECT: REQUEST FOR APPROVAL OF THE DRAFT POLICY ON SIDEWALK ACCESSIBILITY

2. PURPOSE

That council notes and approves the draft policy on Sidewalk Management in Residential Areas.

3. DELEGATED AUTHORITY

Reserved for decision by Council.

4. EXECUTIVE SUMMARY

The Municipality aims is to promote and prioritize Non-Motorised Transport (NMT), as these were outcomes from IDP consultative processes and forms part of the Municipality's and National Government's Strategic Planning.

Landscaping, outdoor dining and other activities carried out on sidewalks may obstruct drivers' sight distances and pedestrian movements, creating potentially unsafe conditions.

The Municipality endeavours to improve sidewalk management and strive for a safe environment for all sidewalk and roadway users. In order to achieve this, the municipality intends to introduce a policy and processes that would improve safety and make sidewalks more accessible and user friendly to pedestrians.

5. RECOMMENDATIONS

(a) that the content of this report be noted;

(b) that the Draft Sidewalk Accessibility Policy, attached as **ANNEXURE A**, be accepted as the copy to be used in a Public Participation process;

(c) that the Draft Sidewalk Accessibility Policy be duly advertised for the purpose of a public participation process; and

(d) that upon the completion of the public participation process, the Draft Sidewalk Accessibility Policy together with any comments/objections be resubmitted to Council for final approval and adoption.

6. DISCUSSION / CONTENTS

6.1 Background

Stellenbosch is a developing town and as part of its strategic planning, a shift from reliance on private motor vehicles towards safer, sustainable alternatives such as NMT is required. The Municipality has also received numerous requests through IDP sessions to prioritize on NMT in Stellenbosch. The Municipality therefore aims to promote and priorities NMT.

Stellenbosch is also a unique town, with landscaped / tree-lined road verges and opportunities for outdoor dining etc. Although the Municipality intends to preserve this unique character, if activities in road verges are not regulated, pedestrian movements could be impeded.

Landscaping, structures, outdoor dining and other commercial activities within the road reserve, implemented by adjacent landowners, often obstruct pedestrian movements on sidewalks as well as drivers' sight distances, potentially creating unsafe scenarios.

6.2 Discussion

The Municipality aims is to promote and prioritize Non-Motorised Transport (NMT), as these were outcomes from IDP consultative processes and forms part of the Municipality's and National Government's Strategic Planning.

The Constitution of the Republic of South Africa, Act 108 of 1996 Section 85 (1) (b) mandates the Department of Transport (DoT) with the role of developing transport policy. Through its policies the DoT aims to integrate NMT as a recognized mode of transport, ensuring that appropriate and safe infrastructure is provided.

To make provision for safe pedestrian movements, the municipality is obligated to ensure that sidewalks are safe and accessible and that obstructions that gives rise to unsafe conditions are removed.

Section 4 of the Municipality's Bylaw on Roads and Streets stipulates that no person may "plant or cause to be planted, any tree, shrub or other plant on or allowing any such tree, shrub or plant to remain on; or placing or cause to be placed any other impediment or obstruction on such a street, sidewalk, walkway or road reserve forming part thereof, other than in accordance with conditions prescribed by the Municipality.

The objectives of this policy are to:

- To improve sidewalk management, ensuring a safe environment for all roadway and sidewalk users.
- To introduce guidelines that would make sidewalks more accessible for pedestrians, minimizing obstructions on sidewalks and ensuring that continuous pedestrian belts are maintained.
- To set out the general administrative procedure for compliance with this policy.

The Municipality appreciates the acknowledgement and support from the citizenry, private sector and all sidewalk users in ensuring that the risk to pedestrians and road users is mitigated, and that all parties are collectively contributing towards a safer community in Stellenbosch Municipality.

6.3 Financial Implications

None

6.4 Legal Implications

Adjacent landowners may seek compensation for landscaping removed by the municipality.

6.5 Staff Implications

Phased implementation of the policy is proposed, to align with available resources.

6.6 Previous / Relevant Council Resolutions:

None

6.7 Risk Implications

Risk associated with liability resulting from injury to pedestrians would be mitigated.

RECOMMENDATIONS FROM INFRASTRUCURE SERVICES COMMITTEE MEETING TO THE EXECUTIVE MAYOR: 2022-10-05: ITEM 5.1.3

(a) that the content of this report be noted;

(b) that the Draft Sidewalk Accessibility Policy, attached as **ANNEXURE A**, be accepted as the copy to be used in a Public Participation process;

(c) that the Draft Sidewalk Accessibility Policy be duly advertised for the purpose of a public participation process; and

(d) that upon the completion of the public participation process, the Draft Sidewalk Accessibility Policy together with any comments/objections be resubmitted to Council for final approval and adoption.

ANNEXURE A – Draft Policy on Sidewalk Accessibility.

FOR FURTHER DETAILS CONTACT:

NAME	Shane Chandaka
POSITION	***Director***
DIRECTORATE	***Infrastructure Services***
CONTACT NUMBERS	***021 808 8213***
E-MAIL ADDRESS	***Shane.Chandaka@stellenbosch.gov.za***
REPORT DATE	***20 September 2022***

ANNEXURE A

Stellenbosch Municipality

Draft Policy on Sidewalk Accessibility

August 2022

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POLICY ON SIDEWALK ACCESSABILITY

1. Introduction

Due to complexities in the use, handling, and management of sidewalks, the Municipality has decided to compile a policy focussing exclusively on the accessibility of sidewalks.

Sidewalks must meet the needs of all sidewalk uses, i.e. of persons of all abilities which includes children, the elderly, parents with prams, pedestrians with vision impairments and people using wheel-chairs and other assistive devices. Sidewalks must be usable and functional since it is utilized for the most basic forms of mobility namely walking, cycling, running etc.

Stellenbosch is a unique town, with landscaped / tree-lined road verges and opportunities for outdoor dining etc. Although the Municipality intends to preserve this unique character, if activities in road verges are not regulated, pedestrian movements could be impeded. The Municipality has therefore decided to introduce a policy and implement guidelines to this effect, so that sidewalks remain accessible and safe for all users.

2. Legislative and Policy Context

2.1 National Policies and Guidelines

The Constitution of the Republic of South Africa, Act 108 of 1996 Section 85 (1) (b) mandates the Department of Transport with the role of developing transport policy. The following policies and guidelines have been developed by the Department of Transport, with relevant extracts that support the Municipality's Policy on Sidewalk Accessibility:

White Paper on Transport Policy:

- To encourage, promote and plan for the use of Non-Motorised Transport (NMT) where appropriate.
- Infrastructure and maintenance standards will be developed and must recognize NMT as an essential mode of transport.

Draft White Paper on Roads Policy:

- Integration of NMT as a recognised mode in the transport system and ensure appropriate infrastructure is provided for safe NMT usage.
- All authorities must strive to maintain the integrity of the road reserve in order to ensure that future network development is not compromised, and that services can be located and accessed appropriately.
- Services installed in a road reserve must be installed with the approval of the local authority, in the form of a wayleave.
- Ensure that safer road networks are provided for that appropriate infrastructure is provided for and that safe NMT usage and road safety audits are conducted.

NMT Facility Guidelines:

- Aims to enhance integrated transport, to ensure that the proper movement (or mobility) of people, to increase safety, reduce fatalities and produce universally designed infrastructure to improve the physical environment of all NMT users.

2.2 Municipal By-laws and Policies

The Constitution also makes provision for a Municipality to make and administer by-laws and polices for the effective administration of Local Government Competencies, the following are extracts of relevant Municipal by-laws and policies

The Municipality's By-law on Roads and Streets:

- The by-law defines and regulates, activities and functions on roadways, walkways and other spaces within road reserves and aims to promote a safe environment for the benefit of all road and sidewalk uses and provides procedures, methods and practices to manage the use of roads, streets, sidewalks and road verges.
- The by-law also stipulates that no person may, without prior written permission of the Municipality, cause and encroachment on a street, sidewalk, walkway or road reserve forming part thereof by planting or cause to be planted, any tree, shrub or other plant on or allowing any such tree, shrub or plant to remain on; or placing or cause to be placed any other impediment or obstruction on such a street, sidewalk, walkway or road reserve forming part thereof, other than in accordance with conditions prescribed by the Municipality.

The Municipalities Draft NMT Policy:

- Stellenbosch Municipality will strive to develop walkable and cycle-able environments that are safe for all to use and contribute to the mobility needs, economic vibrancy and social health of communities.

The Universal Access Policy

- The rights of people with disabilities are protected by the country's Constitution, which stipulates that governmental departments and state bodies have a responsibility to ensure that concrete steps are taken so that people with disabilities are able to access the same fundamental rights and responsibilities as persons without disabilities.
- The Universal Access Policy aims to create conductive environment to address issues affecting people with diverse needs/ requirements including persons with disabilities.

The Municipality's Draft Wayleave Policy

- Sets out the procedure internal departments, external departments, private parties etc.. to obtain approval for any of the following works carried out in the road reserves, digging of trenches, tunnelling, erection of signboards, erection of structures, street shaping, planting of trees, and any other Work that may affect motorists, cyclists, pedestrians etc..

3. Objectives

The objectives of the policy are:

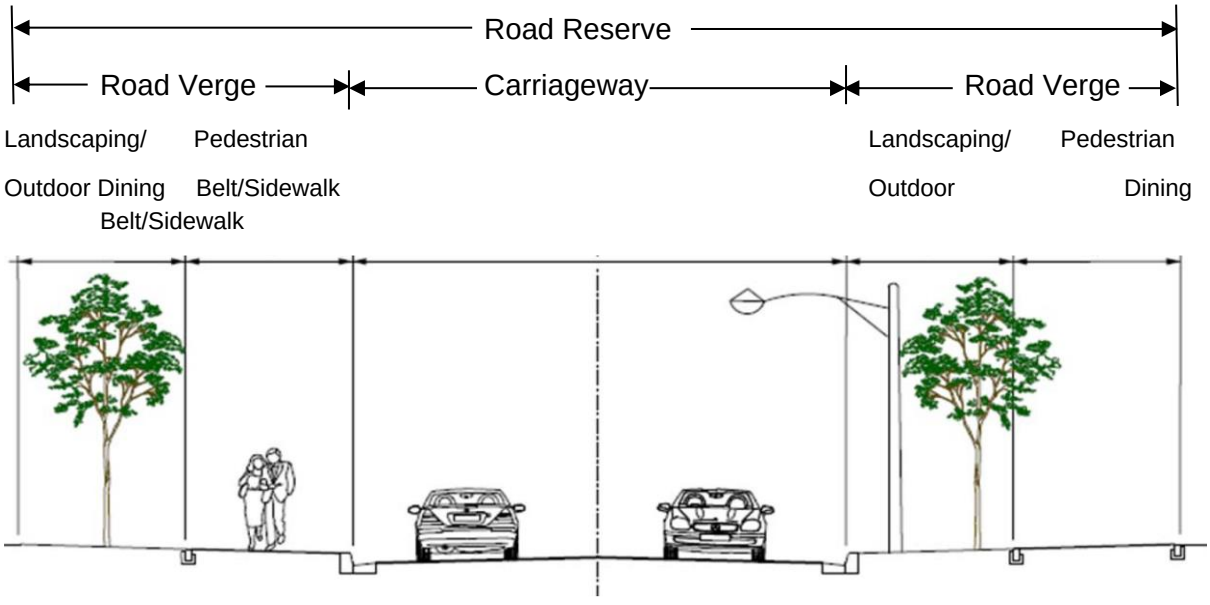
a) To improve sidewalk management, ensuring a safe environment for all roadway and sidewalk users.
b) To introduce guidelines that would make sidewalks more accessible for pedestrians, minimizing obstructions on sidewalks and ensuring that continuous pedestrian belts are maintained.
c) To set out the general administrative procedure for compliance with this policy.

4. Functions and Components of the Road Reserve

The Road Reserve (which includes the Sidewalk Area or Road Verge) has the following functions:

- Connects and links communities and serves all transportation needs of residents, commuters, businesses etc..
- Provides space for required services, such as pipelines and cables for electricity, water, sewer, telecommunication, stormwater services etc.

Typical Cross Section of Municipal Roads:



The Road Reserve comprises the following:

- **The Road Verge:** utilized by pedestrians (and cyclist where applicable), and can consist of constructed sidewalk as found in CDB, industrial areas and along priority routes in residential areas. Unconstructed / natural sidewalks are found on certain roads in residential areas. Services such as pipelines and cables for electricity, water, sewer, telecommunication, stormwater etc. are normally located within this area.
- **Carriageways:** also referred to as the roadways and are utilized by motor vehicles and cyclist.

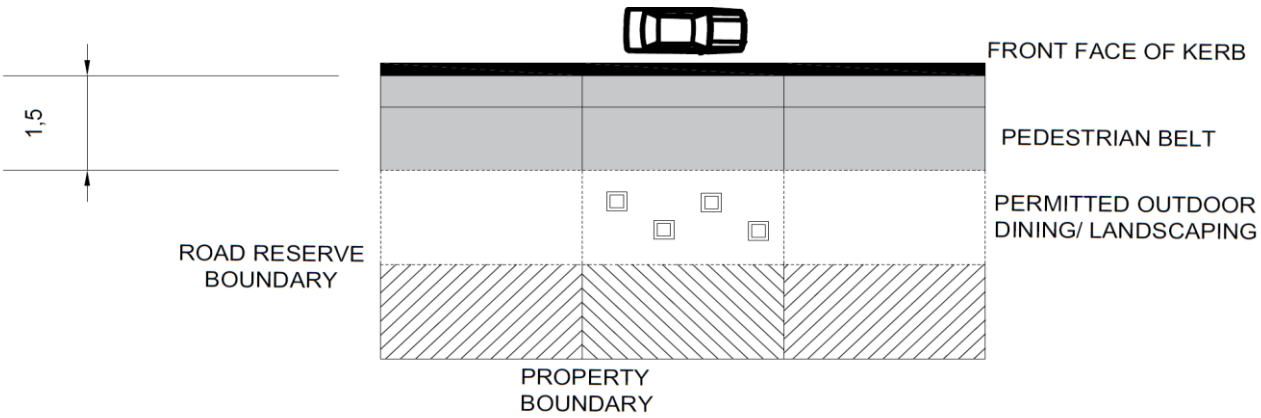
In residential areas, where formal sidewalks have not been constructed, obstructions are often found in the form of landscaping. Where the sidewalk is natural ground, space must be reserved and be kept clear from obstructions to ensure safe and continuous pedestrian movements. The surface should be suitably firm, and level so as not to create a tripping hazard. A suitable surface may comprise natural ground, laterite gravel, grassing or paving as approved by the municipality.

On certain roads within the CBD, outdoor dining other commercial activities are allowed. Where these are allowed, space must be reserved and kept clear from obstructions to ensure safe and continuous pedestrian movements.

5. Guidelines

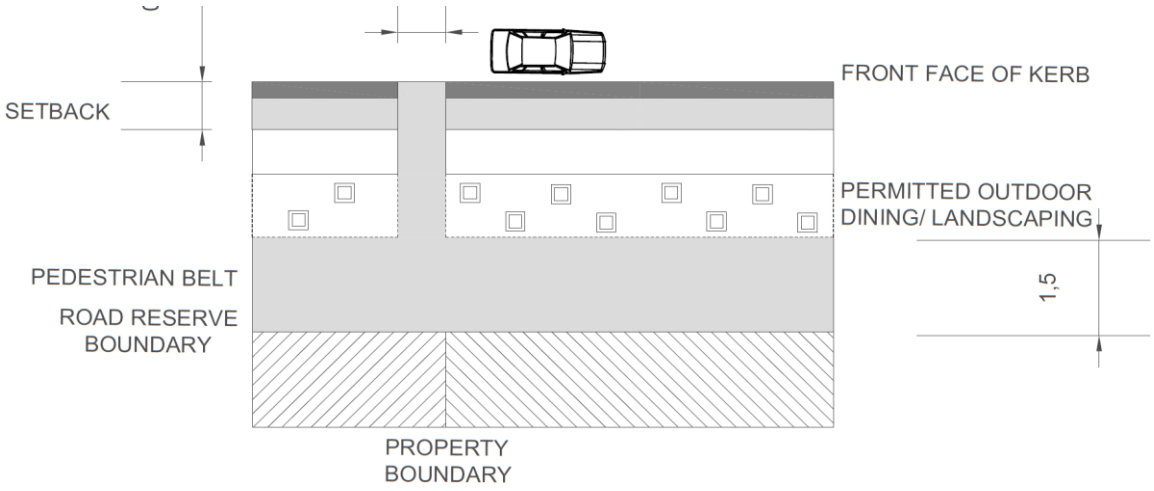
The following minimum guidelines are applicable where constructed and natural sidewalks occur. The preferred option is a pedestrian belt located near the front face of the kerb. A pedestrian belt of at least 1.5m must remain free from obstructions, see **Option 1** below:

OPTION 1:



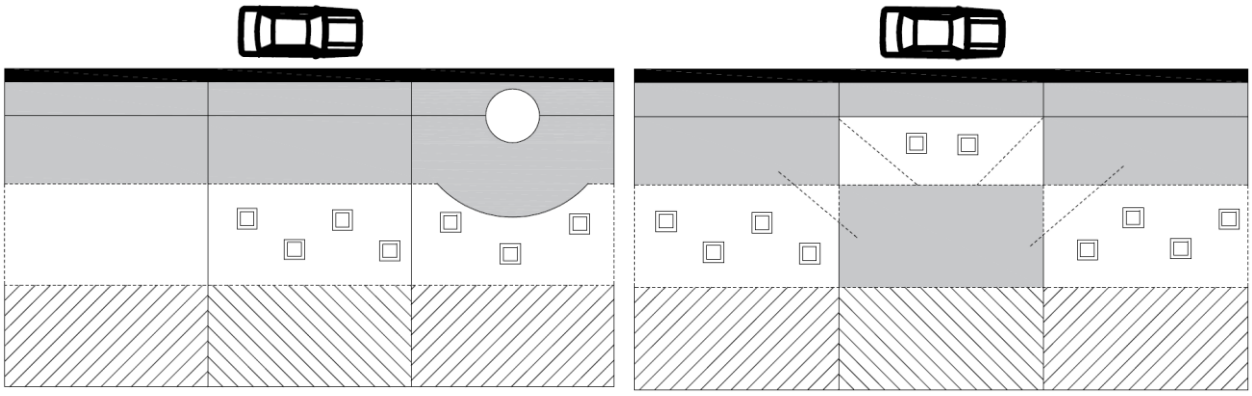
In instances where the position of existing landscaping or other features prohibits the implementation of Option 1, the pedestrian belt may be located away from the roadway. In this instance a 750mm setback from the front face of the kerb edge must be in effect. An additional passage (on the extension of the cadastral boundary) between the setback and pedestrian belt should be maintained. No obstructions are therefore allowable within the pedestrian belt, the setback line, the passage between the pedestrian belt and setback line, as shown in **Option 2** below:

OPTION 2:



Variations to Option1 and 2 are allowable and will be dependent on the outcome of the safety audit. The diagrams below show how an obstruction can be accommodated and how a continuous pedestrian belt can be maintained:

VARIATIONS:



The above are minimum guidelines, certain locations may require wider pedestrian belts to accommodate higher pedestrian volumes. In such instances wider pedestrian belts will be required by the Municipality.

6. Application Processes

6.1 Way-leave Application Process

A way-leave application must be submitted for any proposed construction work, temporary use of sidewalk, landscaping on sidewalk, outdoor dining or other commercial activity allowable within the road reserve. The wayleave application process grants rights / approval for proposed works / activities and comprises site inspections, assessments as well as a Road Safety Audit. Where it is found that the proposed works/activity will have a detrimental impact on the Municipality or any of its services, the application may be declined. The Municipality's draft Wayleave Policy outlines the procedures and processes when submitting a wayleave application. Proposals for any construction work, temporary use of sidewalk, landscaping on sidewalk, outdoor dining or other commercial activity must follow the wayleave application process (which includes the compilation of a drawing), applications must be submitted to Infrastructure Services Directorate.

6.1.2 Landscaping

Landowners that have frontage onto to the Road Reserve, may submit applications for proposed landscaping within the Road Verge. Permission may be granted for landscaping outside of the pedestrian belt. The Wayleave Application process as described above must be followed. Landscaping in the road reserve should be maintained by the applicant, the landscaping will however be deemed the property of the Municipality.

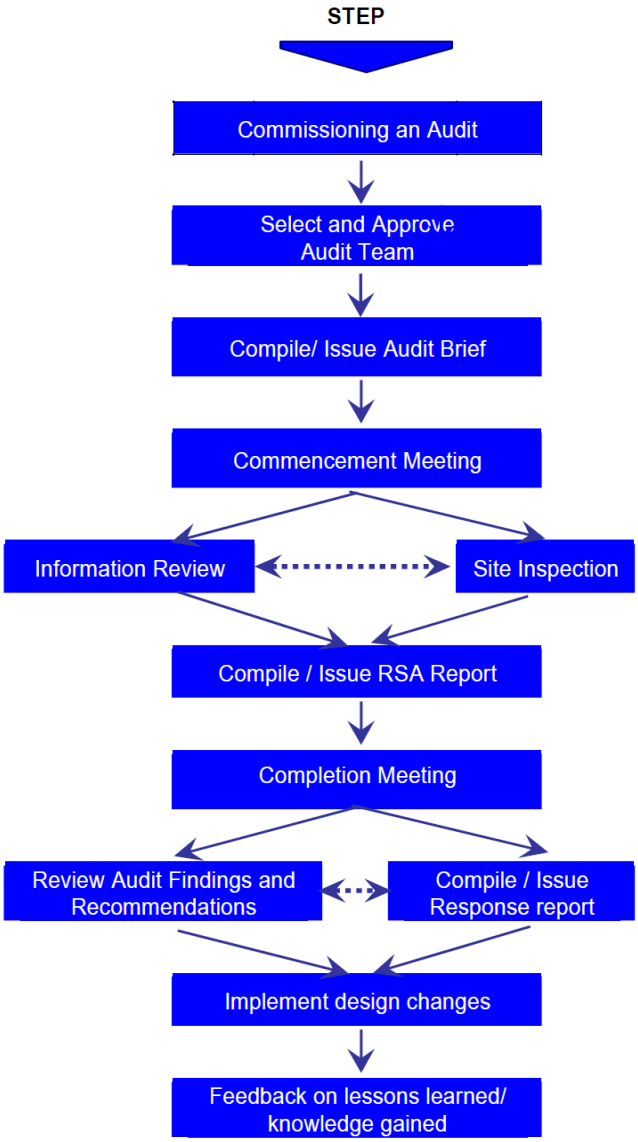
6.1.3 Outdoor Dining

On certain roads within the Municipality, Outdoor Dining or Trading and Events are allowed if approved in terms of the relevant Policy. Business that have frontage onto the Road Reserve, may submit applications for proposed outdoor dining or trading and events withi. To commence the process for applications for Outdoor Dining or Trading, a site plan detailing the proposals must be prepared and processes followed in terms of the relevant policy. For example, applications for Outdoor dining, including layout plans, must be submitted to the Corporate Services Directorate. Additional processes required for Outdoor Dining or Trading and Events on sidewalks may also include the following:

- Wayleave Application (as described above)
- Building plan Application for any proposed structure
- Land Use Planning Application
- Lease Agreement
- All relevant approvals

7. Road Safety Audit Process

A Roads Safety Audit will be carried out to determine the impact of the proposed construction work, use of sidewalk, landscaping, structures, outdoor dining or other commercial activity allowable within the road reserve. Road Safety Audit will also be carried out on existing scenarios, for alignment and compliance with Policy. Road Safety Audits will determine impacts on the safety of pedestrians, cyclist drivers etc. The road safety audit methodology is prescribed in the South African Road Safety Audit Manual, Chapter 4 refers to proposed interventions and Chapter 5 makes reference to Roads Safety Audit on existing scenarios.



Aspects to consider when conducting the road safety audit:

- Is the minimum width for the pedestrian belt sufficient for the prevailing conditions?
- Will pedestrian facilities be satisfactory for visibility, the disabled, the elderly, children etc?
- Will cyclist or other road users be affected?
- Are tripping hazards present?
- Will vehicle sight distances and visibility be affected by the proposed intervention?
- Will the proposed intervention negatively affect neighbouring properties?

- Will the accessibility / maintenance of services be affected?
- Will existing traffic operations be negatively affected?

The following process should be followed when carrying out a road safety audit:

Step 1: Estimate the Frequency of Possible Incidents

FREQUENCY	DEFINITION
Frequent	One or more per month
Probable	One or more per year (but less than one per month)
Occasional	Once every one to three years
Remote	Less frequent than once in three years

Step 2: Estimate the Severity of Possible Incidents

SEVERITY of OUTCOME	EQUIVALENT CRASH OUTCOME
Catastrophic	Likely multiple deaths
Serious	Likely death or serious injury requiring hospitalization
Minor	Likely minor injury
Negligible	Likely trivial injury or property damage only

Step 3: Determine the Level of Risk

		FREQUENCY			
		Frequent	Probable	Occasional	Remote
SEVERITY	Catastrophic	**Intolerable**	**High**	**High**	**Medium**
	Serious	**High**	**High**	**Medium**	**Medium**
	Minor	**High**	**Medium**	**Medium**	**Low**
	Negligible	**Medium**	**Medium**	**Low**	**Low**

Step 4: Course of Action

RISK	
Intolerable	Proposed Landscaping or Outdoor Dining can-not be allowed.
High	Proposed Landscaping or Outdoor Dining can-not be allowed.
Medium	Proposed Landscaping or Outdoor Dining may be allowed, on condition that mitigation measures be effectively implemented.
Low	Proposed Landscaping or Outdoor Dining may be allowed.

Where the impact of proposed landscaping, structures, outdoor dining or other commercial activity is determined as being Intolerable or High, the application will be declined. Where a risk is determined as Medium, the application may be approved on condition that mitigation measures be introduced. Where the risk is designated as Low the application may be approved, along with any condition stipulated by the Municipality.

8. Aligning Existing Scenarios with Policy

Landscaping and other structures located within the road reserve that is not in compliance with Municipal processes, will require rectification. Rectification will also be required for outdoor dining or other commercial activities that has not been approved by the Municipality.

The rectification process will in general include liaison with the relevant landowner(s) providing time frames for rectification. The Municipality will communicate to residents and businesses the procedures for the rectification and regulation of landscaping, outdoor dining and other commercial activities.

Where there is non-compliance with time frames provided, or an unacceptable risk of danger to motorists, cyclists or pedestrians (as assessed and determined by the Municipality), the Municipality may remove landscaping and other structures located within the road reserve that is not in compliance with Municipal processes, in terms of the provisions made in the Municipality's By-law on Roads and Streets.

This ensures an acceptable level of risk to both the users of the sidewalks as well as to the Municipality.

The Municipality appreciates the acknowledgement and support from the citizenry, private sector and all sidewalk users in ensuring that the risk to pedestrians and road users is mitigated, and that all parties are collectively contributing towards a safer community in Stellenbosch Municipality

9. SHORT TITLE AND COMMENCEMENT

This policy is called the Stellenbosch Municipality's Policy on Sidewalk Accessibility and will commence on the date of publication.

7.6.4	REQUEST FOR APPROVAL OF STELLENBOSCH ROADS MASTER PLAN

Collaborator No: 736151
IDP KPA Ref No: Good Governance and Compliance
Meeting Date: 19 October 2022

1. SUBJECT: REQUEST FOR APPROVAL OF STELLENBOSCH ROADS MASTER PLAN

2. PURPOSE

That Council notes the 2018 - 2019 Roads Master Plan (RMP).

3. DELEGATED AUTHORITY

Municipal Council.

4. EXECUTIVE SUMMARY

Stellenbosch Municipality undertook the development of its first RMP in 2012. The new 2018-2019 RMP is a full review of the previous edition.

The aim of the RMP is to analyse the capacity of the current road network, identifying current and future road infrastructure requirements. This is undertaken with the aid of a Roads Simulation Model, that simulates existing and future road traffic scenarios. Results of the simulations are analysed and recommendations are made for infrastructure that will ensure an effective road layout for the Municipality.

The RMP has been tabled at Council in April 2021, where the RMP was accepted by Council and advertised for public comment. Comments were received from, Friends of Stellenbosch Mountain (FMS), Stellenbosch Ratepayers Association (SRA), Stellenbosch Interest Group (SIG) and the University of Stellenbosch (US).

The RMP was not well received by two interest groups in Stellenbosch, while another expressed concern relating to listed projects.

The Directorate is of the view is that the analysis carried out through the compilation of the RMP ensures that it is suitable for its purpose, i.e. as an aid to planning processes, providing input in the CITP.

5. RECOMMENDATIONS

(a) that Council notes that the RMP was published for public comment;

(b) that Council notes the comments received and the Directorate's view; and

(c) that Council notes the 208-2019 RMP.

6. DISCUSSION / CONTENTS

6.1 Background

Stellenbosch Municipality undertook the development of its first RMP in 2012 and the new RMP is a full review of the previous edition.

The compilation of the RMP, necessitates the development of a Roads Simulation Model, that simulates existing and future scenarios. Stellenbosch Municipality's road network, as well as the existing traffic currently using roadways which was incorporated into the model. For future scenarios traffic from future developments was added to the model, projection in traffic were made to forecast (as accurately as possible) for future scenarios.

The compilation of the RMP therefore comprises an assessment of the road network, developing a transport network model, collecting traffic data and taking into account the latest information from Spatial Development Framework (SDF), Housing Pipeline and Integrated Development Program (IDP) to ensure that the RMP update reflected the latest municipal information. Results of the simulations are analysed and recommendations are made for infrastructure that will ensure an effective road layout for the Municipality.

The RMP has been tabled at Council in April 2021, where the RMP was accepted by Council and advertised for public comment.

6.2 Discussion

Comments were received from Stellenbosch Friends of the Mountain (SFM), Stellenbosch Ratepayers Association (SRA), Stellenbosch Interest Group (SIG) and University of Stellenbosch.

Summary of Comments Received

Stellenbosch Friends of the Mountain:

- The Roads Masters Plan is an unnecessary document.
- Unbalance spending of planned Capital funding, 93% - 97% on roads and parking infrastructure.
- Roads Master Plan focused exclusively on private vehicles.
- Stated that the CITP and the Integrated Transit Oriented Design and Travel Demand Management should lead road planning.
- Not in agreement with Traffic Modelling, request sensitivity studies relating to vehicle occupancies.
- Request that comments raised in October 2018 be incorporated into the current comments. Comments raised in 2018 relate largely to the RMP, its status is law and its alignment with the Municipality's Spatial Development Framework (SDF) and IDP.

Stellenbosch Ratepayers Association:

The SRA suggests that the RMP is problematic because it plans for more and bigger roads for privately owned vehicles in term of:

- Procedure and good governance,
- Underlying principles,
- Non alignment with relevant other plans and policies
- Content

Stellenbosch Interest Group (SIG):

- Proposes that Council notes its contents and approves some of its recommendations.
- The SIG provided further detail on proposals that is supported and proposals not supported.
- Proposes that the report should not be given legal status as the future is too difficult to predict, and that the public be an equal partner in the planning of any proposed new road.
- The SIG proposes more public participation

- The SIG suggests that the RMP is not integrated with the Municipality's Spatial Development Framework.

University of Stellenbosch (US):

- Concerns raised Eastern Link Road at its proposed intersection on Suidwal Street and the extension of Van Rheede Road and how it would impact the University, it was however also noted that these were not a current priority for the Municipality.

The Directorate is aware of the limited scope of the RMP, the inputs used to carry out the analysis, and the proposals contained therein etc. These limitations are taken into account when proposals from the RMP are incorporated into the Comprehensive Integrated Transport Planning (CITP). For example the RMP does not undertake Public Transport Studies, these studies are undertaken separately and also incorporated into the CITP.

It is also noted that further information on projects listed in the Master Plan and subsequently the CITP, will only become available once preliminary approvals are obtained and more detailed assessments carried-out. Projects commence only once public participation processes are concluded and all relevant and final approvals are obtained.

The Directorate's view is that the analysis carried out through the compilation of the RMP ensures that it is suitable for its purpose, i.e. as an aid to planning processes, providing input in the CITP. The Directorate will review and assess the comments received (and where applicable) and incorporate these into the next revision of the RMP.

Full public participation exercises are carried out during the compilation of the CITP, through IDP sessions, and when proposals are identified for possible implementation.

6.3. Financial Implications

Detailed cost estimates are carried out once projects are identified for further assessment or implementation. The cost estimates / funding analysis will determine the financial implications and the most appropriate funding source / model will be selected. The implementation of proposals may be phased to coincide with available funding. Examples of sources of funding are: Municipal Capital Funding, Development Contributions, Provincial Roads Authority and Infrastructure Grants.

6.4 Legal Implications

The recommendations in this report complies with Council's policies and all applicable legislation.

6.5 Staff Implications

A resource requirement assessment will be carried out once a proposal is identified for implementation. This assessment would determine, or example, whether internal capacity is sufficient or whether external resouces will needed. Proposals listed in the CITP could be undertaken by:

- Stellenbosch Municipality's`internal staff or appointed consultants and contractors.
- Developers, in accordance with Municipal standards, and to the approval of the Municipality.
- The PWCG (Roads and Transport Department) in collaboration with the Municipality.

6.6 Previous / Relevant Council Resolutions:

42ND COUNCIL MEETING: 2021-04-28: ITEM 11.5.3

RESOLVED (nem con)

(a) that the content of this item be noted;

(b) that the Draft Roads Master Plan attached as **ANNEXURE A**, be accepted; and

(c) that the Draft Roads Master Plan be advertised for public comment as part of the public participation process.

6.7 Risk Implications

The RMP proposes new routes which, in most cases, are supported by interested and affected parties, due to its merits and the benefit derived from improving and strengthening the municipality's road network. It should be noted that certain proposals may not receive support from interested and affected parties. A full public participation process will however be conducted prior to the implementation of any listed proposals.

RECOMMENDATIONS FROM INFRASTRUCURE SERVICES COMMITTEE MEETING TO THE EXECUTIVE MAYOR: 2022-10-05: ITEM 5.1.4

(a) that Council notes that the RMP was published for public comment;

(b) that Council notes the comments received and the Directorate's view; and

(c) that Council notes the 208-2019 RMP.

ANNEXURES
ANNEXURE A: 2018-2019 ROADS MASTER PLAN
ANNEXURE B: COMMENTS RECEIVED

FOR FURTHER DETAILS CONTACT:

Name	**Shane Chandaka**
Position	***Director***
Directorate	***Infrastructure Services***
Contact Numbers	***021 808 8213***
E-mail Address	***Shane.Chandaka@stellenbosch.gov.za***
Report Date	***20 September 2022***

ANNEXURE A

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

STELLENBOSCH MUNICIPALITY

STELLENBOSCH MUNICIPALITY ROADS MASTER PLAN

2018 UPDATE

30 AUGUST 2019

ORIGINAL



STELLENBOSCH MUNICIPALITY ROADS MASTER PLAN

2018 UPDATE

STELLENBOSCH MUNICIPALITY

REPORT (FINAL)
ORIGINAL

PROJECT NO.: 24310
DATE: AUGUST 2019

WSP
THE PAVILION, 1ST FLOOR
CNR PORTSWOOD AND BEACH ROAD, WATERFRONT
CAPE TOWN, 8001
SOUTH AFRICA

T: T +27 21 481 8700
WSP.COM

Your ref.: B/SM 28/16

Our ref.: 24310

30 August 2019

ORIGINAL

Roscoe Bergstedt
STELLENBOSCH MUNICIPALITY
Department: Engineering Services
PO Box 17
Stellenbosch
7599

Dear Sir:

Subject: Project B/SM 28/16 - Update of the Stellenbosch Roads Masterplan

Please find attached the Final Road Master Plan report for Stellenbosch Municipality for your approval.

Kind regards,

Christo Bredenhann
Associate: Transport Planning

THE PAVILION, 1ST FLOOR
CNR PORTSWOOD AND BEACH ROAD, WATERFRONT
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QUALITY MANAGEMENT

ISSUE/REVISION	FIRST ISSUE	REVISION 1	REVISION 2	REVISION 3	REVISION 3
Remarks	Draft	For review	For review	For approval	Final
Date	16 July 2018	14 December 2018	15 May 2019	20 June 2019	30 Aug 2019
Prepared by	Darren Osborne & Christo Bredenhann *Pr. Eng*	Darren Osborne & Christo Bredenhann *Pr. Eng*	Darren Osborne & Christo Bredenhann *Pr. Eng*	Darren Osborne & Christo Bredenhann *Pr. Eng*	Darren Osborne & Christo Bredenhann *Pr. Eng*
Signature					
Checked by	Christo Bredenhann *Pr. Eng*	Christo Bredenhann *Pr. Eng*	Christo Bredenhann *Pr. Eng*	Christo Bredenhann *Pr. Eng*	Christo Bredenhann *Pr. Eng*
Signature					
Authorised by	Patrick Riley *Pr. Tech Eng*	Herbert Phahlane *Pr. Eng*	Herbert Phahlane *Pr. Eng*	Herbert Phahlane *Pr. Eng*	Herbert Phahlane *Pr. Eng*
Signature					
Project number	24310	24310	24310	24310	24310
Report number	Ver 1.0	Ver 2.0	Ver 3.0	Ver 4.0	Ver 4.1
File reference	Z:\24000 - 24999\24310 - Stellenbosch Mun Roads MP\31 CV\01-DOCS\02-Reports	Z:\24000 - 24999\24310 - Stellenbosch Mun Roads MP\31 CV\01-DOCS\02-Reports	Z:\24000 - 24999\24310 - Stellenbosch Mun Roads MP\31 CV\01-DOCS\02-Reports	Z:\24000 - 24999\24310 - Stellenbosch Mun Roads MP\31 CV\01-DOCS\02-Reports	Z:\24000 - 24999\24310 - Stellenbosch Mun Roads MP\31 CV\01-DOCS\02-Reports

SIGNATURES

PREPARED BY

Christo Bredenhann *Pr Eng*
Associate: Transport Planning

REVIEWED BY

Herbert Phahlane *Pr Eng*
Director: Civil & Water Infrastructure

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EXECUTIVE SUMMARY

BACKGROUND TO THE ROADS MASTER PLAN UPDATE

Stellenbosch Municipality undertook the development of a Roads Master Plan in 2011 and 2012, and the document as finalised in November 2012. The 2012 Roads Master Plan was the first undertaken by the Municipality to cover the full municipal area, and included a formalised Road Network Classification and a prioritised list of road infrastructure projects.

This report is the 2018/2019 update of the 2012 Roads Master Plan.

The aim of the 2012 Roads Master Plan was to assist in integrating and coordinating the planning and implementation process for future road infrastructure. It also included the identification and classification of all Class 1 to Class 4 roads within the Stellenbosch Municipal Area. The roads in the Municipality belong to the Municipality, the Western Cape Provincial Government, SANRAL and private land-owners. The Roads Master Plan is a planning tool for the future improvement and development of Stellenbosch's transportation infrastructure. It is a key guide for local, district and provincial authorities in determining and allocating the funding for future improvements within the area. It provides recommendations and serves as reference in preparing short-term (5 year), medium and long term (20+ year) perspectives for implementing transportation projects in future. The RMP supports various other strategic plans, such as the Spatial Development Framework (SDF), Integrated Development Plan (IDP), Comprehensive Integrated Transport Plan (CITP) and Integrated Public Transport Networks (IPTN).

It is essential to plan, fund, manage and implement transportation infrastructure to ensure sustainable, economic and socially acceptable transport services for all residents, workers and visitors of Stellenbosch. Stellenbosch Municipality recognised this issue and conducted comprehensive household surveys in 2008 identifying people's transport movements and demographics. Based on the information collected, a Transport model was prepared for the SMA to identify not only additional road infrastructures required, but also establish a public transport system. The 2012 report confirmed that particular routes within Stellenbosch are heavily congested, particularly in the morning peak period.

The 2012 RMP reported that the previous Stellenbosch Comprehensive Integrated Transport Plan (CITP) identified the core issues and problems that exist within the SMA. This emphasized how complex transport planning within Stellenbosch is due to a number of factors and issues including:

- University of Stellenbosch
- Urban structure of the town of Stellenbosch
- Population and Employment
- Socio-economic disparities
- Location within the Western Cape Province
- Existing infrastructure and services
- Environmental, historical and other constraints

The 2018/2019 CITP has been updated, and it is expected that the above issues will remain, and in some cases issues and problems may have worsened. A review of the CITP is scheduled for the 2019/ 2020 financial year, and remaining issues will be assessed.

A number of critical planning studies are currently in process including the updated Stellenbosch SDF (2019 Draft), Stellenbosch IDP and various Provincial Arterial Master Plans. The existing information from drafts, and final drafts where available, was used in this report. The RMP should however be updated, and expanded on, in future when new information becomes available.

SOME KEY ELEMENTS OF THE 2018 ROADS MASTER PLAN

The existing road transport network in SM the area were assessed, including a multi-modal modelling approach. The existing road network was classified and all traffic counts available were included in the analysis of the road network.

Emphasis was placed on using the updated and calibrated EMME/4 model as an information source for the decision making process in updating the RMP. Parallel to the modelling process, traffic data collection formed a primary task to ensure that the RMP update reflected the latest policy objectives.

The EMME/4 transport network modelling utilised for the 2012 RMP was updated for the 2018 RMP update. The model has been independently developed and maintained over the past 25 years, and it can be used with confidence as a modelling platform, provided the necessary spatial refinements are undertaken.

MODELLING THE SCENARIOS

Cape Town's existing EMME/4 Metropolitan Transport Model was used as the principal transport modelling platform for the 2018 RMP update. This system incorporates the entire greater metropolitan area, including Stellenbosch, and thereby ensures a regional balance between employment and population forecasts. A number of long-term land use scenarios, which were developed by the City of Cape Town have been used as the basis of the 2018 base model update and future 2040 Transport Demand Modelling scenario. This scenario also captures the latest known residential, industrial and commercial development proposals in the Stellenbosch Municipal Area. The Base year in the model was set as 2018 and the 2040 scenario included all feasible developments extracted from information provided by Stellenbosch Municipality. Recent studies as well as data refinements were incorporated.

One of the main advantages of using the metropolitan model is its ability to address the regional interdependence between Stellenbosch, its surrounding towns and the Cape Town Metropolitan Area. The EMME/4 Metropolitan Transport Model has been in use since 1992 and has been updated regularly, i.e. to reflect changes in the transport network and land use patterns. The latest 2011 census information, and more recent 2013 metropolitan-wide household interview data, have also been incorporated into the modelling system.

RESULTS OF THE MODELLING

The 2018 modelling results suggest that the following road sections operate beyond their capacity and they should be investigated further for possible improvements, and to be included in the next RMP:

- The R304 between Bottelary Road and 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
- Alexander Street between the R44 and Bergzicht Street
- George Blake Street

In addition, a number of access roads are under severe pressure. These include the following:

- The Welgevonden access road
- Lang Street into Cloetesville
- La Colline access off the R310
- The Technopark access road

It is clear that the road network will not be able to supply the required capacity for the medium to long-term growth needs of Stellenbosch. This is very evident on the higher order Provincial roads. It is therefore acknowledged that some roads, particularly in the historic town area, may in future operate at or over capacity during peak periods (unless modal shift changes). It should also be noted that weekday AM and PM peak period traffic congestion will spread over a longer time (peak hour spreading) as a result of historic and present capacity problems.

The 2040 traffic assignment indicates the need for various general capacity improvements, and these were introduced during the modelling process and formed part of the final output:

- Polkadraai Road: It was assumed that the last remaining single carriageway sections will be dualled well before 2035, in accordance with the Provincial roads infrastructure programme.
- R44 North: This road requires a dual carriageway from Stellenbosch to Welgevonden. The R44 in the vicinity of Klapmuts also requires additional road capacity due to the proposed future residential and employment concentration in this area.
- Adam Tas Road: This could become the busiest section of road in Stellenbosch, requiring 3 lanes per direction between the R44 and Merriman. In addition, the R44, Alexander, George Blake and Merriman intersections also need to be improved or reconfigured to provide additional capacity.
- R304 (Koelenhof Road): The model results indicated that this road should be dualled between the R44 and Bottelary Road.
- Merriman and Cluver Street link: Upgrade to dual carriageway or minimum 2-lanes per direction required between Bosman Street and Banghoek Road.
- Dorp Street: Capacity improvements required between the R44 and Adam Tas Road. Conceptual planning has been undertaken for the dualling of this section.
- Van Reede / Vrede Streets: These roads required dualling between the R44 and Piet Retief Street, with further improvements at the R44 / Van Reede intersection.
- Van Reede Street westbound extension to Technopark: The extension of this road to provide a second access to Technopark linking into Electron road.
- Technopark, De Zalze, Brandwacht and Welgevonden access roads: Dualling and/or intersection improvements are required.
- Jamestown Road: Road Network development required due to major residential developments planned for this area.
- Baden Powell Drive: Dualling of remaining sections between the N2 and Polkadraai Road.

It is recommended that all the above road projects could, with further investigation and analysis, be included in the next RMP update. Some of the above projects are included in the list of identified road projects.

It should be noted that instead of providing additional traffic lanes, capacity could also be increased by changes to the road classification. For example, a vehicular lane along a mobility route can generally carry

significantly more vehicles than the same lane on a lower order road. There are also fewer delays due to fewer intersections along a mobility route.

THE EASTERN LINK ROAD

The Eastern Link Road (previously incorrectly referred to as the eastern bypass) has been contemplated for a long time, but has never been formally adopted due to public and environmental concerns. However, the scale, nature and potential benefits of this project make it an ideal candidate for inclusion in the 2018 RMP.

The preliminary alignment was coded into the model as a single carriageway Class 4 collector road. This route involves the extension of Van Reede Road and a connection with Pastorie Road at the Theological Faculty with a new proposed bridge crossing over the Eerste River. Other alignment alternatives would include the widening of the Coetzenburg bridge near the CBD. However the modelling results, of alternative routes near the CBD, are expected to be of a similar order due to only marginal differences in travel time and distance.

Based on this limited modelling assessment, the following results are important:

- The term “bypass” is a misnomer, considering that very little traffic deviates from the R44 onto this route as an alternative access into the Stellenbosch CBD.
- The link road mainly serves as an internal connector, carrying a maximum of about 450 vehicles per hour in any given direction between the R44 and the proposed Van Reede extension.
- Traffic on the proposed Van Reede extension to Dorp Street, across the Eerste River, is however significantly higher (850 vehicles per hour), serving as an alternative to the congested Piet Retief Road.
- Traffic on the R44 near the Technopark intersection reduces by about 300 vehicles per hour as a result of local traffic using the new link road. Between Van Reede and Dorp Street, the reduction is more than 200 vehicles per hour, mainly as a result of the proposed Van Reede extension.
- If planned correctly, the link road could also play an important role as a non-motorised transport (NMT) and public transport route, and will provide suburbs such as Paradyskloof and Brandwacht with easy access to the CBD.
- In future, the Eastern Link Road would also service residential developments in Jamestown with access to the CBD.

In terms of these findings, a strong case can be made for a first phase implementation between Van Reede and Pastorie Street. This should have immediate benefits, considering the lack of adequate crossings of the Eerste River and the present traffic demand in this area. The phased implementation of the Paradyskloof-Trumali Road portion would also have immediate benefits due to access restrictions on the R44 and proposed residential developments in the area.

THE WESTERN BYPASS

The concept of a western bypass (identified in the CITP) has been around for a very long time, but the actual alignment details have never been fully articulated. Generally, there is a perception that traffic conditions along the R44 have deteriorated to such an extent that an alternative high order bypass requires serious investigation.

There would be considerable long-term benefits for having a bypass to Stellenbosch, which include:

- Significant relief to motorists, especially along the R44
- Benefits to the town itself (less through traffic, congestion and pollution)
- Reduced urban creep
- Environmental benefits in the form of reduced car emissions
- The possibility of allowing future land use developments and new urban design initiatives.

Notwithstanding the benefits, there are also negative aspects:

- Environmental impacts to building new roads
- High construction costs
- Impact to affected local land owners.

Three preliminary road alignments have been used to assess the traffic impact of this bypass proposal:

- A high speed (100 km/h) Class 1 Expressway, connecting to the R44 in the vicinity of the Annandale intersection, extending north and north-eastwards to intersect with the R310 and the R304 from where it joins the R44 with a Class 2 arterial connection just north of Welgevonden.
- A similar but shorter bypass proposal which starts at a future grade separated Technopark intersection, sharing a short section of lower order Class 2 arterial with the surrounding land use developments. A speed limit of 80km/h was modelled.
- A reduced bypass proposal, starting at the Technopark access and ending at the R310 (North-South link road).

The 2040 traffic assignment results clearly show a strong northbound demand of between 600 and 1300 vehicles per hour along different sections of this road. The section from the Eerste River crossing to the R310 (Adam Tas Road) may even require a 4-lane dual carriageway cross-section, if the bypass also connects to Technopark.

The 2040 network scenario comparison with and without the Western Bypass illustrates the impact of the bypass on the surrounding road network, with numerous link road traffic increases and reductions. In terms of the modelling results, one may conclude that the bypass could have a positive impact on the existing Provincial Road system in and around Stellenbosch. For example, traffic reductions of more than 1200 vehicles per hour (both directions) are expected on Adam Tas Road and the R44 south of the CBD – generally where Stellenbosch currently experiences its worst traffic problems.

It should be noted however that the northernmost section, referred to as the Welgevonden Link Road, carries very little traffic on its own and, without the rest of the bypass scheme, and has little impact on the surrounding road system. Only when the full scheme is implemented, does this link become a viable network element.

The traffic assignment results of the second bypass proposal from Technopark to Welgevonden were modelled. The traffic volumes on the bypass are generally between 10 and 20 per cent lower than for the previous alternative, largely as a result of reduced travel time benefits. The impact on the Provincial Road system is therefore also slightly lower, as shown by the scenario comparison. Interestingly, a small (6%) increase in traffic can be observed southbound on the section between the R310 and Technopark.

In view of the findings, it was decided to also test the impact of a much reduced bypass alternative, which simply connects between the Technopark and the R310. Compared with the previous bypass proposal, the results show a slight reduction in traffic, mainly in the southbound direction towards Technopark. Nevertheless, this road still carries a significant amount of westbound traffic which otherwise would have travelled to the CBD in order to reach the R310.

A large proportion of the traffic on this section of the proposed bypass is as a direct result of future (2040) anticipated residential developments in the undeveloped areas between the bypass, Die Boord and Technopark. Different land use scenarios for this part of Stellenbosch could significantly alter the road requirements and transport patterns in this area.

Detailed geometric and transport analysis of the possible different routes, scenarios and types of intersections will be required. This will also have to be workshopped with all the relevant role players and it is expected to involve comprehensive public participation and environmental and heritage impact assessments. Since these processes normally takes a long time, it should be considered to start this process as soon as possible.

The timing for the implementation of the full bypass and in particular its Welgevonden link is dependent on the different land use scenarios for this part of Stellenbosch, however, it is expected that proposed housing developments (Northern Extension and Droëduike) as well as the proposed Adam Tas Corridor, will accelerate the need for further implementation of portions of the Western Bypass.

R44 UPGRADE AND RECLASSIFICATION

An alternative to the Western Bypass with arguably less environmental impact involves the upgrade of the existing R44 by re-establishing it as a higher speed Class 1 (urban) arterial with limited accesses. This alternative should form part of the feasibility studies for a Western Bypass discussed above.

The possibility to develop a combined mobility corridor for the R44 and commuter rail system in the urban portion of Stellenbosch, could include a better situated intermodal transport facility and possibly opening of land for development. It is expected that some of the feasibility will be tested in further studies as part of the Stellenbosch Arterial Management Plan and more micro simulations in the urban area.

Not long ago the R44 operated much like a freeway / expressway. However, due to some questionable land use decisions, this road is constantly under pressure to be downgraded and incorporated into Stellenbosch's expanding urban fabric. The result is more signalised intersections, lower speed and reduced lane capacity – all contributing to traffic congestion and delays.

Despite various road management plans and attempts to address the problems, none have been bold enough to suggest a total re-engineering of the existing R44 within its present road reserve. For this reason it was decided to use the 2040 Stellenbosch model to investigate the possible impact of such a proposal.

While keeping the number of traffic lanes on the R44 the same as in all previous modelling scenarios, the class of road was upgraded to that of an urban expressway between Jamestown and Cloetesville, with an 80 km/h speed and lane capacity of 1700 vehicles per hour. This scenario implies major changes to limit access to the R44 and further geometric improvements to intersections, including some grade separation. As expected, this resulted in significant volume increases, particularly along the Adam Tas section of the R44. Nevertheless, the traffic flow situation also improved notably due to the higher lane capacity of the upgraded road.

The scenario comparison clearly shows some of the benefits of this proposal on the traffic situation in the Stellenbosch town area.

2040 DENSIFICATION ANAYLSIS

The latest 2018 SM Zoning Scheme is in the process of being approved, and the draft document was made available for this project. An important change from the previous Zoning scheme is that the Municipality will allow densification off all single residential erven by allowing a second dwelling on SR1/SR2 erven. The potential impact of this densification on the road network could be substantial. The road network that could be impacted the most is within Stellenbosch town. This is due to the large number of suburban areas with single residential erven that could be densified, coupled with the existing constrained road network in town. Residential densification in areas such as Franschhoek, Raithby and Pniel is not expected to have a major impact on the road network.

The future uptake of this new zoning allowance and resultant residential densification in Stellenbosch town is difficult to predict. A 20% additional uptake by the 2040 design year was modelled.

The percentage uptake for the planning horizon listed above is in addition to normal growth in the number of residential units. This occurs through the development of vacant erven and the redevelopment of new residential properties through consolidation and/or rezoning of erven. Note that these potential uptakes were not informed by any economic or other analysis, and is only indicative to determine the impact on the road network. Additional analysis will be required as part of future spatial development and road master planning. The future uptake in this new zoning allowance should be accurately recorded for this purpose.

In addition to the road network tests, an impact assessment of the preliminary densification land use scenario was undertaken. The comparative results show a very small general impact on the road system, with a slight decrease of trips into the Stellenbosch town area and vice versa for outbound commuters. The traffic increases in the town centre is expected to add marginally to those network elements that are already congested, but the overall impact appears to be relatively small and of short duration.

The traffic growth is largely in proportion to the scale of the densification assumption of 20%. Although the Municipality is actively promoting NMT, no meaningful shift to NMT or public transport became apparent, largely due to the fact that this exercise did not allow for additional employment in the town centre, or for the use of second dwellings as student accommodation or lower income housing.

Significant densification/ development is expected in Klapmuts, Droëduike, Adam Tas Corridor, Botmanskop and Jamestown. The extent to which these developments will be implemented and its impact on the road network will still need to be explored.

KRIGEVILLE SCHOOLS PRECINCT

Vehicular trips to schools account for a large percentage of total vehicular trips in the AM peak period. Less than 10% of high school learners utilise public transport and even less walk or cycle. This means that the majority are dropped off and collected by private vehicles or privately operated buses. The traffic impact caused by scholars is most significant in Krigeville where five schools are located.

A Transport Management Plan with the title “The Development of a Transport Management Plan around the various schools located off the intersection of the R44 and Van Reede Street, Stellenbosch” was prepared by Pendulum Consulting in June 2011. This report dealt specifically with traffic congestion due to activities with learner transport in the area, as well as local residential streets being used as “rat-running routes” to the CBD and to drop and collect learners at the various schools.

The outcome of the report proposed several changes with respect to parking, bus parking, education, awareness as well as road improvements. Some of these improvements has since been implemented.

An additional assessment was carried out where various infrastructure upgrades were assessed, and the following was recommended: The conversion of Doornbosch Road to a 1-way with traffic travelling northbound, the signalisation of the intersection of Van Reede Road with Doornbosch Road and a left-turning slip lane on the western approach at the intersection of Van Reede Road with Doornbosch Road.

The option can be implemented in the short-term and will result in the best improvement of the traffic operations on the local road network.

COSTING OF PROJECTS

The 2012 list of all possible road infrastructure projects were updated and costed with 2018 construction rates. Prioritisation of the projects was not undertaken for the 2018 RMP update.

CONCLUSIONS

Stellenbosch Municipality has implemented minimal new or upgraded road infrastructure subsequent to the finalisation of the 2012 Road Master Plan due to various reasons. The population and economic opportunities are growing, placing an ever greater strain on the Municipality's road network.

This RMP attempts to address this shortfall. A number of critical planning studies are currently in process including the updated 2019 Stellenbosch SDF, which is currently in draft format, the Stellenbosch IDP, and various others. Existing information from drafts, where available, were used in this report. The next RMP update must incorporate the other related studies, critically the SDF.

The 2018 update of the RMP concludes the following:

- The previous CITP previously identified the core issues and problems within the Stellenbosch Municipal Area, highlighting the difficulties in preparing a "one size fits all" solution.
- Public Transport can play a major role in reducing private vehicle dependencies, and Stellenbosch needs to invest much more time and effort toward these solutions taking into account the existing poor rail services and public transport availability from neighbouring municipalities, such as the City of Cape Town's existing and planned MyCiTi IRT network.
- Approximately 7 km (2.5%) of the roads in SM are in a poor or very poor condition, and these are found throughout the SM.
- The latest EMME/4 transport model was recalibrated with 2018 and 2019 traffic volumes at critical intersections.
- The road classification system based on the principals set out in TRH26, utilised in the 2012 RMP, was retained. The classification of the Class 1 to Class 4 road network was retained unchanged.
- Stellenbosch Municipality provided high-level information of future land-use developments within the Stellenbosch Municipal Area. The land-use information has been included in the 2040 horizon-year EMME/4 model.
- Several key focus areas were identified in the 2012 RMP, based on previous studies and known constraints of the road network. The focus areas for this 2018 RMP update was moderated and limited to the following important areas :
    - General capacity improvements
    - Stellenbosch CBD
    - R44 north and south of Stellenbosch CBD
    - Western Bypass
    - Eastern Link Road - Brandwacht/Paradyskloof
    - Technopark access
    - 2040 Densification analysis
    - Krigeville schools precinct
- The proposals put forward within these key areas have been included into the EMME/4 model for the 2040 horizon-year scenario.
- Specific attention was given to the following projects due to their future impact on the Stellenbosch Municipal Area road network.

  - Eastern Link Road – a proposed class 4 road from Technopark running through Paradyskloof and Brandwacht into the CBD, thereby removing some local traffic from the R44.
  - Western Bypass – a proposed class 2 road linking the R44 south of Stellenbosch with the R304 north. Two options from the 2012 RMP were tested:
    - Technopark/R44 southern starting point
    - Annandale/R44 southern starting point
  - R44 Upgrade and reclassification – Significant upgrades to the R44 and the grade separating of some intersections to improve safety, mobility and capacity.
- The 2012 priority list of future road improvement projects were updated. The priority list identifies the key projects for implementation, and a high-level cost per project was determined form 2018 construction rates.
- The scope of this study did not include the prioritisation of these projects per planning period (short/medium/long-term). However projects are annotated as High or Medium priority.
- The existing road network and modal split will not be able to support the longer-term growth needs of the Stellenbosch area at acceptable Levels of Services. It is therefore acknowledged that some roads, particularly in the historic town area, will continue to operate at or over capacity during peak periods, unless substantial modal shift occurs. It is also expected that weekday AM and PM peak period congestion will increase, thereby worsening the Level of Service and increasing the length of the peaks.

RECOMMENDATIONS

- Refer to the Project list in Section 8.2 for the full list of road upgrade proposals. It is recommended that the prioritisation of the projects are determined in conjunction with the relevant Municipal Departments (land-use planning etc.), and revised on an at least annual basis, or as development needs requires. The planning of these proposals should then commence, with a focus on the short to medium-term projects.
- It is recommended that the following general capacity improvements should be investigated and analysed further, for inclusion in the next RMP update. Note that some of these projects fall under the jurisdiction of the Provincial Government.
  - Polkadraai Road: The remaining single carriageway sections from Cairngorm Road to Vlottenburg (unnamed road) to be upgraded to a dual carriageway (2 lanes per direction) before 2035, in accordance with the Provincial road infrastructure programme.
  - R44 north of the Stellenbosch CBD: Upgrade to dual carriageway from the end of the current dual carriageway north of Fir Road to the Welgevonden access at Hendrikse Road.
  - The R44 in the vicinity of Klapmuts will require additional capacity due to the proposed future residential and employment developments in the area, as well as future upgraded road links off the R44.
  - Adam Tas Road could become the busiest section of road in Stellenbosch, and will require 3 lanes per direction between the R44 in the south and Merriman Avenue to the north.
  - In addition, it is planned with high priority (short term) to upgrade and reconfigure the Adam Tas intersections with the R44/Alexander Street and Merriman Avenue.
  - The Adam Tas/George Blake intersection also need to be improved or reconfigured to provide additional capacity.
  - R304 (Koelenhof Road): Upgrade to dual carriageway between Adam Tas (R44) in the south to Bottelary Road/Kromme Rhee Road.
  - Merriman and Cluver Street link: Upgrade to dual carriageway or minimum 2-lanes per direction required between Bosman Street and Banghoek Road.
  - Lower Dorp Street: Capacity improvements required between the R44 and Adam Tas Road. Conceptual planning has been undertaken for the dualling of this section.
  - Van Reede and Vrede Street link: These roads required dualling between the R44 and Piet Retief Street, with improvements at the R44 / Van Reede intersection.
  - Van Reede Street westbound extension linking into Electron road to provide a second access to Technopark.
  - R44 - Technopark, De Zalze, Brandwacht and Welgevonden access roads: Dualling and/or intersection improvements are required.

  - Jamestown Road: Road Network Development required due to major residential developments planned for this area.
  - Baden Powell Drive: Dualling of remaining single carriageway sections between the N2 and Polkadraai Road.
- The conceptual planning of the following intersections upgrades has been undertaken, the detail design and construction should be implemented as soon as possible:
  - Adam Tas and Merriman Avenue.
  - Adam Tas and Helshoogte Road (including the closure and relocation of the Helshoogte Rd/La Colline Road T-junction further east).
- Stellenbosch Municipality should discuss this report in more detail with other interested and affected parties and start a public participation process to discuss the outcome of the RMP.
- Stellenbosch Municipality should adopt the RMP, giving it legal status. The RMP should be distributed privately and publically, informing planners/developers as well as the public of future road schemes within the municipal area. The RMP should be incorporated into the CITP.
- Stellenbosch Municipality should continue discussions/workshops with CoCT's IRT department to explore opportunities to extend their future MyCiTi bus services to include Stellenbosch.
- Stellenbosch Municipality should start the process to expropriate and purchase the land required to construct future roads, specifically the implementation of portions of the Western Bypass and Eastern Link Road, and other roads associated with proposed housing developments and catalytic projects as defined in the draft 2019 MSDF. Future road reserves should be formally registered with the Surveyor General to protect them.
- The planning of the western bypass and/or a combination of substantial upgrading of the R44 must commence in conjunction with the PWCG. This should ideally occur prior to the construction of the proposed intersection upgrades along the R44 to prevent abortive work.
- The RMP should be incorporated into Stellenbosch Municipality's asset management database, (IMQS). IMQS is an Infrastructure Management System software. The priority list should also be incorporated.
- Planning for the funding of the road projects must commence to ensure that the short and medium term priority listing can be achieved.
- The planning and commissioning of each project should ideally be retested using the 2018 EMME/4 model and detailed intersection capacity analysis to ensure that each project will achieve its objectives.
- Future revision and amendments to the RMP should be coordinated to ensure that other parallel planning processes are undertaken in an integrated manner, such as land-use planning and public transport planning.
- This updated RMP should assist to plan future land-use developments within the Stellenbosch Municipal area. Future planning processes such at the SDF and IDP should complement this RMP, and vice-versa.
- Future revision of and amendments to the RMP should be coordinated to ensure that other parallel planning processes are undertaken in an integrated manner.

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APPENDICES

A EMME MODELLING RESULTS

A-1 2018 Modelling Outputs

A-2 2040 Modelling Outputs

B 2018 RMP PROJECTS

ABBREVIATIONS & ACRONYMS

AADT	Average Annual Daily Traffic
AMP	Arterial Management Plan
CITP	Comprehensive Integrated Transport Plan
CBD	Central Business District
CPTR	Current Public Transport Record
CWDM	Cape Winelands District Municipality
WCPG	Western Cape Provincial Government
EIA	Environmental Impact Assessment
GIS	Geographical Information System
IDP	Integrated Development Plan
LM	Local Municipality
MIG	Municipal Infrastructure Grant
NT	National Treasury
NMT	Non-Motorised Transport
OLB	Operating License Board
OLS	Operating License Strategy
O & M	Operation and Maintenance
P/a	Per Annum
RCAMM	South African Road Classification and Access Management Manual
RMP	Roads Master Plan
PPP	Private Public Partnership
SDF	Spatial Development Framework
SMA	Stellenbosch Municipal Area
SM	Stellenbosch Municipality
ToR	Terms of Reference
US	Stellenbosch University
vpd	Vehicles per Day (24 hour period)

1 INTRODUCTION

1.1 BACKGROUND

This report is an update of the 2012 Stellenbosch Municipality Roads Master Plan. The 2012 Roads Master Plan (RMP) was the first undertaken by the Municipality to cover the full municipal area, and included a formalised Road Network Classification and a prioritised list of road infrastructure projects.

An update is required to ensure that the following are accurately reflected in the revised RMP:

- Historic and planned land-use changes.
- Planned land-use policies that may impact the road network in the future.
- Traffic volume changes, including modal split trends.
- Road upgrades (major or minor) undertaken by all road authorities within the Municipality.
- Assessment and update of the prioritised list of road infrastructure projects.
- Changes in functional classifications of road links or portions thereof, where relevant.

1.2 PURPOSE OF THE ROADS MASTER PLAN

The purpose of this RMP update is to assist Stellenbosch Municipality (SM) and other authorities such as the South African National Roads Agency Ltd (SANRAL) and the Provincial Government of the Western Cape (PGWC) to integrate and coordinate the planning and implementation of road and transportation infrastructure within and to and from the Municipality.

A RMP is a planning tool for the future improvement and development of all transportation infrastructure within the municipal area. It is also a tool for the Municipality and Provincial authority to determine and allocate funding for future infrastructure. RMP's normally provide recommendations for preparing short to long-term implementation plans, namely:

- 5-year (immediate / short-term)
- 10-year (medium term)
- 15-year (medium/long term)
- 20-year (ultimate design horizon)

The RMP therefore assist in prioritising road projects for intervention purposes, such as new links, the upgrading of existing links, rehabilitation and maintenance. Another example of such interventions would be the limiting of further development within a particular area until such time as particular road improvements, identified within the RMP, have been implemented.

Municipal officials are therefore able to use the RMP to support various transport policies such as the Spatial Development Frameworks (SDF), Integrated Development Plans (IDP), Comprehensive Integrated Transport Plans (CITP) and Integrated Public Transport Networks (IPTN).

The Committee of Transport Officials (COTO) has developed "TRH26 – South African Road Classification and Access Management Manual" which provides guidance on how a road must be managed in order to function

effectively and in accordance with its classification. It emphasises that "Road authorities in South Africa have an obligation to plan, design, construct and maintain the road network, to protect the public investment in the road infrastructure, to ensure the continued functionality of the transportation system and to promote the safety of traffic on the road network."

1.3 WHY DOES STELLENBOSCH NEED A RMP?

This explanatory section was included in the 2012 RMP, and is repeated hereunder with minor edits as no major changes has occurred to the overall transportation network.

Stellenbosch is easily accessible by road from all directions, however the primary routes into and out of Stellenbosch are currently operating at or close to capacity. All major routes through Stellenbosch serve as regional mobility routes, which as they pass through the town centre, leads to design conflicts of mobility versus access and safety. The nature of Stellenbosch being inter-linked with the Cape Town Metro and surrounding towns like Paarl and Somerset West and Strand coupled with a peculiar user and trip origin/destination profile provides an interesting, but complex conundrum.

Added to this is the presence of premium agricultural land, historical buildings, farms and routes, surrounded by mountainous geography. Public perception and the resistance to changing transport habits towards public transport and non-motorised options are also factors to be taken into account when managing and planning transportation within the SMA.

Furthermore, commuters exit or enter the SMA daily to get to their place of work. It is essential to plan, manage and implement transportation infrastructure to ensure sustainable, economic and socially acceptable transport services and facilities to those living in the SMA. Stellenbosch Municipality recognised this issue and conducted comprehensive household surveys in 2008 identifying people's transport movements and demographics. Based on the information collected, a Transport model was prepared for the SMA to identify not only additional road infrastructures required, but also establish a public transport system. The report confirmed that particular routes within Stellenbosch are heavily congested, particularly during the weekday morning peak period. It also confirmed that a large percentage of commuters travelling through the Stellenbosch Central Business District (CBD) do not live or work within the CBD, but are merely passing through in order to travel elsewhere in the District.

The situation was put into context in 2011 following the completion of the Stellenbosch Comprehensive Integrated Transport Plan (CITP) that identified the core issues and problems that currently exist within the SMA. This emphasizes how complex transport planning within Stellenbosch is due to the following limitations:

- University of Stellenbosch

  The US campus, in terms of its staff, students and operational practices, has an undeniable impact on the municipality's road and transport networks.
- Urban structure

  Over many years, Stellenbosch has developed from a compact university town to a dispersed and disjointed pattern of residential settlements, employment hubs and decentralized commercial activities. Most of the newer developments are located along the Provincial arterial roads, and are poorly integrated with the town.
- Population and Employment

  Stellenbosch is fairly unique in that it has a large employment surplus and student population, both of which contribute significantly to the severity of transport problems in and around the town area. Residential accommodation remains in short supply and land use policies have largely been unsuccessful in dealing with this problem.

- Socio-economic disparities

  Like all South African towns, Stellenbosch exhibits extreme disparities between high- and low-income residents. This manifests itself in the housing market, participation in the economy, and more specifically in terms of travel behaviour.

- Location

  Due to its location, Stellenbosch lies at the confluence of a number of high-order Provincial through routes. These roads play an important long distance mobility function, which provide connectivity between surrounding and neighbouring towns, the National Freeways, and are vital for the economic well-being of Stellenbosch. Unfortunately, this mobility function is under pressure.

- Existing infrastructure and services

  Despite major land-use developments around Stellenbosch, little has been done to improve transport infrastructure and services. Nearly all roads leading into Stellenbosch lack capacity, pedestrian facilities are inadequate and public transport is limited to minibus-taxi services for the poorer communities. Unfortunately, previous transport studies focused primarily on localised public transport initiatives within the Stellenbosch urban area, which will do little to offset the huge impact of daily car commuters from external origins.

- Environmental, historical and other constraints

  Stellenbosch's unique character and picturesque environment remains a draw card for tourist related industries, research and educational facilities as well as specialized office employment. These same features also make it extremely difficult to consider implementing radical land-use solutions or major infrastructure projects to alleviate the growing transport problems. The mountainous geographical constraints further limit Stellenbosch's growth potential and the establishment of additional access routes into or around the town area.

1.4 APPOINTMENT

WSP Group Africa (Pty) Ltd was appointed in March 2018 by Stellenbosch Municipality to update the 2012 Stellenbosch Roads Master Plan. Jeffares & Green (Pty) Ltd and Vela VKE Consulting Engineers undertook the modelling and establishment of the first Road Master Plan for the Municipality in 2012.

Emphasis was placed on using the Stellenbosch Municipalities existing EMME/4 model as an information source for the decision making process when developing the RMP. The existing Stellenbosch Town road hierarchy, cadastral boundaries and the latest aerial photographs were obtained, which were used to update the RMP.

Equilibre Multimodal Equilibrium (EMME) is a complete travel demand modelling system for urban, regional and national transportation forecasting. It is used in over half the world's populous cities and therefore one of the most trusted transportation forecasting software packages available. Version 4 was used for the modelling in this update. Refer to www.inrosoftware.com for more information.

1.5 STUDY AREA

The Stellenbosch Municipality covers 831 km², including the extents of Franschhoek, Pniel and Klapmuts. Stellenbosch falls within the Cape Winelands District Municipality in the Western Cape Province. The Cape Winelands district is situated next to the Cape Metropolitan area and encloses 22 309 km². It is a landlocked area between the West Coast and Overberg coastal regions. The district includes five local municipalities; namely Stellenbosch, Drakenstein, Witzenberg, Breede Valley and Langeberg.

A location plan of the Stellenbosch Municipality is shown in Figure 1-1. The RMP covers the entire SMA, however the EMME modelling includes the greater Cape Metropolitan area, including SMA, Paarl and Worcester.

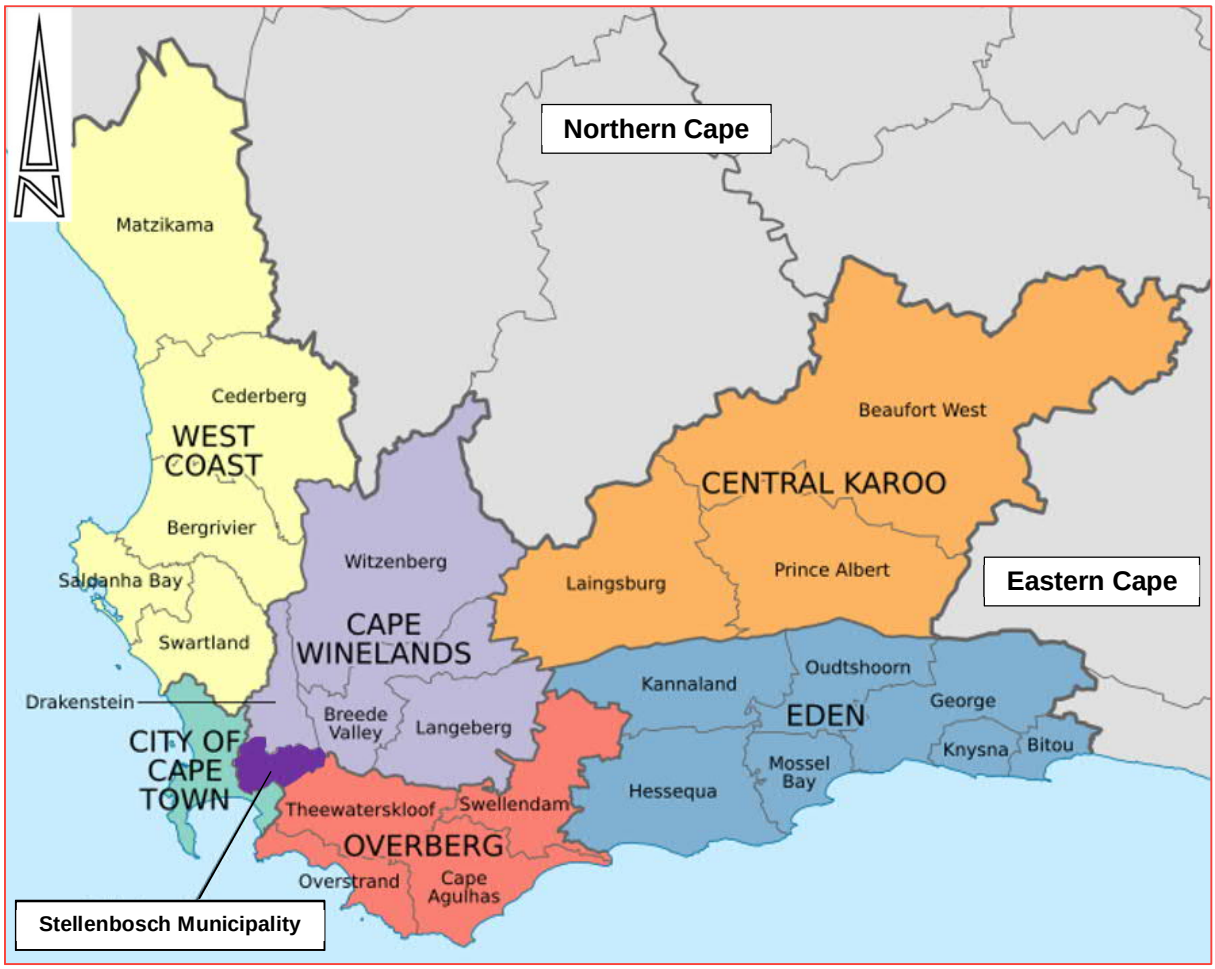


Figure 1-1: Stellenbosch Municipality location within the Western Cape Province

Source: Wikimedia.org

1.6 METHODOLOGY

The methodology is briefly described below.

1.6.1 LITERATURE REVIEW

A literature survey was undertaken of all the relevant existing documents (draft or final). These documents are the following:

- Stellenbosch Municipality 2012 Roads Masterplan.
- Stellenbosch Municipality NMT Network Plan (Vol 1 & 2), June 2015.
- Stellenbosch Transport Model: Transport Modelling Report, 2010.
- Stellenbosch Municipality Comprehensive Integrated Transport Plan (CITP) 2016 – 2020.

- Update Stellenbosch Comprehensive Integrated Transport Plan, October 2018.
- Stellenbosch Municipality Draft Strategic Development Framework (SDF), May 2018.
- Stellenbosch Municipality Draft Strategic Development Framework (SDF), January 2019.
- Stellenbosch Municipality Final Draft Strategic Development Framework (SDF), June 2019.
- Transit Oriented Development Policy.
- Integrated Public Transport Network Policy.
- Public Transport Service Network: Initial Operations and Business Plans, 2016.
- Stellenbosch Municipality Urban Development Strategy Status Que Report, Draft 1, May 2017.
- Stellenbosch Western Bypass Status Report, April 2017.
- The Development of a Transport Management Plan around the various schools located off the intersection of the R44 and Van Reede Street, Stellenbosch. Pendulum Consulting, June 2011.
- A new gateway for Stellenbosch, Conceptual Study for TOD in Stellenbosch. Royal Haskoning DHV, May 2018.
- Stellenbosch Municipality, Pavement Management System, Network / Strategic Level Assessment, Paved Roads, V&V Consulting Engineers, 2015.
- Stellenbosch Municipality, Pavement Management System, Network / Strategic Level Assessment, Unpaved Roads, V&V Consulting Engineers, 2015.
- Stellenbosch Municipality Upgrade of Intersections along R44 and Helshoogte Road, Stellenbosch. ICE Group, Revision 1, June 2015.
- Stellenbosch Local Municipality, Road Asset Management Plan, Ver. 1.1, SMEC, April 2019.

The review included verification of which of the 2012 RMP recommendations has been implemented, are in the process of implementation, has been programmed for later implementation or are no longer considered due to changes in circumstances, land-use, strategies and/or policies.

A number of critical planning studies are currently in process including the updated Stellenbosch SDF, Stellenbosch IDP and various Arterial Master Plans. The existing information (draft only where available), were used to inform this RMP update. The RMP should however be updated in future when new information becomes available.

1.6.2 EMME MODEL UPDATE, CALIBRATION AND SURVEYS

Mr Wilfred Crous, an independent expert, undertook the EMME/4 transport network modelling for the 2012 RMP, and he undertook the modelling for this 2018 update. The model has been independently developed and maintained by Mr Crous over the past 25 years, and it can be used with confidence as a modelling platform, provided the necessary spatial refinements are undertaken.

CALIBRATION

The most recent traffic survey data and the latest aerial photography were obtained and utilised to update and calibrate the EMME model. Gaps in the data, or where data is regarded as outdated or un-useable for whatever reason were identified and additional traffic surveys were undertaken. Refer to Chapter 4.

In some instances there are differences between the recommendations of the 2012 Roads Master Plan and current planning with regards to infrastructure proposals and upgrades, including major land-use planning changes. These variations were noted for consideration in the EMME modelling calibration.

1.6.3 LAND-USE DEVELOPMENT SCENARIO ANALYSIS

The primary output of the modelling of the road network for the various planning horizons is to determine the impact of densification, land-use development and public transport provision (modal shift) on the road network. The model identified and/or reconfirmed the road network requirements in order to support the land-use scenarios for the various planning horizons.

The land-use proposals were obtained from the Municipality, and will be workshopped before the Scenario testing is undertaken to ensure agreement from the various Municipal departments. Note that the modelling is not intended as a land-use planning exercise, but a road network planning exercise in support of the agreed land-use planning and other initiatives (public transport, TOD, etc.).

A number of critical planning studies are currently underway, including the update of the Stellenbosch SDF, Stellenbosch IDP and various Arterial Master Plans. The SDF is scheduled for public participation towards the end of 2018, for approval by Council in May 2019. The final SDF was scheduled for completion by March 2019.

The existing information from drafts, where available, were used to inform this update. The RMP should however be updated in future when new information becomes available.

1.6.4 ASSESSMENT OF PUBLIC TRANSPORT SYSTEM PROVISION IMPACTS

The future provision of a public transport system and services will impact the requirements for road infrastructure. It was the intention to model the Municipality's public transport proposals as part of the EMME modelling process to test the impact of the proposals. However, the available information is too high-level and with an unknown implementation framework, and was not incorporated in the modelling.

1.6.5 ROAD NETWORK ASSESSMENT AND PROPOSALS

The EMME modelling results identified current and future (horizon year) network capacity constraints. These results, and Client inputs, were utilised to test and update the RMP's recommendations. The high-level prioritisation of the projects includes cost estimates of the various recommendations to assist the Client with their implementation planning.

The current road network classification were revised, where required, with inputs from the Client.

1.7 LIAISON

A brief record of the meetings that were held are listed below:

- Inception meeting: 23 March 2018
- Client meeting: 19 April 2018
- Meeting with PGWC: 26 April 2018
- Meeting with STB Planning: 3 May 2018
- Meeting with STB Planning: 11 May 2018
- Client & Province consultants: 22 May 2018

- Client & ICE consultants: 28 May 2018
- Client meeting & R44/US meeting: 8 June 2018
- Client meeting: 27 June 2018
- Client & University of Stellenbosch representatives meeting: 4 September 2018
- Stellenbosch Mobility Forum 21 November 2018
- Client meeting: 11 December 2018
- Client meeting: 7 February 2019
- Client meeting: 25 April 2019
- Client meeting: 22 May 2019

2 EXISTING TRANSPORT WITHIN THE STELLENBOSCH MUNICIPAL AREA

2.1 GENERAL INFORMATION

The 2016-2020 CITP states the following modal split within SM:

- Light vehicles: 87%
- Minibus taxis: 7.5%
- Bus: 4.5%
- Heavy vehicles: 1.5%
- Rail : No information available

2.2 ROAD-BASED MOTORISED TRANSPORT (PRIVATE)

This transport mode is dealt with throughout this RMP and is noted here for completeness.

2.3 NON-MOTORISED TRANSPORT

Non-Motorised Transport (NMT) is a dominant mode of transport for some towns within the Stellenbosch municipal area, whereby cycling and walking provide basic mobility to a large percentage of the population. Although this Roads Master Plan does not specifically focus on NMT, it does support the fact that this mode of transport forms an integral part of present and future transport solutions.

Most new roads are utilised by NMT users and therefore NMT facilities should always be considered from the outset. NMT Master Plans for the US, the SMA as well as the Cape Winelands District have been completed and these master plans contain lists of projects to be implemented. These initiatives are wholeheartedly supported by SM. All new and existing roads should be evaluated to ensure sufficient provision is made for NMT users where applicable. Refer to Figure 2-1.

Important to note is the required policy and trade-offs between safety and mobility along high order roads, especially the Provincial arterials. Should pedestrians and cyclists be encouraged to use these routes, or should separate facilities be provided.

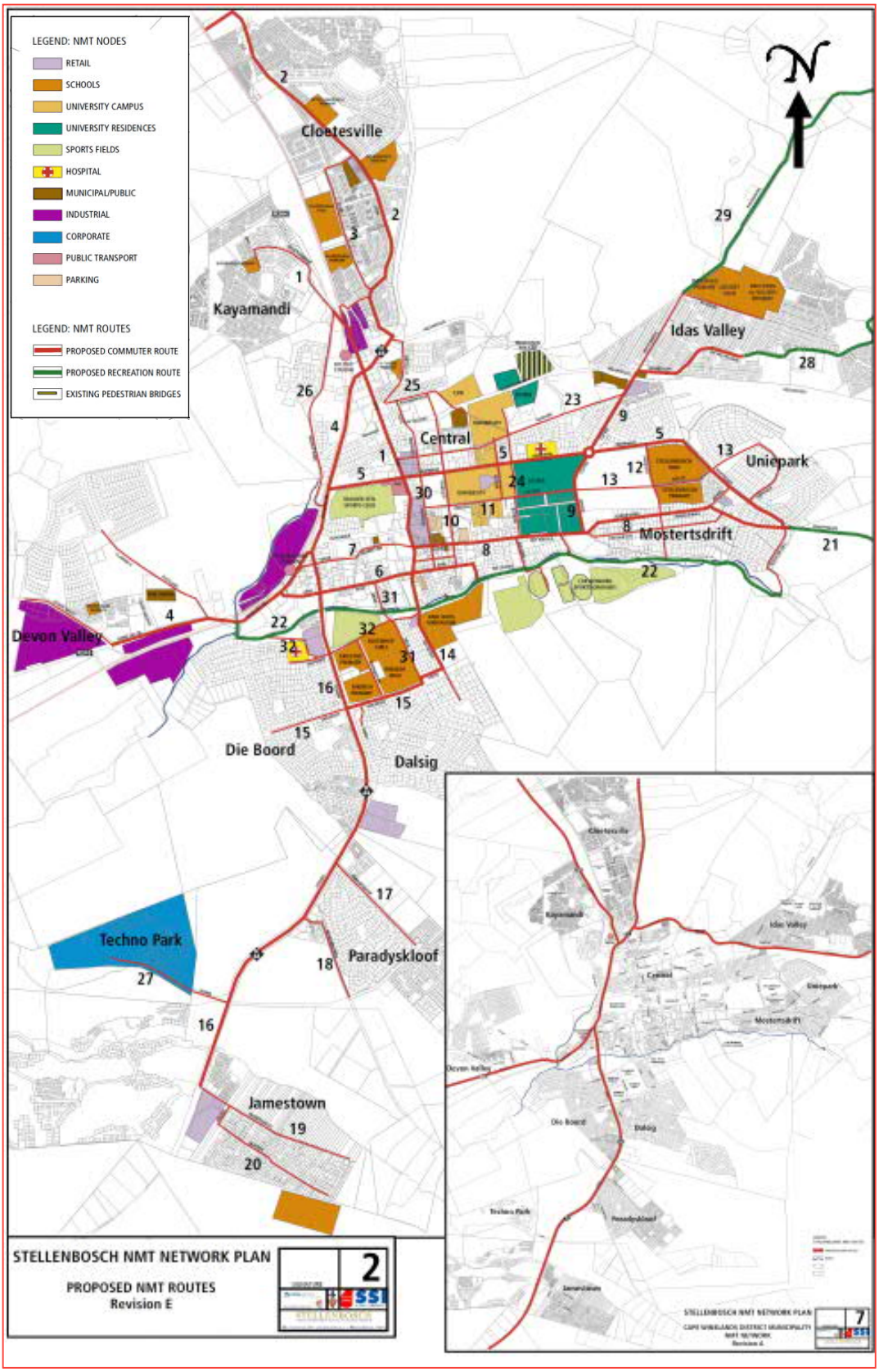


Figure 2-1: Stellenbosch and Cape Winelands District NMT Network Plan

Source: Stellenbosch Municipality

2.4 PUBLIC TRANSPORT

2.4.1 ROAD BASED PUBLIC TRANSPORT

Approximately 12% of all road traffic within the SM is public transport (buses and mini-bus taxis) - Source: 2016-2020 CITP. This is low compared to the neighbouring Cape Town Metropolitan area with approximately 36% of road based transport serviced by public transport.

Existing long distance commuter bus services are in operation in the Stellenbosch Municipal area during the morning and afternoon peak periods. They are the following:

- GABS service in operation (June 2018):
  - Mitchells Plain – Luzuko – Stellenbosch
  - Strand – Somerset West - Stellenbosch
- Limited bus services for learner transport to some schools within SM. Trip and passenger numbers are not available.
- The University of Stellenbosch operates weekday shuttle services to and from various campus destinations to decentralised parking facilities. These services are mostly free of charge and is exclusively for the use of students and staff.

There are currently 9 informal and 3 formal mini-bus taxi ranks within the Stellenbosch Municipal area. The taxi ranks include:

- Kayamandi – informal on-street rank
- Kayamandi – long distance
- Kayamandi (Bird Street/George Blake) – New formal rank
- Bergzicht – CBD, formal rank
- Stellenbosch Railway Station – External services to Stellenbosch
- Adam Tas
- Pniel
- Lanquedoc – informal rank
- Franschhoek – on-street rank near shopping centre on Main Road (R45)
- Franschhoek – Groendal rank
- Klapmuts- formal rank
- Jamestown

Three taxi associations currently operate within the Stellenbosch Municipal area. These are:

- Stellenbosch Taxi Association
- Kayamandi Taxi Association
- Franschhoek Taxi Association

2.4.2 RAIL BASED PUBLIC TRANSPORT

The Passenger Rail Agency of South Africa (PRASA) operates Metrorail passenger services in the Cape Metropolitan area, including Stellenbosch. SM is served by a branch of the Northern line, and the service is accessible via seven railway stations; namely Lynedoch, Vlottenburg, Stellenbosch (CBD), Du Toit, Koelenhof, Muldersvlei and Klapmuts. The length of this section of the railway line within SM is approximately 18km. Refer to Figure 2-2 for the rail map of the Cape Metro, including the portion that serves SM.

PRASA currently has three categories of railway lines - categories A, B and C – with the category A railway lines being the most important ones with the majority of passengers. The prioritisation of PRASA projects are sorted according to this categorization. The Stellenbosch line falls into the category C grouping.

To note: no recent rail data is available of the number of trains or rail commuters to and from Stellenbosch Municipality. The last rail census was conducted in 2012, this information is regarded as out-dated given the known deterioration of Metrorail services within the Cape Metropole. The dualling of the Northern line through Stellenbosch is critical, and is on the Priority list for planning and implementation by PRASA.

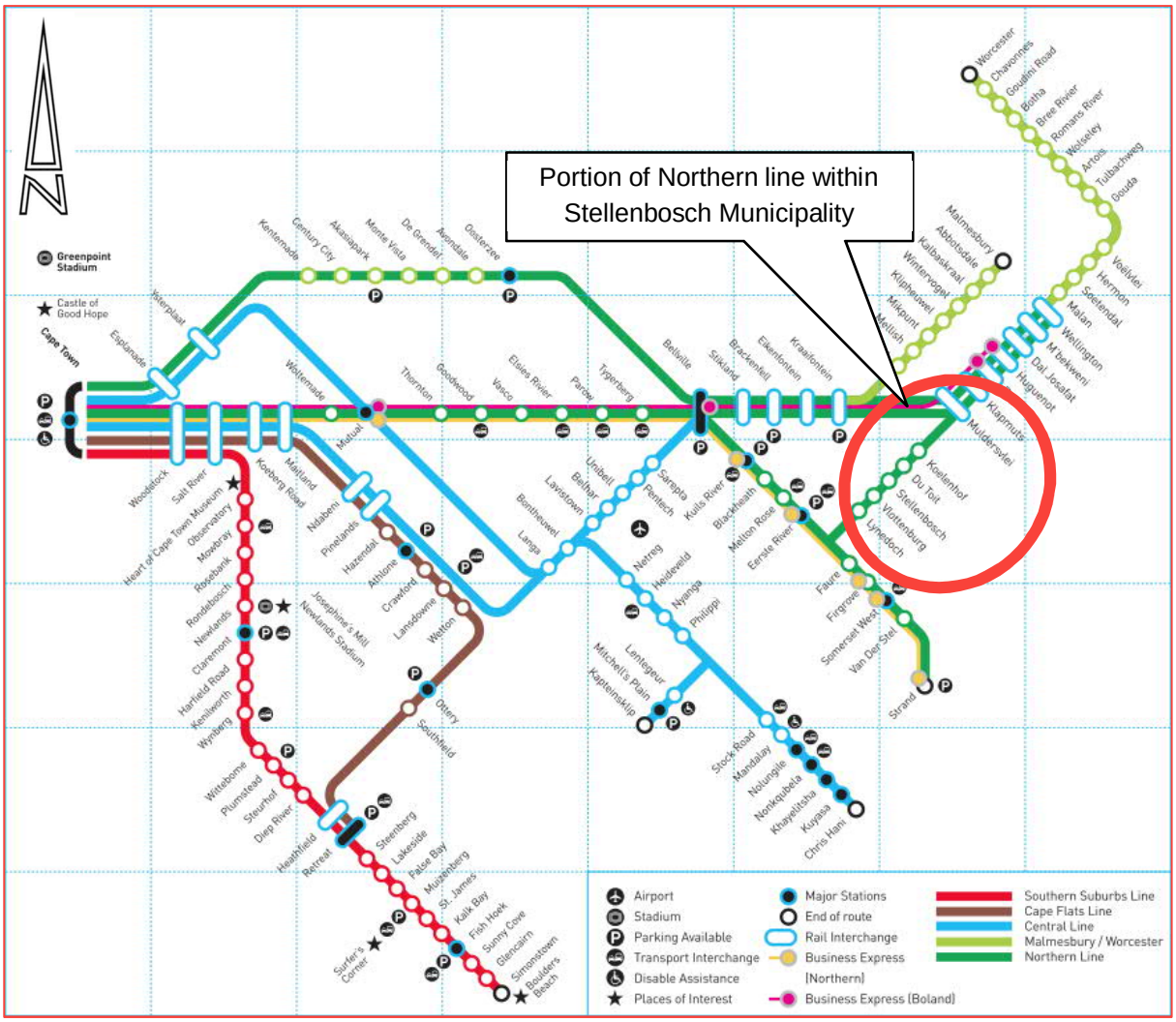


Figure 2-2: Cape Town Metro rail network

Source: Metrorail

3 EXISTING ROAD NETWORK

3.1 GENERAL

Stellenbosch Municipality covers an area of approximately 831 km^2 (90,000Ha). The SM owns and maintains the majority of the road network. The CWDM, of which the Stellenbosch area forms one of its five regions, are an agent to the Provincial roads authority and also assist in the maintenance of the Provincial road network.

The PGWC owns and maintains the Provincial road network within the SM area and within urban areas (such as the Stellenbosch and Franschhoek CBD's). The 80/20 principal is applied whereby SM contributes the smaller portion of funding towards the upkeep of Provincial roads. The extent of the Provincial Roads are primarily in the rural locations connecting the towns of Stellenbosch, Raithby, Klapmuts, Kylemore, Pniel, Wemmershoek and Franschhoek. SANRAL owns and maintains the N1 Freeway, located on the north-western border of the SM.

Figure 3-1 is an extract from the 2016-2020 CITP showing the SM major road network.

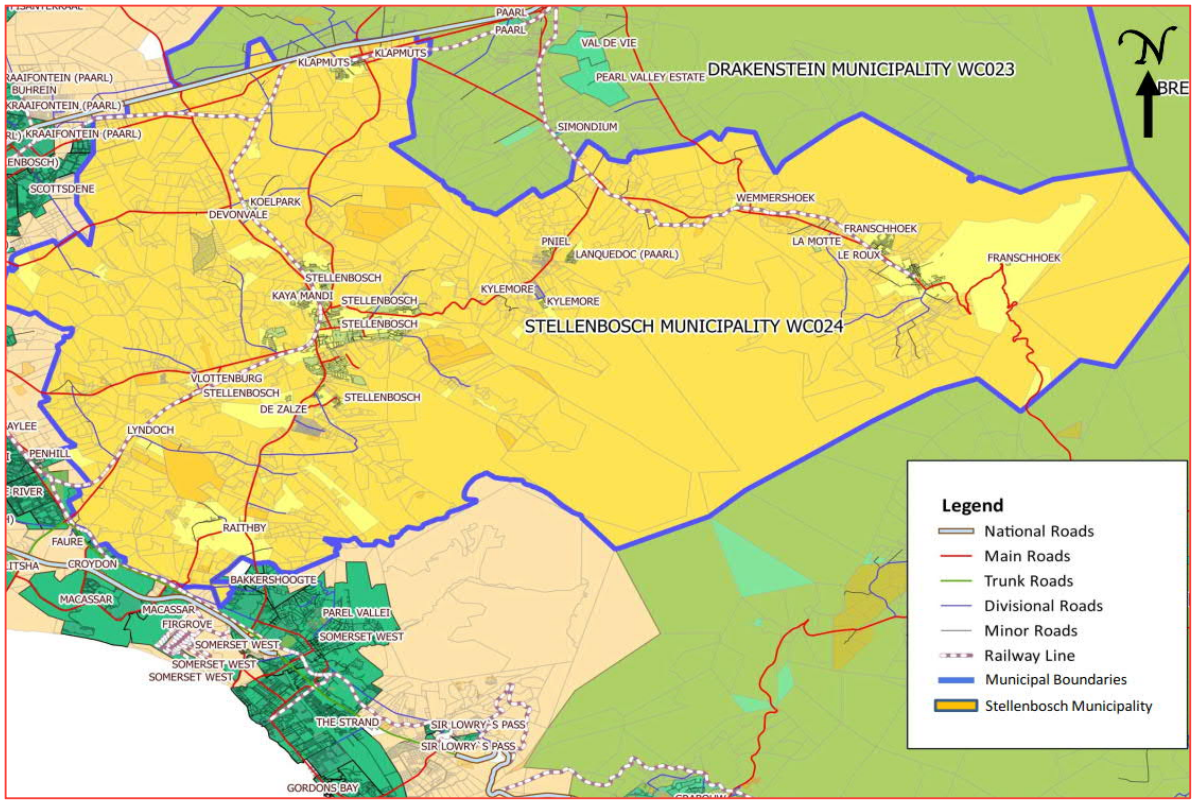


Figure 3-1: Stellenbosch Municipality National and Provincial Proclaimed road network

Source: Stellenbosch Municipality

The 2019 draft SDF estimates the current population of SM at 176 500 people. It is has a highly unequal household income distribution, with one of the highest Gini Coefficients in South Africa. 53% of households are classified as low-income, with 20% of these having no registered income. Unemployment stood at around 20% in 2011, and continues to rise.

The Gini coefficient is a measure of statistical dispersion intended to represent income or wealth distribution, and is the most commonly used measurement of inequality. The Gini coefficient measures the inequality among values of a frequency distribution, (for example income).

3.2 TRAFFIC VOLUMES ON MAJOR ROUTES

The majority of the population, job opportunities and higher education facilities are situated within Stellenbosch town, therefore the traffic volumes to and from and within the town are much higher than elsewhere in the SM. During the weekday morning and afternoon peak periods, the primary routes into and out of the CBD are congested. Table 3-1 lists a breakdown of the number of vehicles travelling in and out of town during the AM peak. Refer to Figure 3-2 that shows the 2019 weekday AM vehicle volumes in and out of the CBD along the major routes.

Table 3-1: Weekday AM Peak hour Vehicle Volumes (Inbound & Outbound)

PRIMARY ROAD	2012 RMP		June 2018*		March 2019*	
	VPH INBOUND	VPH OUTBOUND	VPH INBOUND	VPH OUTBOUND	VPH INBOUND	VPH OUTBOUND
R44 (opposite Paradyskloof)	2468	1372			2286	1849
R44 (south of Technopark)	2794	782			3167	1157
R44 / Van Reede (north of Technopark)			2229	1896	2336	1949
R310 (west of the R44)	665	491			1465	1045
R310 (before the Polkadraai intersection)	665	491				
R310 (Devon Valley Road intersection)	1725	1463				
R310 (At Dorp Street)			1984	1200	2161	1233
R304 (north of Kayamandi)	1266	429				
R304 (at George Blake Rd)			1183	674		
R44 (north of Helshoogte)	1447	479				
R44 (at Helshoogte Road)			1344	695	1586	742
R310 Helshoogte (east of Cluver Road)	530	258				
R310 Helshoogte (at La Colline Road)			508	792	652	1244
Jonkershoek Road (east of Omega Road)	139	147				

* Surveyed traffic

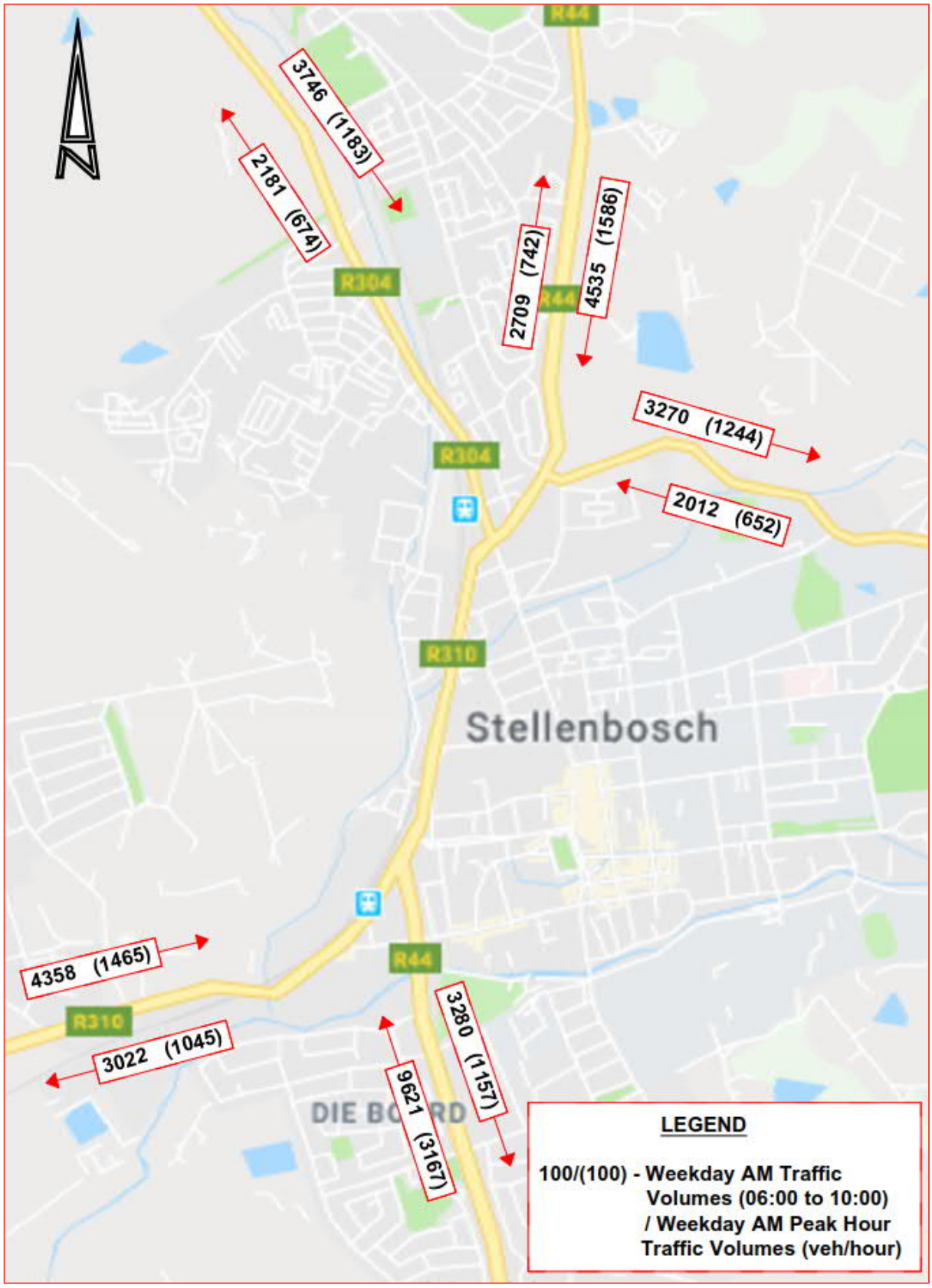


Figure 3-2: Weekday AM peak vehicle volumes

ANALYSIS

- The R44 conveys the highest vehicle volumes during the AM peak period with approximately 2,229 vph travelling northbound from Somerset West and Strand to the Stellenbosch CBD (June 2018 volumes). This has increased approximately 4.5% to 2336 vph (March 2019). This increase was measured in less than a year.
- Inbound volumes along the R44 (south of Technopark) has increased by approximately 13% from 2012 to 2019 to 3167 vph. As a consequence, long queues and delays are experienced on the R44 during the weekday AM peak.
- The R44 conveys approximately 1,586 vph travelling southbound to the Stellenbosch CBD from Welgevonden and further north. This has increased substantially from the 1,344 vph counted in June 2018.
- The R310 (Adam Tas) conveys approximately 2,161 vph travelling eastbound to the Stellenbosch CBD during the AM peak period, and 1,233 vph westbound towards Cape Town.
- The R310 (Helshoogte) conveys approximately 652 vph travelling westbound to the Stellenbosch CBD during the AM peak period.

  The R304 conveys approximately 1,183 vph travelling southbound to the Stellenbosch CBD from north of Kyamandi.
- From the above analysis it can be seen that the background traffic, as measured during the weekday AM peak hour, is increasing on all the major link roads, in and out of the CBD. Where intersections are operating near or at capacity, the result is an increase in the length of the peak period, and increased delays and queues.

The SM requested a high-level estimate of the number of persons entering the CBD, this is briefly discussed below. Refer to

Table 3-2 for the total number of vehicles entering and leaving the CBD during a weekday AM peak. The average vehicle classification along these links are:

- Light vehicles: 93%
- Taxis: 3.7%
- Buses: 0.2%
- Heavy vehicles: 3.1%

The number of persons per vehicle is assumed as:

- Light vehicles: 1.5 persons
- Taxis: 10 persons
- Buses 50 person

Note that the number of persons per vehicle is estimated from the EMME model's values, and averaged for income group and buses and taxis that may enter or leave town without passengers. These numbers excludes all non-motorised transport, motorcycles and rail passengers.

The total net number of persons entering the CBD during the weekday AM peak is estimated at over 18,000 and during the weekday AM highest peak hour nearly 6000.

Table 3-2: 2019 Weekday AM peak vehicle volumes to the CBD (major routes only)

WEEKDAY AM PEAK (6:00 - 10:00)				
Origin	**In**	**Out**	**TOTAL IN (vehicles)**	**TOTAL IN (persons)**
R44 (from Somerset West)	9621	3280	6341	11775
R310 (from CT)	4385	3022	1363	2531
R310 (Helshoogte)	2012	3270	-1258	-2336
R44 (Welgevonden)	4535	2709	1826	3391
R304 (George Blake)	3746	2181	1565	2906
Total	**24299**	**14462**	**9837**	**18 268**
WEEKDAY AM PEAK HOUR (+/- 7:00 - 8:00)				
Origin	**In**	**Out**	**TOTAL IN (vehicles)**	**TOTAL IN (persons)**
R44 (from Somerset West)	3167	1157	2010	3733
R310 (from CT)	1465	1045	420	780
R310 (Helshoogte)	652	1244	-592	-1099
R44 (Welgevonden)	1586	742	844	1567
R304 (George Blake)	1183	674	509	945
Total	**8053**	**4862**	**3191**	**5 926**

3.3 PAVEMENT ASSESSMENT

The Provincial Pavement Management Systems (2010), states that the average rating of the Provincial road network was “poor”. The surface and structural condition of the road network is indicated as 19% poor and 13% very poor.

The results of the latest SM Road Asset Management Plan, dated April 2019, is briefly summarised here. Refer to the report: Stellenbosch Local Municipality, Road Asset Management Plan, Ver. 1.1, SMEC, April 2019.

The total road network consist of the following:

- Paved (Dual carriageway) 5.5 km
- Paved (flexible) 288.5 km
- Paved (block) 6.0 km
- Paved (concrete) 0.1 km
- Roundabouts 1.1 km
- Gravel 11.1 km
- Earth 0.1 km
- **Total** **312.5 km**

3.3.1 GENERAL ROAD CONDITIONS

The general road conditions are described broadly in terms of the visual condition index (VCI) of each road. This index represents a weighted average of the condition based on all defects. Approximately 7 km (2.5%) of the roads in SM are in a poor or very poor condition. Refer to Table 3-3.

Table 3-3: SM General Road Condition (2019)

Town	General Road Condition					Grand Total
	1 - Very Good	2 - Good	3 - Fair	4 - Poor	5 - Very Poor	
Devonvale	3.4	0.2	3.6	0.6	0.0	7.8
Franschhoek	20.7	8.3	2.3	0.5	0.4	32.2
Klapmuts	14.8	3.2	1.7	1.1	0.0	20.8
Kylemore	3.4	2.2	0.8	0.4	0.0	6.7
La Motte	1.9	0.1	2.0	0.6	0.0	4.6
Lanquedoc	6.1	0.9	1.0	0.7	0.0	8.7
Meerlust	0.0	0.8	0.2	0.0	0.0	1.0
Pniel	7.6	1.4	0.5	0.9	0.2	10.6
Raithby	1.2	1.0	0.4	0.0	0.2	2.8
Stellenbosch	118.7	86.3	10.6	0.9	0.5	216.9
Grand Total	177.8	104.2	23.2	5.8	1.3	312.3

3.3.2 COMPONENT CONDITIONS

The distributions (per m²) of Surfacing (SCI), Pavement (PCI) and Formation (FCI) Condition indices are shown for all areas are shown in Table 3-4, Table 3-5 and Table 3-6. The generally poor surfacing condition occur throughout the SM.

Table 3-4: Surfacing condition

Town	Surfacing Condition (sqm)					Total
	1 - Very Good	2 - Good	3 - Fair	4 - Poor	5 - Very Poor	
Devonvale	0	0	356	598	28 254	**29 209**
Franschhoek	4 421	1 020	16 824	27 011	134 644	**183 921**
Klapmuts	1 011	25 715	17 676	9 913	41 985	**96 299**
Kylemore	1 087	1 629	2 914	3 827	22 187	**31 644**
La Motte	0	1 576	7 284	1 099	0	**9 960**
Lanquedoc	0	20 297	11 233	7 047	3 794	**42 372**
Meerlust	0	0	0	6 038	0	**6 038**
Pniel	2 788	1 637	4 137	10 587	34 559	**53 707**
Raithby	0	0	716	3 745	8 493	**12 954**
Stellenbosch	30 937	38 182	101 730	217 093	1 087 714	**1 475 656**
Grand Total	**40 244**	**90 057**	**162 870**	**286 958**	**1 361 630**	**1 941 759**

Table 3-5: Formation condition

Town	Formation Condition (sqm)					Total
	1 - Very Good	2 - Good	3 - Fair	4 - Poor	5 - Very Poor	
Devonvale	598	28 610	17 234	3 089	0	**49 532**
Franschhoek	17 608	155 349	13 182	12 031	3 147	**201 318**
Klapmuts	51 286	47 982	7 332	8 167	679	**115 445**
Kylemore	4 197	23 239	2 713	4 601	413	**35 164**
La Motte	8 483	1 476	9 399	4 579	0	**23 937**
Lanquedoc	28 051	9 173	5 147	0	0	**42 372**
Meerlust	0	2 546	3 491	0	0	**6 038**
Pniel	6 497	43 099	2 742	2 864	2 666	**57 868**
Raithby	0	8 292	3 946	0	1 415	**13 653**
Stellenbosch	176 700	1 070 922	194 884	49 303	20 088	**1 511 897**
Grand Total	**293 420**	**1 390 691**	**260 071**	**84 634**	**28 408**	**2 057 224**

Table 3-6: Pavement condition

Town	Pavement Condition (sqm)					Total
	1 - Very Good	2 - Good	3 - Fair	4 - Poor	5 - Very Poor	
Devonvale	0	0	16 191	13 018	0	**29 209**
Franschhoek	5 442	7 279	54 624	100 635	16 294	**184 275**
Klapmuts	8 573	37 999	25 866	27 931	7 184	**107 552**
Kylemore	1 554	1 855	8 713	13 773	6 492	**32 387**
La Motte	4 167	4 525	899	368	0	**9 960**
Lanquedoc	11 328	17 533	4 131	5 586	3 794	**42 372**
Meerlust	0	0	3 184	1 645	1 208	**6 038**
Pniel	4 359	2 849	16 642	26 435	5 038	**55 323**
Raithby	0	0	3 510	6 890	2 555	**12 954**
Stellenbosch	38 291	95 728	465 390	742 468	165 382	**1 507 259**
Grand Total	**73 714**	**167 767**	**599 149**	**938 751**	**207 947**	**1 987 329**

3.3.3 ROAD NETWORK CLASSIFICATION

The SM road network has developed over many years, primarily informed by the surrounding land- use and network needs. The size and importance of destinations that needs to be served by the network normally determines the class of road required to serve them. Access management provides the means to ensure that the designated roads are able to serve land uses in an appropriate and efficient manner. Land use and transport integration thus means that the hierarchy and protection of the different road classes, appropriate to their function, is an integral part of enabling efficient and sustainable land use.

The 2012 RMP classified the SM road network by utilising a road hierarchy system ranging from Class 1 to Class 5 depending on various criteria according to the South African Road Classification and Access Management Manual (RCAMM).

Figure 3-3 shows an extract from TRH26: South African Road Classification and Access Management Manual (COTO, 2012) indicating the Mobility and Access Functional Classification of as road. A clear distinction is

required between the mobility and access function of a road in order to ensure they operate as designed in terms of traffic volumes and safety.

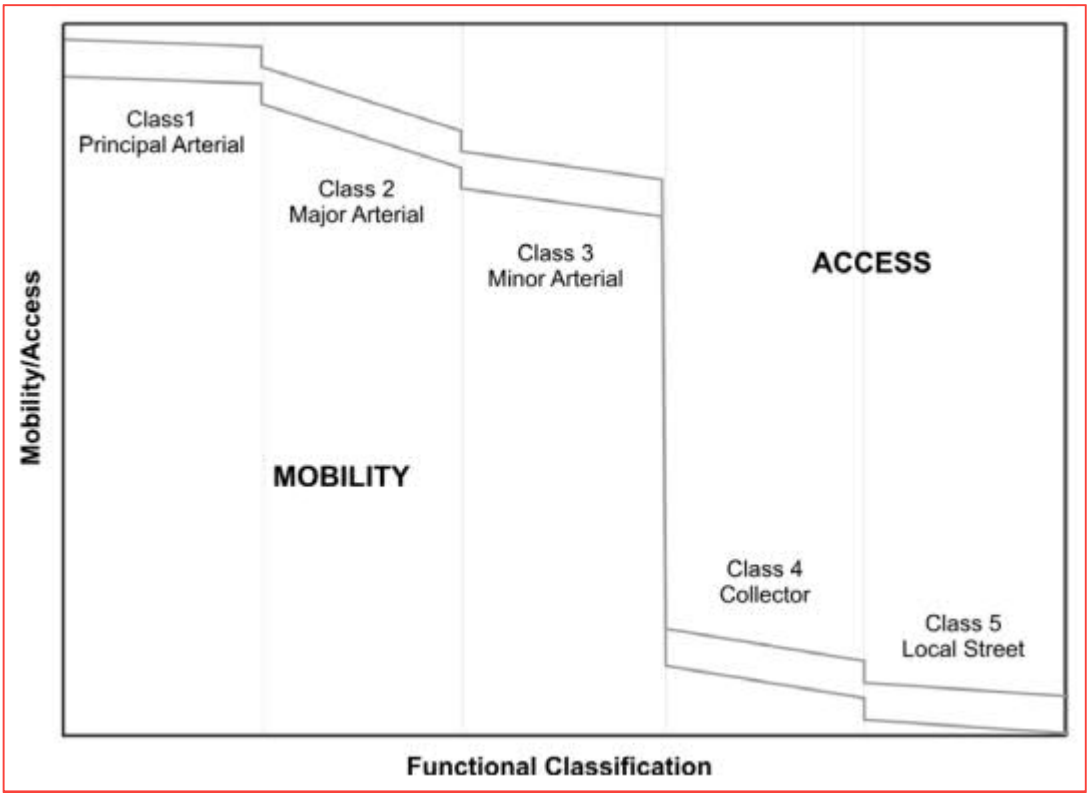


Figure 3-3: Mobility and Access functional classification

Source: TRH26

The following road categories were used in the 2012 RMP, and has been retained for the 2018 update:

Urban Roads

- Class U1: urban principal arterials

  Urban principal arterials serve the major economic activity centres of an urban area and often serve as connectors to the rural Class 1 routes. They are the highest trafficked roads, heavy utilised for freight movement, and have the longest trip lengths. These roads are mostly found in metropolitan areas and large cities. Being the longest urban routes, they often stretch from boundary to boundary and connect with other metropolitan or rural principal arterial routes. These roads would normally be 10 km or more in length.

  Class U1 principal arterials carry large volumes of traffic - typically 40 000 vpd (24 hours) or more, but can sometimes carry volumes in excess of 120 000 vpd. Because of the large traffic volumes and the requirement to carry high traffic flows over long distances, Class U1 principal arterials are typically freeways, e.g. the N1 freeway. Traffic calming is prohibited along these routes and access is limited, and typically grade separated.

- Class U2: urban major arterials

  Urban major arterials serve the larger economic activity centres of an urban area and are traffic corridors with high traffic volumes and long trip lengths. They usually connect with arterials of an equal or higher Class (1 or 2). They should be continuous with a minimum length of about 5 km with high mobility and few accesses. The major arterials would typically carry large volumes of traffic of about 20 000 to 60 000 vpd, e.g. the R44.

- Class U3: urban minor arterials

Urban minor arterials serve economic activity nodes and residential districts, have moderate traffic volumes and serve moderate trip lengths. They are the last leg on the mobility road network, bringing traffic close to (within a kilometre at most) its final destination. Minor arterials function as through routes on a district scale. While still carrying predominantly through traffic, they serve shorter distance trips with a length of around 2 km, but can be as short as a single block if connecting higher order routes. The roads usually connect Class 4 collectors to the Class 2 major arterials, but can connect to the Class 1 principal arterial network. The minor arterials would typically carry volumes of traffic of between 10 000 and 40 000 vpd, e.g. Annandale Road.

- Class U4: urban collector streets

  Collector streets are used to penetrate local neighbourhoods with the purpose of collecting and distributing traffic between local streets and the arterial system. The streets are mainly intended to serve an access function with limited mobility and traffic volumes, trip lengths and continuity must be limited. They should not carry any through traffic but only traffic with an origin or destination along or near to the street. The majority of the traffic using the collector street will have a destination in the street itself or in a local street leading off the collector, e.g. Van Reede Road. A collector street must not be quicker to use to pass through an area than a mobility road or else 'rat- running' can occurs. Rat-running along these routes may then require traffic calming measures, which is expensive to retrofit and could leads to other traffic issues.

- Class U5: urban local streets

  Class 5 urban streets provide access to individual properties. They should only provide an access function or activity, and traffic volumes and trip lengths must be limited. They must not be continuous between roads of a higher order than a Class 4, e.g. Church Street. Local streets should not carry any through traffic but only traffic with an origin or destination along the street, i.e. all the traffic using the local street will have an origin or destination along the street itself.

Rural Roads

- Class R1: rural principal arterials

  Class R1 arterials are continuous routes that would typically serve several nodes along each route. The routes are typically characterised by high through traffic volumes, long travel distances or both. They are seldom less than 50km in length. AADT would in most cases exceed 1000 vpd on the long distance routes, 5000 vpd on medium distance routes and can reach 100,000 vpd or more on shorter routes.

- Class R2: rural major arterials

  Class R2 arterials are continuous routes that would usually serve several nodes, typically within a province. The routes are characterised by relatively high traffic volumes, relatively long travel distances or both. They often start and end within the provincial boundaries, but can cross into adjoining provinces. They are seldom shorter than 25km in length. AADT would typically exceed about 500 vpd on long distance routes, 2000 vpd on medium distance routes but on shorter routes, the volumes could exceed 25000 vpd.

- Class R3: rural minor arterials

  Class R3 arterials are not always continuous, often stopping when a particular destination is reached, although they could also serve more than one node in a district and can cross adjoining districts. The typical lengths of these routes would vary between about 5km and 100km. These roads have low traffic volumes, typically between 100 and 2000 vpd.

- Class R4: rural collector roads

  These roads form the link to local destinations. They do not carry through traffic but only traffic with an origin or destination along or near the road. A collector road should not be faster to use to pass through an area than the alternative mobility road. These roads would typically give access to smaller rural settlements, tourist areas, mines, game and nature parks or heritage sites. The roads can also provide direct access to large farms. The length of these roads is mostly shorter than 10km. Traffic volumes should not be more than about 1000 vpd.

- Class R5: rural local roads

  Class 5 roads provide direct access to smaller individual properties such as within rural settlements, as well as small to medium sized farms in rural areas. They serve no other purpose than to give local access. The

length of these roads would mostly be shorter than 5km and traffic volumes should not be more than about 500 vpd.

Refer to Figure 3-4 for the road hierarchy map developed for the 2012 RMP and to Section 8.1 for additional information.

The Road Asset Management Plan states that the road network classes are as follows, refer to Table 3-7.

Table 3-7: SM Road network – Functional class

Municipality/Town	Functional Class				Grand Total
	Arterial	Distributor	Collector	Access	
Stellenbosch	**4.0**	**0.0**	**58.1**	**250.4**	**312.5**
Devonvale	0.0	0.0	0.0	7.8	7.8
Franschhoek	0.0	0.0	2.9	29.3	32.2
Klapmuts	0.0	0.0	0.0	20.8	20.8
Kylemore	0.0	0.0	0.7	6.0	6.7
La Motte	0.0	0.0	0.0	4.6	4.6
Lanquedoc	0.0	0.0	1.6	7.1	8.7
Meerlust	0.0	0.0	0.0	1.0	1.0
Pniel	0.0	0.0	0.0	10.6	10.6
Raithby	0.0	0.0	0.0	2.8	2.8
Stellenbosch	4.0	0.0	52.9	160.1	217.0

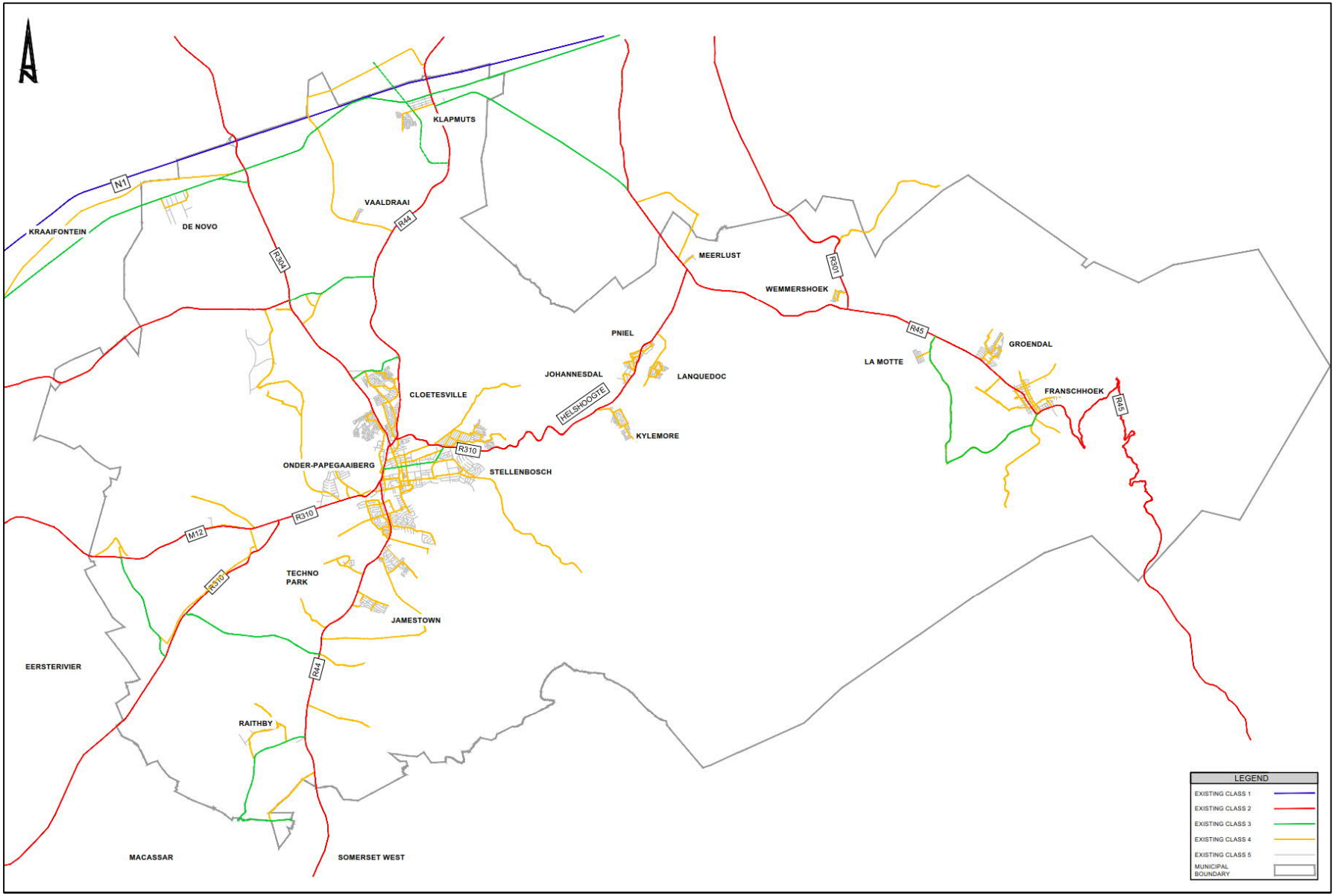


Figure 3-4: Stellenbosch Municipality Road Network Hierarchy (2018)

4 MODELLING OF THE STELLENBOSCH ROAD NETWORK

4.1 INTRODUCTION

The 2018 RMP update requires detailed transportation modelling, and the Cape Town EMME/4 Metropolitan Transport Model was used as the transport modelling platform. EMME/4 remains one of the most sophisticated, powerful and widely used transport modelling systems in the world.

The EMME model was used in 2009 as a strategic planning tool to analyse and assess the transport system in and around Stellenbosch, to develop a Public Transport Operations Plan and, later in 2012, to prepare the Roads Master Plan for Stellenbosch.

In view of the present modelling objectives, it was decided to update and continue using the EMME/4 Cape Metropolitan Transport Model as the principal modelling platform for the RMP update. One of the reasons for using the metropolitan model was that this system incorporates the entire greater metropolitan area, including Stellenbosch, and thereby ensures a regional balance between employment and population forecasts.

Using this database also provided alignment with long-term Cape Town Metropolitan growth projections. A number of long-term land-use scenarios, which were recently developed by the City of Cape Town have been used as the basis of the 2040 Transport Demand Modelling scenario. This scenario also captures the latest residential, industrial and commercial development proposals in the Stellenbosch Municipal Area.

4.2 MODELLING SYSTEM

One of the main advantages of using the metropolitan model is its ability to address the regional interdependence between Stellenbosch, its surrounding towns and the Cape Town Metropolitan Area. The EMME/4 Metropolitan Transport Model has been in use since 1992 and has been updated regularly, i.e. to reflect changes in the transport network and land use patterns. The latest 2011 census information, and more recent 2013 metropolitan-wide household interview data, have also been incorporated into the modelling system.

The model has been used for various applications, and is generally used as a basic conventional four-step demand model, which is particularly useful for strategic investigations. The traffic assignment step has recently been upgraded with a variable demand methodology which more accurately reflects the road network's capacity constraints. It therefore automatically determines the peak hour traffic demand and the length of the peak period across the metropolitan network. Another major improvement has been the introduction of a new modal split modelling routine which is more dynamic and responsive to the public transport network attributes.

In its present form, the metropolitan model focuses mainly on AM peak period commuter demand, covering the whole of the Cape Town Metropolitan Area, including Atlantis, Paarl/Wellington, Malmesbury, Franschhoek, Stellenbosch and the Helderberg area. It currently consists of 2 281 transport zones and more than 23 000 one-directional network links, representing all major metropolitan transport infrastructure components. It also incorporates all metropolitan commuter rail services and existing MyCiTi trunk and feeder systems. Future network proposals have been defined in accordance with the Cape Town's long term Metropolitan Road Network and MyCiTi public transport proposals.

The EMME/4 model has been used for a number of important metropolitan studies in the Cape Town municipal area, including the City's Development Contribution (DC) Policy, its Congestion Management Strategy and its Medium-Term Integrated Investment Framework (MTIIF). An older (2008) version of the EMME model was used as the basis for the initial transport model for the Stellenbosch Municipal Area. This work was done by Jeffares & Green (Pty) Ltd, and the results were documented in the Transport Modelling Report of June 2010. The transport zones and road network in the present (2018) model still reflect the level of detail that was introduced for the Stellenbosch study.

4.3 THE FOUR-STEP MODELLING APPROACH

For reasons of transparency and simplicity, the Stellenbosch Model has been implemented as a fairly conventional four-step modelling approach for determining the AM commuter demand across the metropolitan area, and Stellenbosch in particular. These steps are as follows:

- Trip Generation: Household and employment data are used to determine the number of commuter origins and destinations in each transport zone. This information was updated to comply with the latest land use information from the City of Cape Town and the Stellenbosch Municipality.
- Trip Distribution: Household interview data provides the basis for determining the trip distribution patterns between zones of origin and destination. A 3-dimensional matrix balancing technique is then used to compute present and future (2040) travel demand for different income groups.
- Modal Split: A two-tier modal split procedure is followed. Firstly, to determine the split between motorised and non-motorised travel, and secondly, to determine the demand for public and private transport. Different modal split functions are used for different income groups, to allow for known variations in perceptions and preferences around modal choice. The travel time effects of traffic congestion are taken into account.
- Assignment: Private transport is converted into peak hour vehicular trips and assigned onto the (road) network using a variable demand equilibrium assignment procedure. Public transport passengers are assigned onto certain (allowable) elements of the road network, as well as rail services, using a multi-path routine in EMME/4.

It should be noted that the first three modelling steps involve income stratification, where demand calculations are performed for each income group separately. In addition to the commuter demand, a separate travel matrix was constructed for students enrolled at the University of Stellenbosch. This was also converted into motorized and non-motorised trips, which were assigned in conjunction with the commuter matrices.

The Municipality also requested a more detailed study of the traffic issues currently experienced in the vicinity of the schools located along the R44 and Doornbosch Road. This study and its findings were undertaken and reported separately.

4.4 TRIP GENERATION

4.4.1 GENERAL

The trip generation model uses household and employment data to determine the home-work commuter demand, with trip productions as the origin totals at the home end and trip attractions as the destination totals at the employment end.

Usually, trip generation models allow for income variations within a particular zone, but in the Stellenbosch model, this was not necessary due to the relatively small transport zones with fairly homogeneous socio-economic population profiles. Each residential zone could be classified in terms of typical income categories, as described below.

4.4.2 INCOME STRATIFICATION

The Stellenbosch model has been developed around four separate household income groups in terms of the 2011 census categories. Although the income ranges were not determined scientifically, the following general principles were used to produce the income stratification:

- *Low Income* – Annual household income is less than R 38 200. This income group is mostly reliant upon public transport and live in low-cost housing or informal settlements. House prices are typically less than R 250 000.
- *Lower Middle Income* – Annual household income varies between R 38 200 and R 307 600. This income group prefers to use public transport. House prices vary between R 250 000 and R 1 000 000.
- *Upper Middle Income* – Annual household income varies between R 307 600 and R 614 400. These households prefer to use private transport, but will use public transport if services are up to standard. House prices vary between R 1 mil and R 2.5 mil.
- *High Income* – Annual household income is in excess of R 614 400. These households only use private transport and their house prices exceed R 2.5 mil.

Due to the relatively small number of "*High Income*" households in the metropolitan area, this income group is often combined with the "*Upper Middle Income*" group and collectively referred to as "*Higher Income*". Similarly, the "*Low- and Lower Middle Income*" groups are sometimes referred to as "*Lower Income*".

4.4.3 TRIP PRODUCTIONS

For each residential zone, the trip productions are calculated by multiplying the number of households (or residential units) in a particular zone by the average number of workers per household in that zone. These figures were obtained as follows:

- Household figures were extracted from the 2011 census data and updated by data from the 2016 IMQS infrastructure management system for Stellenbosch. More recent land use developments were also included in the model.
- Workers per household were obtained from the (2009) Stellenbosch household interview surveys and adjusted by the latest (2011) census data.
- Future household increments (2018 to 2040) were obtained from 2016 IMQS forecasts as well as previous IDP proposals. This was further updated with recently approved development applications and other known land use proposals for the Stellenbosch area.
- An alternative 2040 transport modelling scenario was developed in accordance with IDP policy objectives to attain much greater residential densities in the Stellenbosch Town area. For this purpose it was assumed that a minimum of 20% residential infill can be achieved in all higher income areas.
- Household information for the rest of the metropolitan area was obtained from the Cape Town Metropolitan Transport Model. Future land use forecasts are based upon a modified version of Cape Town's Pragmatic Densification (PD) scenario.

Table 4-1 provides a summary of the 2018 households and trip productions, as well as the 2040 estimates based on the assumptions described above. It should be noted, that the number of workers per household can vary from zone to zone depending on income category and variations in type of accommodation and family structure.

Table 4-1: 2018 – 2040 Households and Commuter Trip Productions in the Stellenbosch Town Area

(University students excluded)

Income Group	Households	%	Workers per Household	Trip Productions (person trips)	%
2018					
Higher Income	11 173	46	1.08 average	12 085	45
Lower Income	12 969	54	1.12 average	14 464	55
2018 TOTAL	**24 142**	**100**		**26 549**	**100**
2040 Trend					
Higher Income	20 622	44	1.14 average	23 550	49
Lower Income	26 225	56	0.94 average	24 640	51
2040 TOTAL	**46 847**	**100**		**48 190**	**100**
2018 – 2040 Growth	**94.0%**			**81.5%**	
2040 Densification					
Higher Income	21 381	45	1.15 average	24 645	50
Lower Income	26 225	55	0.94 average	24 640	50
2040 TOTAL	**47 606**	**100**		**49 285**	**100**
2018 – 2040 Growth	**97.2%**			**85.6%**	

The “2040 Trend” land use scenario suggests that the number of households in each income category could double over the next 23 years. This is possible due to future expansion plans for Kayamandi; some anticipated infill in and around the Stellenbosch town centre; and new higher income residential developments to the south of Stellenbosch along the R44 corridor. The trip productions are however anticipated to grow at a slower rate due to the future population mix with higher unemployment amongst the lower income groups.

The alternative 2040 Densification Scenario is based upon the Municipal Zoning Scheme By-laws, which allows moderate densification in conventional residential areas through additional dwellings with a similar built form and character. For this purpose it was decided to set a minimum target of 20% residential infill in all higher income areas where the Trend scenario indicates less growth. Otherwise, the two future scenarios are identical.

The summary results in Table 4-1show that this particular Densification Scenario does not have a significant impact on the overall housing demand in Stellenbosch, given that properties in higher income areas will primarily be subdivided to create additional dwellings of a similar price category.

The Trend and Densification growth scenarios are further discussed in **Chapter 5.**

4.4.4 TRIP ATTRACTIONS

Trip attractions refer to the number of work opportunities (employment) in each transport zone. Since there are no direct sources of reliable employment information, the following actions were used to establish some realistic estimates:

- Employment surveys in some of the larger industrial zones.
- Employment estimates from traffic counts (e.g. Technopark).
- The analysis of household interviews, which indicated where people work, by income category.
- The extraction of commuting data from the Cape Town EMME model.
- Obtaining staff figures from Stellenbosch University websites.
- Land use development applications (m^2 GLA)
- Future employment increments (2018 to 2040) were obtained from 2016 IMQS forecasts as well as previous IDP proposals. This was further updated with recently approved development applications and other known land use proposals for the Stellenbosch area.
- Employment information for the rest of the metropolitan area was obtained from the Cape Town Metropolitan Transport Model. Future land use forecasts are based upon a modified version of Cape Town's Pragmatic Densification (PD) scenario.

The summary figures in Table 4-2 indicate that the total employment in the Stellenbosch town area is approximately 33 000. This makes Stellenbosch quite unique, considering that for all income groups, the number of local work opportunities are greater than the actual workforce living in this area. Presently, the higher income surplus is about 25%, but this could change if future (white collar) employment growth fails to match the expected increase in higher income population.

It is important to realise that the figures below refer to residents in the Stellenbosch Town Area only. The surplus shown is therefore an indication of the job opportunities that need to be filled by people living outside the Stellenbosch Town Area. In reality however, the need for external workers will be greater, considering that not all Stellenbosch residents work within the Town Area.

It should be noted that the employment figures in Table 4-2 are indicative only, and should be treated with caution. As stated before, these figures were obtained from indirect sources and should therefore at some stage be updated by more extensive employment surveys.

Table 4-2: 2018 – 2040 Employment in the Stellenbosch Town Area

Income Group	Trip Attractions (person trips)	%	Trip Productions from Table 5.1 (person trips)	Net Employment Surplus
2018				
Higher Income	16 327	49	12 085	4 242
Lower Income	16 729	51	14 464	2 265
2018 TOTAL	**33 056**	**100**	**26 549**	**6 507**
2040 Trend				
Higher Income	20 861	40	23 550	-2 689
Lower Income	31 857	60	24 640	7 217
2040 TOTAL	**52 718**	**100**	**48 190**	**4 528**
2018 – 2040 Growth	**59.5%**		**81.5%**	
2040 Densification				
Higher Income	20 861	40	24 645	-3 793
Lower Income	31 857	60	24 640	7 217
2040 TOTAL	**52 718**	**100**	**49 285**	**3 433**
2018 – 2040 Growth	**59.5%**		**85.6%**	

The employment growth scenario is further discussed in ***Chapter 5***.

4.5 TRIP DISTRIBUTION

4.5.1 GENERAL

Trip distribution is usually the 2nd step in the conventional transport modelling process, and involves the number of trip interactions between given origins (productions) and destinations (attractions) in a study area, for a specific trip purpose. In the Stellenbosch model, a 3-dimensional matrix balancing technique is used to compute the distribution of commuter trips, using an observed or given profile of trip length frequencies as the 3rd dimension constraint. This is done separately for different income groups.

The results of the trip distribution process are stored in a tabular form, referred to as an origin-destination (O-D) matrix. In the case of the Stellenbosch model, the O-D matrices for commuter trips and student travel have been combined to determine the full impact of peak period travel demand. Home-school trips are not yet included in the model.

4.5.2 COMMUTER O-D MATRICES

Observed commuter matrices were used to construct and analyse trip average length frequencies for each income group. These frequency diagrams represent people's propensity to travel and are essential in the development of 3-dimensional trip distribution models.

After a preliminary assessment, the trip data for the two higher and two lower income groups were combined to produce two separate trip distribution models. The diagram in Figure 4-1shows the trip length frequencies for each of these income groups in the Stellenbosch Town Area. Typically, the vast majority of residents are employed within a 12km range, which corresponds with the location of employment opportunities in and around Stellenbosch.

Generally, the frequency patterns are very similar for the two income groups, except that the higher income group has a significantly larger proportion of short (0 – 2km) trip lengths. This is due to previous apartheid land use patterns and the increasing tendency for higher income people to work from home.

The average trip lengths in Figure 4-1 confirm that Stellenbosch residents travel shorter distances to work opportunities than their metropolitan counterparts whose trip lengths are on average more than one kilometre longer.

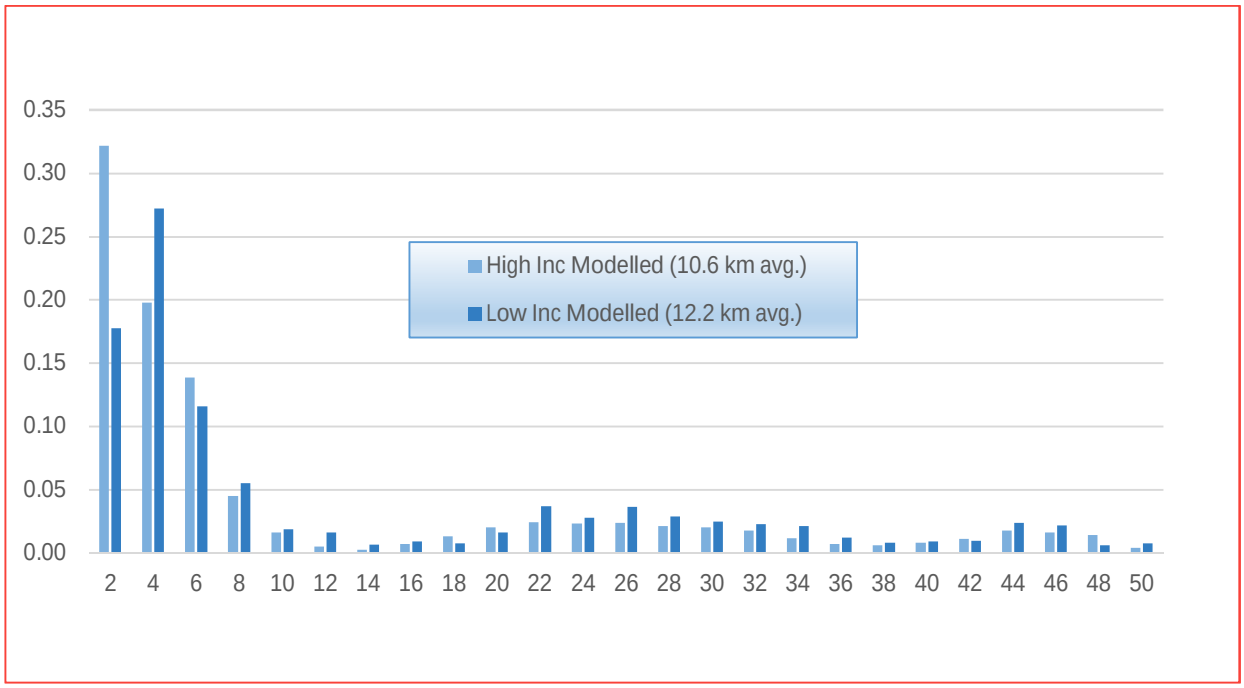


Figure 4-1: Trip length frequencies for Stellenbosch residents

Table 4-3 shows that vast majority of local residents work in the Stellenbosch area. The 30% that work elsewhere is however a normal pattern, even for areas with an employment surplus. This is due to the fact that members of multi-worker households cannot always find suitable employment in the same area, and that people do not necessarily relocate when changing jobs.

Table 4-3: Commuter Destinations for Residents in the Stellenbosch Town Area (2018)

Trip Destinations	Higher Income	%	Lower Income	%	Total %
Stellenbosch Town Area	8 526	70.9	8 124	62.1	66.3
Stellenbosch Region	230	1.9	678	5.2	3.6
Helderberg	425	3.5	433	3.3	3.4
Rest of Metro Area	2 836	23.6	3 854	29.4	26.6
TOTAL	**12 017**	**100.0**	**13 089**	**100.0**	**100.0**

Table 4-4 clearly shows the impact of the employment surplus in Stellenbosch. A large proportion of Stellenbosch's workforce (50%) resides in neighbouring towns, from where they have to commute every day. Helderberg, Kuilsriver, Brackenfell and Kraaifontein, have established themselves as the main dormitory suburbs.

Table 4-4: Commuter Origins for Employment Opportunities in the Stellenbosch Town Area (2018)

Trip Destinations	Higher Income	%	Lower Income	%	Total %
Stellenbosch Town Area	8 526	52.6	8 124	48.8	50.7
Stellenbosch Region	106	0.7	300	1.8	1.2
Helderberg	3 213	19.9	786	4.7	12.2
Paarl/ Franschhoek Valley	681	4.2	1 165	7.0	5.6
Rest of Metro Area	3 659	22.6	6 259	37.6	30.2
TOTAL	**16 185**	**100.0**	**16 632**	**100.0**	**100.0**

4.5.3 STELLENBOSCH UNIVERSITY STUDENT MATRIX

Stellenbosch University has about 20 000 full-time students, of which 6 500 reside in hostels and other University accommodation around the campus. Another 8 500 live in the Stellenbosch Town Area. The remaining 5 000 commute from neighbouring towns, as shown in Table 4-5. These figures were obtained from recent sources and used to construct a student trip distribution matrix from reported travel patterns in a 2004 US parking study. The 3 400 staff members at the University were treated as normal commuters and added to the trip attractions for Stellenbosch.

Table 4-5: University of Stellenbosch Student Accommodation

Place of Residence	Student Numbers	%*
Campus Accommodation	6 500	32.5
Stellenbosch Town Area	8 500	42.5
Helderberg	1 737	8.7*
Bellville/ Durbanville/ Kraaifontein	1 151	5.8*
Kuilsriver/ Eersteriver/ Brackenfell	808	4.0*
Paarl/ Wellington/ Franschhoek	465	2.3*
Rest of Metropolitan Area	840	4.2*
TOTAL	**20 000**	**100.0**

* Distribution for neighbouring towns obtained from 2004 US Parking Study.

It has been noted that the University recently adopted a policy to restrict future growth of its Stellenbosch campus to 24 000 full-time students.

4.6 MODAL SPLIT

4.6.1 GENERAL

Conventional transport models make use of modal split functions to determine the choice of mode(s) for a particular trip purpose between a given origin and destination pair. This is done separately for each income group in terms of the following sequential steps:

- A choice between motorised or non-motorised travel (NMT). This is dependent upon walking distance, topography, safe environment, NMT facilities, weather conditions, etc. The age of commuters and income also play a role. Generally higher income people tend to walk shorter distances than lower income commuters.
- A further choice for motorised travellers, between public and private transport. Trip lengths, travel time, travel cost, and quality of service are key determinants of modal choice, and the perceptions thereof vary significantly amongst different income groups. Typically, higher income groups value travel time and convenience much higher than travel cost, while the opposite is true for lower income commuters.

These choice processes have been replicated in the EMME model structure by means of a 2-level nested binomial logit model, with different calibration constants for different income groups. The resulting public and private transport matrices can then be assigned onto the relevant road and public transport networks.

4.6.2 WALKING / WORKING FROM HOME

For modelling purposes it was decided to include working-from-home (which does not involve commuting) into the non-motorised travel segment. Previous household interview surveys indicate that a significant proportion of

the workforce nowadays prefer to work from home, and that this is particularly prevalent in higher income suburbs where up to 20% of the residents may be employed as such.

Walking, or cycling to work is largely dependent upon income and the proximity of the employment destination. This is illustrated by the walk: non-walk diversion curves in Figure 4-2, which were developed from household interview data. NMT matrices were produced for each income group by applying these modal split functions to the commuter matrices in the previous section. The same process yielded the relevant matrices for motorized travel.

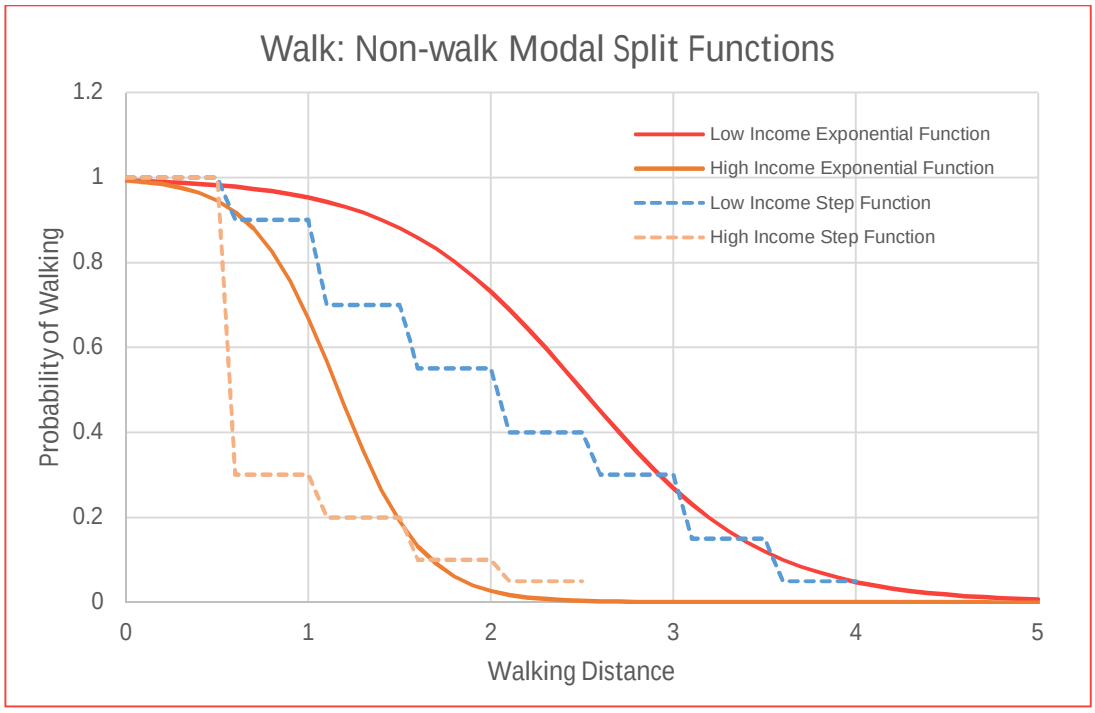


Figure 4-2: Walk: Non-walk Modal Split Functions

The main pedestrian demand patterns can be obtained by assigning the non-motorised commuter matrix onto the road network, using a simple minimum-path routine in EMME transport model.

4.6.3 PUBLIC / PRIVATE TRANSPORT

In South African cities, the choice between public and private transport is primarily a function of household income and the availability of public transport services. This has been confirmed by previous metropolitan household interview surveys which were used to calibrate modal split models for each of the four income groups referred to earlier.

Typical logit type functions were used to determine the probability of choice, based upon:

- The difference between travel time by car and travel time by public transport for the higher income groups; and
- The difference between travel cost by car and travel cost by public transport for the lower income groups.

The 2018 model results for Stellenbosch are shown as average modal split figures (for motorized travel) in Figure 4-3. The disaggregate results were then used to produce the relevant public and private transport matrices for the different income groups. An additional private transport matrix was produced for students, assuming that all longer distance motorised travel will be by car.

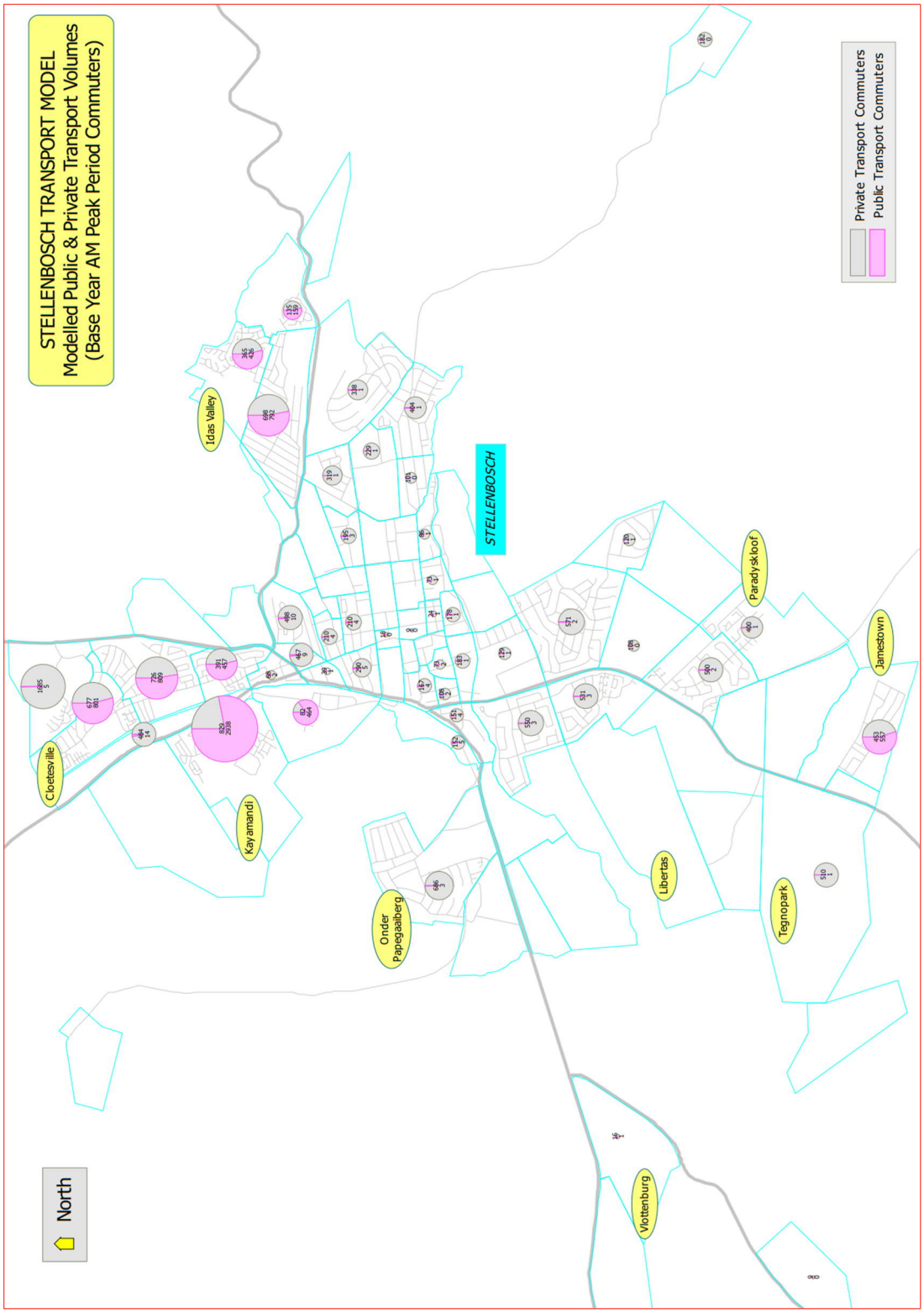


Figure 4-3: Public/ Private Modal Shares in the Stellenbosch Town Area (2018)

The public transport demand matrices can be assigned onto the road network using a minimum-path routine. This usually provides the best visualisation of demand patterns in the form of passenger desire lines. Alternatively, it can also be assigned onto specific routes and services. This involves using a probabilistic multi-path routine, based upon the concept of optimal strategies. This assignment methodology also includes the rail system, which provides public transport access to metropolitan destinations.

The private transport commuter matrices are converted into vehicular traffic using typical vehicle occupancy figures, as shown in Table 4-6**.** This private transport (vehicle) matrix can then be assigned onto the road network according to the procedure described in ***Section 4.7***.

Table 4-6: Stellenbosch Model: Vehicle Occupancy Figures for Stellenbosch Residents

Income Group	Average No. of Occupants per car
High Income	1.1
Upper Middle Income	1.1 – 1.5
Lower Middle Income	1.5 - 1.8
Low Income	2.6
Students	2.0

4.7 TRAFFIC ASSIGNMENT

EMME/4 uses a variable demand equilibrium procedure to assign vehicular traffic onto the road network. This is done by using volume-delay functions to simulate the reduction in travel speed as a result of increased traffic congestion. This methodology more accurately reflects the road network's capacity constraints, by assigning traffic beyond a single peak hour. This process can be summarised as follows:

- A given land use scenario's peak period vehicular demand matrix is used as an input into the model. The assignment procedure then splits the peak period traffic into the assigned peak hour matrix plus a matrix of the residual traffic i.e. the traffic that cannot be accommodated on the network during the peak hour.
- After the traffic in the peak hour has been assigned, secondary assignments are performed until there are no more residual demand volumes. Each additional iteration produces a new peak hour, which adds to the peak period traffic on each link.

Important outputs of the variable demand assignment are:

- The relationships between the peak hour and peak period traffic demand (peak hour factors) for each zone pair across the metropolitan area;
- The peak hour as well as the total peak period traffic demand on each link in the network; and
- The average length of the peak period at all origins and destinations.

These indicators provide valuable comparative information about the intensity and duration of peak period congestion in different parts of the metropolitan area, including Stellenbosch. The focus on the peak period conditions, rather than the peak hour alone, produces a far more rational, equitable and comprehensive approach to network analysis and planning.

The 2018 base-year vehicle assignment results and traffic counts are shown in ***Figures 4.4 to 4.7*** and discussed in Section 4.8.

4.8 CURRENT TRAFFIC (2018)

The Municipality made various recent traffic count data available to assist in the calibration of the EMME/4 model. These are briefly listed below:

- Adam Tas TOD modelling - cordon counts with number plate surveys.
- Stellenbosch signalisation update - all the signalised intersections were counted during March 2019. The results of these counts were received fairly late in the appointment, and were only used to undertake spot checks of the EMME model's calibration.

Additional traffic surveys were undertaken for the model calibration. Weekday AM classified traffic counts were undertaken from 12 – 14 June 2018 and from 19 – 21 June 2018 at the following intersections:

- R304 (Bird Street) / George Blake Street
- R304 (Bird Street) / R44 (Adam Tas Road)
- R310 (Helshoogtre Road) / Adam Tas Road
- R310 (Helshoogtre Road) / La Colline Road
- Adam Tas Road / Merriman Avenue
- Adam Tas Road / Alexander Street
- R310 (Adam Tas Road) / R44 (Strand Street)
- R310 (Adam Tas Road) / Dorp Street
- R44 (Strand Street) / Dorp Street

The following outputs of the recalibrated EMME/4 model outputs are included:

- Figure 4-4: 2018 Weekday AM *peak hour* traffic volumes – (various survey sources)
- Figure 4-5: 2018 Weekday AM *peak hour* traffic volumes - modelled
- Figure 4-6: 2018 Weekday AM peak period traffic volumes – modelled
- Figure 4-7: 2018 Weekday AM *peak hour* volume/capacity analysis – modelled

These figures are also included in Appendix A1.

The traffic counts were used in an iterative calibration process to assess the model's assignment results and, where necessary, to make adjustments to the network and link attributes.

The most recent 2018 peak hour traffic counts are shown in Figure 4-4. A comparison between the base-year model assignment (Figure 4-5) and the observed traffic confirms a generally good fit, particularly on the higher order roads leading into the study area, where the differences are in most instances less than 10 percent (within the margin of error for traffic counts). Even the higher order collectors within Stellenbosch appear to have realistic assignment results.

To illustrate the results further, the modelling system was also used to perform a link-based volume: capacity analysis. The results are shown in, and clearly illustrate the major capacity problems on the road network in and around Stellenbosch. Intuitively this appears to be correct and provides further justification of the model's accuracy.

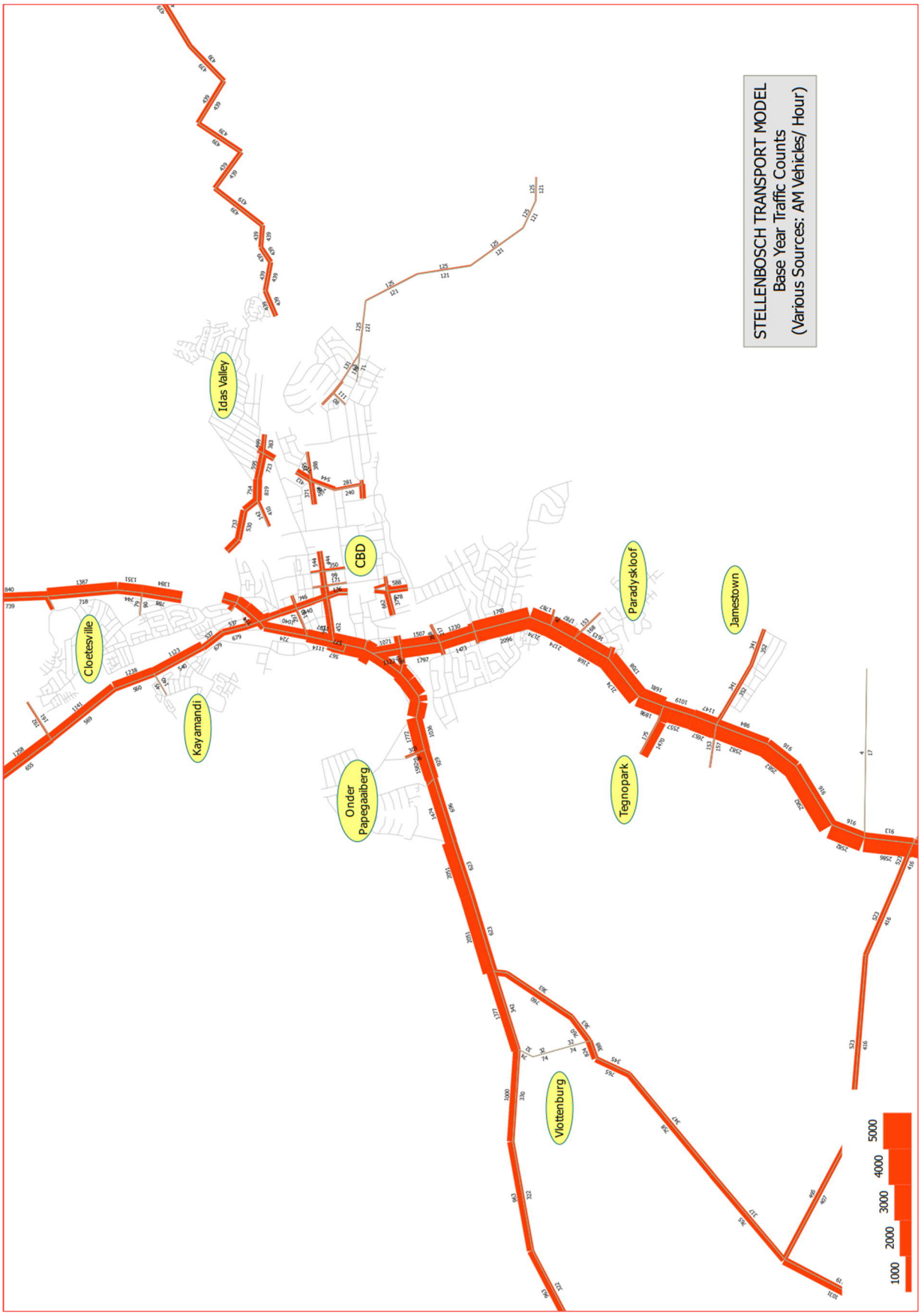


Figure 4-4: 2018 Weekday AM *peak hour* traffic volumes (various survey sources)

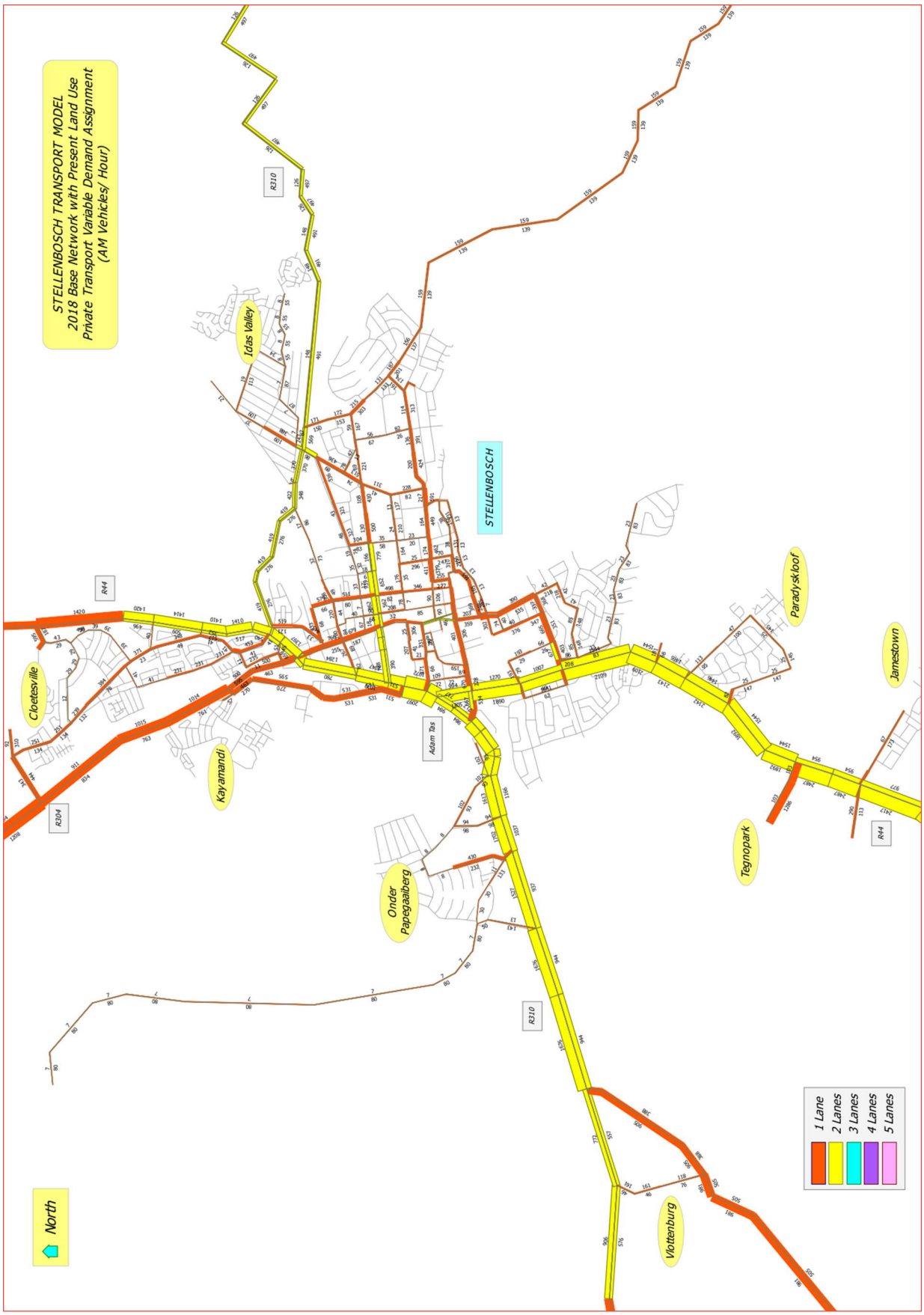


Figure 4-5: 2018 Weekday AM *peak hour* traffic volumes – modelled

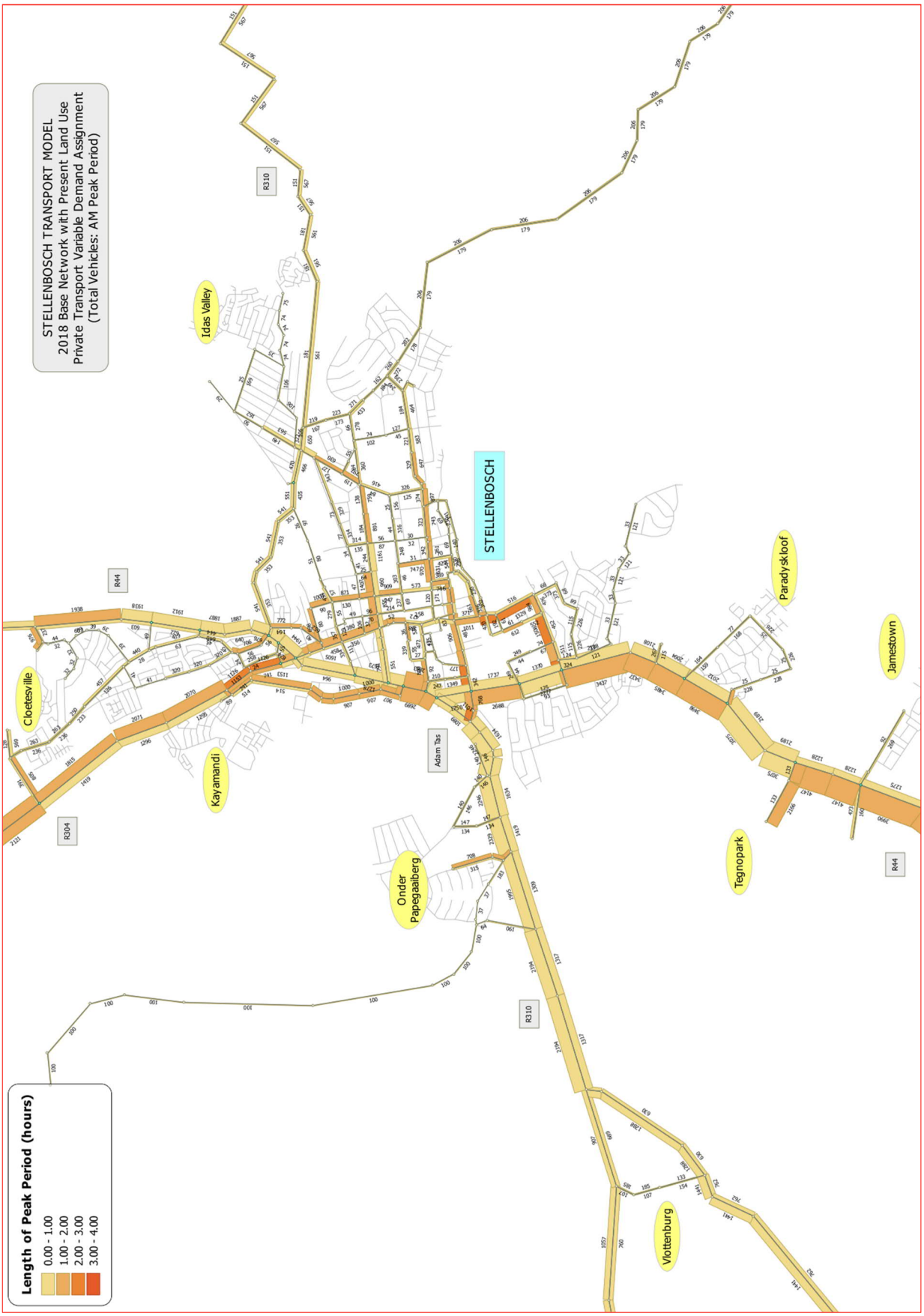


Figure 4-6: 2018 Weekday AM *peak period* traffic volumes - modelled

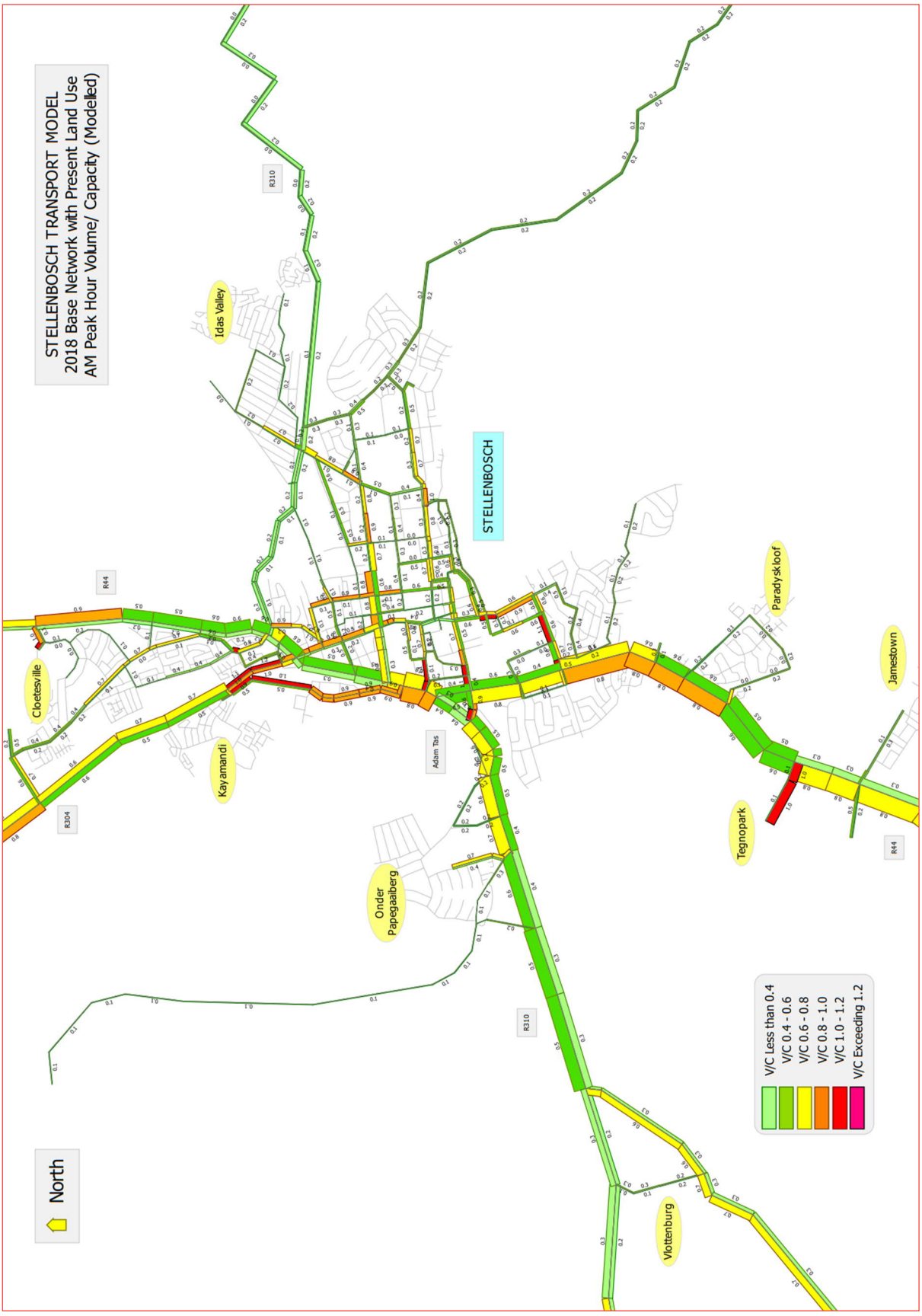


Figure 4-7: 2018 Weekday AM *peak hour* volume/capacity analysis - modelled

5 PRESENT AND FUTURE LAND-USE PLANNING

5.1 SPATIAL DEVELOPMENT FRAMEWORK

As the population within the SMA increases so does the need to:

- Supply land for additional homes, and
- Create opportunities for employment to all inhabitants.

The task of identifying suitable developable land for this is becoming more difficult.

The Stellenbosch SDF attempts to address this by identifying suitable developable land and to identify already developed land that could better utilised (densification, land-use changes, etc.). The 2017 SDF proposed future land uses for all urban settlements within the SMA. The SDF does not give any indication of the likely trip generation of these future developable areas, which is necessary to prepare the RMP. SM has begun to address this issue and the Planning Department has begun to populate the future land uses with densities, type of land use, area and likely timescales of implementation. The 2035 scenario therefore includes all feasible developments extracted from Stellenbosch Municipality's Asset Management System. This scenario was based on a desktop potential and should be verified in the SDF update, currently underway.

The identified developable areas are not guaranteed, since the development of land is subject to numerous factors such as environmental sensitivity, the financial environment, market demand and bulk engineering services capacity (e.g. water reticulation and sewer capacity). Nevertheless, the information obtained is the potential developable areas and is as accurate as currently available.

This will be subject to future review and updates of the 2019 SDF, which is currently ongoing.

Refer to the following outputs:

- Figure 5-1: Residential growth (Number of dwelling units). This represents the bulk of the future growth areas. The figure shows the relevant areas where the number of households is likely to rise.
- Figure 5-2: Employment growth opportunities. This figure shows the areas where the number of employment opportunities is likely to increase.

The increased household and employment growth in the various nodes will naturally lead to increased transport demand and pressure on the road network and public transport services.

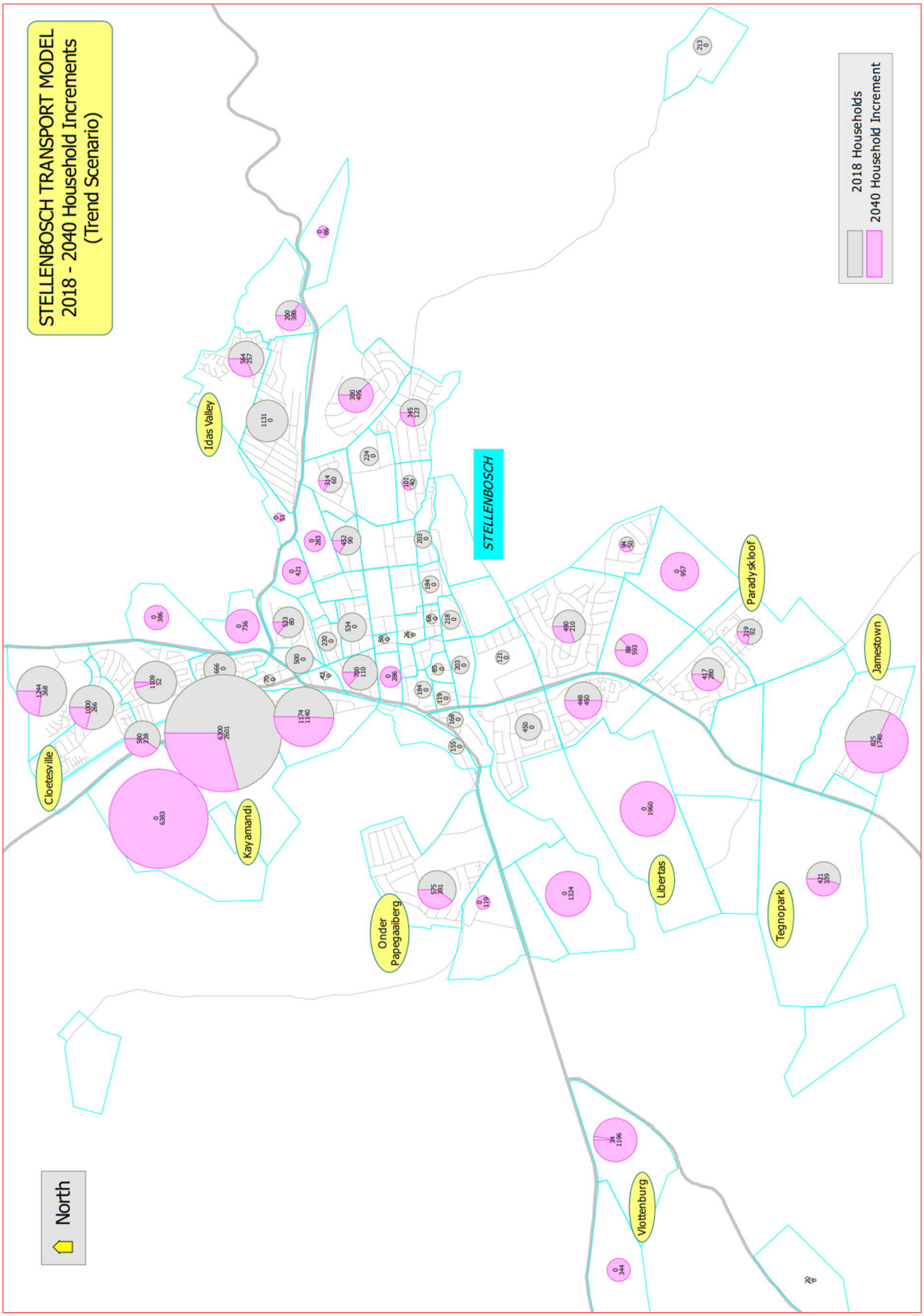


Figure 5-1: Potential residential growth areas (Trend Scenario)

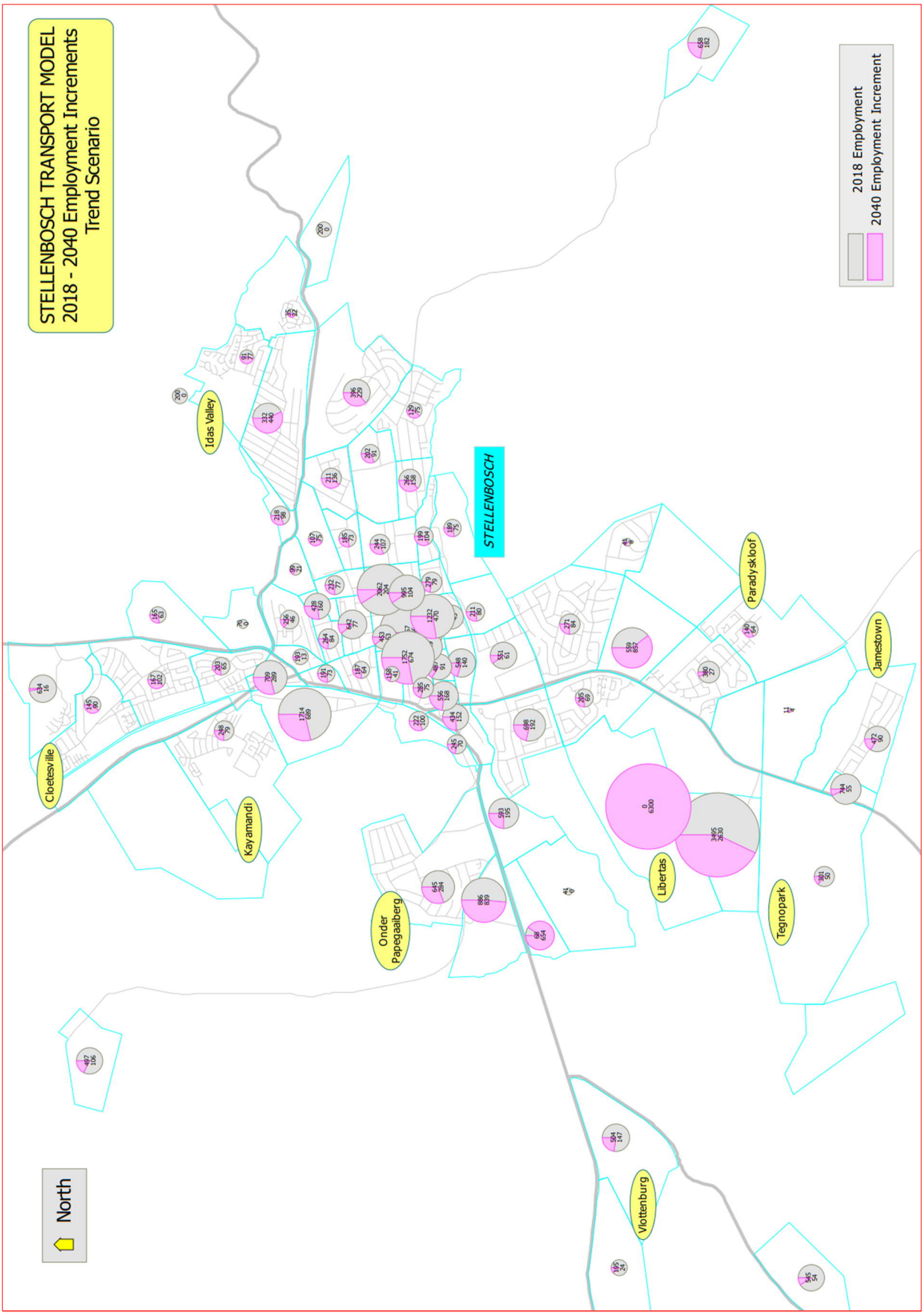


Figure 5-2: Potential employment opportunities growth areas

5.2 2018 ZONING SCHEME

The latest 2018 SM Zoning Scheme By-Law is expected to be approved soon, and will replace the current 2015 Zoning Scheme By-Law. An important change from the previous Zoning scheme is that the Municipality will allow densification off all single residential erven by allowing a second dwelling on SR1/SR2 zoned erven.

The potential impact of this densification on the road network could be substantial. The road network that could be impacted the most is expected to be within Stellenbosch town. This is due to the large number of suburban areas located here with single residential erven. These could be densified, and coupled with the existing constrained road network in town, the impact may be greatest. Residential densification in areas such as Franschhoek, Raithby and Pniel is not expected to have a major impact on the road network.

The future uptake of this new zoning allowance and resultant residential densification in Stellenbosch town is difficult to predict. The following scenario was proposed and modelled:

- 2040 design horizon (22 years): 20% additional uptake

The percentage uptake for the 2040 planning horizon is in addition to normal growth in the number of residential units. These occur through the development of vacant erven and the redevelopment of new residential properties through consolidation and/or rezoning of erven. The resultant additional number of residential units, per area, are shown in Figure 5-3.

Note that the potential uptake was not informed by any economic or other analysis, and is only indicative to determine the potential impact on the road network. Additional analysis will be required as part of future spatial development and road master planning. The future uptake in this new zoning allowance should be accurately recorded by SM for this purpose.

Refer to Chapter 7.4 for the high-level analysis results.

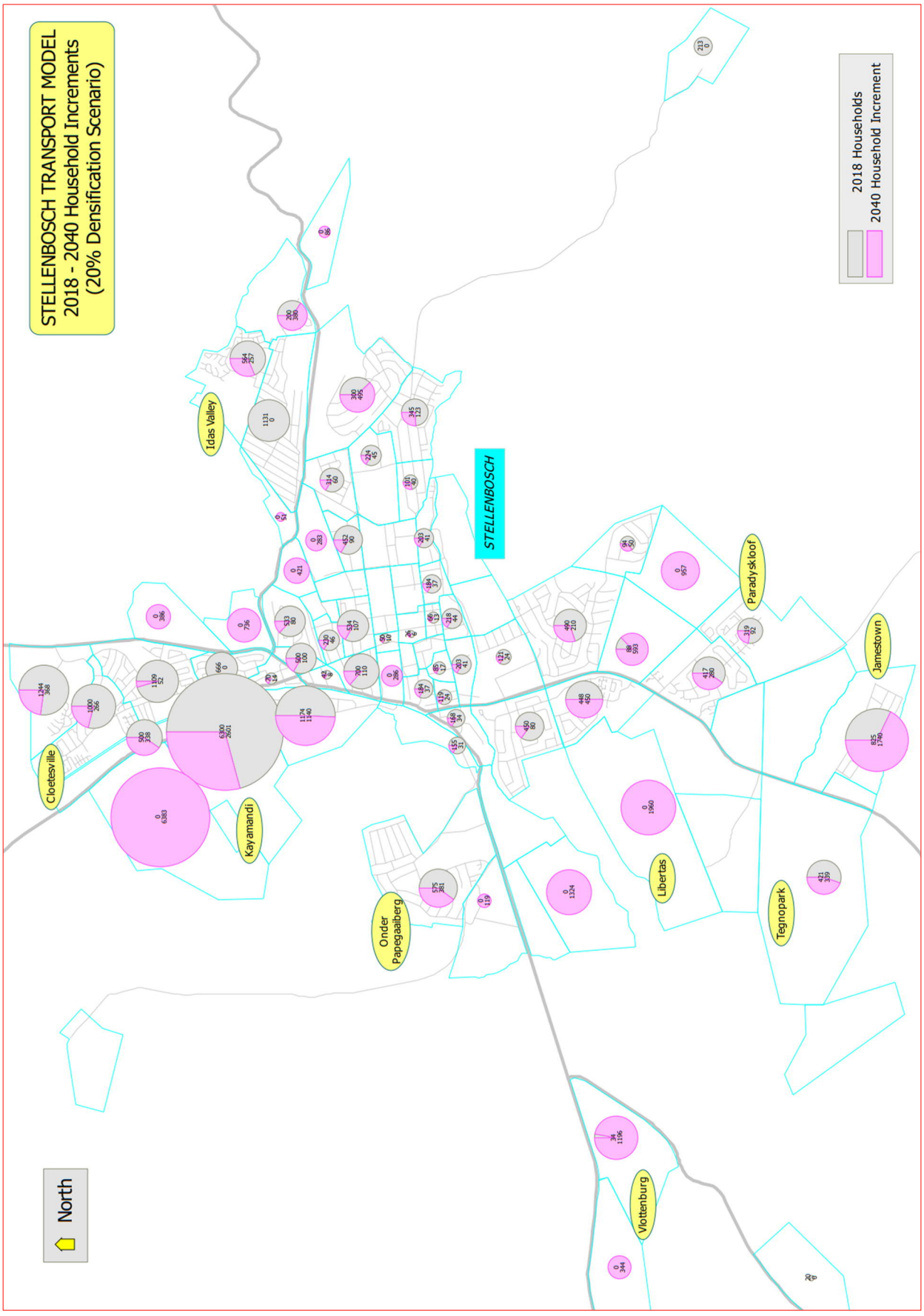


Figure 5-3: Potential residential growth (2040 Densification Scenario)

5.3 LARGE SCALE HOUSING DEVELOPMENTS

The SM has identified various areas for future residential development. The development types are broadly noted below:

- Mega projects (Mix-used developments)
- Upgrade of Informal Settlements (UISP)
- GAP market / FLISP subsidies
- BNG Housing / subsidised housing (including backyarders)
- CRU/Social Housing
- Servicing of sites

The identified areas are the following:

- Kayamandi northern extension
  - Approximately 86ha of developable land
  - Potential of +/- 6 000 residential opportunities of various housing typologies
- Jamestown Phase 2 & Phase 3
  - Potential of +/- 400 housing opportunities
  - BNG, lower GAP-housing, high density units and serviced sites
  - Phase 4: No development rights for this portion has been applied for. Possible opportunities will be a combination of lower GAP-housing, bonded houses (higher GAP-housing) and upmarket developments
- Botmaskop
  - Approximately 98ha (portion of Erf 3363 and a portion of Erf 3393) and combined sites of ±35-40ha
  - Opportunity for social and middle income housing
  - Potential for +/- 600 Social housing opportunities
  - Lower GAP-housing, high density units, bonded houses (higher GAP-housing) and upmarket developments
- Droëdyke
  - The site comprises 64ha privately owned land, 25,3ha municipal land and 102,9ha state land
  - Potential for +/- 3550 mixed-use housing opportunities
- Cloetesville
  - The site comprises 17.6ha Portion of Erf 7001, Erf 8915 and Smartie Town (Municipal owned land)
  - Undetermined potential residential housing opportunities
- De Nova
  - The site comprises a 193ha portion on Portion 10 of Farm 727 (Agricultural/institutional land outside the urban edge)
  - Potential +/- 184 mixed-used opportunities
- Idas Valley
  - Approximately 9.5ha (portion of Erf 9445 and Erf 11330, Municipal owned land)
  - Potential +/- 350 residential housing properties and +/- 89 mixed used opportunities
- Jonkershoek (Bosdorp)
  - Approximately 2ha Municipal and Government owned land
- Klapmuts
  - Approximately 39.2ha (portion of Erf 342, Erf 2181, Erf 2183 and portion 2 of Farm 744, Municipal owned land)
  - Potential +/- 1319 subsidized housing opportunities and +/- 295 other opportunities
- Kylemore

  - Approximately 5.9ha (Portion of Erf 64, Government owned land)
  - Potential +/- 171 other opportunities
- La Motte
  - Approximately 76.1ha (portion of Erf 1158, Erf 1339, Government owned land)
  - Potential +/- 592 other opportunities
- Langrug
  - Approximately 12.7ha on various erven, Municipal owned land
  - Potential +/- 1200 other opportunities
- Vlottengburg
  - Approximately 4.4ha on various farms 393, Municipal owned land
  - Potential +/- 144 other opportunities

These housing projects could be rolled out over the next 3 financial years, however the implementation will be dependent on the Division of Revenue Act's (DORA) allocations provided to the municipality and many other factors such as the land-use application process, Environmental Impact Assessments, etc. The development areas will require internal local road networks with connectivity to the higher order local roads, NMT and public transport accessibility. The road network requirements will have to be determined, and potentially modelled, as part of the planning process of these projects. These planned housing developments has not been included in the EMME modeling of this RMP update.

6 SUMMARY OF PREVIOUS & CURRENT FOCUS AREAS

6.1 INTRODUCTION

This section focus on a combination of known projects and issues, as well as those highlighted in previous technical reports or legal planning documents. Not all the studies have status of approval, but are included as information for completeness and relevance in this RMP update. Note: some sections below has been included verbatim from the 2012 RMP.

6.2 STELLENBOSCH CBD

It is widely perceived by road users that traffic conditions within the CBD are at capacity during the peak periods. The transport model does not support this, except for on arterials and some links. It is common that road improvement schemes face opposition from the public due to various reasons. Critical issues to consider include the protection of the heritage and unique historic, cultural, tourism and student nature and character of the town. With these limitations, future growth in vehicle access to the CBD will be limited and emphasis on alternative transport modes is supported. This would include linking different modes of transport into a combined transport system including NMT facilities, roads, public transport and rail infrastructure. More off-street parking will provide the opportunity for road space to become available for alternative public use.

The RMP recognises that the CBD will have road rehabilitation improvements as well as other local improvements, and that new improvements may be developed in future.

6.2.1 CHURCH AND ANDRINGA STREETS

SM commissioned plans for the upgrading of Church and sections of Andringa Streets to enhance the public space and provide improved pedestrian facilities for this very touristic area. These plans formed the basis for renewing the CBD into a more user and friendly area, and was implemented during 2013 and 2014.

6.2.2 INTERSECTION UPGRADES

The SM recently implemented intersection upgrades at the following intersections, listed below.

- R44 and Bird — Signals and intersection upgrade
- R44 and Van Reede — Signals and intersection upgrade
- R310 and Lelie — Signals and intersection upgrade
- R310 and Cluver — Signals and intersection upgrade
- Hammanshand and Ryneveld — Signals and intersection upgrade

Several other main road intersections within the Stellenbosch CDB and along the R45 (Franschhoek) are being considered for upgrading. The SM intends to carry out studies and compile designs for these upgrades, and will schedule the implementation once approval is obtained by the Western Cape Government's Department of Transport and Public Works.

6.2.3 TRAFFIC SIGNAL TIMING OPTIMISATION

The SCOOT system has been removed from all signalised intersections within Stellenbosch. The Municipality has embarked on a Traffic Signal Timing Optimisation programme, and has commenced with studies to introduce a pilot project that will allow for the optimizing of traffic timing signals at main road intersections within the CBD. By optimizing signal timing, timing will match demand, allowing for green waves along routes, ultimately reducing congestion and delays at intersections.

6.3 R44 - SOUTH OF THE STELLENBOSCH CBD

The R44 (MR27) is the only arterial between Stellenbosch and Somerset-West. Several historic studies and reports have been prepared to address access management along the link in an attempt to maintain mobility and to increase capacity, both north and south of Stellenbosch. These reports confirm that the R44 south of Stellenbosch carry the highest vehicular volumes within the municipal area, and is severely congested during weekday peak periods.

The Western Cape Government Department of Transport and Public Works commissioned the planning, design and implementation of level of service and safety improvements to the R44 between Somerset West and Stellenbosch. The improvements are planned from the Steynsrust Road interchange in Somerset West to the Van Reede Street intersection in the Stellenbosch.

The status of the project, confirmed in April 2018, is:

- Environmental Authorisation was received on 29 March 2018.
- In terms of the EIA process the statutory period for the receipt of any Notifications of Intent to appeal is underway.
- The PGWC has not confirmed an implementation timeframe due to the ongoing EIA process.
- A formal Conceptual Planning Report was not prepared, as the solution has been developed as a Work-In-Progress with the project team and the EIA process.

PROPOSED IMPROVEMENTS

In order to improve safety and the capacity of the R44, a number of improvements are recommended. These include *inter-alia:*

- Introduction of grade separated roundabouts:
  - Intersection of MR27 (R44) and Winery Road (MR166) (km 23,40)
  - Intersection of MR27 (R44) and Annandale Road (DR1050) (km 26,60)
- Closure of all the median openings and modification of some intersections between Somerset West and the Webersvallei Road signalised intersection as facilitated by the introduction of U-turn opportunities at the grade separated roundabouts.
- Closure of the median opening opposite Bredell Road and the left-in to Bredell Road.
- Relocation of the intersection of Stellenrust Road and MR27 (R44), in conjunction with a realignment of Stellenrust Road. A realignment to link in to the proposed Annandale Road roundabout should be investigated as a possible alternative to the currently proposed option of linking up to the Mountain Breeze Farmstall.
- Possible upgrading of the Steynsrust interchange to include north facing ramps for ease of providing grade separated U-turns for traffic to the south of Winery Road.
- Consolidation of driveways with the implementation of frontage and back roads to improve mobility on the route.
- Co-ordination of uniformly spaced signalised intersections on the approach to Stellenbosch by means of an automated traffic control (ATC) system operating in conjunction with the other signals along the route.

- Introduction of a comprehensive speed over distance camera monitoring system to effect a reduction in travel speed between Somerset West and Stellenbosch.
- Investigation of improved street lighting on the route south of Webersvallei Road in order to improve safety and operating conditions for all modes of travel.
- A re-evaluation and rationalisation of the plethora of particularly tourism and facility signage on the route and the renewal thereof.

Refer to Figure 6-1 to Figure 6-12 for the conceptual design drawings contained in the Basic Assessment undertaken by SLR Consulting.

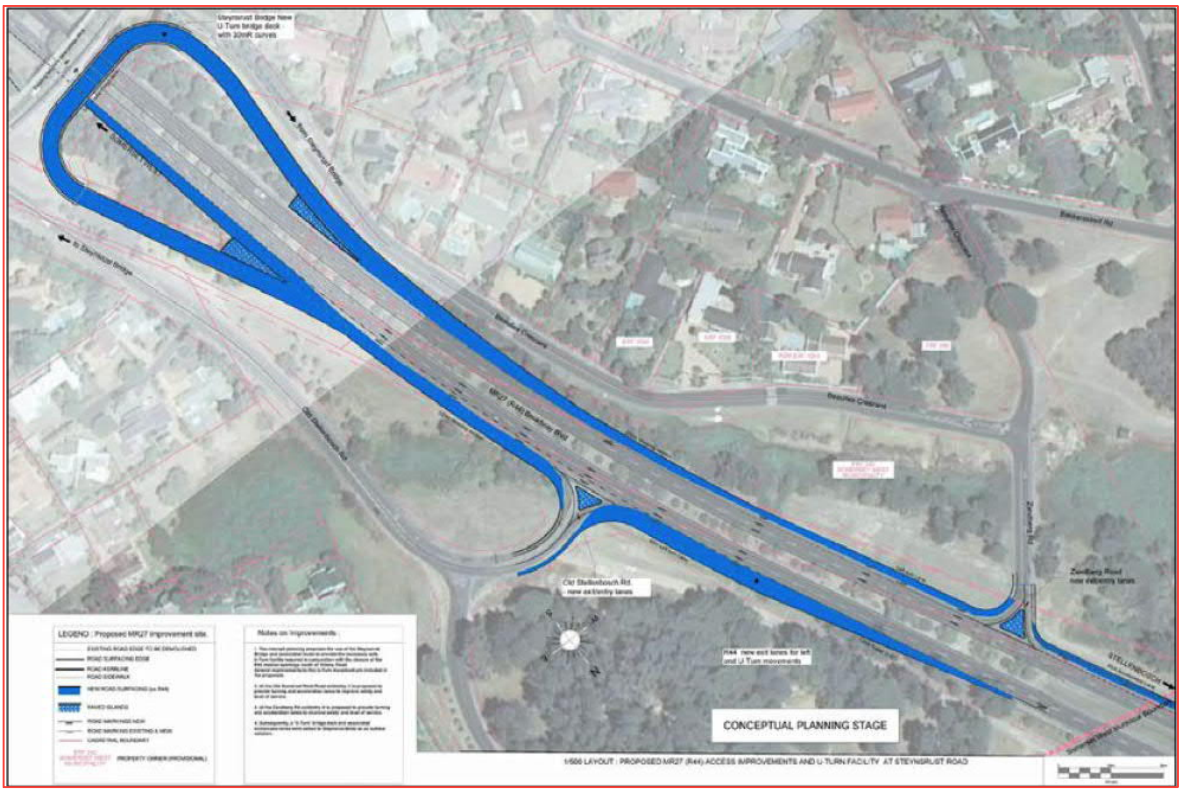


Figure 6-1: R44/Steynsrust interchange upgrade (Somerset West)

Source: Kantey & Templer



Figure 6-2: Bredell Road/Klein Helderberg Road adjustments

Source: Kantey & Templer

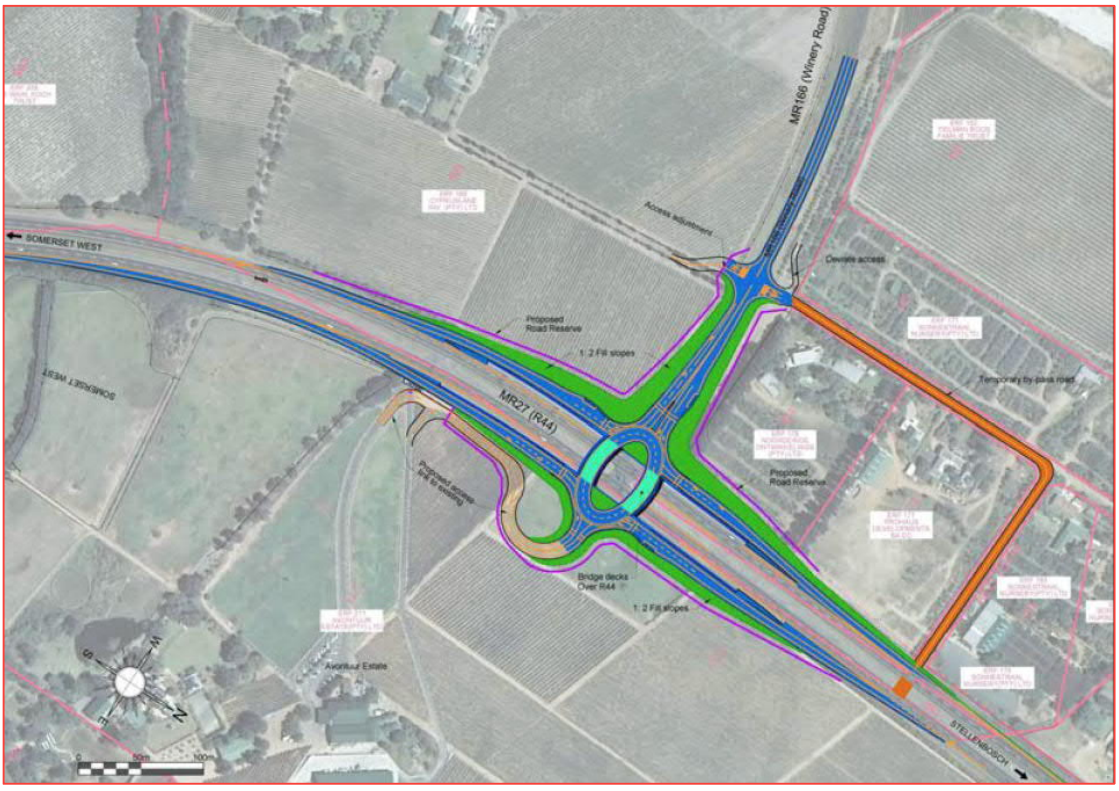


Figure 6-3: R44/Winery Road grade-separated roundabout with fill slopes

Source: Kantey & Templer

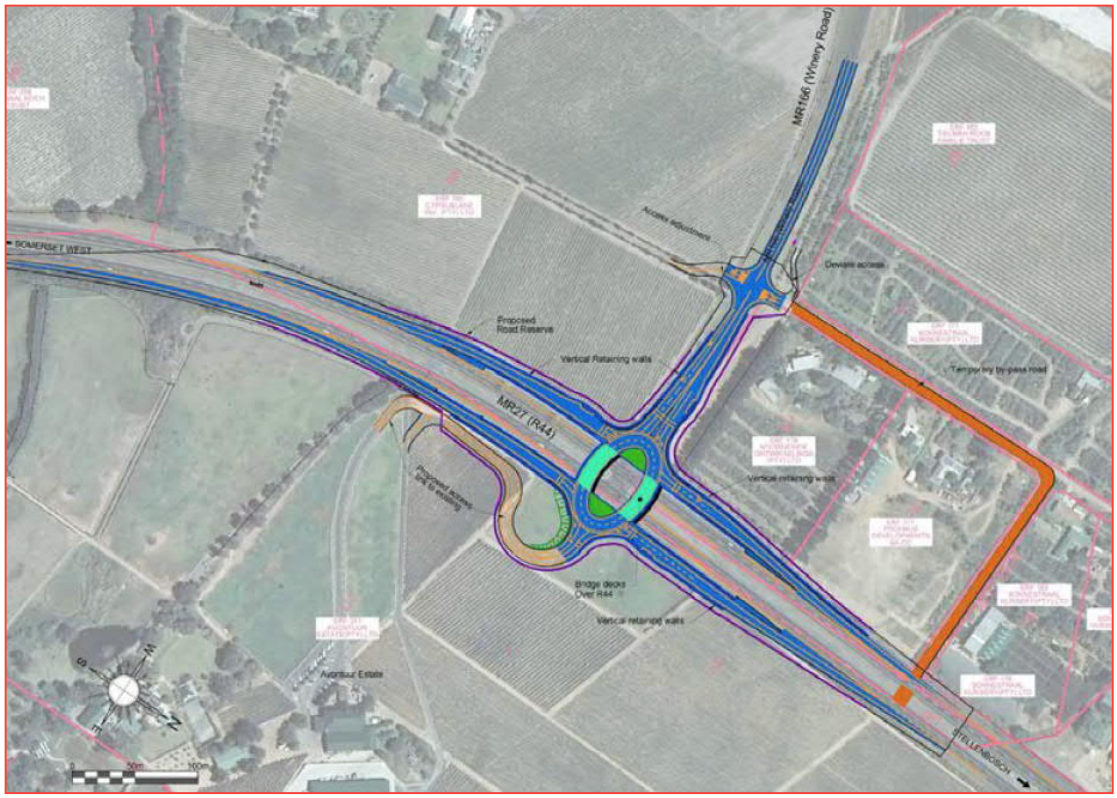


Figure 6-4: R44/Winery Road grade-separated roundabout with vertical retaining walls

Source: Kantey & Templer

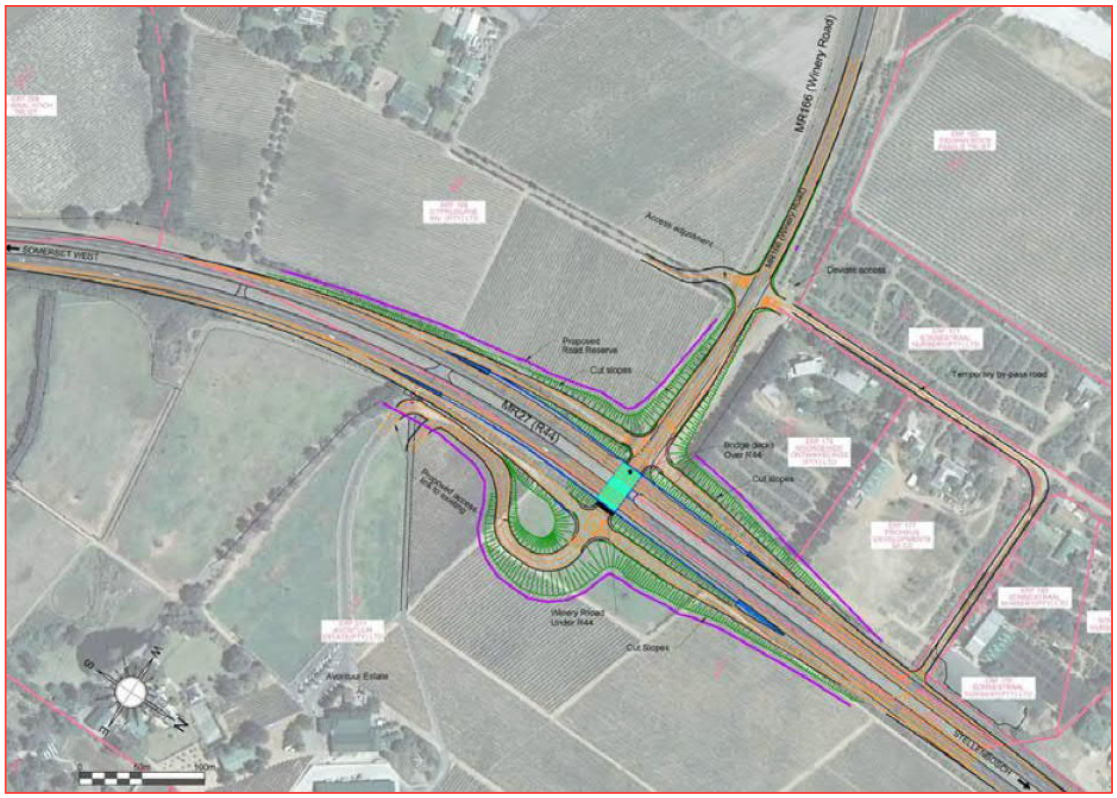


Figure 6-5: R44/Winery Road below-ground diamond interchange

Source: Kantey & Templer

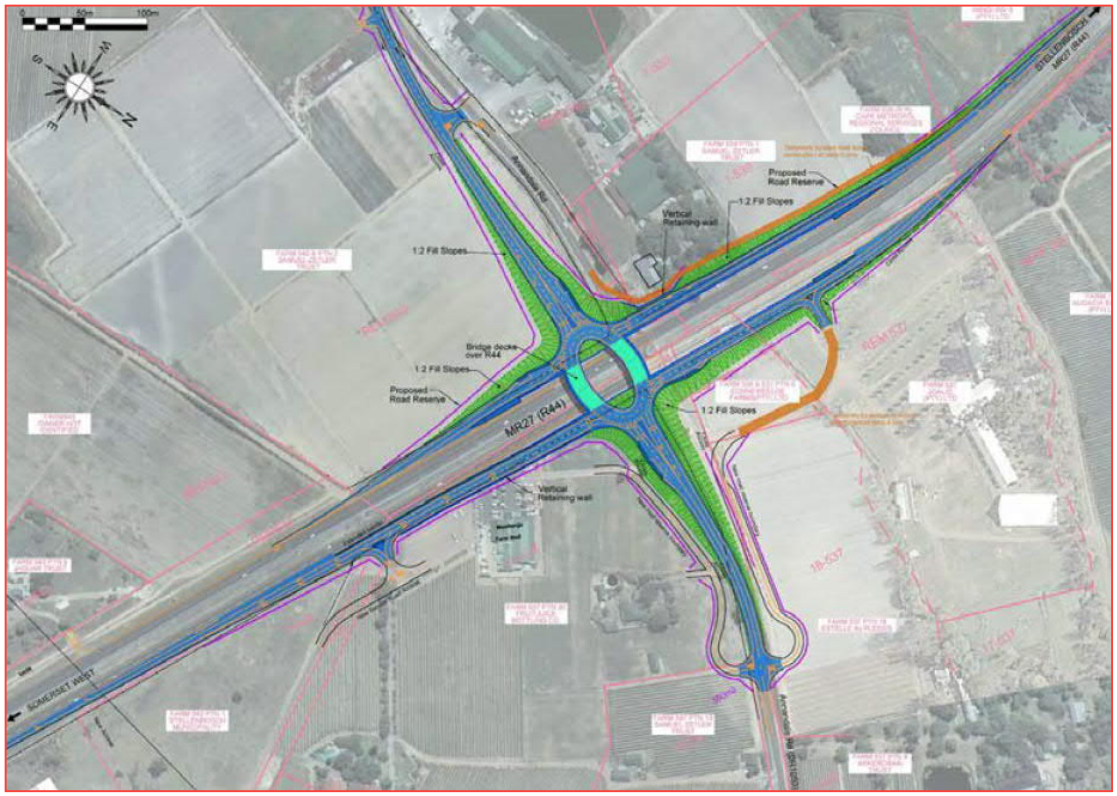


Figure 6-6: R44/Annandale Road grade-separated roundabout with ramp embankments

Source: Kantey & Templer

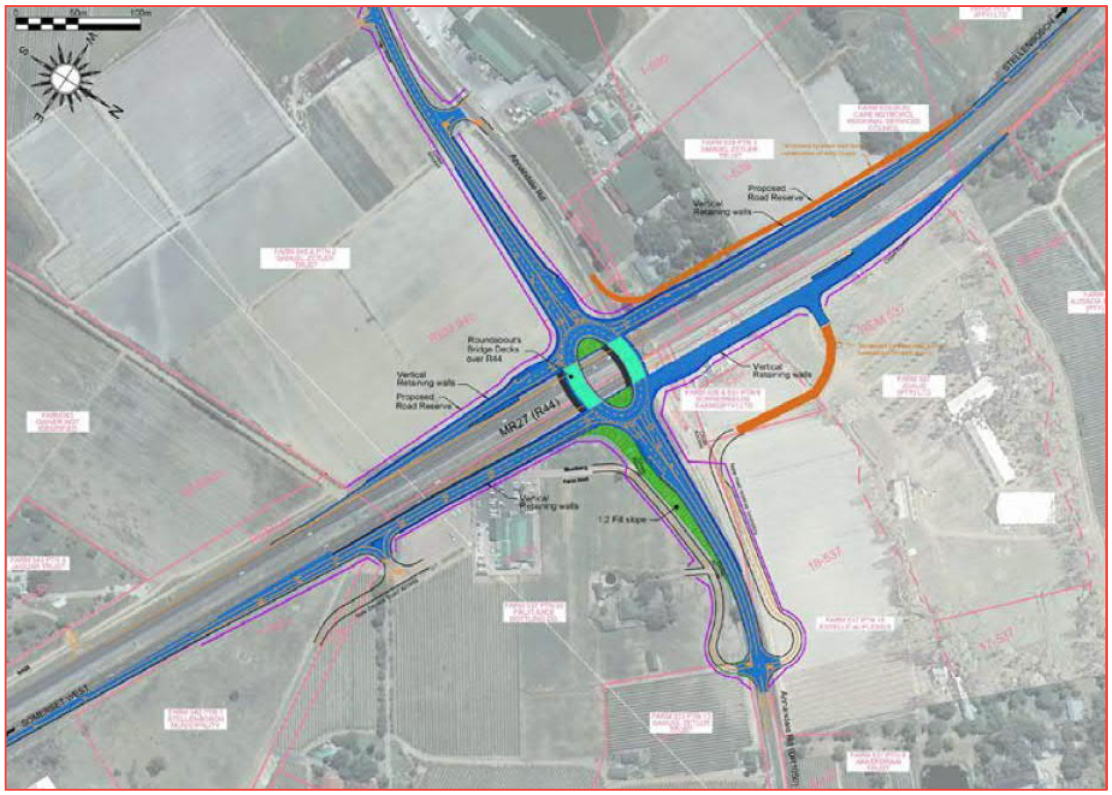


Figure 6-7: R44/Annandale Road grade-separated roundabout with vertical retaining walls

Source: Kantey & Templer

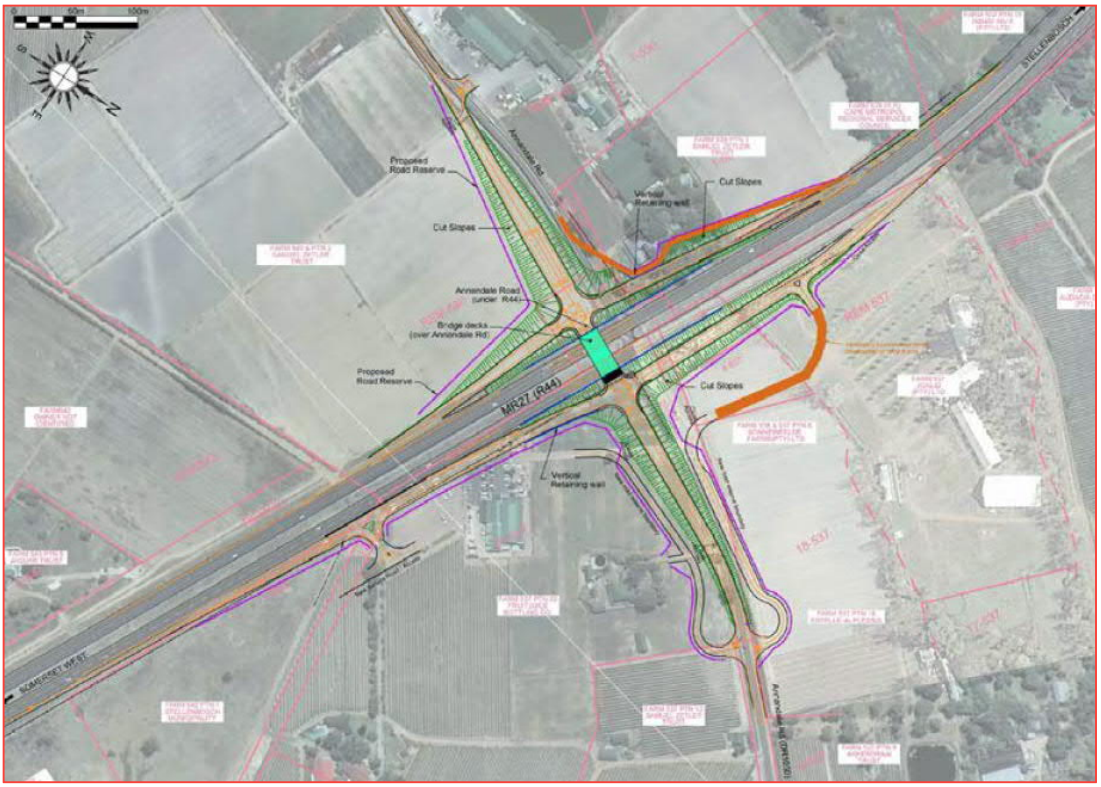


Figure 6-8: R44/Annandale Road below-ground diamond interchange

Source: Kantey & Templer

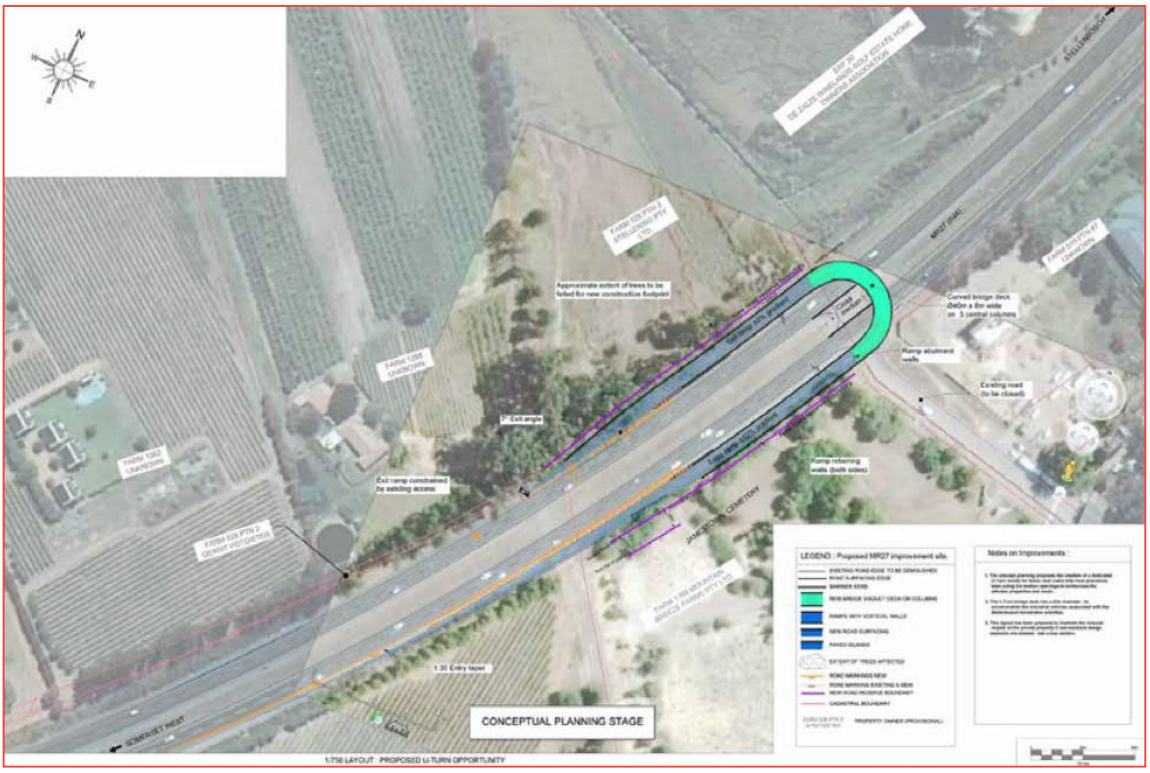


Figure 6-9: R44/Jamestown grade-separated U-turn facility

Source: Kantey & Templer

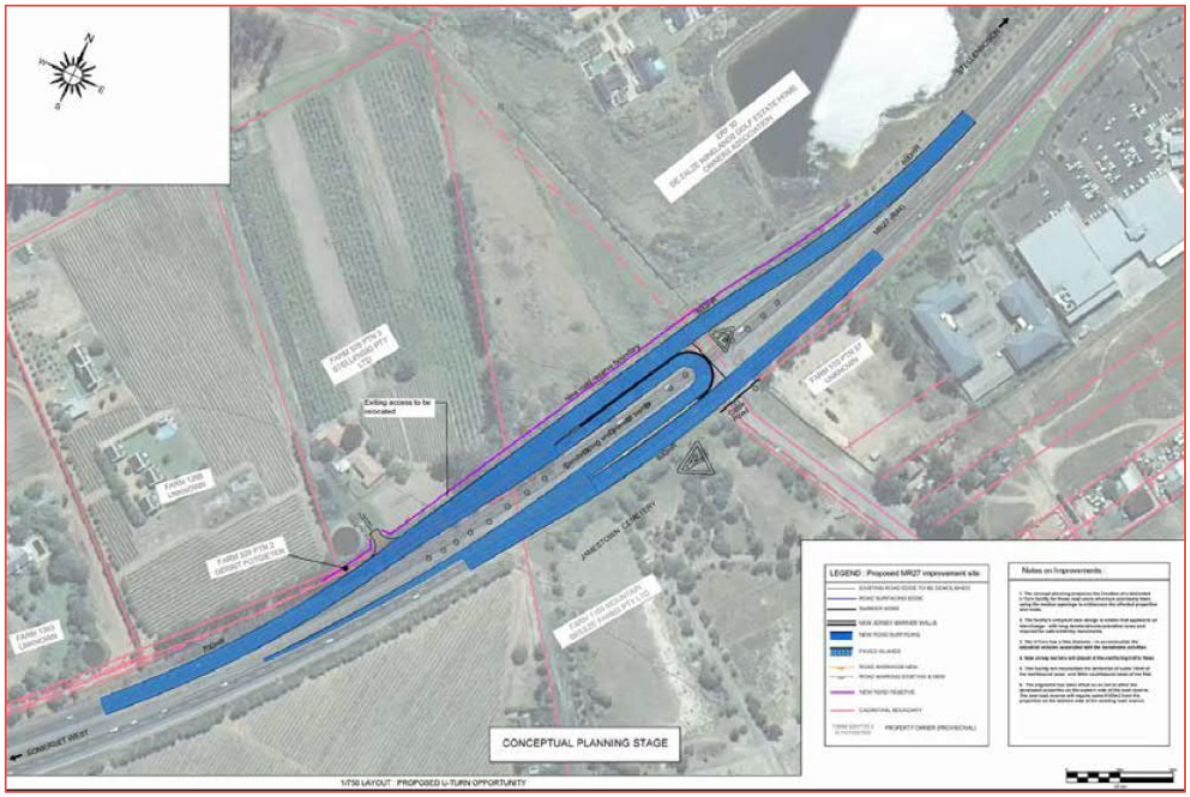


Figure 6-10: R44/Jamestown at-grade U-turn facility

Source: Kantey & Templer

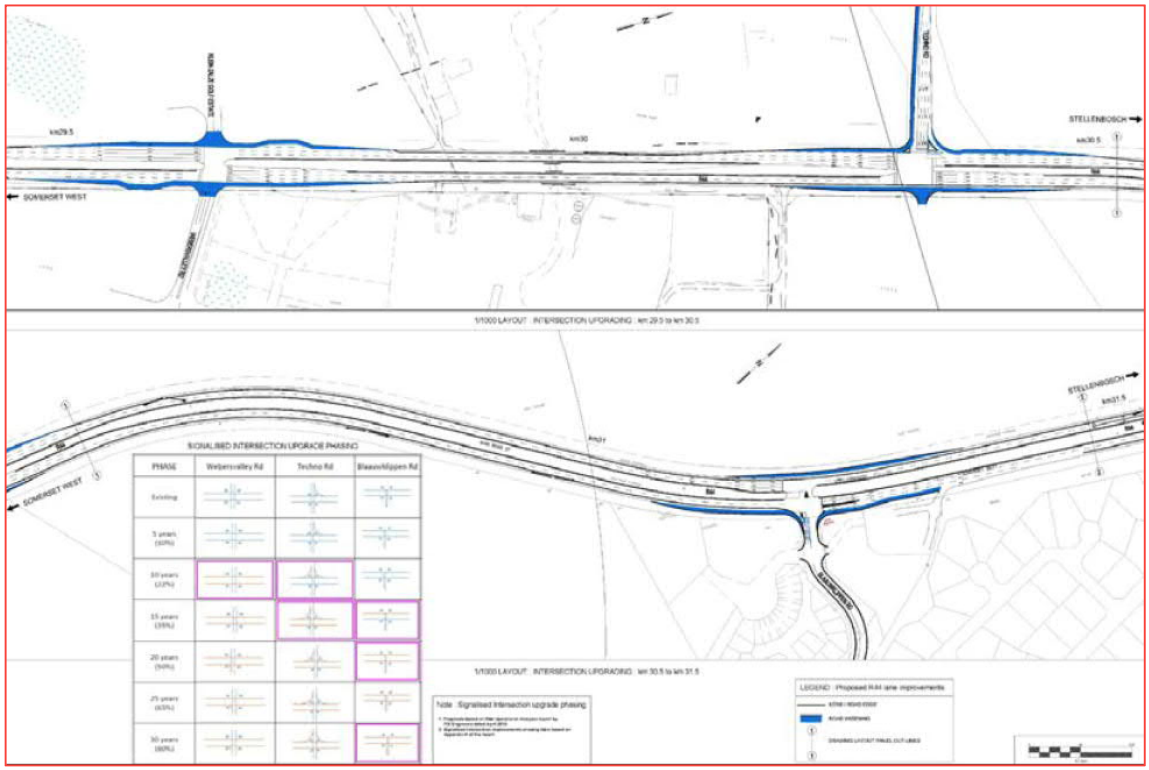


Figure 6-11: R44/Webersvallei Road/Technopark & Blaauwklippen Road improvements

Source: Kantey & Templer

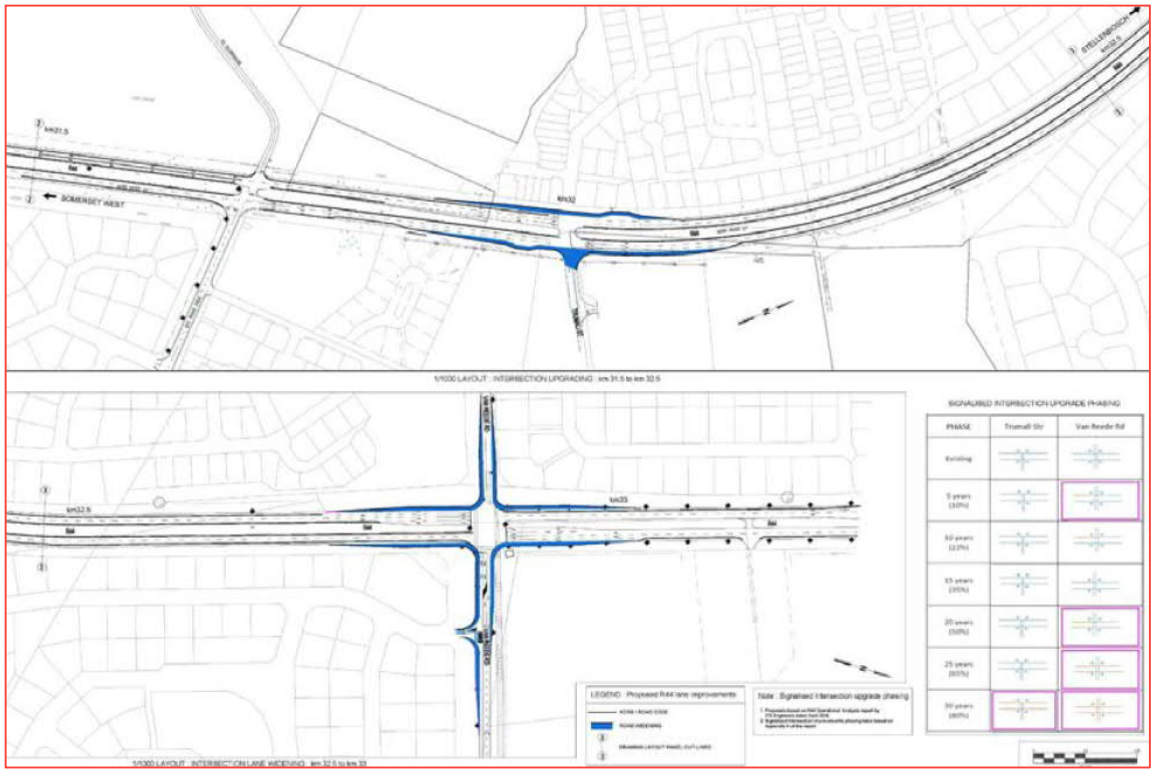


Figure 6-12: R44/Trumali Street & Van Reede Street improvements

Source: Kantey & Templer

6.4 R44 - NORTH OF STELLENBOSCH CBD

The Western Cape Government Department of Transport and Public Works commissioned the drafting of an Access Management Plan (AMP) for the portion of the R44 from the Stellenbosch CBD to just north of the N1. Given the predicted growth for the wider study area and the availability of land, two future road reserves were proposed: a narrower 32 m reserve for the urban section and a wider 50m reserve for the northern rural section.

An Access Management Study is included within the AMP providing details of all accesses that would need to be closed, relocated or amended. The list is extensive and not included within this report.

The status of the expected phased implementation of this project could not be confirmed.

6.5 BRANDWACHT/PARADYSKLOOF (EASTERN LINK ROAD)

The Brandwacht and Paradyskloof suburbs has close proximity to the Stellenbosch CBD, and are expected to have several infill densification developments in future. A review of existing transport documents suggest that the concept of a connector link has been noted for many years given that the only available current connector route is the R44. The suggested Eastern Link Road would essentially be a connection of Paradyskloof to Brandwacht, thereby negating the need for residents to use the R44. This will reduce traffic along the R44.

The Stellenbosch NMT Network Plan of 2009 makes mention of the opportunity to create the Eastern Link road from Paradyskloof running through Brandwacht and linking onto Piet Retief Street within the CBD. This route could increase the usage of NMT and reduce vehicle usage.

Due to an increase in the rate of development presently encountered in Brandwacht and Paradyskloof, two additional link roads have been analysed: namely Schuilplaats and a connecting road between Schuilplaats and the Eastern link road. Refer to Section 7.3.2

6.6 UPGRADING OF INTERSECTIONS

The transport model and volume capacity analysis clearly illustrates the major capacity problems on the major and to a lesser extent on the minor road network in and around Stellenbosch. It also shows that the R44 towards Helderberg and the R304 towards Koelenhof cannot support any further developments without significant infrastructure improvements. The Helshoogte road has some capacity for further residential developments at Kylemore, Pniel and the Boschendal area.

Previous studies indicated that the following intersection upgrades are needed due to saturated peak hour traffic:

- Van Reede and Strand Street
  Upgraded in 2015
- Langstreet South/Helshoogte Road and Adam Tas Street
  Not undertaken to date
- Merriman Avenue and Adam Tas Street
  Not undertaken to date
- Integrate the Alexander Street intersection at Adam Tas Street with the existing Adam Tas and Strand Street intersection
  Not undertaken to date
- Update Dorp Street/Strand Street intersection.
  Minor upgrades in 2016

Also refer to Chapter 6.18 for more information on these local (lower order) improvements.

6.7 TECHNOPARK

Despite some local improvements over the years, the signalised intersection on the R44 experiences major capacity issues. The two conflicting movements are the high volume of right turning traffic into Technopark conflicting with the high volume of left turning traffic into Technopark and the northbound through traffic. The historic proposal for the upgrading of a portion of Techno Road to two lanes per direction to improve traffic flow near to the intersection with the R44 has been approved.

There is approximately 60 000 m² Gross Leasable Area (GLA) of latent development rights within Technopark, including 20,000 m² GLA of the approved new Capitec Bank headquarters.

Recent developments and approvals in Technopark has accelerated the need for improvements to the access road and its intersection with the R44. The following road upgrades are currently being implemented.

- Techno Avenue to be upgraded from the R44 to Proton Street.
- Additional turning lanes on the R44 approaches.

- New roundabout at Techno Avenue/development access & Klein Zalze Wine Estate.
- New roundabout at Techno Avenue/Proton Avenue.

Refer to Figure 6-13 for the layout of these upgrades.



Figure 6-13: R44/Techno Avenue approved upgrades

Source: ICE Group (Pty) Ltd

A second access to Technopark has also been proposed, the feasibility study and conceptual plans have been compiled. This link forms part of the future Western Bypass and links Technopark with Adam Tas Road.

6.8 WESTERN BYPASS

A western bypass route bypassing Stellenbosch CBD was formally identified as a need in the 2011 CITP. In 1975 a report entitled “Stellenbosch Traffic Study” was prepared by Mackintosh, Bergh & Sturgess which modelled the town centre for the then future years 1985 and 1995. The results indicated that a western bypass would be required in the year 1995 and that this route would need to be classified a higher order road (Class 1). The modelling undertaken at that time indicted that traffic travelling through Stellenbosch CBD attributed to a large percentage of the total traffic (generally 15 % and up to 60%).

The 2016-2020 CITP did include a conceptual proposal, which is to divert traffic from the R44 to travel around the town centre and to re-join either the R304 and/or R44 north of the town centre. The 2012 RMP considered three preliminary road alignments and assessed the traffic impact of this bypass proposal, namely:

- A high speed (100 km/h) Class 1 Expressway, leaving the R44 in the vicinity of the Annandale intersection, extending north and north-eastwards to intersect with the R310 and the R304 from where it joins the R44 with a Class 2 arterial connection just north of Welgevonden.
- A similar but shorter bypass proposal which starts at a future grade separated Technopark intersection, sharing a short section of lower order Class 2 arterial with the surrounding land use developments. A speed limit of 80km/h was modelled.
- A much reduced bypass proposal, starting at the Technopark and ending at the R310 (North-South link road).

The 2012 RMP recommended that detailed geometric and transport analysis of the possible different routes, scenarios and types of intersections is required. This will also have to be workshopped with all the relevant role players and it is expected to involve comprehensive public participation and environmental and heritage impact assessments.

The portion of the Western bypass between Technopark and Adam Tas Road is currently receiving priority.

BACKGROUND

The idea of a road to bypass Stellenbosch to the west of Stellenbosch originates 20 to 30 years ago. There was also the idea of an eastern bypass from Jamestown through Paradyskloof, Brandwacht/Dalsig area to intersect Van Riebeeck Street opposite Marais Street. This road would have provided an “eastern bypass” to link to the Helshoogte Road. The implementation of this route is difficult, due to buildings of the Boland College that are located on the planned route. It was recently discovered that a route from the R44 from opposite the Techno Avenue-intersection, through Blaauwklippen farm along Wildebosch Road (through Paradyskloof and Brandwacht) and to the east of Dalsig, across Welgevallen and Coetzenburg to tie in opposite Marais Street is a proclaimed Provincial main road. It thus appears that this proclaimed main road was supposed to be the “eastern bypass” mentioned above.

The implementation of a western bypass to Stellenbosch is not seen as the ultimate solution to the traffic congestion in Stellenbosch. Other road infrastructure requirements are the upgrading of intersections along the R44 as well as Helshoogte Road in order to provide more stop-line capacity, the adjustment of the setting of traffic signals throughout Stellenbosch and the provision of the Eastern Link Road with another link across the Eerste River.

ROUTE ASSESSMENT

In order to determine the start- and end-point of the possible bypass road, several route options were considered. Factors that needed to be considered in determining the routes were environmental issues, technical issues such as spacing of intersections and horizontal and vertical alignments standards, traffic desire lines, heritage issues, property issues, future developments, etc. Some of the routes were eliminated based on technical issues, preliminary environmental issues, future developments as well as input from affected property owners, already consulted.

The road will be planned as a dual carriageway. It will tie 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, a distance of ±14 km. The intention is that there will be no direct property access to the road and that all intersections will be grade separated (interchanges).

TRAFFIC MODELLING

Traffic modelling of the bypass road taking into consideration various scenarios of development is currently in an advanced stage. Currently three (3) scenarios of development will be modelled, i.e.

- Scenario 1: The current traffic flows (2018) with and without the bypass road;
- Scenario 2: The estimated traffic flows (2025) including the future developments as per the SDF Amendments of May 2017.
- Scenario 3: The estimated traffic flows (2050) including all possible future developments.

Information with regard to existing and future developments is obtained from the IMQS-system and the Stellenbosch IDP. Possible phasing of the bypass road would also be tested.

PUBLIC PARTICIPATION

Up to now most of the affected property owners (with the exception of a property that is in the process of being transferred to a new owner) have been consulted at least once in one-on-one meetings where the consultant team and the affected owner were present. In some cases more than one such meeting was held. For each meeting "Meeting Notes" were compiled and an attendance register signed. The intention is to meet with all the affected owners again when the official designs commences and more detailed studies are undertaken.

IMPLEMENTATION

It is currently anticipated that the EIA-process would take between 18- and 24 months where after the Conceptual Design would be finalised based on the conditions contained in the Environmental Authorization. During this stage a more accurate cost estimate of the full project should be conducted as well as an economic evaluation in order to determine the feasibility of the project. Refer to Section 7.3.3 for the additional modelling work undertaken as part of this project.

6.9 R304

The WCPG commissioned the preparation of road layouts for the dualling of the R304 from the Adam Tas (R44) intersection in the CBD to Klipheuwel north of the N1. Details of the future upgrades are shown in Figure 6-14, which also indicates the number of lanes required between the respective intersections. The project includes the approximate year for implementing these upgrades as indicated by the different colours.

Subsequent to this, conceptual planning of the future dual carriageway R304 from the Adam Tas intersection to the Welgevonden Boulevard intersection was undertaken. The conceptual design confirms the following geometric design aspects:

- The road reserve varies along the section from the Adam Tas Road intersection to the bridge crossing of the Plankenburg River.
- Widening of the Plankenburg River bridge.
- A 40 m road reserve from the Masitandane Road intersection to a local access road to Mount Simon Estate and Portion 4 of Farm No. 81
- A 50 m road reserve from the local access (noted above) to National Road N1 (beyond the limit of planning).
- Cross-section with two 3.4 m lanes per direction, a median island, on-street parking along some sections in town and surfaced sidewalks
- Intersection upgrades with various turning lane configurations
- Limited/consolidated Left-in Left-out accesses only.

The status of this implementation could not be confirmed.

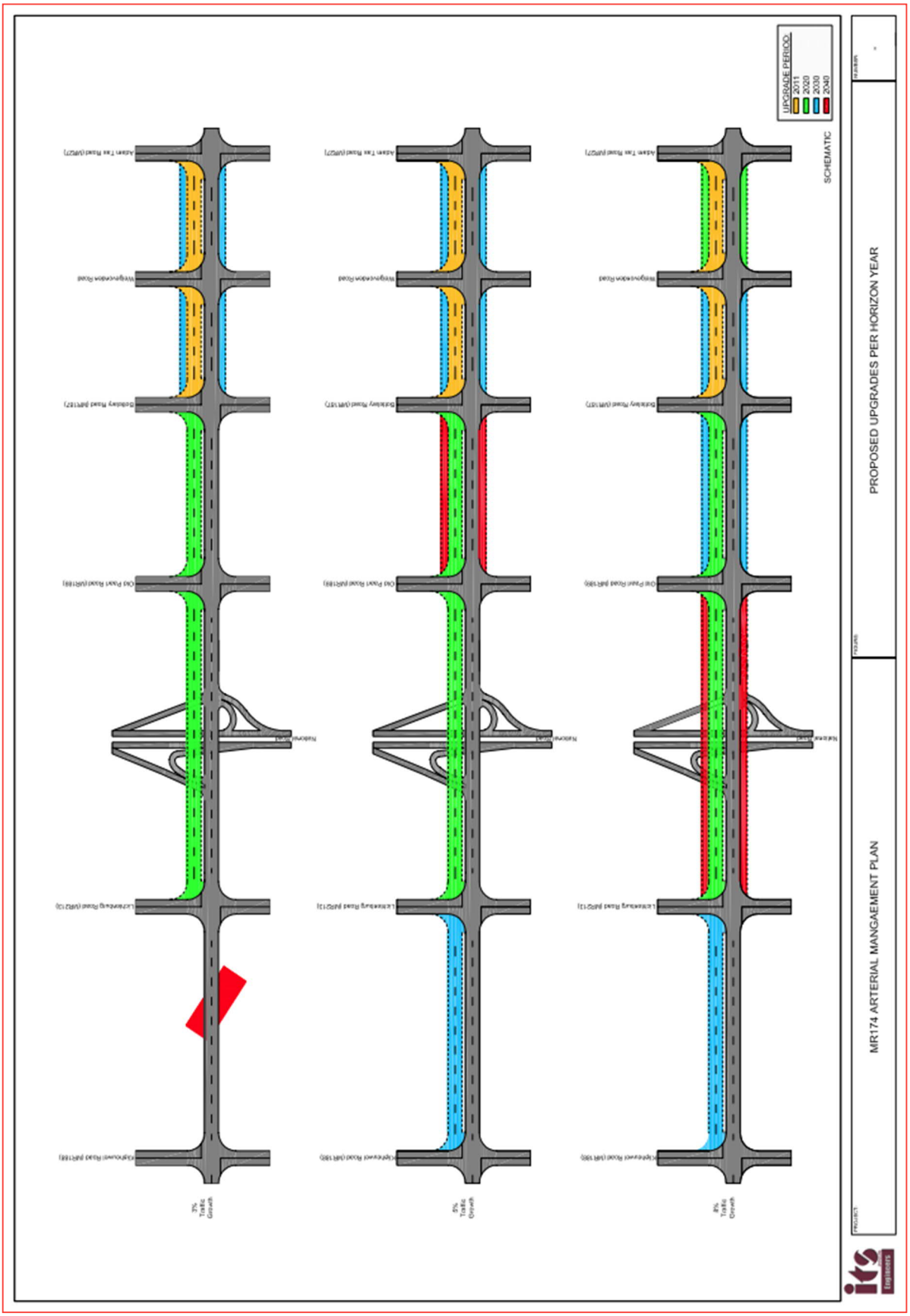


Figure 6-14: R44 future dualling

Source: ITS Engineers

6.10 NON-MOTORISED TRANSPORT PLANS

6.10.1 CAPE WINELANDS DISTRICT MUNICIPALITY - NMT TRANSPORT MASTERPLAN FRAMEWORK

CWDM appointed Nisa Mammon & Associates and SSI to prepare a NMT Transport Masterplan for the entire district, including the Stellenbosch Municipal Area, but excluding the Stellenbosch CBD. The Master Plan produced a vision, a set of objectives, undertook consultations and ultimately proposed an Implementation Plan showing prioritised projects for immediate attention. Specific mention is given to the need to provide public transport facilities at the R45/R310 intersection.

The need to enhance NMT facilities along the R310 serving Kylemore and Pniel and to enable a better connection to Stellenbosch was addressed. Plans highlighted the need to improve facilities along the R310 from Welmoed, Lynedoch and Vlottenburg into Stellenbosch. The master plan included recommendations to provide a Class 1 NMT facility from Jamestown to Paradyskloof along the R44 as well as to enhance the existing NMT facilities into Stellenbosch. It also proposed Class 1 facilities to the north of Stellenbosch along the R304 and R44.

The status and progress of the implementation of the recommendations could not be confirmed. Note that the proposed NMT facilities along the R310, R44 and R304 has not been implemented.

6.10.2 STELLENBOSCH NMT NETWORK PLAN

In 2009, SSI prepared the Stellenbosch NMT Plan, which included a number of projects to be implemented. These projects were included in the CITP.

Sturgeon Consulting undertook the expansion of the NMT network planning on behalf of SM, during 2014 & 2015. The report concluded the following:

- The NMT facilities in Stellenbosch and the municipal areas was reviewed and inventoried. At the same time possible improvements of NMT facilities were evaluated for both Stellenbosch and the municipal nodes.
- Priority NMT projects were identified from the field observations and discussions with various stakeholders. High level cost estimates were determined for the work required for each of the NMT projects.
- The projects were evaluated on various criteria determined in collaboration with SM
- A number of challenges/opportunities were highlighted which needs to be investigated further.
- The projects have been prioritised on a sound basis for future implementation.

The report recommended:

- That the priority projects identified and the determined priority ratings be reviewed by the Stellenbosch Municipality for appropriateness in terms of the municipality's strategy for NMT infrastructure improvements. This should be followed by the appropriate public processes leading to the approval of these projects which will proceed to design and construction based on available funding.
- Where funding is a problem Stellenbosch Municipality should implement the various projects identified in a phased approach per financial year to ensure that the project will be completed.
- The 2015 NMT Network Plan be approved/supported at the highest level possible to ensure future promotion, expansion, completion and integration of NMT in Stellenbosch and the municipal area with an annual budget being allocated for this priority transport mode.

The NMT projects were included in the 2016-2020 CITP, and were not assessed further in this report.

6.10.3 KAYAMANDI LINK TO THE CBD VIA BIRD STREET

SMEC (Vela VKE) prepared plans for the upgrading of Bird and George Blake Streets to improve the pedestrian facilities to the CBD. These links are highly trafficked and the route provides mobility to many pedestrians from Kayamandi and Cloetesville to Du Toit Station, Bergzicht Taxi rank and the Stellenbosch CBD. A portion of the pedestrian facilities along Bird Street was subsequently upgraded and this should proceed to complete the whole route.

The pedestrian level crossing between George Blake and Bird Street west of the taxi rank is unsafe, this was highlighted in the CITP to be resolved. The pedestrian movement at the R44 and Bird Street intersection is already at an unacceptable level of service for vehicle movements without dedicated pedestrian movement phasing. The pedestrians crossing this intersection should be considered in any future improvements to accommodate them and improve safety.

6.10.4 PROVINCIAL SUSTAINABLE TRANSPORT PROGRAMME

The Provincial Sustainable Transport Programme (PSTP) has been established to support the development and implementation of sustainable transport systems in the Greater Western Cape. SM was selected as the first municipality for the implementation of this programme. Through the program, numerous status quo and planning assessments were undertaken and priority NMT infrastructure projects implemented. During the 2016/2017 financial year, NMT Infrastructure to the value of approximate R6M was implemented. The PSTP programme still actively provides support to the municipality by promoting NMT and public transport development.



Figure 6-15: Example of NMT infrastructure

Source: SM

6.11 UPGRADE GRAVEL ROADS UPGRADING PROGRAM

The SM had, commencing in 2007, with a gravel road upgrading program, the programme aims to eradicate all gravel roads within residential settlements. The gravel roads, situated in previously disadvantaged and in low income areas, are upgraded to asphalt surface standards. Each year between 2-4 km of gravel roads are upgraded

and it is expected that all identified gravel roads will be upgraded within the next 3 years. The SM is currently upgrading gravel roads in the residential settlements of LaMotte and Wemmershoek, located in the Franschhoek region. Refer to the figures below for examples of the upgrades.



Figure 6-16: Gravel roads in residential areas

Source: SM



Figure 6-17: Example of completed road in residential areas

Source: SM

6.12 LANQUEDOC ACCESS ROAD AND BRIDGE

Lanquedoc is a previously disadvantaged community situated in the Dwars River Region, near Pniel. The access road to Lanquedoc crosses the Dwars River, and has only a single lane bridge. The access road as well as the single lane bridge does not meet the requirements of a developing residential settlement. The SM has commenced with the planning and design for an upgraded access road and additional bridge. The existing

bridge would be retained for Non-motorised Transport (NMT), and the additional bridge will accommodate 2 lanes of vehicular traffic. It is anticipated that construction would commence in 2020.

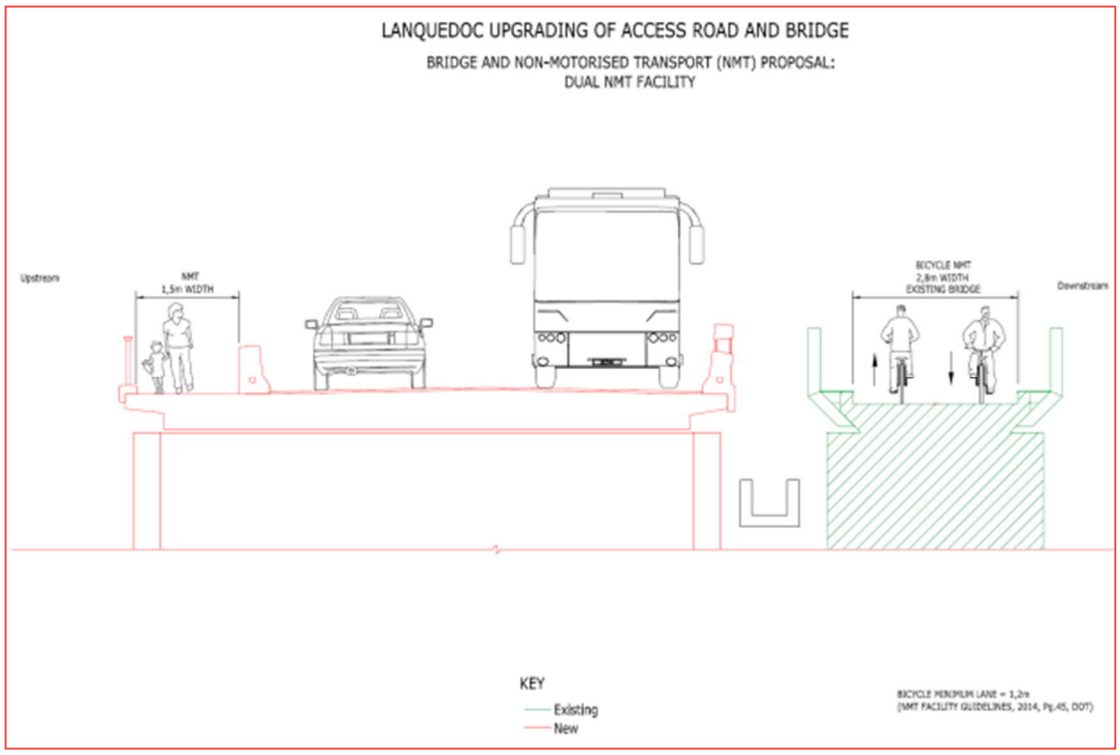


Figure 6-18: Lanquedoc access road bridge

Source: SM

6.13 PUBLIC TRANSPORT

6.13.1 BACKGROUND

In September 2008, Jeffares & Green (Pty) Ltd was appointed by the Stellenbosch Municipality for the Development of a Transport Model and Public Transport Operations Plan for Stellenbosch.

Origin-destination household questionnaire surveys were conducted within all the predetermined zones that constitute the Stellenbosch study area. Part of the questionnaire consisted of public transport related questions intended to gauge the nature of existing public transport demand.

The public transport information obtained from the household surveys was coded into the transport model to represent the existing public transport origin-destination (OD) demand in the AM peak period. OD pairs were then distributed on the known existing public transport routes to complete the existing scenario of the Stellenbosch public transport AM peak hour operations.

This Public Transport Operations Plan (PTOP) for Stellenbosch feeds off the findings of several relevant previous studies, as well as the Stellenbosch Transport Model in order to develop an appropriate scheduled public transport system that is able to more effectively serve the mobility needs of existing public transport users, as well as to attract current private car users.

The public transport system proposed in this report was developed in such a way that the system can be aligned with the proposals of two key recent studies, namely the Stellenbosch Non-motorised Transport Framework Plan (Cape Winelands District Municipality [prepared by SSI], 2009) and the CWDM Public Transport Tourism Project (Cape Winelands District Municipality [prepared by Pendulum], 2009).

This report documents the methodology, analysis and findings of the proposed PTOP. Based on the project scope of work, the following points are addressed in the development of a public transport system for Stellenbosch:

- Identifies routes and stops
- Notionally advises on the frequencies along routes
- Notionally advises on the type of vehicles
- Infrastructure required

6.13.2 PUBLIC TRANSPORT SERVICE NETWORK

Royal Haskoning DHV prepared a Public Transport Service Network: Initial Operational and Business Plans report, dated December 2016. The conclusion and recommendations of the report are repeated here for information.

This study sets out the framework for the provision of an integrated public transport system for the Stellenbosch Municipality comprising of a network of short and long routes and public transport services that will ultimately provide a safe and convenient service for all the inhabitants of the area as well as tourists and visitors. The system will ultimately provide linkages to the greater Cape Town functional region and facilities such as the Cape Town International Airport. Linkages to the MyCiTi Integrated Public Transport Network and commuter rail stations will be provided.

The proposals take into consideration sustainability, equity and cost into consideration. The role to be played by the existing public transport operators in the area is taken into consideration and proposals are made to provide for their participation and formalisation in the business model.

The role played by the Western Cape Provincial Government and their participation in the planning process is acknowledged, particularly in terms of the proposed public transport institutional framework currently being planned that includes the Stellenbosch Municipality.

A preliminary revenue and cost model has been prepared and the estimated costing was presented in the report.

The conclusions of the investigation into the provision of a Public Transport Service Network by the Stellenbosch Municipality are:

- The implementation of a Public Transport Service Network will have major financial and institutional implications for the Stellenbosch Municipality. The preparation of further detailed institutional, business and operational plans are necessary to affirm cost and revenue estimates, the sources and availability of funding required before a final decision can be taken to proceed with the implementation of the proposals.
- The Western Cape Government and the National Department of Transport be approached to ascertain the possibility and requirements for accessing grant funding from the Public Transport Network Grant.
- Consultation with the public transport operators within Stellenbosch be conducted to obtain support and the participation of the operators before the implementation of a pilot phase can take place.
- The City of Cape Town be engaged regarding the possible acquisition of second hand Optare buses from the existing MyCiTi bus fleet, as a possible cost saving measure.

The recommendations of the report are that:

- The Stellenbosch Municipal Council takes note of the outcome and conclusions of the proposals for the introduction of a Public Transport Service Network in Stellenbosch, in particular the institutional and financial implications.
- The proposal for the introduction of a Public Transport Service Network in Stellenbosch be supported, in principle, subject to:
  - The support of the Western Cape Government and the National Department of Transport being obtained for the proposals and for the future submission of an application for grant funding from the national Public Transport Network Grant.
  - The preparation of further detailed institutional, business and operational plans to affirm cost and revenue estimates and the sources and availability of funding.

The status of this report and the further work required must still be confirmed by the Client.

6.14 FREIGHT MOVEMENT

In February 2012, GIBB prepared the "Cape Winelands District Freight Strategy" which focused on the existing freight movements and facilities within the District. The report notes that the major freight routes close to Stellenbosch town are the connections between Stellenbosch and Somerset West (R44), Stellenbosch and Kuils River (310), Stellenbosch to Klapmuts (R44 north), Stellenbosch to Brackenfell (R304) and Stellenbosch to Franschhoek (R310). The portion of the R45 between Villiersdorp and Paarl is also a major freight route for the region. The report furthermore identifies secondary routes that

- Provide access to farming areas.
- Carry freight in the form of supplies for agri-processing (e.g. delivery of bottles).
- Distribute the finished product (e.g. delivery of wine) to the Port of Cape Town for export.

The 2016-2020 CITP concluded the following with regards to the SM Freight Transport Strategy:

- The freight system forms an integral part of the transport network. Freight is moved by means of the road network which is managed by SANRAL as provincial and local government and the rail network, pipelines and ports which are managed and operated for the most part by Transnet.
- The PGWC is mandated with the control of overloading of freight vehicles. There are currently 9 weighbridges within the Province, 1 of which is within the Stellenbosch municipal boundary.
- Overloading is not adequately controlled and there is inadequate legal support for enforcement.
- In Stellenbosch, the inbound heavy vehicle traffic volume accounts for 1% of the morning peak period of the inbound traffic volumes and is not demanding of the road system capacity.
- In Franschhoek, approximately 29% of heavy vehicles are through traffic on the main road. Although an alternative heavy vehicle route may alleviate some pressure on the Franschhoek main road, the majority of heavy vehicle traffic is generated in the town and the surrounding farms and will continue to make use of the main road.
- Proposed Interventions:
  - Development of an infrastructure improvement programme
  - Improve law enforcement and overload control
  - Development of a strategic freight network
  - Promoting and endorsing a self-regulatory entity such as the Road Transport Management System (RTMS)
  - Investigation of the feasibility of installing an additional weighbridge within Stellenbosch
  - Detailed freight surveys are required

- Investigate the use of alternative / preventative measures to deter heavy haul vehicles from using the Franschhoek pass as an alternative to the current Huguenot Tunnel and potentially the N1 Winelands.

6.15 FRANSCHHOEK TRANSPORT MASTER PLAN

ICE Group was appointed by the Stellenbosch Municipality in 2011 to prepare a comprehensive Transport Master Plan for the Franschhoek area. This report proposed road infrastructure improvements for Franschhoek and the surrounding areas of La Motte, Wemmershoek and Groendal. The various relevant road improvements are summarised below and have been included into the proposed RMP:

- The road environment for the R45 should be reclassified, which reduces speeds through the town and assigns a road environment to particular portions of the R45;
- The Stellenbosch Municipality should ensure that sufficient space is reserved for the north- westward extension of Dirkie Uys Street to Beaucoup de L'eau Street;
- The Stellenbosch Municipality should ensure that sufficient space is reserved for a route that will link the MR5618 to Bagatelle Street;
- The one-way bridge where Robertsvlei Road crosses the river should be widened;
- Proposed roundabouts at the following intersections:
    - Main Road / Uitkyk Street / Cabriere Street intersection;
    - Huguenot Street / Lambrecht Street intersection;
    - R45 / Le Roux Street intersection;
    - R45 / La Provence Road intersection,
    - R45 / Nerina Street / Bagatelle Street.

The proposed roundabouts were not implemented, and SM is in the process to appoint consultants to draft new proposals.

6.16 RAIL LEVEL CROSSINGS

PRASA is investigating the removal of all rail level crossings to improve road and rail safety by providing road over rail bridges. There are several level crossings within the SMA, not including those in Franschhoek, as the train line to Franschhoek is no longer operational, or those which are not on public roads. The level crossings are listed below:

- Elsenburg Road north of Muldersvlei train station (LC1)
- Kromme Rhee Road near the intersection with the R304 (LC2)
- Elsenburg Road just south of Koelpark near the R304 intersection (LC3)
- Major pedestrian crossing between George Blake and the R304 (LC4)
- George Blake Road in the CBD (LC5)
- Extension of Oude Libertas Road (Distell) (LC6)
- Winery Road (Distell) (LC7)
- Private Road (LC8)
- Private Road (LC9)
- Vredenheim Farm (LC10)

A recent rail level-crossing elimination project along Vlottenburg Road resulted in the elimination of the following level-crossings:

- Extension of Annandale Road.
- Vlaeberg Road north of Baden Powell Drive.
- Numerous privately owned road level crossings

The location of the remaining level crossings are indicated in Figure 6-19. The EMME modelling work undertaken in this report assumes that all rail level crossings are removed in future, and will have no impact on the capacity or operation of road links.

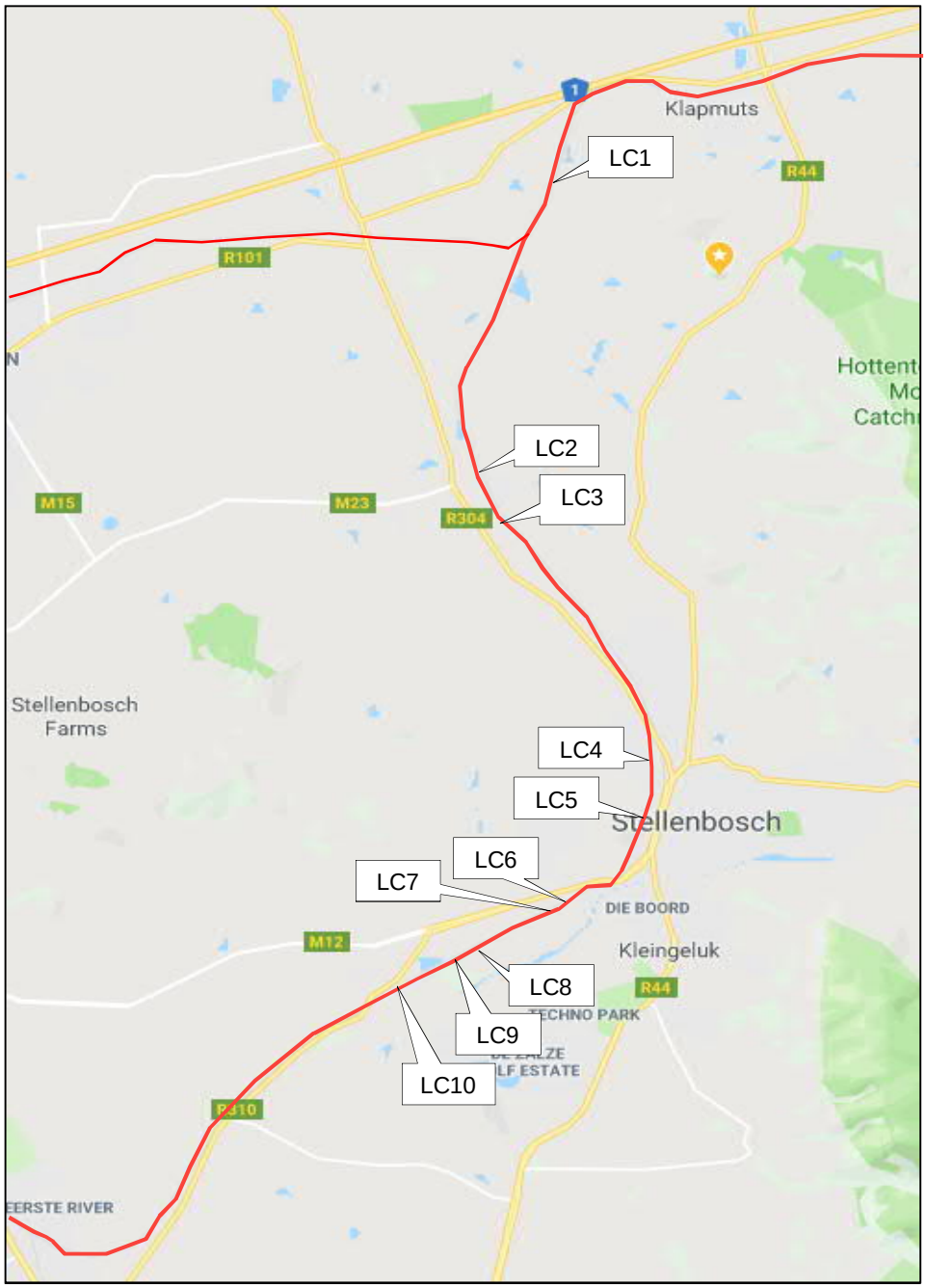


Figure 6-19: Rail Level crossings

6.17 UNIVERSITY OF STELLENBOSCH MOBILITY PLAN

SMEC (Vela VKE) completed a Mobility Master Plan for the University Of Stellenbosch (US) in November 2011. This plan was integrated into the Stellenbosch CITP. The aim of the Mobility study was to fully integrate all modes of transport within the University, while keeping to the vision of the University facilities management team. This vision clearly states: “To attract students and personnel, it is of fundamental importance to have a safe, accessible and appealing campus.”

The Mobility Study were developed in conjunction with the blueprint for the further development of the Stellenbosch campus, namely the “Basis Meesterplan” dated November 2009. In this document an important mobility mode hierarchy has been defined, namely walking, then cycling, commuter/public transport and lastly motorised transport.

The Mobility Plan was later followed up by a Traffic Impact Study based on a complete micro- simulation to show the effects of implementing the plan. In the Master plan Study the following guidelines have been defined for future campus circulation issues. These are:

- To provide safe, efficient, user-friendly and aesthetically pleasing pedestrian routes to foster personal and social interaction and a pedestrian community on campus.
- To provide sufficient functional access for vehicles to do business and provide emergency and operational services.
- To improve the provision of access and alternative transport options for disabled people.
- To cooperate with local traffic authorities to better manage traffic on the campus and to improve safety of pedestrians.
- To provide and promote the use of a regular, comfortable and safe shuttle service to the campus community.
- To make use of bicycles possible with minimal inconvenience to pedestrians. The cycle routes should be integrated with the municipal routes and planning. Safe and user-friendly cycle racks and locking facilities where applicable, must be provided at campus buildings.
- To develop the campus to include more “human spaces” which will enhance the “university town” idea.
- To discourage traffic flow through the campus by closing some roads for through-traffic and by making some roads less vehicle friendly.
- The development of periphery parking modes on the southern and northern edges of the campus to receive commuters before entering the core campus area. From these peripheral parking modes students and personnel can be transported to the core campus by means of shuttle services.
- To redefine pedestrian movement lines by developing certain main pedestrian routes on campus.
- The provision of parking will follow the “user pays” principle. Improved registration processes of vehicles and stricter policing are prerequisites.
- To cooperate closer with Stellenbosch Municipality and business sectors to look at wider solutions than only for the campus area.

The following strategy was recommended:

- To implement the principles stated above includes the integrated solutions given and recommended by the Mobility study to limit parking on the core- campus with supplementing the need with better and the higher use of public transport, shuttle services and additional parking on the periphery of the campus. It also includes the promotion and development of pedestrian and cycle routes with the associated landscaping on parts of the campus.

SHUTTLE SERVICES

A free campus shuttle operates on campus from 7:00 to 17:30. This service focuses on the following needs:

- Transport between the general parking areas on the edge of campus and central campus during the day.
- Transport between the long-term parking area and central points at the residences at specific times during the day and night.
- Transport to and from service divisions and departments on the edge of campus (e.g. Food Science and Welgevallen), to and from central campus.

– Transport of congress attendees to and from the general parking areas on the edge of campus

Refer to Figure 6-20 for the route map of the current (2018) shuttle services on campus.

LATEST PLANNING

The US confirmed that a new Integrated Transport Plan is expected to be available in June 2018, which will replace the 2012 Mobility Plan. This document was not available at the time of the completion of this report.

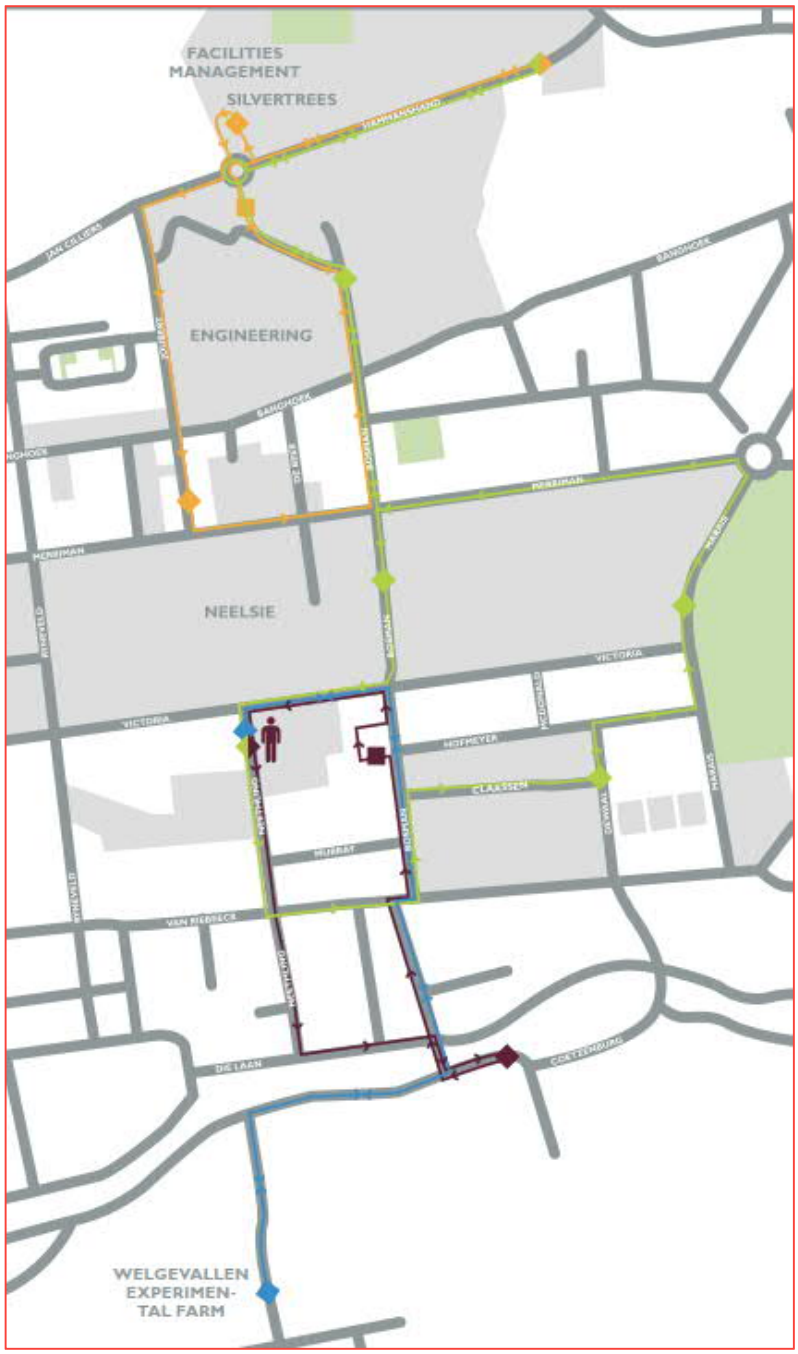


Figure 6-20: US shuttle routes

Source: University of Stellenbosch

6.18 LOW ORDER LOCAL IMPROVEMENTS

The SM has made information available with regards to local upgrades and improvements currently under consideration. The upgrades range from minor intersection upgrades, requests for signalisation etc. The RMP did not model these upgrades, as the timeframe and extent of the implementation cannot be confirmed at this stage.

Upgrades of the following intersections are planned:

- R44 and Helshoogte (R310)
- R44 and La Colline
- R44 and Merriman
- R44 and Molteno
- R44 and Alexander
- R310 and Lower Dorp
- R44 and Dorp
- R44 and Blaauwklippen
- Section of R304 between R44 pass Kayamandi to Sokuqala Street
- Bird and Molteno
- R310 and Oude Libertas
- R310 and Vredenburg
- R310 and Devonvallei
- R44 and Trumali
- R44 and Paradyskloof
- R44 and Technopark

6.19 TRANSIT ORIENTED DEVELOPMENT INITIATIVE

The SM and PGWC commissioned a conceptual study for a Transit Oriented Development (TOD) along the Adam Tas (R44) corridor adjacent to the Stellenbosch railway station. Refer to the report: A new gateway for Stellenbosch, Conceptual Study for TOD in Stellenbosch. Royal Haskoning DHV, May 2018. The broad findings of the study with regards to the potential land -use change and densification within the study area, and the proposed changes to the local road network was incorporated in the 2040 EMME model.

The following section summarises some of the findings and recommendation of the report, *verbatim:*

BACKGROUND AND SCOPE OF THIS STUDY

Stellenbosch is an internationally recognized destination for business, university education, tourism and living. It has plenty of unique heritage values, a striking natural environment and a world-renowned wine industry. In its recent past, Stellenbosch has experienced rapid economic development and growth. This has resulted in urgent urban development challenges.

The two key problems are the growing and persistent traffic congestion on main roads and in the central town area, as well as the shortage of residential space in all market segments. This leads to soaring house prices, continuing social imbalances and forced commuting by people unable to find accommodation in Stellenbosch, which in turn further exacerbates traffic peaks and congestion. These issues are threatening to undermine Stellenbosch's liability and economic vitality.

To pro-actively meet these challenges, the Municipality of Stellenbosch and the Western Cape Province have appointed Royal HaskoningDHV (Pty) Ltd (RHDHV) to undertake a conceptual study for Transit Oriented Development (TOD) in the Adam Tas Road corridor adjacent to the Stellenbosch railway station and extending to the edge of the central town area.

The scope of the conceptual study includes traffic surveys, assessment of primary issues concerning congestion and road safety, and the investigation of sustainable solutions in a holistic TOD perspective. This study follows on from an initial TOD strategy study that was performed in the period from 2013 to 2015.

TRAFFIC SURVEYS AND MICRO-SIMULATION-MODEL

A micro-simulation traffic model of the Stellenbosch road network has been developed from the greater Cape Town region macroscopic traffic model and additional traffic surveys using number plate recognition techniques were conducted in order to calibrate the micro-simulation model. From this information, traffic volumes and travel patterns between origins and destinations throughout Stellenbosch have been established. Findings from the model show that traffic capacity bottlenecks in the central part of the Adam Tas Road corridor are concentrated around the four intersections involving the R310, Alexander Street, George Blake Street and Merriman Street.

The congestion problems are further aggravated by insufficient intersection spacing and non-standard intersection layout, as well as a serious road safety issue in the form of the level crossing of the railway line at George Blake Street. These problems, including the difficulties experienced by pedestrians crossing Adam Tas Road and the railway line, lead to an unacceptable situation with negative side effects in the surrounding area.

PROPOSED INFRASTRUCTURE SOLUTION

Various options for a revised scheme for the central section of the Adam Tas corridor have been studied. The proposed scheme consolidates the four existing T-intersections into two grade separated interchanges. This simplifies traffic circulation and removes the current road safety problem. In addition, as the central segment of Adam Tas Road is freed of intersections, it can be re-positioned in a cut-and-cover tunnel of approximately 500m length. This alleviates the negative urban impact of the Adam Tas corridor and allows for a re-positioning of the railway station into the heart of the proposed TOD scheme, with convenient and safe pedestrian links to the town centre of Stellenbosch. The new station can be developed into a modern public transport hub in a pedestrian priority area. The re-positioning and modernization of the station facility does not require any alterations to the railway tracks.

TRAFFIC MODELLING RESULTS

Micro-simulation modelling has been performed both for the current situation and the proposed scheme. Its results show structural improvements to road capacity and significant reduction of traffic congestion, even taking into account future increased traffic volumes resulting from the proposed TOD developments. Average vehicle delay during morning and afternoon peak traffic periods is reduced by 45%. The revised scheme also shows substantial reductions in air pollution (20%-30%) and fuel consumption (25%) across the Stellenbosch road network. Therefore, it can be concluded that the proposed revised scheme constitutes a sustainable solution for key traffic problems in Stellenbosch.

URBAN DEVELOPMENT VISION

The proposed TOD scheme for the Adam Tas corridor is illustrated in the four conceptual diagrams on the next page. It allows for a transformation of currently underused municipal land in the vicinity of the corridor into a dense and vibrant mixed-use urban district, which extends the heart of the city from Eikestad Mall across the railway line to Papegaaiberg Park. Strategic opportunities are identified in a number of important fields, as follows:

1. An inclusive mixed-use district:

A mixed-use district with a total floor area of 350 000-400 000m2 GFA in 20-25 independent blocks can be developed, which translates into about 3500 residential apartments plus commercial urban functions. The new district can be a model for a vibrant, safe and inclusive urban environment, offering good living, working, shopping and education for all income classes. Additionally, the new district is an ideal location for strategic functions such as a new civic centre and additional university facilities.

2. Promoting non-motorized transport:

In the heart of the area, a park-like pedestrian priority setting is created, connecting existing walking lines through the city centre with the new station and public transport hub. This creates effective and safe connections to bus, taxi, cycling and pedestrian facilities. A public car parking hub can be created as part of the new district, which can be accessible from Merriman Street and Alexander Street, but also close to the historic city centre. This alleviates parking pressure in the sensitive historic centre.

3. Catalyst for urban renewal of a wider area:

The TOD will be a catalyst for the further urban renewal of adjacent inner city areas. In particular, the re-aligned George Blake Street link to Merriman Street overpass takes traffic in a northerly direction, thereby alleviating Bird Street and increasing its potential for active urban renewal. Bird Street can be downgraded and transformed into a non-motorized traffic priority boulevard with more space for its vibrant street markets.

4. Shaping a sustainable future for Stellenbosch, in line with its proud heritage:

The TOD is a strategic opportunity to not only solve a critical traffic problem, but at the same time form a game changer for Stellenbosch's urban development: Stellenbosch can move from investor-driven development along the periphery towards a TOD based inclusive and sustainable urban renewal. In this way, the further growth of Stellenbosch can take shape in a way that enhances its vibrant urban lifestyle, preserves natural and infrastructural resources and adds a new chapter to Stellenbosch's proud heritage.

PROPOSED ROAD IMPROVEMENTS

The R44 is the major road access to the Stellenbosch CBD which is becoming increasingly congested. Any improvements that will reduce congestion and increase accessibility will lead to increases in the job market and subsequent economic growth. Congestion reduction proposals that are being addressed in this study are threefold, namely; treatment of the congested Adam Tas Road intersections, improvement of accessibility to Public Transport and dramatic changes to the pedestrian and cycle network. Proposed improvements to the Adam Tas Road intersections are shown in Figure 6-21.

The proposed road infrastructure improvements include the following:

1. Grade separation of the George Blake/ Merriman Ave intersection with the R44.
A key aspect of this initiative is the removal of the level rail crossing of George Blake Street. This is a very dangerous crossing which has resulted in several fatalities in recent years. In addition, this grade separation will also substantially increase the capacity of the R44 by reducing the number of intersections and removal of the right turn traffic conflicts. It also facilitates easy access to the park-and-ride/cycle/walk facility envisaged in the proposed precinct development between Merriman and Alexander Streets.

2. Lowering of the central section of the R44
Lowering of the central section of the R44 flowing through the precinct is necessary to create a Public Transport Interchange facility at the envisaged new Railway Station site. This will create pedestrian, cycle and Public Transport priority and remove the vehicle/pedestrian conflict. It will also enhance NMT and Public transport accessibility and mobility connections to the CBD.

3. Improvements to the R44/R310 and Alexander Road intersections
It is further recommended that the R44/R310 and R44/Alexander Road intersections are combined into a single intersection, which is a short-term proposal until such time as the increase in traffic generated by the TOD and other developments in the town necessitates further improvements to this major intersection. In the long-term, it

is proposed that the dominant flow of the R44 is grade separated through an underpass. This intervention should improve safety and capacity, and reduce the number of intersections, thereby improving mobility.



Figure 6-21: Adam Tas Road Proposed Improvements

Source: Royal Haskoning DHV

WAY FORWARD

SM confirmed that the implementation of the Adam Tas TOD project is on hold indefinitely, and the extent of the upgrades may be revised and reduced. Additional EMME modelling of the TOD proposals were also not required as part of the RMP update.

In the interim, it is planned to support development in the area based on the TOD principles of housing developments near transit opportunities: the availability of public transports services along Adam Tas Road and the nearby Stellenbosch railway station.

7 EVALUATION OF NETWORK PROPOSALS

7.1 GENERAL

Stellenbosch's EMME/4 transport model can be used for the testing of a wide variety of network and land-use scenarios. This includes the analysis and evaluation of proposed (new) road projects, capacity improvements to existing infrastructure, road closures, the introduction of new speed limits and public transport proposals. On the land-use side, the model can also assist in determining the transport impact of specific development proposals.

Presently, the Stellenbosch model consists of a 2018 base year model, as well as a general 2040 future model based on a long-term land use scenario for the whole metropolitan area, including a "trend" projection for Stellenbosch. The former has been used to test the validity of the modelling approach and to highlight present problems, while the latter provides the means for establishing the long-term road improvement needs in the study area. Both models were used to evaluate general capacity improvements as well as specific new projects.

Note: All modelling outputs are included in Appendix A-2.

7.2 2018 BASE NETWORK ANALYSIS

The 2018 base year model is a much improved version of the 2011 Stellenbosch model which was based on 2009 household interview surveys, the Cape Town Metropolitan model and detailed information about US student travel demand patterns. Some network and other changes were also introduced in order to bring the model up to date. The modelling steps and calibration processes are described in ***Chapter 4***.

The traffic assignment process involved the present (2018) private transport commuter matrix, plus the student travel demand. The final 2018 base-year vehicle assignment results are shown in Figures 4.5 to 4.7 (Appendix A-1).

The 2018 modelling results confirms that the following road sections operate at capacity and should be investigated further for possible improvements included in the RMP:

- The R304 between Bottelary Road and 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
- Alexander Street between the R44 and Bergzicht Street
- George Blake Street

In addition, quite a number of access roads are under severe pressure. These include the following:

- The Welgevonden access road
- Lang Street into Cloetesville
- La Colline access off the R310
- The Technopark access road

Further from the Stellenbosch CBD, the Base Year assessment indicate that the R304/ N1 Interchange ramps require signalisation to improve safety and Level of Service.

It should be noted however that these capacity issues need to be confirmed by traffic counts, on-site inspections and further, more detailed investigations. Some of the problems could possibly be resolved by fairly simple intersection improvements, rather than major road widening schemes.

7.3 2040 TARGET YEAR ASSESSMENT

For the 20-year long-term network evaluation it was decided to use the latest (2040) Cape Town metropolitan spatial development scenario, as the basis for the transport demand modelling. This land use scenario also includes future growth assumptions for the Stellenbosch area, as described in Chapter 4. The 2040 travel demand also allows for a 30 per cent growth in University student traffic. This growth could however be lowered pending the success of the Stellenbosch University Mobility Plan and new Integrated Transport Plan. Note that the US is currently developing a new strategic framework to determine the future size and shape of the University, its campuses and student body. The expected growth rate will be determined from this.

Due to difficulties in determining short- to medium-term land use developments, it was decided to rather focus on one all-encompassing long-term scenario to evaluate the roads master plan. This was firstly used to assess the extent of road network improvements necessary to cope with the future anticipated traffic demand. Thereafter, this network provided a common basis for evaluating new road proposals.

7.3.1 GENERAL CAPACITY IMPROVEMENTS

Having analysed the 2018 model outputs (see Figures 4.5 – 4.7), and some initial model runs with the 2040 traffic demand, it soon became clear that the present road network fails to cope with the longer-term growth needs of the Stellenbosch area. This was particularly evident in the case of the higher order Provincial roads in and around Stellenbosch.

The extent of the required network improvements were then assessed by incrementally adding some additional lane capacity to the most obvious areas of constraint. The process was stopped when, for environmental or other reasons, no further capacity could be provided. It is therefore acknowledged that some roads, particularly in the historic town area, could in future still operate at capacity during peak periods (unless modal shift changes). It should however be noted that the peak period traffic congestion could spread over a longer time interval as a result of unresolved capacity problems. This has been taken into account in the demand modelling exercise.

The final results of the 2040 traffic assignment are shown in Figures 7.1 to Figure 7.3. (Also refer to Appendix A-2). The following general capacity improvements were introduced during this process and formed part of the final output:

- Polkadraai Road: The remaining single carriageway sections from Cairngorm Road to Vlottenburg (unnamed road) to be upgraded to a dual carriageway (2 lanes per direction) before 2035, in accordance with the Provincial road infrastructure programme.
- R44 North of the Stellenbosch CBD: Upgrade to dual carriageway from the end of the current dual carriageway north of Fir Road to the Welgevonden access at Hendrikse Road.
- The R44 in the vicinity of Klapmuts will require additional capacity due to the proposed future residential and employment developments in the area, as well as future upgraded road links off the R44.
- Adam Tas Road could become the busiest section of road in Stellenbosch, and will require 3 lanes per direction between the R44 in the south and Merriman Avenue to the north.
- Adam Tas: Planned high priority (short term) upgrades to and reconfiguration of the intersections with the R44/Alexander Street and Merriman Avenue.
- The Adam Tas/George Blake intersection also need to be improved or reconfigured to provide additional capacity.
- R304 (Koelenhof Road): Upgrade to dual carriageway between Adam Tas (R44) in the south to Bottelary Road/Kromme Rhee Road.
- Merriman and Cluver Street link: Upgrade to dual carriageway or minimum 2-lanes per direction required between Bosman Street and Banghoek Road.
- Lower Dorp Street – Capacity improvements required between the R44 and Adam Tas Road. Conceptual planning has been undertaken for the dualling of this section.
- Van Reede and Vrede Street link: These roads required dualling between the R44 and Piet Retief Street, with improvements at the R44 / Van Reede intersection.
- Van Reede Street westbound extension linking into Electron road to provide a second access to Techno Park.
- R44 - Technopark, De Zalze, Brandwacht and Welgevonden access roads – Dualling and/or intersection improvements are required.
- Jamestown Road – Road Network Development required due to major residential developments planned for this area.
- Baden Powell Drive – Dualling of remaining single carriageway sections between the N2 and Polkadraai Road.

It is recommended that all the above road projects could, with further investigation and analysis, be included in the next RMP update. Note, some of the above projects are already included in the list of identified road projects, refer to Chapter 8.2.

It should be noted however that, instead of providing additional traffic lanes, capacity could also be increased by changes to the road classification. For example, a vehicular lane along a mobility route can generally carry significantly more vehicles than the same width lane on a lower order road. This is because there are fewer delays such as fewer intersections along a mobility route.

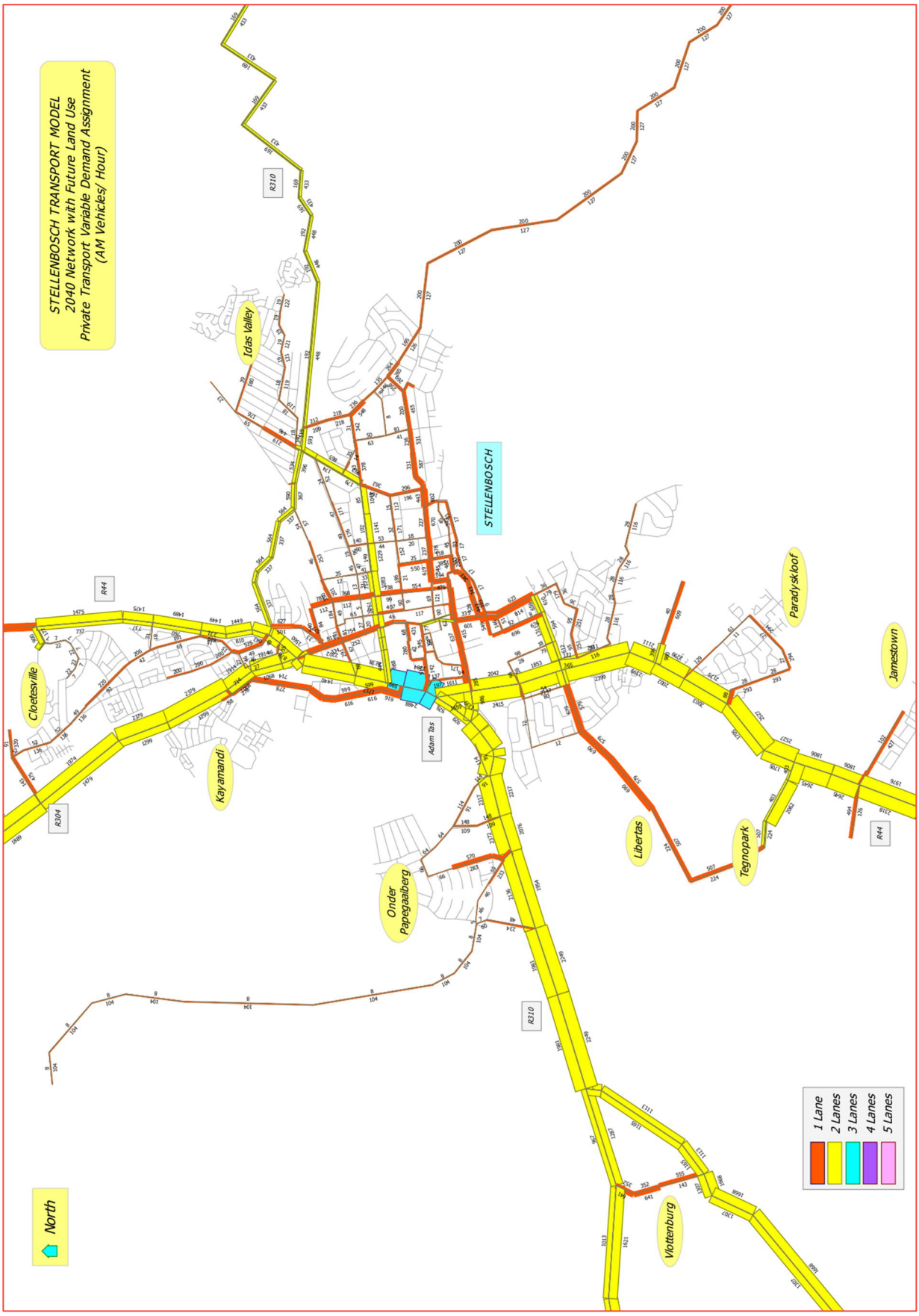


Figure 7-1: 2040 weekday AM peak hour traffic

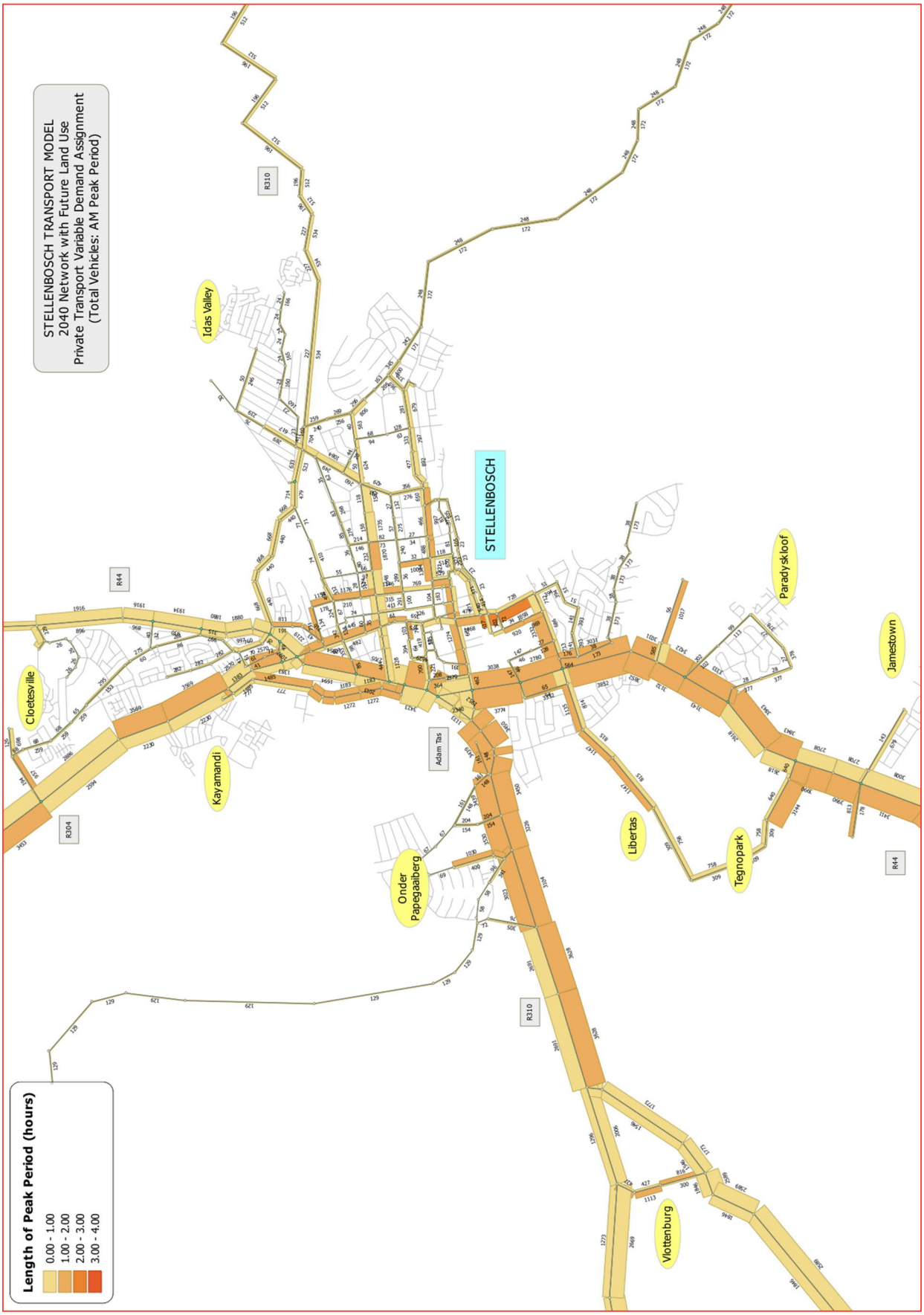


Figure 7-2: 2040 weekday AM peak period traffic

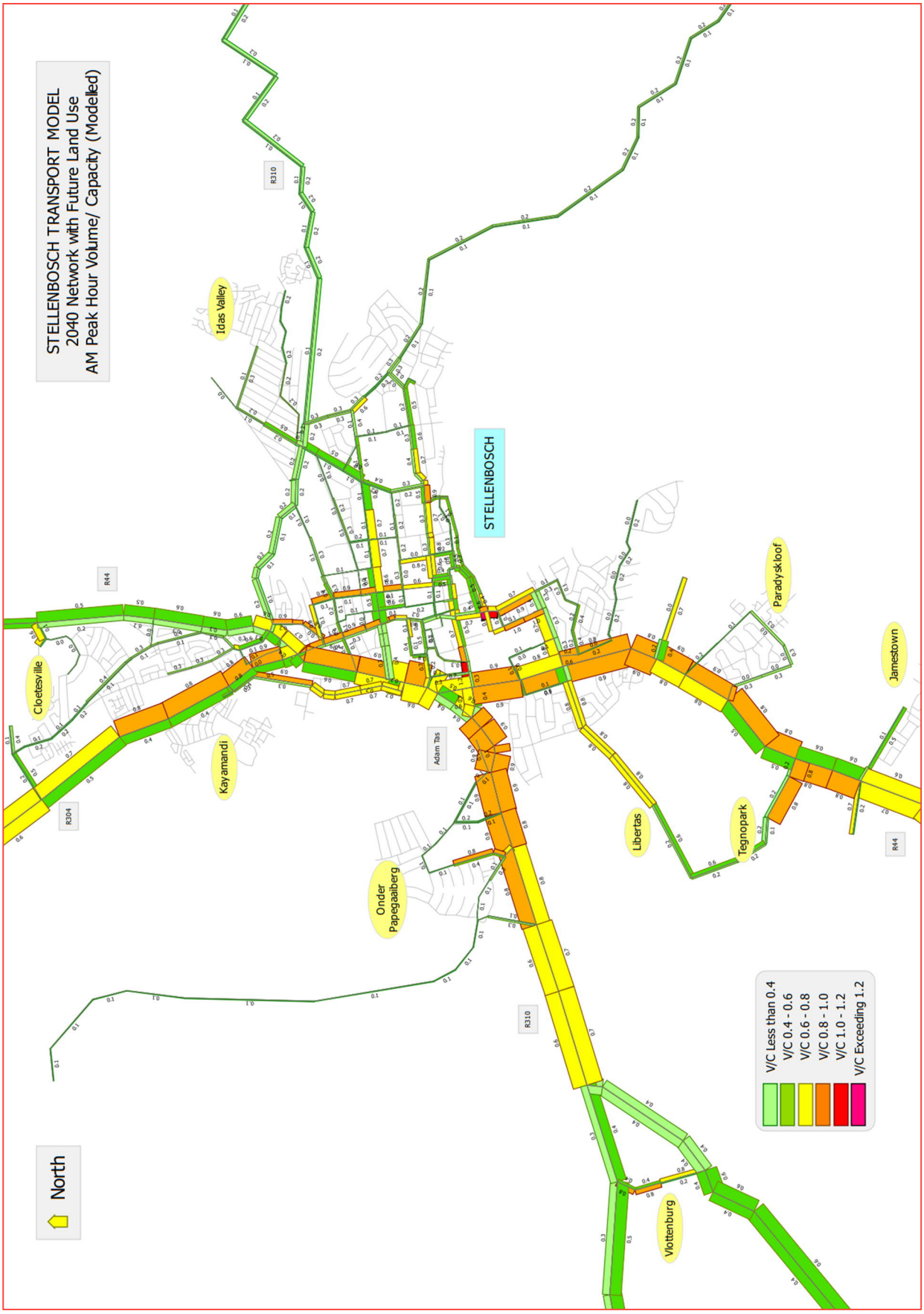


Figure 7-3: 2040 weekday AM peak hour V/C ratios

7.3.2 EASTERN LINK ROAD

The Eastern Link Road (previously incorrectly referred to as the eastern bypass) has been contemplated for a long time (see Section 6.5), but has never been formally adopted due to public and environmental concerns. However, the scale, nature and potential benefits of this project make it an ideal candidate for inclusion in the 2018 RMP.

A preliminary alignment was obtained from the ICE Group of Consulting Engineers, and coded into the model as a single carriageway Class 4 collector road. This route involves the extension of Van Reede Road and a connection with Pastorie Road at the Theological Faculty with a new proposed bridge crossing over the Eerste River. Other alignment alternatives would include the widening of the Coetzenburg bridge near the CBD. However the modelling results, of alternative routes near the CBD, are expected to be of a similar order due to only marginal differences in travel time and distance.

The 2040 private transport commuter matrix was assigned onto this modified network, and the peak hour traffic results are shown in **Figure 7.4**. The next illustration in **Figure 7.5** shows a comparison with the existing network and highlights the attraction of traffic onto the new route. (Also refer to Appendix A-2)

Based on this limited modelling assessment, the following results are of interest:

- The term “bypass” is a misnomer, considering that very little traffic deviates from the R44 onto this route as an alternative access into the Stellenbosch CBD.
- The link road mainly serves as an internal connector, carrying a maximum of about 450 vehicles per hour in any given direction between the R44 and the proposed Van Reede extension.
- Traffic on the proposed Van Reede extension to Dorp Street (across the Eerste River) is however significantly higher (850 vehicles per hour), serving as an alternative to the congested Piet Retief Road.
- Traffic on the R44 near the Technopark intersection reduces by about 300 vehicles per hour as a result of local traffic using the new link road. Between Van Reede and Dorp Street, the reduction is more than 200 vehicles per hour, mainly as a result of the proposed Van Reede extension.
- If planned correctly, the link road could also play an important role as a non-motorised transport (NMT) and public transport route, and will provide suburbs such as Paradyskloof and Brandwacht with easy access to the CBD.
- In future, the Eastern Link Road would also service residential developments in Jamestown with an alternate access to the CBD.

In terms of these findings, a strong case can be made for a first phase implementation between Van Reede and Pastorie Street. This should have immediate benefits, considering the lack of adequate river crossings and the present traffic demand patterns in this area.

The phased implementation of the Paradyskloof-Trumali Road portion would also have immediate benefits due to access restrictions on the R44 and proposed residential developments in the area.



Figure 7-4: Eastern link modified network - 2040 AM peak hour traffic

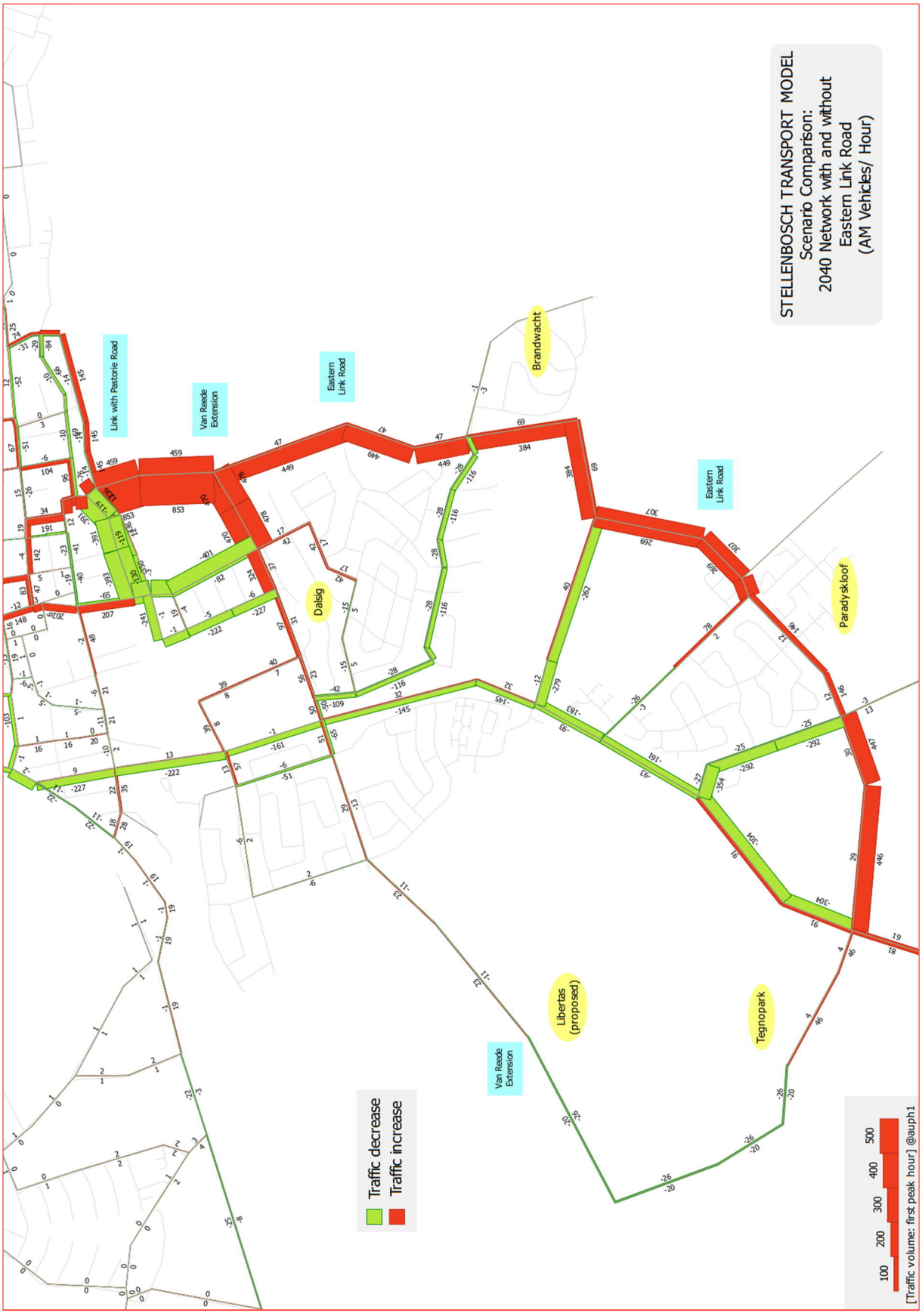


Figure 7-5: Eastern link compared to existing network, attraction of traffic 2040 Weekday AM peak hour

7.3.3 WESTERN BYPASS

The concept of a western bypass (identified in the CITP) has been around for a very long time, but the actual alignment details have never been fully articulated. Generally, there is a perception that traffic conditions along the R44 have deteriorated to such an extent that an alternative high order bypass requires serious investigation.

There would be considerable long-term benefits for having a bypass to Stellenbosch, which include:

- Significant relief to motorists, especially along the R44
- Benefits to the town itself (less through traffic, congestion and pollution)
- Reduced urban creep
- Environmental benefits in the form of reduced car emissions
- The possibility of allowing future land use developments and new urban design initiatives.

Notwithstanding these benefits, there are also some negative aspects:

- Environmental impacts to building new roads
- High construction costs
- Impact to existing land owners

Three preliminary road alignments have been used to assess the traffic impact of this bypass proposal:

- A high speed (100 km/h) Class 1 Expressway, connecting to the R44 in the vicinity of the Annandale intersection, extending north and north-eastwards to intersect with the R310 and the R304 from where it joins the R44 with a Class 2 arterial connection just north of Welgevonden.
- A similar but shorter bypass proposal which starts at a future grade separated Technopark intersection, sharing a short section of lower order Class 2 arterial with the surrounding land use developments. A speed limit of 80km/h was modelled.
- A much reduced bypass proposal, starting at the Technopark and ending at the R310 (North-South link road).

The 2040 traffic assignment results of the first proposal are shown in **Figure 7.6** and clearly show a strong northbound demand of between 600 and 1300 vehicles per hour along different sections of this road. In fact, the section from the Eerste River crossing to the R310 (Adam Tas Road) may even require a 4-lane dual carriageway cross-section, if the bypass also connects to the Technopark development.

Figure 7.7 shows a scenario comparison of the 2040 network with and without the Western Bypass (see **Section 7.3.1).** This clearly illustrates the impact of the bypass on the surrounding road network, with the red and green bars indicating traffic increases and reductions respectively. In terms of these results, one may conclude that the bypass could have a positive impact on the existing Provincial Road system in and around Stellenbosch. For example, traffic reductions of more than 1200 vehicles per hour (both directions) are expected on Adam Tas Road and the R44 south of the town – generally where Stellenbosch currently experiences its worst traffic problems.

It should be noted however that the northernmost section, referred to as the Welgevonden Link Road, carries very little traffic on its own and, without the rest of the bypass scheme, has very little impact on the surrounding road system. Only when the full scheme is implemented, does this link become a viable network element.

The traffic assignment results of the second bypass proposal from Technopark to Welgevonden are shown in **Figure 7.8**. In this instance however, the traffic volumes on the bypass are generally between 10 and 20 per cent

lower than for the previous alternative, largely as a result of reduced travel time benefits. The impact on the Provincial Road system is therefore also slightly lower, as shown by the scenario comparison in ***Figure 7.9***. Interestingly, a small (6%) increase in traffic can be observed southbound, on the section between the R310 and the Technopark.

In view of these findings, it was decided to also test the impact of a much reduced bypass alternative, which simply connects between the Technopark and the R310. Compared with the previous bypass proposal, the results in **Figure 7.10** show a slight drop in traffic, mainly in the southbound direction towards the Technopark. Nevertheless, this road still carries a significant amount of westbound traffic which otherwise would have travelled into the town in order to reach the R310 (see **Figure 7.11**).

It should be noted however that a large proportion of the traffic on this section of the proposed bypass is as a direct result of future (2040) anticipated residential developments in the "vacant" area between the bypass, Die Boord and Technopark. Different land use scenarios for this part of Stellenbosch could significantly alter the road requirements and transport patterns in this area.

Detailed geometric and transport analysis of the possible different routes, scenarios and types of intersections will be required. This will also have to be workshopped with all the relevant role players and it is expected to involve comprehensive public participation and environmental and heritage impact assessments. Since these processes normally takes a long time, it should be considered to start this process as soon as possible.

The timing for the implementation of the full bypass and in particular its Welgevonden link is dependent on the different land use scenarios for this part of Stellenbosch, however, it is expected that proposed housing developments (Northern Extension and Droëduike) as well as the proposed Adam Tas Corridor, will accelerate the need for further implementation of portions of the Western Bypass.

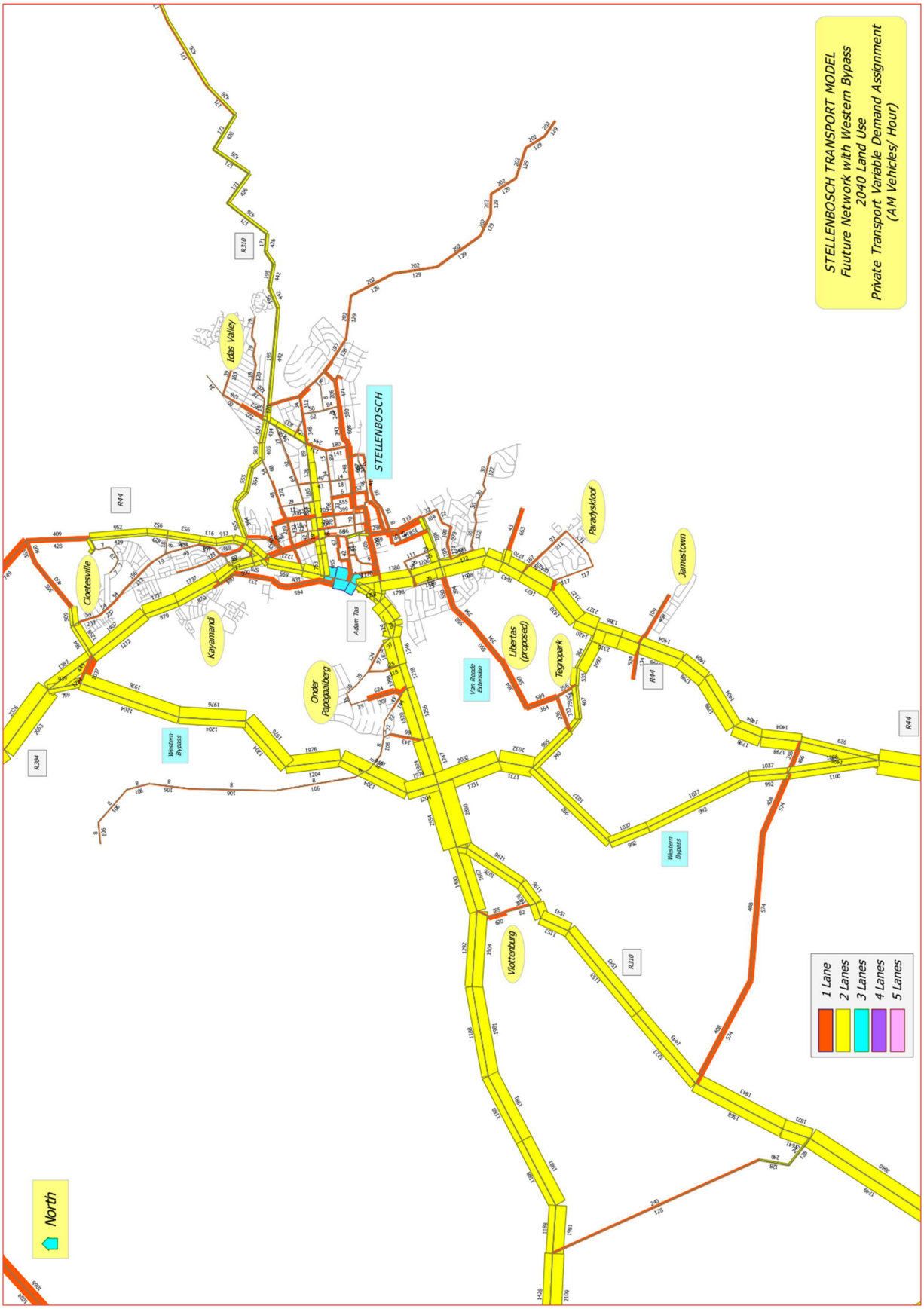


Figure 7-6: Western bypass (Class 1 Expressway, 100 km/h) – 2040 Weekday AM peak traffic

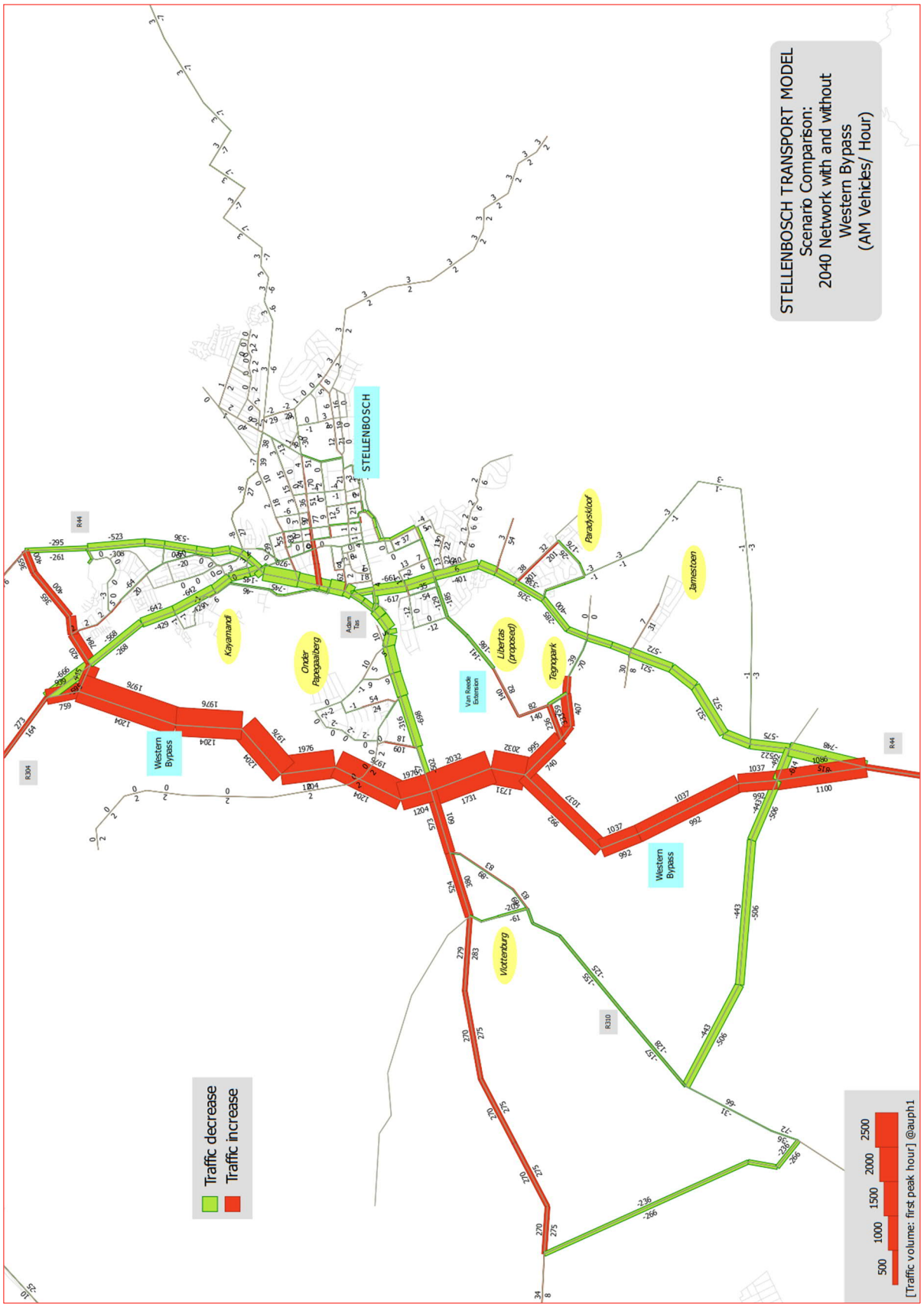


Figure 7-7: Western bypass attraction of traffic - 2040 Weekday AM peak hour

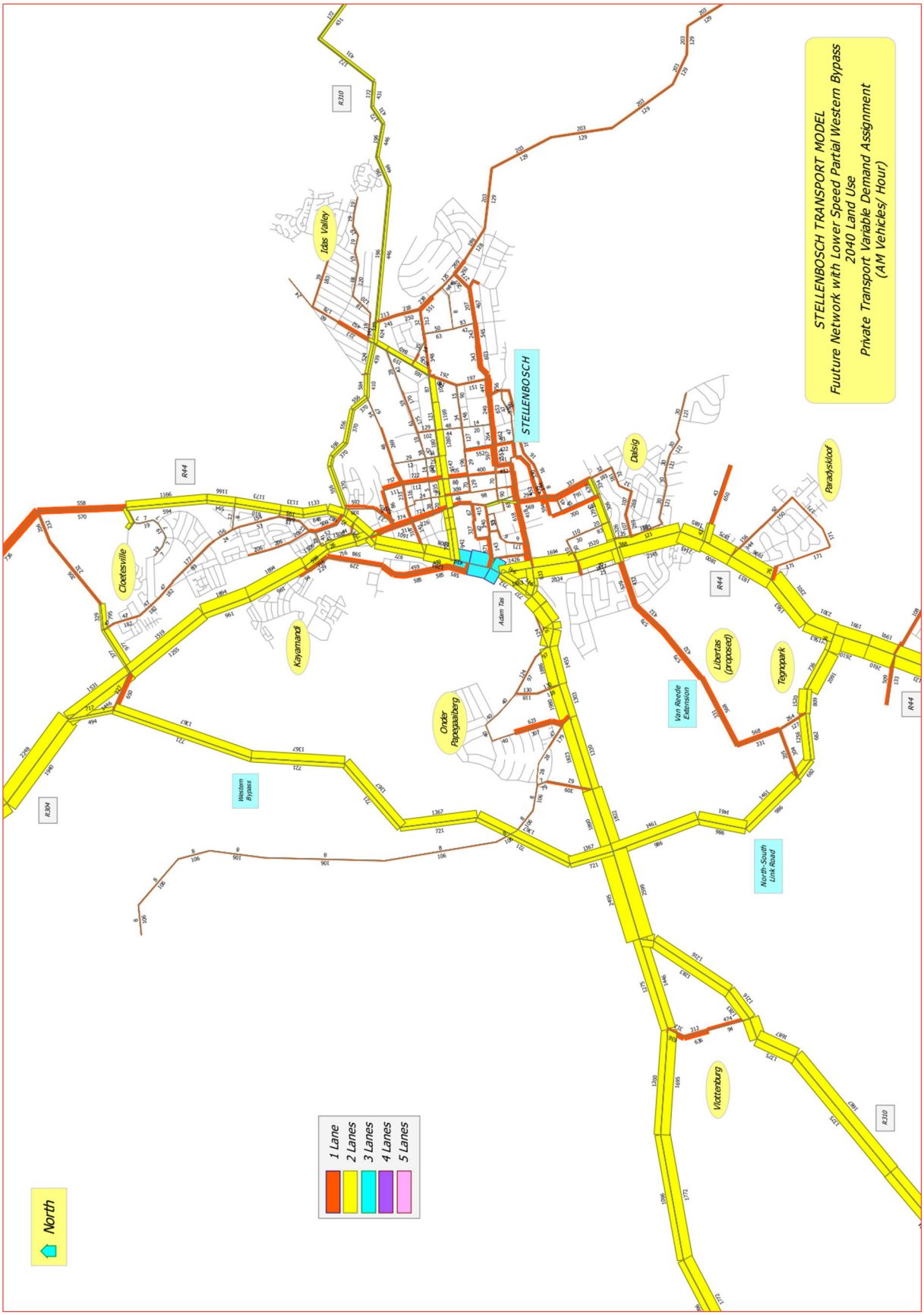


Figure 7-8: Partial Western bypass from grade separated Technopark intersection to R304 (80 km/h) – 2040 Weekday AM peak hour

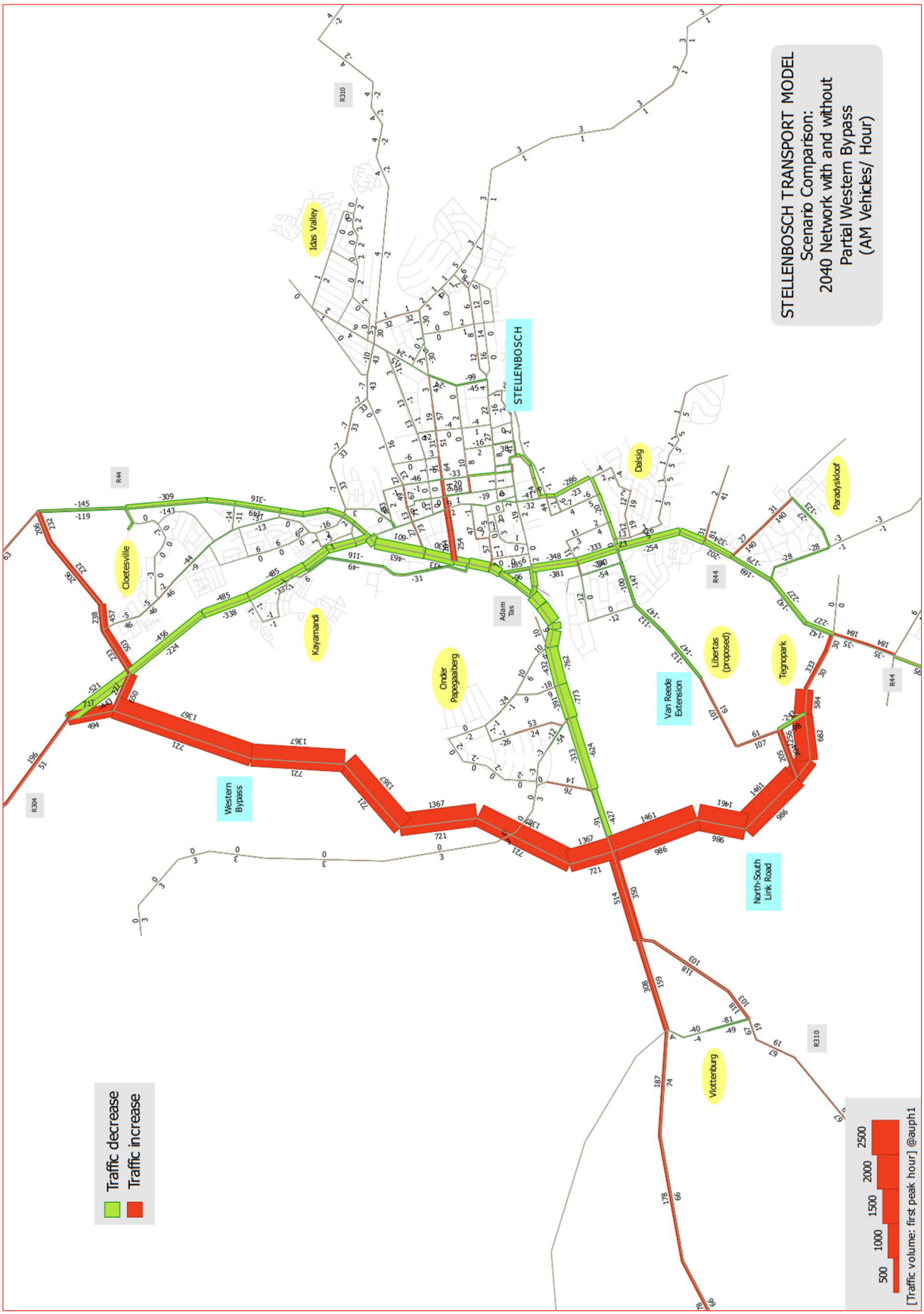


Figure 7-9: Partial Western bypass attraction of traffic - 2040 Weekday AM peak hour

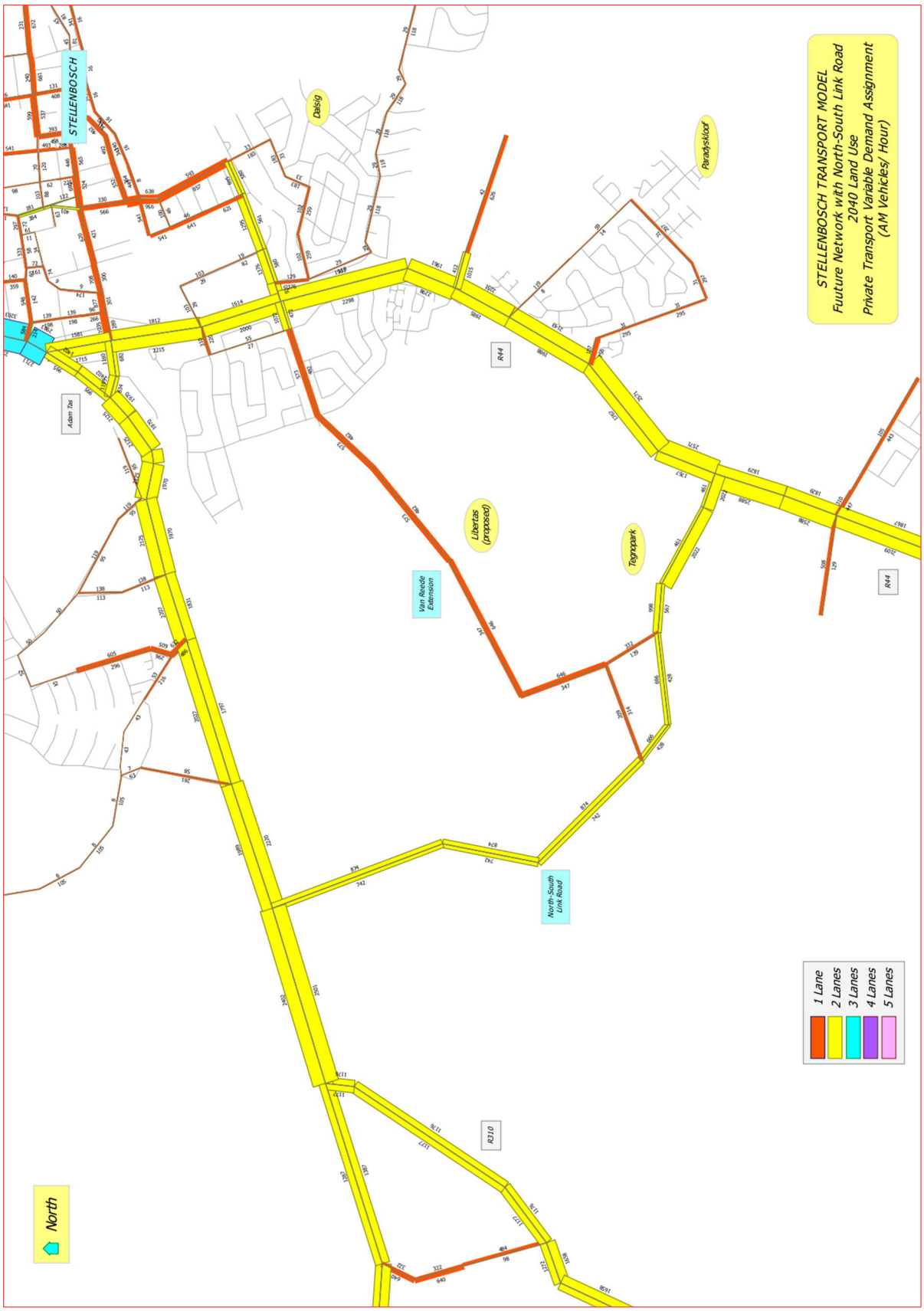


Figure 7-10: Lower order north-south link road – 2040 Weekday AM traffic

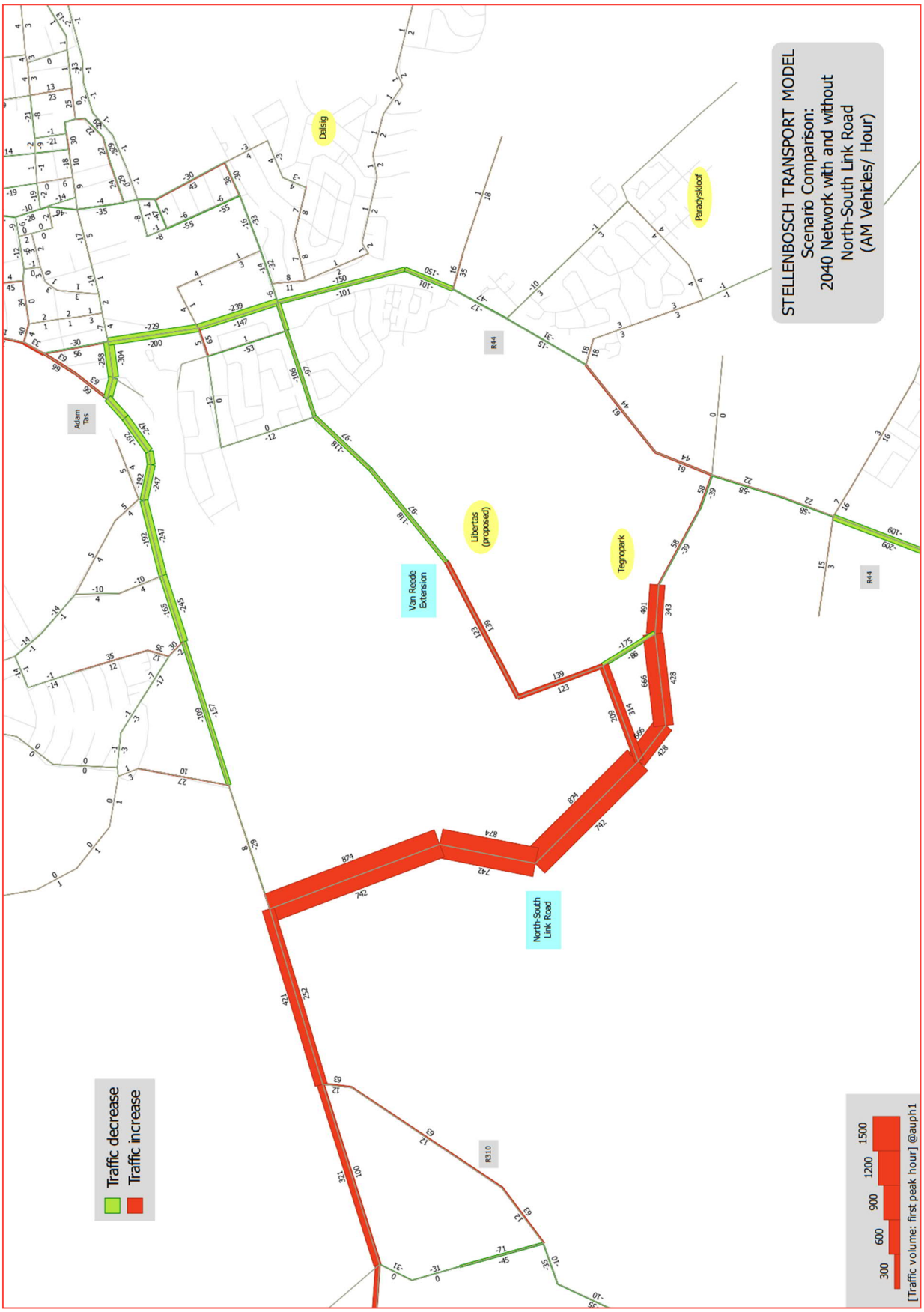


Figure 7-11: Low order north-south link road attraction of traffic - 2040 Weekday AM peak hour

7.3.4 R44 UPGRADE AND CLASSIFICATION

An alternative to the Western Bypass with arguably less environmental impact involves the upgrade of the existing R44 by re-establishing it as a higher speed Class 1 (urban) arterial with limited accesses. This alternative should form part of the feasibility studies for a Western Bypass discussed in Section 7.3.3.

The possibility to develop a combined mobility corridor for the R44 and commuter rail system in the urban portion of Stellenbosch, could include a better situated intermodal transport facility and possibly opening of land for development. It is expected that some of the feasibility will be tested in further studies as part of the Stellenbosch Arterial Management Plan and more micro simulations in the urban area.

Not long ago the R44 operated much like a freeway / expressway. However, due to some questionable land use decisions, this road is constantly under pressure to be downgraded and incorporated into Stellenbosch's expanding urban fabric. The result is more signalised intersections, lower speed and reduced lane capacity – all contributing to traffic congestion and delays.

Despite various road management plans and attempts to address the problems, none have been bold enough to suggest a total re-engineering of the existing R44 within its present road reserve. For this reason it was decided to use the 2040 Stellenbosch model to investigate the possible impact of such a proposal. Also refer to Section 6.3 for the PGWC led project to improve the level of service and safety along the corridor.

While keeping the number of traffic lanes on the R44 the same as in all previous modelling scenarios, the class of road was upgraded to that of an urban expressway between Jamestown and Cloetesville, with an 80 km/h speed and lane capacity of 1700 vehicles per hour. This scenario implies major changes to limit access to the R44 and further geometric improvements to intersections, including some grade separation. As expected, this resulted in significant volume increases, particularly along the Adam Tas section of the R44, see **Figure 7.12**. Nevertheless, as shown in **Figure 7.13**, the traffic flow situation also improved notably due to the higher lane capacity of the upgraded road.

The scenario comparison in **Figure 7.14** clearly shows some of the benefits of this proposal on the traffic situation in the Stellenbosch town area.



Figure 7-12: R44 urban expressway (80km/h) – 2040 weekday AM peak hour traffic



Figure 7-13: R44 urban expressway traffic flow changes - 2040 Weekday AM peak

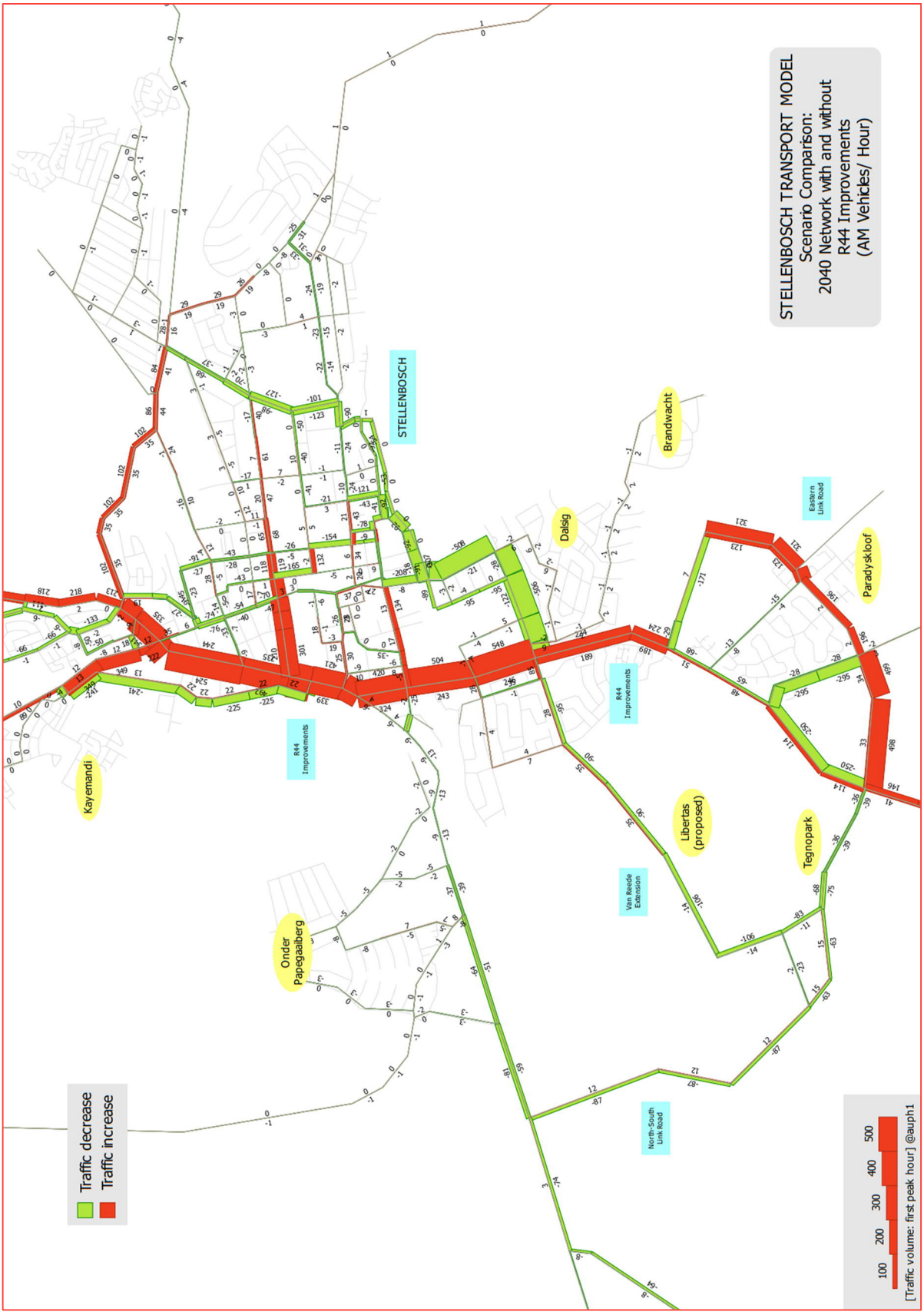


Figure 7-14: R44 urban expressway scenario comparison - 2040 Weekday AM peak

7.4 2040 DENSIFICATION ANAYLSIS

In addition to the road network tests, it was also decided to perform an impact assessment of the preliminary densification land use scenario, as described in ***Sections 4.4.3*** *and* ***5.2***.

The comparative results in Figure 7-15 show a very small general impact on the road system, with a slight decrease of trips into the Stellenbosch town area and vice versa for outbound commuters. The traffic increases in the town centre is expected to add marginally to those network elements that are already congested, but the overall impact appears to be relatively small and of short duration.

The traffic growth is largely in proportion to the scale of the densification assumption of 20%. Although the Municipality is actively promoting NMT, no meaningful shift to NMT or public transport became apparent, largely due to the fact that this exercise did not allow for additional employment in the town centre, or for the use of second dwellings as student accommodation or lower income housing.

Significant densification/ development is expected in Klapmuts, Droëdyke, Adam Tas Corridor, Botmanskop and Jamestown. The extent to which these developments will be implemented and its impact on the road network will still need to be explored.

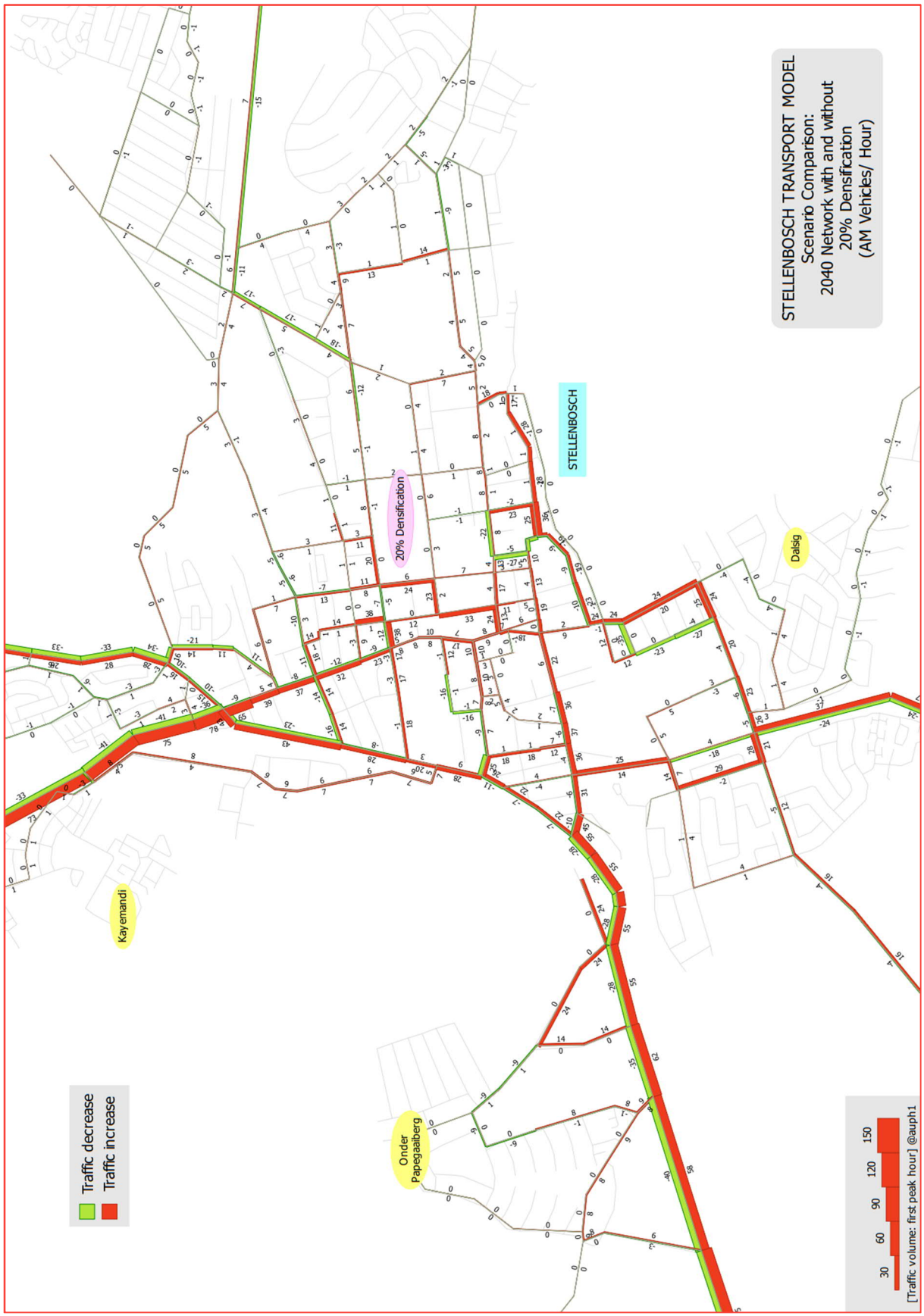


Figure 7-15: Densification land use scenario – 2040 weekday AM peak

7.5 KRIGEVILLE SCHOOLS PRECINCT

Vehicular trips to schools account for a large percentage of total vehicular trips in the AM peak period. Less than 10% of high school learners utilise public transport and even less walk or cycle. This means that the majority are dropped off and collected by private vehicles or privately operated buses. The traffic impact caused by scholars is most significant in Krigeville where five schools are located.

A Transport Management Plan with the title "The Development of a Transport Management Plan around the various schools located off the intersection of the R44 and Van Reede Street, Stellenbosch" was prepared by Pendulum Consulting in June 2011. This report dealt specifically with traffic congestion due to activities with learner transport in the area, as well as local residential streets being used as "rat-running routes" to the CBD and to drop and collect learners at the various schools.

The outcome of the report proposed several changes with respect to parking, bus parking, education, awareness as well as road improvements. Some of these improvements has since been implemented.

7.5.1 2018 REVIEW

An additional assessment of this scholar transport issue was requested as part of this RMP update. Refer to the WSP report: Stellenbosch Municipality Krigeville Schools Precinct Traffic Management Plan, dated April 2019.

The report assessed the following options, listed in Table 7-1.

Table 7-1: School precinct improvement options

Scenario	Description
Scenario 1	Current Traffic Scenario (status quo).
Scenario 2	Conversion of Doornbosch Road to 1-way with traffic travelling southbound.
Scenario 3	Conversion of Doornbosch Road to 1-way with traffic travelling southbound and the signalisation of the intersection of Van Reede Road with Doornbosch Road.
Scenario 4	Conversion of Doornbosch Road to 1-way with traffic travelling northbound.
Scenario 5	Conversion of Doornbosch Road to 1-way with traffic travelling northbound, the signalisation of the intersection of Van Reede Road with Doornbosch Road, left-turning slip lane on the western approach at the intersection of Van Reede Road with Doornbosch Road.
Scenario 6A	– New road link between Doornbosch Road and Koch Road/Suidwal Road. – The road link was included in the 2012 Stellenbosch Roads Master Plan and noted as SRMP056. – Traffic volumes have been estimated based on high-level EMME model results. – Only the addition of the new road link has been analysed in the scenario to determine the impact of the road link on the current traffic flow conditions.
Scenario 6B	– New road link between Doornbosch Road and Koch Road/Suidwal Road. – Traffic volumes have been estimated based on high-level EMME model results. – Conversion of Doornbosch Road to a 1-way from Van Reede Raod to a new roundabout to be located at the new T-junction of Doornbosch with the Suidwal Extension.

	– Signalisation of the intersection of Van Reede Road with Doornbosch Road, left-turning slip lane on the western approach at the intersection of Van Reede Road with Doornbosch Road.

Refer to Figure 7-16 for a potential alignment of the Doornbosch Road and Koch Road/Suidwal Road link described in Scenario 6A and 6B.

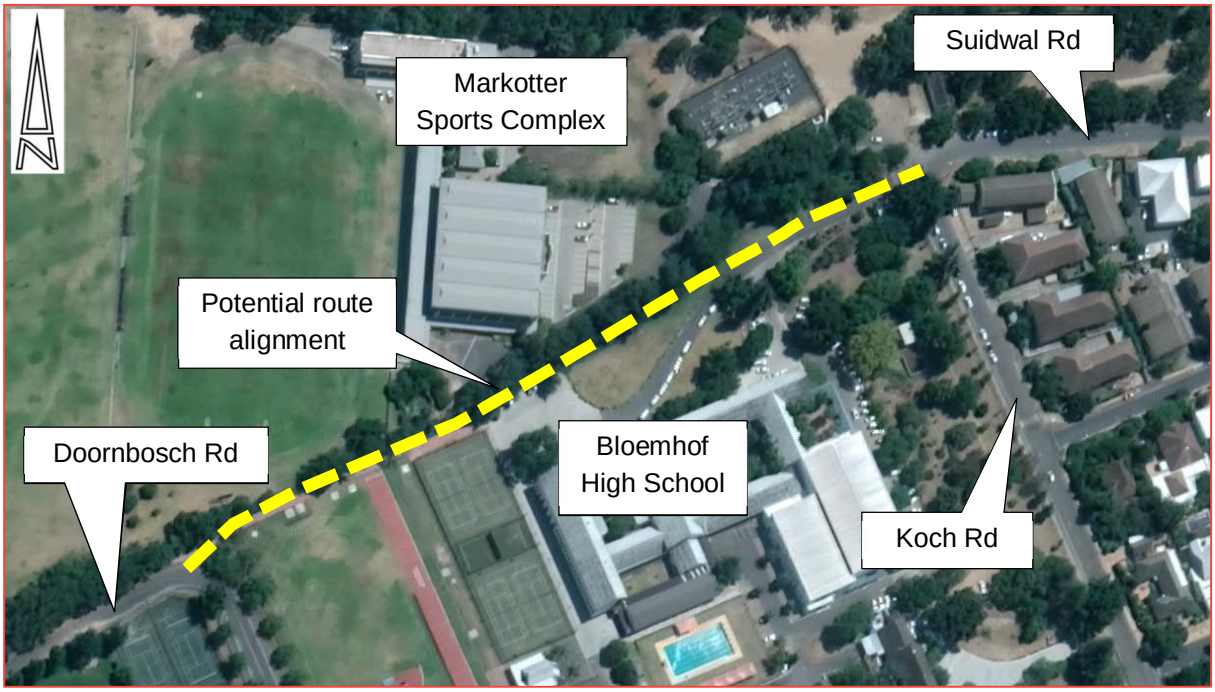


Figure 7-16: Doornbosch Road/Suidwal Rd link – potential alignment

The Traffic Management Plan concluded that Scenario 5 should be implemented. The option can be implemented in the short-term and will result in the best improvement of the traffic operations on the local road network.

The final report has been submitted to SM for approval and further liaison with the schools and other affected parties for potential implementation.

8 STELLENBOSCH ROADS MASTER PLAN PROPOSALS

8.1 ROAD CLASSIFICATION

The 2012 RMP updated the future road classification for all public roads within the Stellenbosch Municipal area. Various additions and changes were proposed at the time, as shown in the hierarchy plan in Figure 3-4

The road classification focussed on road links and not on intersection level detail. SM has confirmed that no changes are required to the current road network hierarchy plan.

8.2 PROPOSED PROJECTS

Refer to Table 8-1 for the current road network upgrade proposals based on the latest EMME modelling, land-use planning and all other relevant information. Note that the majority of these proposals were carried over from the 2012 RMP. The unique project numbers of the 2012 RMP has been carried over, namely SRMP01 etc. Note that the 2018 RMP does not include changes to the Class 5 lowest order roads.

Refer to Figure 8-1 for the location of the major proposals (also included in Appendix B). Note that some of the smaller scale proposals are not show on the drawing.

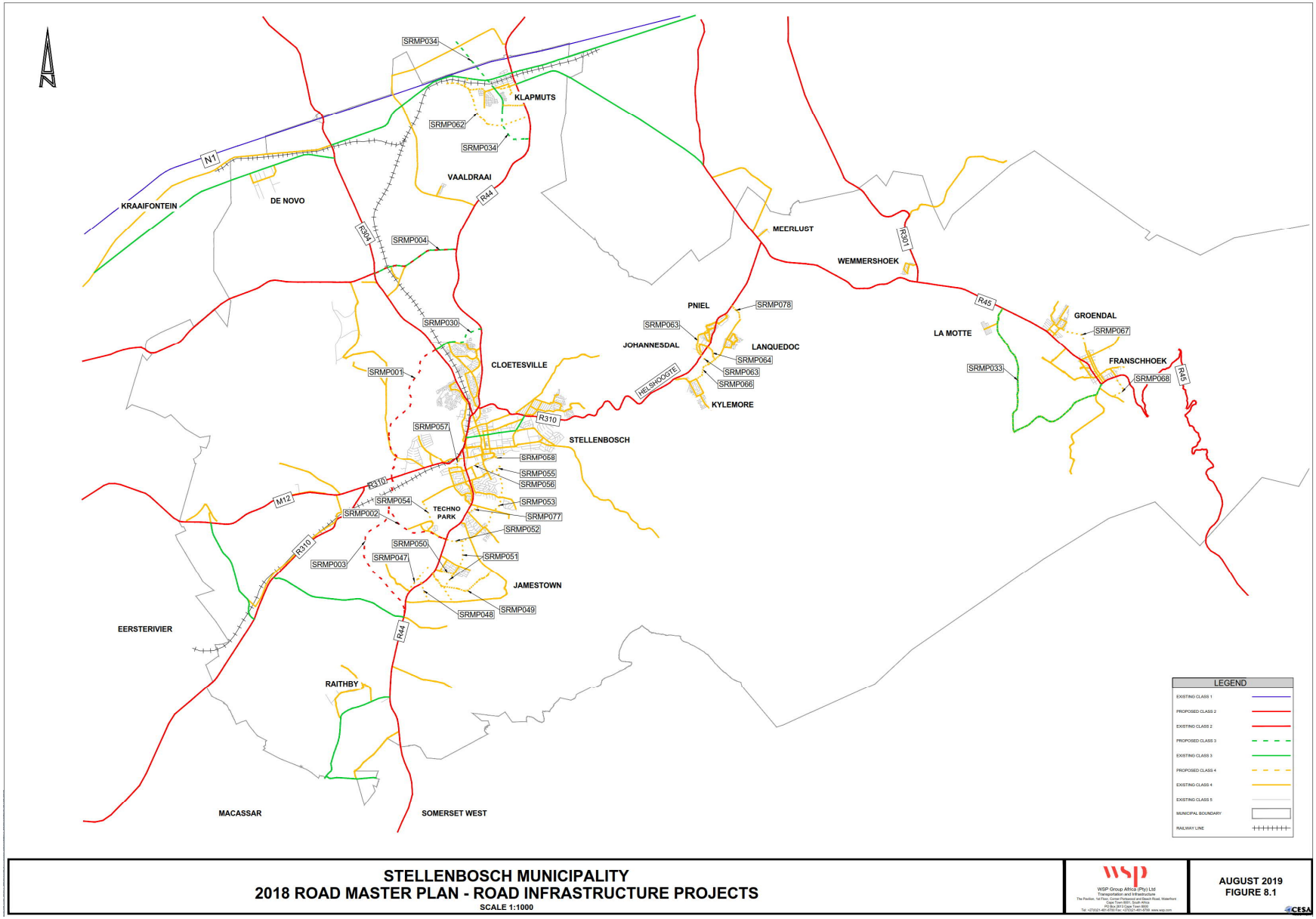


Figure 8-1: 2018 Stellenbosch Road Masterplan proposals

Table 8-1: STB RMP proposed road projects (including Provincial road projects)

PROJECT REFERENCE NUMBER	ROAD NAME	ROAD AUTHORITY	ROAD NUMBER	PROVINCIAL ROAD NUMBER	ROAD SECTION / INTERSECTION NAMES	IMPROVEMENT TYPE	IMPROVEMENT DESCRIPTION	LENGTH (+/- km)	PROPOSED CLASSIFICATION	CROSS SECTION	PRIORITY *	COMMENTS/STATUS
SRMP001	Western bypass	PGWC	tbc	-	New road between R310 and R304 (Western bypass - Portion north of Adam Tas Road)	New road	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 land-fill and joins Devon Valley Road for a portion before deviating to pass over the hill	6.0	Class 2, Urban Major Arterial	Dual Carriageway		
SRMP002	Western bypass	PGWC	tbc	-	New road between R44 (Techno Park) and R310 (Adam Tas Road). Western Bypass - interim portion south of the R310.	New road	Upgrade and extension of Techno Avenue from the R44. Intersections with the R44 and R310 to be grade-separated when required. The road will have limited intersections, and access to Techno Park linking into Neutron Road. The route crosses the Eerste river (new bridge), and passes 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	4.0	Class 2, Urban Major Arterial	Single Carriageway	High	Detail planning scheduled to commence
SRMP003	Western bypass	PGWC	tbc	-	New road between R44 (near Annandale Road) and R310 (Adam Tas). Western Bypass, ultimate portion south of the R310.	New road	Ultimate north-south link 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 passes 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.	6.4	Class 2, Urban Major Arterial	Single Carriageway		
SRMP004	Kromme Rhee Road	PGWC	M23	DR1085	Kromme Rhee Road	Road upgrade	Upgrade to dual carriageway with shoulders, replacement of level crossing at Koelenhof Station with road over rail bridge.	3.5	Class 2, Urban Major Arterial	Dual Carriageway		
SRMP005	R44	Stellenbosch	R44	MR27/MR171	R44 / Van Reede Road	Intersection upgrade	Provide a left turn slip along van Reede Road. Extend existing right turn lane along R44 northbound.	N/a	Class 2, Urban Major Arterials	-		Completed
SRMP006	R44	Stellenbosch	R44	MR27	R44 / Merriman Street	Intersection upgrade	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.	N/a	Class 2, Urban Major Arterials	-	High	
SRMP007	Bottelary Road	PGWC	M23	MR187	Bottelary Road / R304 / Devonvale Rd (Blumberg Dr)	Road upgrade	Upgrade Bottelary Rd to dual carriageway between Devonvale Road and R304. New roundabout proposed at intersection with Devonvale Road.	1.0	Class 2, Urban Major Arterials	Dual Carriageway	Medium	Roundabout completed
SRMP008	R44/R310	Stellenbosch	R44/R310	MR27/MR172	R44 / Helshoogte Road	Intersection upgrade	Provide a left turn slip lane on the R44 southbound, and upgrade Helshoogte westbound to left turn, through and double right turn lanes.	N/a	Class 2, Urban Major Arterials	-	High	
SRMP009	Adam Tas	Stellenbosch	R44/R310	MR27/MR177	R44 / Alexander Street / Adam Tas	Intersection upgrade	Realign Alexander Road to form the 4th leg opposite Adam Tas Road southbound.	N/a	Class 2, Urban Major Arterials	-	High	
SRMP010	R44	PGWC	R 44	MR27	R44 / Winery Road	Intersection upgrade	Grade Separation of intersection with free flow on the R44	N/a	Class 2, Urban Major Arterials	Dual Carriageway		
SRMP011	R44	PGWC	R 44	MR27	R44 / Annandale Road	Intersection upgrade	Grade Separation of intersection with free flow on the R44	N/a	Class 2, Urban Major Arterials	Dual Carriageway		
SRMP012	Huguenot Road	Stellenbosch	R45	MR191	R45 (Huguenot Rd) / Le Roux Street	Intersection upgrade	Intersection upgrade and potentially a new layout / control type	N/a	Class 2, Urban Major Arterials	-	High	Commence with design for PGWC approval only
SRMP013	Huguenot Road	Stellenbosch	R45	MR191	R45 (Huguenot Rd) / La Provence Road	Intersection upgrade	Intersection upgrade and potentially a new layout / control type	N/a	Class 2, Urban Major Arterials	-	High	Commence with design for PGWC approval only
SRMP014	Huguenot Road	Stellenbosch	R45	MR191	R45 (Huguenot Rd) / Uitkyk Street	Intersection upgrade	Intersection upgrade and potentially a new layout / control type	N/a	Class 2, Urban Major Arterials	-	High	Commence with design for PGWC approval only
SRMP015	Huguenot Road	Stellenbosch	R45	MR191	R45 (Huguenot Rd) / Louis Botha Road	Intersection upgrade	Provide medians on approaches to Huguenot Road / Louis Botha intersection to improve safety.	N/a	Class 2, Urban Major Arterials	-	High	Commence with design for PGWC approval only
SRMP016	Huguenot Road	Stellenbosch	R45	MR191	R45 (Huguenot Rd) / Lambrechts Road	Intersection upgrade	Intersection upgrade and potentially a new layout / control type	N/a	Class 2, Urban Major Arterials	-	High	Commence with design for PGWC approval only
SRMP017	Lambrechts Road	Stellenbosch	R45	MR191	R45 (Lambrechts Road) / Nerina Street	Intersection upgrade	Intersection upgrade and potentially a new layout / control type	N/a	Class 2, Urban Major Arterials	-	High	Commence with design for PGWC approval only

PROJECT REFERENCE NUMBER	ROAD NAME	ROAD AUTHORITY	ROAD NUMBER	PROVINCIAL ROAD NUMBER	ROAD SECTION / INTERSECTION NAMES	IMPROVEMENT TYPE	IMPROVEMENT DESCRIPTION	LENGTH (+/- km)	PROPOSED CLASSIFICATION	CROSS SECTION	PRIORITY *	COMMENTS/STATUS
SRMP018	R44	PGWC	R 44	MR27	Techno Road to Van Reede Road intersections	Additional lanes	Provision of additional lanes to increase road link capacity and intersection stop line capacity	3.3	Class 2, Urban Major Arterials	Dual Carriageway		
SRMP019												Project removed
SRMP020	R44	PGWC	R 44	MR27	R 44	IRT infrastructure	Provision of intersection upgrades and/or dedicated lanes in congested sections	N/a	Class 2, Urban Major Arterials	Dual Carriageway & median IRT Lanes		Long-term planning
SRMP021	R310	PGWC	M12 & R310	MR177	Stellenbosch Arterial / Polkadraai Road	IRT infrastructure	Provision of intersection upgrades and/or dedicated lanes in congested sections	N/a	Class 2, Urban Major Arterials	Dual Carriageway & median IRT Lanes		Long-term planning
SRMP022	Western bypass	PGWC	-	-	Full length of Western Bypass	Road upgrade	Dualling of full length of Western Bypass	12.4	Class 2, Urban Major Arterials	Dual Carriageway		
SRMP023	Western bypass	PGWC	-	-	Western Bypass / R304 intersection	Interchange	Upgrade to grade-separated interchange	N/a	Class 2, Urban Major Arterials	-		
SRMP024	Western bypass	PGWC	-	-	Western Bypass / R310 intersection	Interchange	Upgrade to grade-separated interchange	N/a	Class 2, Urban Major Arterials	-		
SRMP025	Western bypass	PGWC	R 44	MR27	Western Bypass / R44 intersection	Intersection upgrade	Upgrade to grade-separated interchange. Possible roundabout to accommodate Techno Park access, proposed new east-west route, and possibly De Zalze access. Refer to SRMP003.	N/a	Class 2, Urban Major Arterials	-		
SRMP026												Project removed
SRMP027	R45	PGWC		MR191	Portion of R45 between N1 and Helshoogte Road	Road upgrade	Road upgrades and intersection improvements	9.8	Class 2, Urban Major Arterial	Single Carriageway		
SRMP028 (Full)	R304	PGWC	R304	MR174	Portion of R304 from N1 to R310/R44	Road upgrade	Upgrade to dual carriageway.	13.5	Class 2, Urban Major Arterial	Dual Carriageway		
SRMP028 (Partial)	R304	Stellenbosch	R304	MR174	Portion of R304 from R44 to Kyamandi	Road upgrade	Upgrade to dual carriageway.	0.75	Class 2, Urban Major Arterial	Dual Carriageway	High	
SRMP029	Vlaeberg Road	PGWC	-	DR1052	Vlaeberg Road	Road realignment	Realignment of road in accordance with the AMP for the R310 with a road over rail bridge	0.9	Class 3, Urban Minor Arterial	Single Carriageway		Completed
SRMP030	Welgevonden Boulevard	Stellenbosch	-	-	New road between Lang Road and R44	New road extension	Extension of Welgevonden Boulevard to bypass 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.	1.4	Class 3, Urban Minor Arterial	Single Carriageway		
SRMP031												Project removed
SRMP033	Robertsvlei Road	PGWC	-	DR1351	DR1343 / DR1351 / MR191	Road upgrade	Upgrade of Robertsvlei Road to accommodate Heavy Vehicles which will allow bypassing of Franschhoek town centre.	10.3	Class 3, Rural Minor Arterials	Single Carriageway	High	
SRMP034	Groenfontein Road	Stellenbosch	-	DR1104	Groenfontein Road from R44 to Protea Road	New road extension	Upgrade of Groenfontein Road to serve proposed new developments in Klapmuts (north and south of the N1).	5.3	Class 3, Urban Minor Arterials	Single Carriageway		
SRMP035	George Balke Road	Stellenbosch	R44	MR27	R44 / George Blake Road / Merriman Avenue	Intersection upgrade	Grade separation of George Blake Road over railway line and R44 to link directly to Merriman Avenue. New slips off/onto R44 from new overpass. Signalised.	N/a	Class 3, Urban Minor Arterials	-		
SRMP036												Project completed
SRMP037	tbc	PGWC	-	MR166	Road and intersection upgrades	Road upgrade	Road rehabilitation and provision of new intersections with Eikendal Road, Bredell Road and the R44.	-	tbc	Single Carriageway		Long-term planning
SRMP038	Old Paarl Road	PGWC	R101	MR189	Portion of Old Paarl Road from the R304 to Bloekombos	Road rehabilitation	Road rehabilitation of the R101.	-	Class 3, Urban Minor Arterial	Single Carriageway		
SRMP039	Stellenbosch Arterial	PGWC	M12	MR177	Portion of M12 from existing dualling to R102	Road rehabilitation	Road rehabilitation of the M12.	-	Class 3, Urban Minor Arterial	Single Carriageway		
SRMP040	Annandale Road	PGWC	-	DR1050	Annandale Road and a portion of Baden Powell Drive	Road rehabilitation	Road rehabilitation of Annandale Road.	-	Class 3, Urban Minor Arterial	Single Carriageway	High	In Progress
SRMP041	Groenfontein Road	PGWC	-	DR1104	Groenfontein Road from Klapmuts to north of the N1	Road regravel	Regravel Groenfontein Road	-	Class 3, Urban Minor Arterial	Single Carriageway		Refer to SRMP034

PROJECT REFERENCE NUMBER	ROAD NAME	ROAD AUTHORITY	ROAD NUMBER	PROVINCIAL ROAD NUMBER	ROAD SECTION / INTERSECTION NAMES	IMPROVEMENT TYPE	IMPROVEMENT DESCRIPTION	LENGTH (+/- km)	PROPOSED CLASSIFICATION	CROSS SECTION	PRIORITY *	COMMENTS/STATUS
SRMP042	Sandringham Road	PGWC	-	DR1094	Sandringham Road	Upgrade to surfaced	Road improvement	-	Class 3, Urban Minor Arterial	Single Carriageway		Project completed
SRMP043	Baden Powell Drive	PGWC	R310	MR168	Baden Powell Drive between the M12 Polkadraai and N2.	Road rehabilitation	Rehabilitation and upgrade of Baden Powell between the N2 and Vlaeberg Road. Section between Polkadraai and Annandale Road is planned.	-	Class 3, Rural Minor Arterials	Single Carriageway	High	In-Progress
SRMP044	Robertsvlei Road	PGWC	-	DR1351	Portion of Robertsvlei Road	Road regravel	Regravelling of existing road	-	Class 3, Rural Minor Arterials	Single Carriageway		Refer to SRMP033
SRMP045	Winery Road / Main Street	PGWC	M9	MR165/MR166	Macassar Road to Winery Road, extension of Main Road	New road & intersection	Realignment of Macassar Road to connect with Winery Road to create improved mobility from south of the N1. Existing portion of Winery Road to be maintained for local farm access only. Main Road to be extended to meet with new road as a priority intersection.	1.3	Class 3, Urban Minor Arterials	Single Carriageway		Upgrade located outside SM
SRMP046												Removed - duplicate in 2012 RMP
SRMP047	R44 / Stellenbosch Airport Service Road	Stellenbosch	-	-	New road link to the R44	New road	New road between the existing service road and tieing into proposed intersection on the R44 - required as part 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	0.2	Class 4, Urban Collector Streets	Single Carriageway		Refer to SRMP048
SRMP048	R44 link / Stellenrust Rd link	Stellenbosch	-		New road link to the R44	New 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.	0.7	Class 4, Urban Collector Streets	Single Carriageway		Refer to SRMP047
SRMP049	New Jamestown Road	Stellenbosch	-	-	New Jamestown access road	New road extension	New Jamestown access road linking existing and proposed residential developments south to new Stellenrust Road realignment and north to Blauwklippen road / Proposed Eastern Link.	3	Class 4, Urban Collector Streets	Dual Carriageway		Long-term planning
SRMP050	School Road	Stellenbosch	-	-	Upgrade of School Road		School Road upgrade from R44 - pending finalisation of PGWC planned U-turn facility near the R44/School Road intersection	1.5	Class 4, Urban Collector Streets	Single Carriageway		Long-term planning
SRMP051	Pajaro Avenue	Stellenbosch	-	-	Pajaro Avenue extension north and south to connect Stellenrust Road to Blaauwklippen Road	New road extension	Extend Pajaro Avenue northwards to intersect with Blaauwklippen Road and south to Stellenrust Road. Provides link between Jamestown and Paradyskloof.	2.3	Class 4, Urban Collector Streets	Single Carriageway		
SRMP052	Eastern Link Rd (Wildebosch South)	Stellenbosch	-	MR169	Wildebosch Road between R44 and Blaauwklippen Road	New road	The extension of Wildebosch Road to link onto Techno Avenue at the R44 (Portion of Eastern link)	0.95	Class 4, Urban Collector Streets	Single Carriageway	TBC	Extent and intensity of developments as well as Provincial R44 access conditions would determine priority and timeing for implementation
SRMP053	Eastern Link Rd (Wildebosch North)	Stellenbosch	-	MR169	Wildebosch Road between Paradyskloof Road and the extension of Van Reede Road	New road	The extension of Wildebosch Road to the north over Trumali Road and in future liniking onto Brandwacht, the extension of Van Reede Road and the CBD (Portion of Eastern link)	2.5	Class 4, Urban Collector Streets	Single Carriageway	TBC	Extent and intensity of developments as well as Provincial R44 access conditions would determine priority and timeing for implementation
SRMP054	Van Reede Road	Stellenbosch	-	MR171	Van Reede Road	Upgrade & new road extension	Portion of Van Reede Road to be upgraded/widened and extended to link with Neutron Road that will provide second access to Techno Park.	2.3	Class 4, Urban Collector Streets	Single Carriageway		
SRMP055	Van Reede Road	Stellenbosch	-	MR171	Van Reede Road	New road extension	Extension of Van Reede Road to link with proposed new eastern extension of Wildebosch Road. Route runs through potentially sensitive farmlands and although a proclaimed provincial servitude is present, further investigations will be required.	0.6	Class 4, Urban Collector Streets	Single Carriageway		
SRMP056	Suidwal Road	Stellenbosch	-	-	Suidwal Road	New road	Extension of Suidwal Road between Doornbosch Road to Koch Road. The route is near sensitive areas and requires changes to Bloemhof Girls High School parking area.	0.4	Class 4, Urban Local Streets	Single Carriageway		
SRMP057	Stellentia Road	Stellenbosch	-	-	Rokewood Road / Stellentia Road	New road	Extension of Stellentia Road over the Eerste Rive (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.	0.2	Class 4, Urban Collector Streets	Single Carriageway		

PROJECT REFERENCE NUMBER	ROAD NAME	ROAD AUTHORITY	ROAD NUMBER	PROVINCIAL ROAD NUMBER	ROAD SECTION / INTERSECTION NAMES	IMPROVEMENT TYPE	IMPROVEMENT DESCRIPTION	LENGTH (+/- km)	PROPOSED CLASSIFICATION	CROSS SECTION	PRIORITY *	COMMENTS/STATUS
SRMP058	Pastorie Street	Stellenbosch	-	-	Pastorie Road (Noordwal Wes Rd) link to Suidwal Street	New road	Pastorie Street link with Suidwal Road over the Eerste River (new bridge required)	0.2	Class 4, Urban Collector Streets	Single Carriageway		
SRMP059												Project removed
SRMP060												Project removed
SRMP061												Project completed
SRMP062	-	Stellenbosch	-	MR27/MR189	R44 / Sandringham Road (R101)	New road	New Class 4 road between the R44 and R101, Klapmuts	3.7	Class 4, Urban Collector Streets	Single Carriageway		
SRMP063	Simonsberg Street	Stellenbosch	-	MR172	Helshoogte Road / Simonsberg Street	Road upgrade & extension	Simonsberg St extension over the R310 to Main Rd Ext, Johannesdal.	2.1	Class 4, Urban Collector Streets	Single Carriageway		
SRMP064	Sonnestraal Street	Stellenbosch	-	MR172	Helshoogte Road / Sonnestraal Street	Road upgrade & extension	1. Western extension of Sonnestraal Street from the R310 to future Simonsberg Street Ext. 2. Eastern extension of Sonnestraal Street from the R310 to Main Rd Lanquedoc. Eastern extension's access intersections with the R310 LILO only	1	Class 4, Urban Collector Streets	Single Carriageway		
SRMP065												Project removed
SRMP066	Main Road	Stellenbosch	-	-	Main Road / Simonsberg Ext	New road	Establish the road reserve for Main Road (Lanquedoc) extension to the south to link to Simonsberg St Extension and Kylemore	3	Class 4, Urban Collector Streets	Single Carriageway		
SRMP067	Dirkie Uys Street	Stellenbosch	-	-	Dirkie Uys Street	New road extension	Extension of Dirkie Uys Street to connect with La Provence Street - connecting Groendal with Franschhoek.	1.4	Class 4, Urban Collector Streets	Single Carriageway	Medium	
SRMP068	Nerina Street	Stellenbosch	-	-	New access road from the R45 to existing local access road (OP5618)	Road upgrade & extension	Extension of Nerina Road from the R45 to Middagkrans Road, Franschhoek.	1.1	Class 4, Urban Collector Streets	Single Carriageway		
SRMP069	The Avenue	Stellenbosch	-	-	The Avenue / Suidwal Street	Bridge Widening	Widening of the existing bridge over the Eerste River to allow two-way traffic	0.1	Class 4, Urban Collector Streets	Single Carriageway		
SRMP070	Vlottenburg Road	Stellenbosch	-	DR1065	Vlottenburg Road	Road realignment	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 intersection along Baden Powell Drive to be closed.	0.3	Class 4, Urban Collector Streets	Single Carriageway		Completed
SRMP071	Trumali Street	Stellenbosch	-	-	Trumali Street	Road upgrade	Upgrade of Trumali Street to surfaced carriageway to link with proposed Stern link road road. Provides additional linkages for proposed future developments.	0.6	Class 4, Urban Collector Streets	Single Carriageway		In progress
SRMP072	-	Stellenbosch	-	MR172	-	New road	Future Eastern Link Road (Johannesdal).	2.2	Class 4, Urban Collector Streets	Single Carriageway		
SRMP073	Stellenrust Road	PGWC	-	DR1053	Stellenrust Road	Road upgrade	Upgrading of Stellenrust Road	3	Class 4, Urban Collector Streets	Single Carriageway		In progress
SRMP074												Removed - duplicate in 2012 RMP
SRMP075												Removed - duplicate in 2012 RMP
SRMP076	Dorp Street	Stellenbosch	-	-	R44 / Adam Ras	Road upgrade	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	0.3	Class 4, Urban Collector Streets	Dual Carriageway		
SRMP077	Schuilplaats Rd	Stellenbosch	-	-	Trumali Street / Paradyskloof Road	New road	Extension of Schuilplaats Rd. to link Paradyskloof Rd to Trumali Street. The link will provide a safer alternative access for residents of Paradyskloof to the R44 via the signalised intersection of the R44/Trumali Street. This will also improve overall LOS and safety along this section of the R44.	0.3	Class 4, Urban Collector Streets	Single Carriageway	High	
SRMP078	Lanquedoc access Rd	Stellenbosch			Lanquedoc	New roads	Upgrade Lanquedoc access road between R310 & Main Road, including a new bridge adjacent to the existing single carriageway bridge	0.25	Class 4, Urban Collector Streets	Single Carriageway		Planning and design underway
tbc	Ben du Toit Extension	Stellenbosch	-	-	Trumali Street / Paradyskloof Road	New road	Potential extension of Ben du Toit Street to link Paradyskloof Rd to Trumali St	0.6	Class 4, Urban Collector Streets	Single Carriageway		Possible future link to be assessed.
tbc		Stellenbosch			Jamestown (South) road network	New roads	Connect Jamestown (southern areas) to housing developments and Stellenrust Road	tbc	Class 4 and/or Class 5	tbc	High	Planning to commence to assess impact on local and regional transport.

PROJECT REFERENCE NUMBER	ROAD NAME	ROAD AUTHORITY	ROAD NUMBER	PROVINCIAL ROAD NUMBER	ROAD SECTION / INTERSECTION NAMES	IMPROVEMENT TYPE	IMPROVEMENT DESCRIPTION	LENGTH (+/- km)	PROPOSED CLASSIFICATION	CROSS SECTION	PRIORITY *	COMMENTS/STATUS
tbc		Stellenbosch			Kyamandi (Northern area) road network	New roads	Road network planning and development to accommodate new housing developments	tbc	Class 4 and/or Class 5	tbc	High	Planning to commence to assess impact on local and regional transport.
tbc		Stellenbosch			Botmanskop Road network	New roads	Road network planning and development to accommodate new housing developments	tbc	Class 4 and/or Class 5	tbc	High	Planning to commence to assess impact on local and regional transport.
tbc		Stellenbosch			Droedyke road network	New roads	Road network planning and development to accommodate new housing developments	tbc	Class 4 and/or Class 5	tbc	High	Planning to commence to assess impact on local and regional transport.
tbc		Stellenbosch			Klapmuts road network	New roads	Road network planning and development to accommodate new housing developments	tbc	Class 4 and/or Class 5	tbc	High	Planning to commence to assess impact on local and regional transport.

* The prioritisation of a road project that falls under the authority of the PGWC will be determined in conjunction with the PGWC

8.3 IMPLEMENTATION AND PHASING OF PROPOSALS

A number of road infrastructure projects have been identified as part of the development of the Roads Master Plan. These prioritisation of these projects will require evaluation based on the following:

- **Western Cape Government (WCG) Construction Projects**

  WCG has an on-going programme for road infrastructure projects, refer to Section 8.3.1.

  Note, projects listed in Table 8.1 where the roads authority is the PGWC, will be prioritised in conjunction with the Provincial authority.
- **Private Development Driven Projects**

  Road infrastructure partly or fully financed by private developer contributions.
- **Local Improvement Projects**

  Local intersection/road improvement projects identified in this and previous studies.
- **Short Term Projects (0 to 5 Years)**

  Projects already on capex budget or for which funds would be negotiated in the next 5 years. These projects carry the highest priority based on demand outputs from the EMME/4 model together with working knowledge. The majority of these projects have already had engineering design input (i.e. preliminary drawings prepared, public consultation, etc.) and merely need to go out to tender and constructed.
- **Medium Term Projects (5 to 10 Years)**

  Projects which form part of the future RMP for SMA, but are only required once other more urgent projects are implemented. Planning for these projects can only start once the 1-5 year projects have been constructed. They also include projects which might require extensive environmental assessments and/or public participation.
- **Long Term Project (>10 years)**

  This timeframe includes projects which are needed in the future according to the model, but are not essential. These projects could be linked to future developments.
- **Capital budget**

  The available capital budget of the municipality will lastly inform the prioritisation of future projects.

Prioritisation of projects were not undertaken as part of this RMP update. High and medium priority projects are however noted.

8.4 COST ESTIMATES

Refer to Table 8-2 for the high-level cost estimates of the various road infrastructure projects. It must be noted that these values should be used with caution. The cost estimates should be revised as and when a project develops further. The projects costs were estimated as follows:

- Construction rates of the ongoing Annandale Road upgrade were used
- Prelim & general: 15%
- Services: 5%
- Contingencies: 15%

The high-level cost estimates does not include the following:

- Engineering design incl. contract management
- Specialist studies, e/g. Environmental Impact Assessment, Heritage, etc.
- Relocation, placement or replacement of service (major or minor) or drainage structures.
- Land expropriation.
- Escalation.

Table 8-2: High-level costing of 2018 RMP road upgrade proposals

PROJECT REFERENCE NUMBER	ROAD NAME	ROAD AUTHORITY	LENGTH (+/- km)	PROPOSED CLASSIFICATION	CROSS SECTION	2018 COST ESTIMATE (ROADWORKS)	2018 COST ESTIMATE (ROADWORKS)	2018 COST ESTIMATE (P&G)	2018 COST ESTIMATE (SERVICES)	2018 COST ESTIMATE (CONTINGENCIES)	2018 COST ESTIMATE (SUBTOTAL)	2018 COST ESTIMATE (VAT)	2018 COST ESTIMATE (TOTAL)
						ROADWORKS	BRIDGES						
SRMP001	Western bypass	PGWC	6.0	Class 2, Urban Major Arterial	Dual Carriageway	R 47 319 240	R 27 000 000	R 11 147 886	R 3 715 962	R 11 147 886	R 100 330 974	R 15 049 646	R 115 400 000
SRMP002	Western bypass	PGWC	4.0	Class 2, Urban Major Arterial	Single Carriageway	R 25 245 040	R 36 000 000	R 9 186 756	R 3 062 252	R 9 186 756	R 82 680 804	R 12 402 121	R 95 100 000
SRMP003	Western bypass	PGWC	6.4	Class 2, Urban Major Arterial	Single Carriageway	R 40 392 064	R 54 000 000	R 14 158 810	R 4 719 603	R 14 158 810	R 127 429 287	R 19 114 393	R 146 600 000
SRMP004	Kromme Rhee Road	PGWC	3.5	Class 2, Urban Major Arterial	Dual Carriageway	R 14 337 164	R 18 000 000	R 4 850 575	R 1 616 858	R 4 850 575	R 43 655 172	R 6 548 276	R 50 300 000
SRMP005	R44	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	tbc		tbc	tbc	tbc	tbc	tbc	tbc
SRMP006	R44	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	R 2 778 117		R 416 718	R 138 906	R 416 718	R 3 750 459	R 562 569	R 4 400 000
SRMP007	Bottelary Road	PGWC	1.0	Class 2, Urban Major Arterials	Dual Carriageway	R 21 354 610		R 3 203 192	R 1 067 731	R 3 203 192	R 28 828 725	R 4 324 309	R 33 200 000
SRMP008	R44/R310	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	R 1 115 895		R 167 384	R 55 795	R 167 384	R 1 506 458	R 225 969	R 1 800 000
SRMP009	Adam Tas	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	R 1 727 618		R 259 143	R 86 381	R 259 143	R 2 332 285	R 349 843	R 2 700 000
SRMP010	R44	PGWC	N/a	Class 2, Urban Major Arterials	Dual Carriageway	R 21 943 270		R 3 291 491	R 1 097 164	R 3 291 491	R 29 623 416	R 4 443 512	R 34 100 000
SRMP011	R44	PGWC	N/a	Class 2, Urban Major Arterials	Dual Carriageway	R 21 943 270		R 3 291 491	R 1 097 164	R 3 291 491	R 29 623 416	R 4 443 512	R 34 100 000
SRMP012	Huguenot Road	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	tbc		tbc	tbc	tbc	tbc	tbc	tbc
SRMP013	Huguenot Road	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	tbc		tbc	tbc	tbc	tbc	tbc	tbc
SRMP014	Huguenot Road	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	tbc		tbc	tbc	tbc	tbc	tbc	tbc
SRMP015	Huguenot Road	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	tbc		tbc	tbc	tbc	tbc	tbc	tbc
SRMP016	Huguenot Road	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	tbc		tbc	tbc	tbc	tbc	tbc	tbc
SRMP017	Lambrechts Road	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	tbc		tbc	tbc	tbc	tbc	tbc	tbc
SRMP018	R44	PGWC	3.3	Class 2, Urban Major Arterials	Dual Carriageway	R 10 120 506		R 1 518 076	R 506 025	R 1 518 076	R 13 662 683	R 2 049 402	R 15 800 000
SRMP020	R44	PGWC	N/a	Class 2, Urban Major Arterials	Dual Carriageway & median IRT Lanes	tbc		tbc	tbc	tbc	tbc	tbc	tbc
SRMP021	R310	PGWC	N/a	Class 2, Urban Major Arterials	Dual Carriageway & median IRT Lanes	tbc		tbc	tbc	tbc	tbc	tbc	tbc
SRMP022	Western bypass	PGWC	12.4	Class 2, Urban Major Arterials	Dual Carriageway	R 40 392 064	R 40 500 000	R 12 133 810	R 4 044 603	R 12 133 810	R 109 204 287	R 16 380 643	R 125 600 000
SRMP023	Western bypass	PGWC	N/a	Class 2, Urban Major Arterials	-	R 1 659 125	R 22 500 000	R 3 623 869	R 1 207 956	R 3 623 869	R 32 614 819	R 4 892 223	R 37 600 000
SRMP024	Western bypass	PGWC	N/a	Class 2, Urban Major Arterials	-	R 1 659 125	R 22 500 000	R 3 623 869	R 1 207 956	R 3 623 869	R 32 614 819	R 4 892 223	R 37 600 000
SRMP025	Western bypass	PGWC	N/a	Class 2, Urban Major Arterials	-	R 1 659 125	R 45 000 000	R 6 998 869	R 2 332 956	R 6 998 869	R 62 989 819	R 9 448 473	R 72 500 000
SRMP027	R45	PGWC	9.8	Class 2, Urban Major Arterial	Single Carriageway	R 61 850 348		R 9 277 552	R 3 092 517	R 9 277 552	R 83 497 969	R 12 524 695	R 96 100 000
SRMP028 (Full)	R304	PGWC	13.5	Class 2, Urban Major Arterial	Dual Carriageway	R 106 468 290		R 15 970 244	R 5 323 415	R 15 970 244	R 143 732 193	R 21 559 829	R 165 300 000
SRMP028 (Partial)	R304	Stellenbosch	0.75	Class 2, Urban Major Arterial	Dual Carriageway	R 5 914 905		R 887 236	R 295 745	R 887 236	R 7 985 122	R 1 197 768	R 9 200 000
SRMP029	Vlaeberg Road	PGWC	0.9	Class 3, Urban Minor Arterial	Single Carriageway	N/a		N/a	N/a	N/a	N/a	N/a	N/a
SRMP030	Welgevonden Boulevard	Stellenbosch	1.4	Class 3, Urban Minor Arterial	Single Carriageway	R 7 863 912		R 1 179 587	R 393 196	R 1 179 587	R 10 616 282	R 1 592 442	R 12 300 000

PROJECT REFERENCE NUMBER	ROAD NAME	ROAD AUTHORITY	LENGTH (+/- km)	PROPOSED CLASSIFICATION	CROSS SECTION	2018 COST ESTIMATE (ROADWORKS)	2018 COST ESTIMATE (ROADWORKS)	2018 COST ESTIMATE (P&G)	2018 COST ESTIMATE (SERVICES)	2018 COST ESTIMATE (CONTINGENCIES)	2018 COST ESTIMATE (SUBTOTAL)	2018 COST ESTIMATE (VAT)	2018 COST ESTIMATE (TOTAL)
						ROADWORKS	BRIDGES						
SRMP033	Robertsvlei Road	PGWC	10.3	Class 3, Rural Minor Arterials	Single Carriageway	R 42 288 298		R 6 343 245	R 2 114 415	R 6 343 245	R 57 089 203	R 8 563 380	R 65 700 000
SRMP034	Groenfontein Road	Stellenbosch	5.3	Class 3, Urban Minor Arterials	Single Carriageway	R 29 770 524	R 18 000 000	R 7 165 579	R 2 388 526	R 7 165 579	R 64 490 208	R 9 673 531	R 74 200 000
SRMP035	George Balke Road	Stellenbosch	N/a	Class 3, Urban Minor Arterials	-	R 1 659 125	R 18 000 000	R 2 948 869	R 982 956	R 2 948 869	R 26 539 819	R 3 980 973	R 30 600 000
SRMP037	tbc	PGWC	-	tbc	Single Carriageway	N/a		N/a	N/a	N/a	N/a	N/a	N/a
SRMP038	Old Paarl Road	PGWC	-	Class 3, Urban Minor Arterial	Single Carriageway	R 6 308 292		R 946 244	R 315 415	R 946 244	R 8 516 195	R 1 277 429	R 9 800 000
SRMP039	Stellenbosch Arterial	PGWC	-	Class 3, Urban Minor Arterial	Single Carriageway	R 6 308 292		R 946 244	R 315 415	R 946 244	R 8 516 195	R 1 277 429	R 9 800 000
SRMP040	Annandale Road	PGWC	-	Class 3, Urban Minor Arterial	Single Carriageway	N/a		N/a	N/a	N/a	N/a	N/a	N/a
SRMP041	Groenfontein Road	PGWC	-	Class 3, Urban Minor Arterial	Single Carriageway	R 9 462 438		R 1 419 366	R 473 122	R 1 419 366	R 12 774 292	R 1 916 144	R 14 700 000
SRMP042	Sandringham Road	PGWC	-	Class 3, Urban Minor Arterial	Single Carriageway	N/a		N/a	N/a	N/a	N/a	N/a	N/a
SRMP043	Baden Powell Drive	PGWC	-	Class 3, Rural Minor Arterials	Single Carriageway	N/a		N/a	N/a	N/a	N/a	N/a	N/a
SRMP044	Robertsvlei Road	PGWC	-	Class 3, Rural Minor arterials	Single Carriageway	R 6 864 906		R 1 029 736	R 343 245	R 1 029 736	R 9 267 623	R 1 390 143	R 10 700 000
SRMP045	Winery Road / Main Street	PGWC	1.3	Class 3, Urban Minor Arterials	Single Carriageway	R 7 302 204		R 1 095 331	R 365 110	R 1 095 331	R 9 857 976	R 1 478 696	R 11 400 000
SRMP047	R44 / Stellenbosch Airport Service Road	Stellenbosch	0.2	Class 4, Urban Collector Streets	Single Carriageway	R 1 233 972		R 185 096	R 61 699	R 185 096	R 1 665 863	R 249 879	R 2 000 000
SRMP048	R44 link / Stellenrust Rd link	Stellenbosch	0.7	Class 4, Urban Collector Streets	Single Carriageway	R 4 318 902		R 647 835	R 215 945	R 647 835	R 5 830 517	R 874 578	R 6 800 000
SRMP049	New Jamestown Road	Stellenbosch	3	Class 4, Urban Collector Streets	Dual Carriageway	R 22 881 090	R 18 000 000	R 6 132 164	R 2 044 055	R 6 132 164	R 55 189 473	R 8 278 421	R 63 500 000
SRMP050	School Road	Stellenbosch	1.5	Class 4, Urban Collector Streets	Single Carriageway	R 9 254 790		R 1 388 219	R 462 740	R 1 388 219	R 12 493 968	R 1 874 095	R 14 400 000
SRMP051	Pajaro Avenue	Stellenbosch	2.3	Class 4, Urban Collector Streets	Single Carriageway	R 14 190 678	R 18 000 000	R 4 828 602	R 1 609 534	R 4 828 602	R 43 457 416	R 6 518 612	R 50 000 000
SRMP052	Eastern Link Rd (Wildebosch South)	Stellenbosch	0.95	Class 4, Urban Collector Streets	Single Carriageway	R 5 861 367		R 879 205	R 293 068	R 879 205	R 7 912 845	R 1 186 927	R 9 100 000
SRMP053	Eastern Link Rd (Wildebosch North)	Stellenbosch	2.5	Class 4, Urban Collector Streets	Single Carriageway	R 15 424 650		R 2 313 698	R 771 233	R 2 313 698	R 20 823 279	R 3 123 492	R 24 000 000
SRMP054	Van Reede Road	Stellenbosch	2.3	Class 4, Urban Collector Streets	Single Carriageway	R 14 190 678		R 2 128 602	R 709 534	R 2 128 602	R 19 157 416	R 2 873 612	R 22 100 000
SRMP055	Van Reede Road	Stellenbosch	0.6	Class 4, Urban Collector Streets	Single Carriageway	R 3 701 916		R 555 287	R 185 096	R 555 287	R 4 997 586	R 749 638	R 5 800 000
SRMP056	Suidwal Road	Stellenbosch	0.4	Class 4, Urban Local Streets	Single Carriageway	R 1 596 812		R 239 522	R 79 841	R 239 522	R 2 155 697	R 323 355	R 2 500 000
SRMP057	Stellentia Road	Stellenbosch	0.2	Class 4, Urban Collector Streets	Single Carriageway	R 1 233 972		R 185 096	R 61 699	R 185 096	R 1 665 863	R 249 879	R 2 000 000
SRMP058	Pastorie Street	Stellenbosch	0.2	Class 4, Urban Collector Streets	Single Carriageway	R 1 233 972	R 18 000 000	R 2 885 096	R 961 699	R 2 885 096	R 25 965 863	R 3 894 879	R 29 900 000
SRMP062	-	Stellenbosch	3.7	Class 4, Urban Collector Streets	Single Carriageway	R 22 828 482	R 18 000 000	R 6 124 272	R 2 041 424	R 6 124 272	R 55 118 450	R 8 267 768	R 63 400 000

PROJECT REFERENCE NUMBER	ROAD NAME	ROAD AUTHORITY	LENGTH (+/- km)	PROPOSED CLASSIFICATION	CROSS SECTION	2018 COST ESTIMATE (ROADWORKS) ROADWORKS	2018 COST ESTIMATE (ROADWORKS) BRIDGES	2018 COST ESTIMATE (P&G)	2018 COST ESTIMATE (SERVICES)	2018 COST ESTIMATE (CONTINGENCIES)	2018 COST ESTIMATE (SUBTOTAL)	2018 COST ESTIMATE (VAT)	2018 COST ESTIMATE (TOTAL)
SRMP063	Simonsberg Street	Stellenbosch	2.1	Class 4, Urban Collector Streets	Single Carriageway	R 12 956 706		R 1 943 506	R 647 835	R 1 943 506	R 17 491 553	R 2 623 733	R 20 200 000
SRMP064	Sonnestraal Street	Stellenbosch	1	Class 4, Urban Collector Streets	Single Carriageway	R 6 169 860	R 18 000 000	R 3 625 479	R 1 208 493	R 3 625 479	R 32 629 311	R 4 894 397	R 37 600 000
SRMP066	Main Road	Stellenbosch	3	Class 4, Urban Collector Streets	Single Carriageway	R 18 509 580		R 2 776 437	R 925 479	R 2 776 437	R 24 987 933	R 3 748 190	R 28 800 000
SRMP067	Dirkie Uys Street	Stellenbosch	1.4	Class 4, Urban Collector Streets	Single Carriageway	R 8 637 804		R 1 295 671	R 431 890	R 1 295 671	R 11 661 036	R 1 749 155	R 13 500 000
SRMP068	Nerina Street	Stellenbosch	1.1	Class 4, Urban Collector Streets	Single Carriageway	R 6 786 846		R 1 018 027	R 339 342	R 1 018 027	R 9 162 242	R 1 374 336	R 10 600 000
SRMP069	The Avenue	Stellenbosch	0.1	Class 4, Urban Collector Streets	Single Carriageway	R 616 986	R 9 000 000	R 1 442 548	R 480 849	R 1 442 548	R 12 982 931	R 1 947 440	R 15 000 000
SRMP070	Vlottenburg Road	Stellenbosch	0.3	Class 4, Urban Collector Streets	Single Carriageway	N/a		N/a	N/a	N/a	N/a	N/a	N/a
SRMP071	Trumali Street	Stellenbosch	0.6	Class 4, Urban Collector Streets	Single Carriageway	R 3 701 916		R 555 287	R 185 096	R 555 287	R 4 997 586	R 749 638	R 5 800 000
SRMP072	-	Stellenbosch	2.2	Class 4, Urban Collector Streets	Single Carriageway	R 13 573 692		R 2 036 054	R 678 685	R 2 036 054	R 18 324 485	R 2 748 673	R 21 100 000
SRMP073	Stellenrust Road	PGWC	3	Class 4, Urban Collector Streets	Single Carriageway	R 18 509 580		R 2 776 437	R 925 479	R 2 776 437	R 24 987 933	R 3 748 190	R 28 800 000
SRMP076	Dorp Street	Stellenbosch	0.3	Class 4, Urban Collector Streets	Dual Carriageway	R 2 288 109		R 343 216	R 114 405	R 343 216	R 3 088 946	R 463 342	R 3 600 000
SRMP077	Schuilplaats Rd	Stellenbosch	0.3	Class 4, Urban Collector Streets	Single Carriageway	R 1 850 958		R 277 644	R 92 548	R 277 644	R 2 498 794	R 374 819	R 2 900 000
SRMP078	Lanquedoc access Rd	Stellenbosch	0.25	Class 4, Urban Collector Streets	Single Carriageway	R 1 542 465	R 18 000 000	R 2 931 370	R 977 123	R 2 931 370	R 26 382 328	R 3 957 349	R 30 400 000
tbc	Ben du Toit Extension	Stellenbosch	0.6	Class 4, Urban Collector Streets	Single Carriageway	R 3 701 916		R 555 287	R 185 096	R 555 287	R 4 997 586	R 749 638	R 5 800 000
tbc		Stellenbosch	tbc	Class 4 and/or Class 5	tbc	tbc		tbc	tbc	tbc	tbc	tbc	tbc
tbc		Stellenbosch	tbc	Class 4 and/or Class 5	tbc	tbc		tbc	tbc	tbc	tbc	tbc	tbc
tbc		Stellenbosch	tbc	Class 4 and/or Class 5	tbc	tbc		tbc	tbc	tbc	tbc	tbc	tbc
tbc		Stellenbosch	tbc	Class 4 and/or Class 5	tbc	tbc		tbc	tbc	tbc	tbc	tbc	tbc
tbc		Stellenbosch	tbc	Class 4 and/or Class 5	tbc	tbc		tbc	tbc	tbc	tbc	tbc	tbc

8.5 PROVINCIAL GOVERNMENT WESTERN CAPE PROJECTS

The Provincial Government Western Cape road projects within SM are described in this section. All information was sourced from the Provincial Road Network Information System: https://rnis.westerncape.gov.za/rnis/

Project are categorised as follows:

- Rehabilitation
- Reseal
- Upgrade
- Regravel

The phasing of the projects are categorised as:

- Under construction
- Scheduled (1-5 years)
- Planned (5-10 years)

Refer to Table 8-3 for the list of PGWC projects per type, currently being constructed, and Figure 8-2 to Figure 8-4 for their locations.

Table 8-3: PGWC Projects under construction

Project Ref. No.	No. on figure	Project Name	Approximate Sections	Type
SRMP043	1	C0914.02 : Baden Powell Dr	Rehabilitation and dualling of Baden Powell Road between N2 and Vlaeberg Road, including realigned quarter-link with R102	Rehab/Upgrade
	1	C1087 : R44 – 6 Sections	Stellenbosch to Klapmuts	Reseal
	2	Devon Valley Road	Polkadraai – Devon Valley Hotel	Reseal
	3	Stellenbosch Kloof Rd	Polkadraai – Jordan Wine Estate	Reseal
	4	Jonkershoek Rd	Omega Road to +/- 4.1 km to east	Reseal
SRMP040	1	C0921 : Annandale Rd	R310 to 1.8 km east of R44	Upgrade
	2	C1080 : Stellenrust Rd	R44 to +/- 3.7 km to east	Upgrade

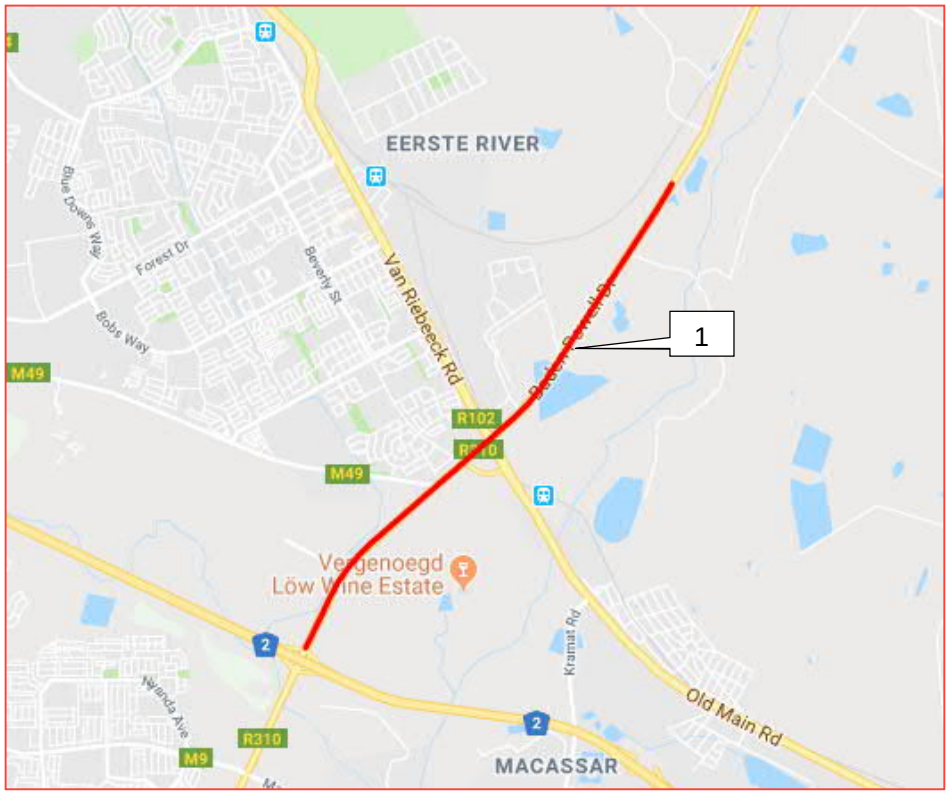


Figure 8-2: PGWC Projects under construction – Rehabilitation

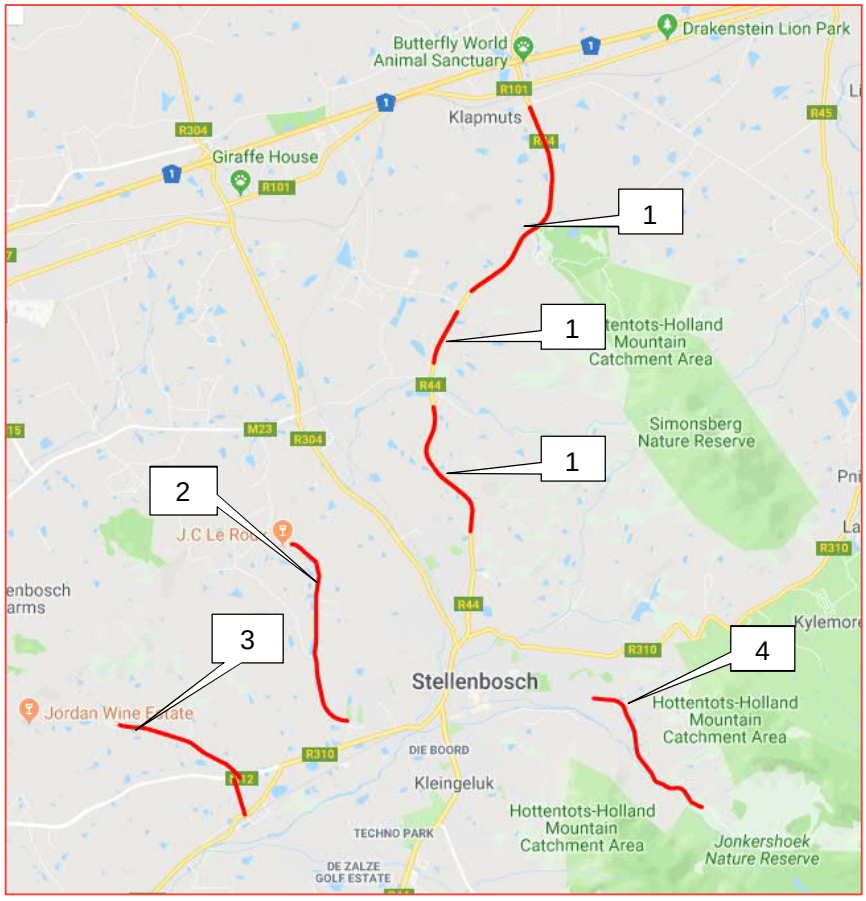


Figure 8-3: PGWC Projects under construction – Reseal



Figure 8-4: PGWC Projects under construction – Upgrade

Refer to Table 8-4 for the list of PGWC scheduled (1-5 years) projects, per type. Refer to Figure 8-5 to 8-7 for their locations.

Table 8-4: PGWC Scheduled projects (1-5 years)

Project Ref. No.	No. on figure	Project Name	Section	Type
SRMP004	1	C1049 : Kromme Rhee Rd	R304 – R310	Reseal
	1	C1120 : R301	R45 – N1	Upgrade
SRMP027	2	C0749.02 : R45	R310 – R101	Upgrade
	3	C0850.01: Simonsvlei Road	R101 - Klapmuts-Simondium RD	Upgrade
	4	C1049 : Prote Rd / Hercules Pilaar Rd / Hoopenberg Rd	R44 – R304	Upgrade
SRMP044	1	Robertsvlei Rd	tbc	Regravel

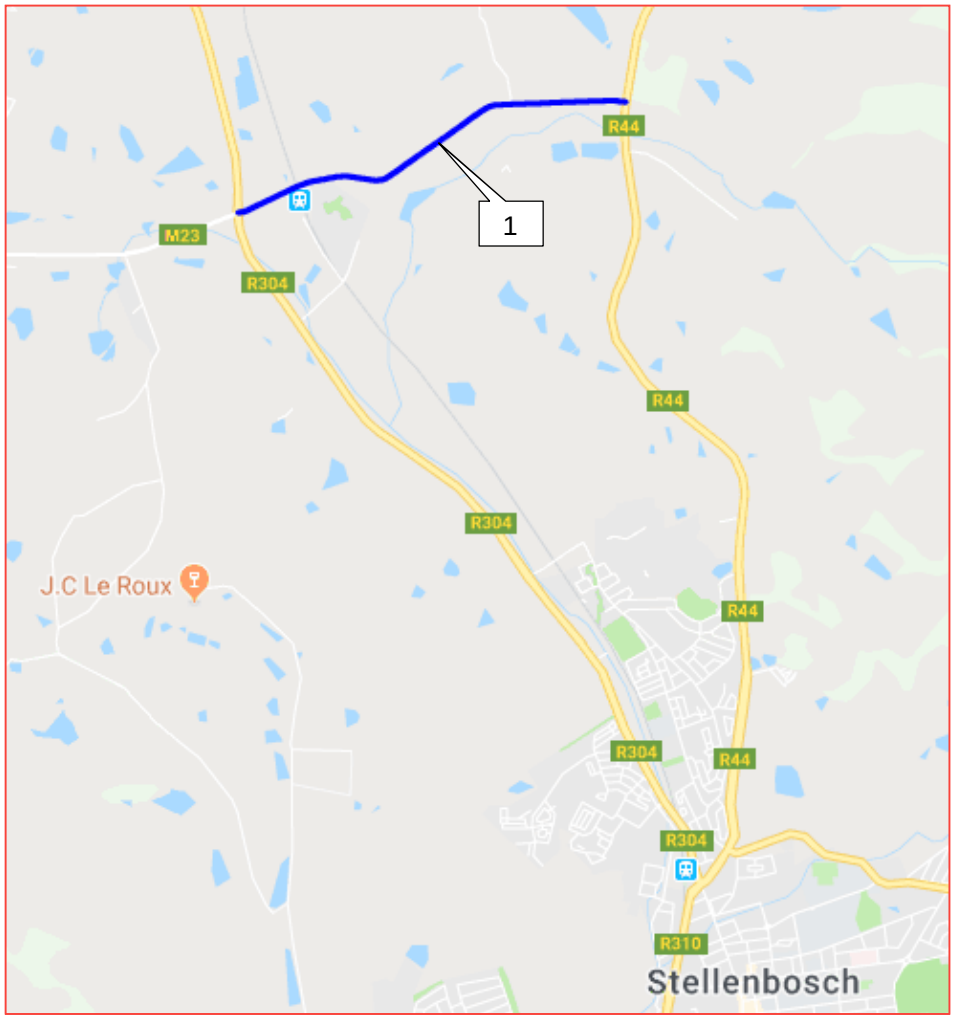


Figure 8-5: PGWC Scheduled Projects – Reseal

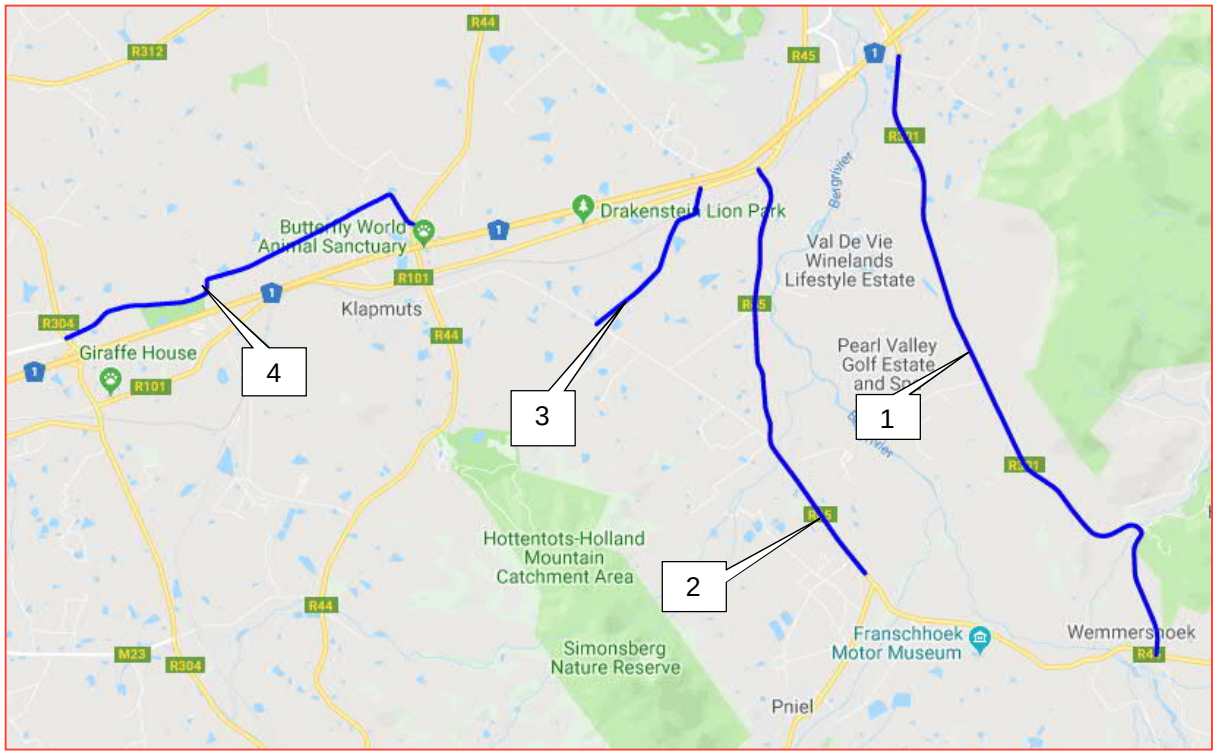


Figure 8-6: PGWC Scheduled Projects – Upgrade

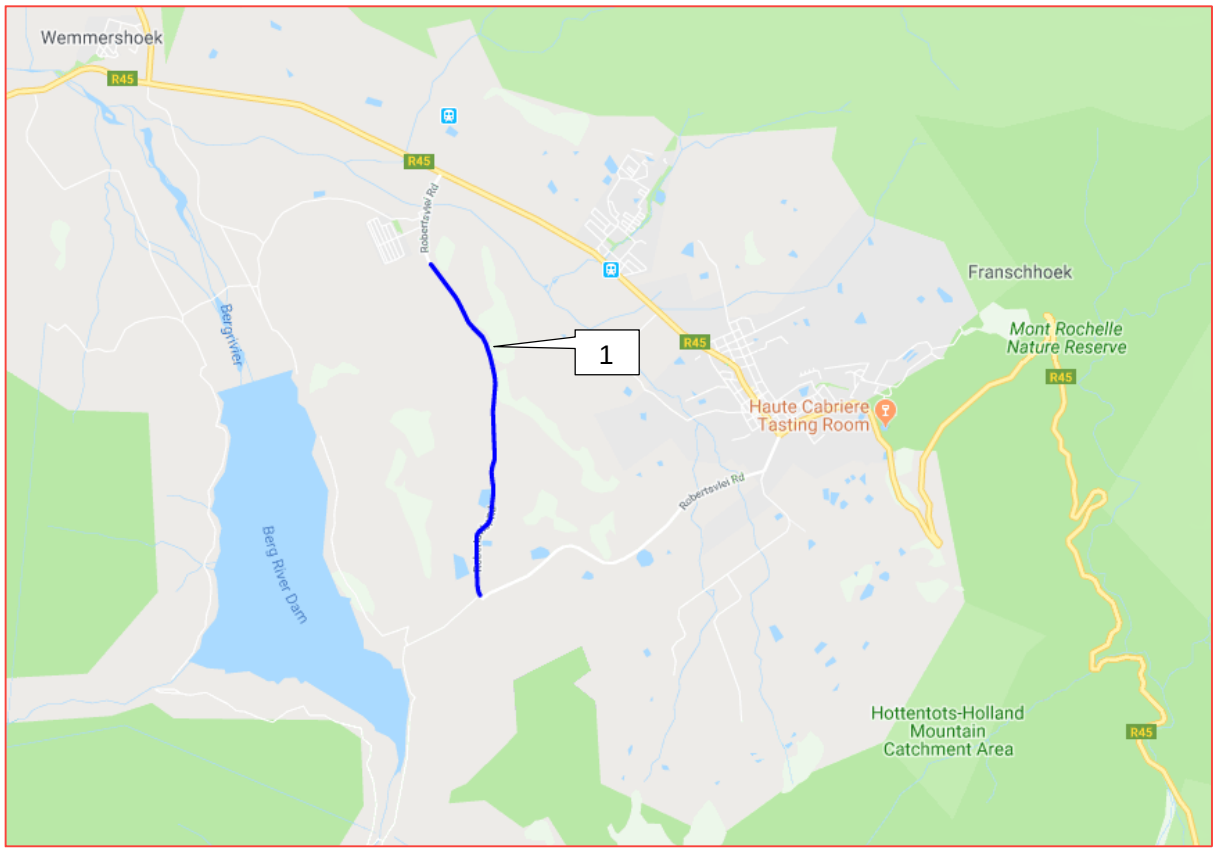


Figure 8-7: PGWC Scheduled Projects – Regravel

Refer to Table 8-5 for the f PGWC planned (5-10 years) projects, per type, and Figure 8-8 and 8-9 for their locations.

Table 8-5: PGWC Planned (5-10 years) projects

Project Ref. No.	Project Name	Section	Type
SRMP043	C0914 : R310	Polkadraai Rd – Annandale Rd	Rehabilitation
	C1092 : R44	Main Rd – Blaauwklippen Rd	Reseal



Figure 8-8: PGWC Planned Projects – Rehabilitation

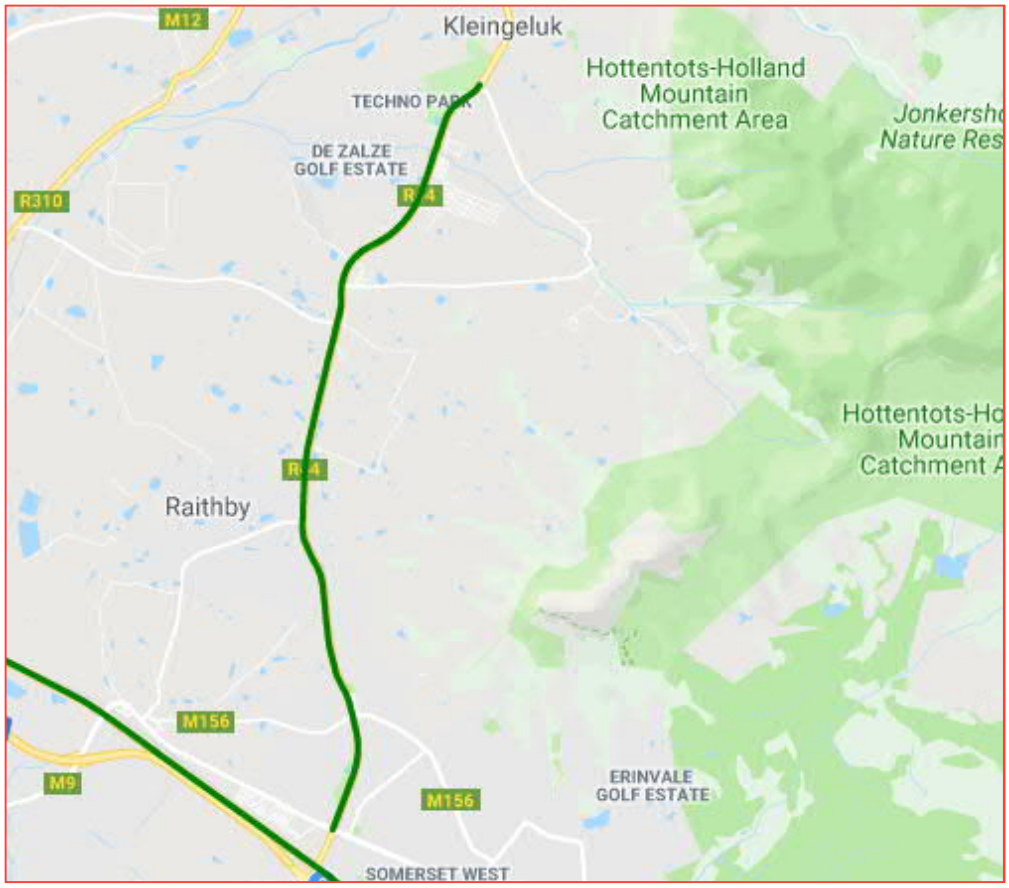


Figure 8-9: PGWC Planned Projects – Reseal

9 CONCLUSIONS AND RECOMMENDATIONS

9.1 CONCLUSIONS

Stellenbosch Municipality has implemented minimal new or upgraded road infrastructure subsequent to the finalisation of the 2012 Road Master Plan due to various reasons. The population and economic opportunities are growing, placing an ever greater strain on the Municipality's road network and transport services.

This RMP attempts to address this shortfall. A number of critical planning studies are currently in process including the updated 2019 Stellenbosch SDF, which is currently in draft format, the Stellenbosch IDP, and various others. Existing information from drafts, where available, were used in this report. The next RMP update must incorporate the other related studies, critically the SDF.

This 2018 update of the 2012 RMP concludes the following:

- The previous CITP previously identified the core issues and problems within the Stellenbosch Municipal Area, highlighting the difficulties in preparing a "one size fits all" solution.
- Public Transport can play a major role in reducing private vehicle dependencies, and Stellenbosch needs to invest much more time and effort toward these solutions taking into account the existing poor rail services and public transport availability from neighbouring municipalities, such as the City of Cape Town's existing and planned MyCiTi IRT network.
- Approximately 7 km (2.5%) of the roads in SM are in a poor or very poor condition, and these are found throughout the SM.
- The latest EMME/4 transport model was recalibrated with 2018 and 2019 traffic volumes at critical intersections.
- The road classification system based on the principals set out in TRH26, utilised in the 2012 RMP, was retained. The classification of the Class 1 to Class 4 road network was retained unchanged.
- Stellenbosch Municipality provided high-level information of future land-use developments within the Stellenbosch Municipal Area. The land-use information has been included in the 2040 horizon-year EMME/4 model.
- Several key focus areas were identified in the 2012 RMP, based on previous studies and known constraints of the road network. The focus areas for this 2018 RMP update was moderated and limited to the following important areas:
    - General capacity improvements
    - Stellenbosch CBD
    - R44 north and south of Stellenbosch CBD
    - Western Bypass
    - Eastern Link Road - Brandwacht/Paradyskloof
    - Technopark access
    - 2040 Densification analysis
    - Krigeville schools precinct
- The proposals put forward within these key areas have been included into the EMME/4 model for the 2040 horizon-year scenario.
- Specific attention was given to the following projects due to their future impact on the Stellenbosch Municipal Area road network.
    - Eastern Link Road – a proposed class 4 road from Technopark running through Paradyskloof and Brandwacht into the CBD, thereby removing some local traffic from the R44.

  - Western Bypass – a proposed class 2 road linking the R44 south of Stellenbosch with the R304 north. Two options from the 2012 RMP were tested:
    - Technopark/R44 southern starting point
    - Annandale/R44 southern starting point
  - R44 Upgrade and reclassification – Significant upgrades to the R44 and the grade separating of some intersections to improve safety, mobility and capacity.
- The 2012 priority list of future road improvement projects were updated. The priority list identifies the key projects for implementation, and a high-level cost per project was determined form 2018 construction rates.
- The scope of this study did not include the prioritisation of these projects per planning period (short/medium/long-term).
- The existing road network and modal split will not be able to support the longer-term growth needs of the Stellenbosch area at acceptable Levels of Services. It is therefore acknowledged that some roads, particularly in the historic town area, will continue to operate at or over capacity during peak periods, unless substantial modal shift occurs. It is also expected that weekday AM and PM peak period congestion will increase, thereby worsening the Level of Service and increasing the peak hours.

9.2 RECOMMENDATIONS

- Refer to the Project list in Section 8.2 for the full list of road upgrade proposals. It is recommended that the prioritisation of the projects are determined in conjunction with the relevant Municipal Departments (land-use planning etc.), and revised on an at least annual basis, or as development needs requires. The planning of these proposals should then commence, with a focus on the short to medium-term projects.
- It is recommended that the following general capacity improvements should be investigated and analysed further, for inclusion in the next RMP update. Note that some of these projects fall under the jurisdiction of the Provincial Government.
  - Polkadraai Road: It was assumed that the last remaining single carriageway sections will be dualled well before 2035, in accordance with the Provincial roads infrastructure programme.
  - R44 North: This road requires a dual carriageway from Stellenbosch to Welgevonden. The R44 in the vicinity of Klapmuts also requires additional road capacity due to the proposed future residential and employment concentration in this area.
  - Adam Tas Road: This could become the busiest section of road in Stellenbosch, requiring 3 lanes per direction between the R44 and Merriman. In addition, the R44, Alexander, George Blake and Merriman intersections also need to be improved or reconfigured to provide additional capacity.
  - R304 (Koelenhof Road): The model results indicated that this road should be dualled between the R44 and Bottelary Road.
  - Merriman and Cluver Street link: Upgrade to dual carriageway or minimum 2-lanes per direction required between Bosman Street and Banghoek Road.
  - Dorp Street: Capacity improvements required between the R44 and Adam Tas Road. Conceptual planning has been undertaken for the dualling of this section.
  - Van Reede / Vrede Streets: These roads required dualling between the R44 and Piet Retief Street, with further improvements at the R44 / Van Reede intersection.
  - Van Reede Street westbound extension to Technopark: The extension of this road to provide a second access to Technopark linking into Electron road.
  - Technopark, De Zalze, Brandwacht and Welgevonden access roads: Dualling and/or intersection improvements are required.
  - Jamestown Road: Road Network development required due to major residential developments planned for this area.
  - Baden Powell Drive: Dualling of remaining sections between the N2 and Polkadraai Road.
- The conceptual planning of the following intersections upgrades has been undertaken, the detail design and construction should be implemented as soon as possible:

  - Adam Tas and Merriman Avenue.
  - Adam Tas and Helshoogte Road (including the closure and relocation of the Helshoogte Rd/La Colline Road T-junction further east).

- Stellenbosch Municipality should discuss this report in more detail with other interested and affected parties and start a public participation process to discuss the outcome of the RMP.
- Stellenbosch Municipality should adopt the RMP, giving it legal status. The RMP should be distributed privately and publically, informing planners/developers as well as the public of future road schemes within the municipal area. The RMP should be incorporated into future reviews of the CITP.
- Stellenbosch Municipality should continue discussions/workshops with CoCT's IRT department to explore opportunities to extend their future MyCiTi bus services to include Stellenbosch.
- Stellenbosch Municipality should start the process to expropriate and purchase the land required to construct future roads, specifically the implementation of portions of the Western Bypass and Eastern Link Road, and other roads associated with proposed housing developments and catalytic projects as defined in the draft 2019 MSDF. Future road reserves should be formally registered with the Surveyor General to protect them.
- The planning of the western bypass and/or a combination of substantial upgrading of the R44 must commence in conjunction with the PWCG. This should ideally occur prior to the construction of the proposed intersection upgrades along the R44 to prevent abortive work.
- The RMP should be incorporated into Stellenbosch Municipality's asset management database, (IMQS). IMQS is an Infrastructure Management System software. The priority list should also be incorporated.
- Planning for the funding of the road projects must commence to ensure that the short and medium term priority listing can be achieved.
- The planning and commissioning of each project should ideally be retested using the 2018 EMME/4 model and detailed intersection capacity analysis to ensure that each project will achieve its objectives.
- Future revision and amendments to the RMP should be coordinated to ensure that other parallel planning processes are undertaken in an integrated manner, such as land-use planning and public transport planning.
- This updated RMP should assist to plan future land-use developments within the Stellenbosch Municipal area. Future planning processes such at the SDF and IDP should complement this RMP, and vice-versa.
- Future revision of and amendments to the RMP should be coordinated to ensure that other parallel planning processes are undertaken in an integrated manner.

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APPENDIX

A EMME MODELLING RESULTS

APPENDIX

A-1 2018 MODELLING OUTPUTS

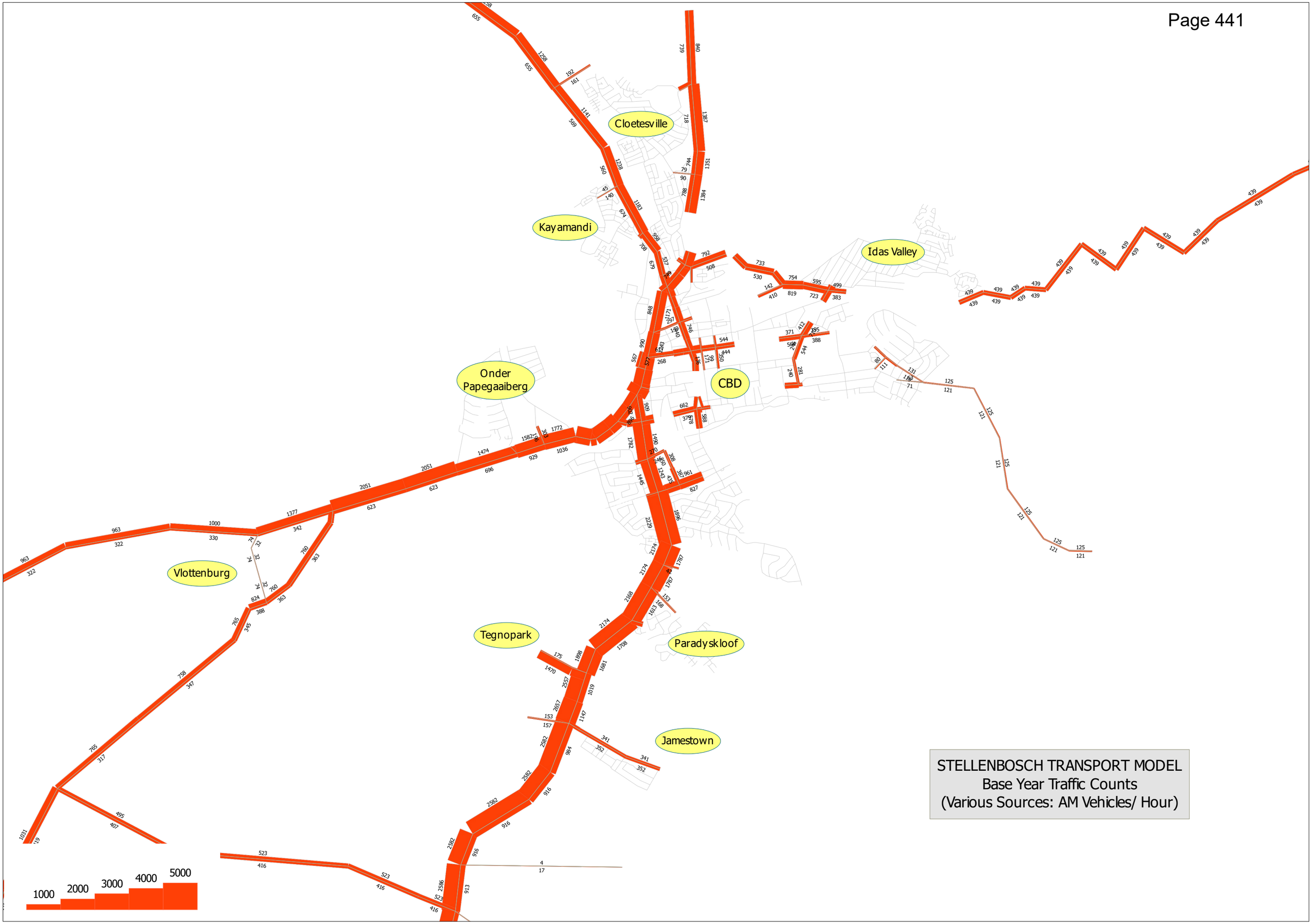
Figure 4-3: 2018 Public/ Private Modal Shares in the Stellenbosch Town Area
Figure 4-4: 2018 Weekday AM peak hour traffic volumes – (various survey sources)
Figure 4-5: 2018 Weekday AM peak hour traffic volumes - modelled
Figure 4-6: 2018 Weekday AM peak period traffic volumes – modelled
Figure 4-7: 2018 Weekday AM peak hour volume/capacity analysis – modelled

STELLENBOSCH TRANSPORT MODEL
Modelled Public & Private Transport Volumes
(Base Year AM Peak Period Commuters)

North

Cloetesville
1685 5
677 801
484 14
726 809
829 2938
391 457
Kayamandi
68 2
498 10
467 9
82 464
39 1
210 4
210 4
290 5
18 0
9 0
167 4
73 2
108 2
152 5
151 4
183 1
24 1
73 1
178 1
86 1
Idas Valley
365 426
698 792
135 159
319 1
195 3
338 1
229 1
101 0
404 1
Onder Papegaaiberg
686 3
STELLENBOSCH
129 1
550 3
571 2
531 3
120 1
108 0
16 1
Vlottenburg
Libertas
500 2
182 0
400 1
Paradyskloof
Tegnopark
9 0
510 1
453 557
Jamestown

Private Transport Commuters
Public Transport Commuters



STELLENBOSCH TRANSPORT MODEL
Base Year Traffic Counts
(Various Sources: AM Vehicles/ Hour)

North

STELLENBOSCH TRANSPORT MODEL
2018 Base Network with Present Land Use
Private Transport Variable Demand Assignment
(AM Vehicles/ Hour)

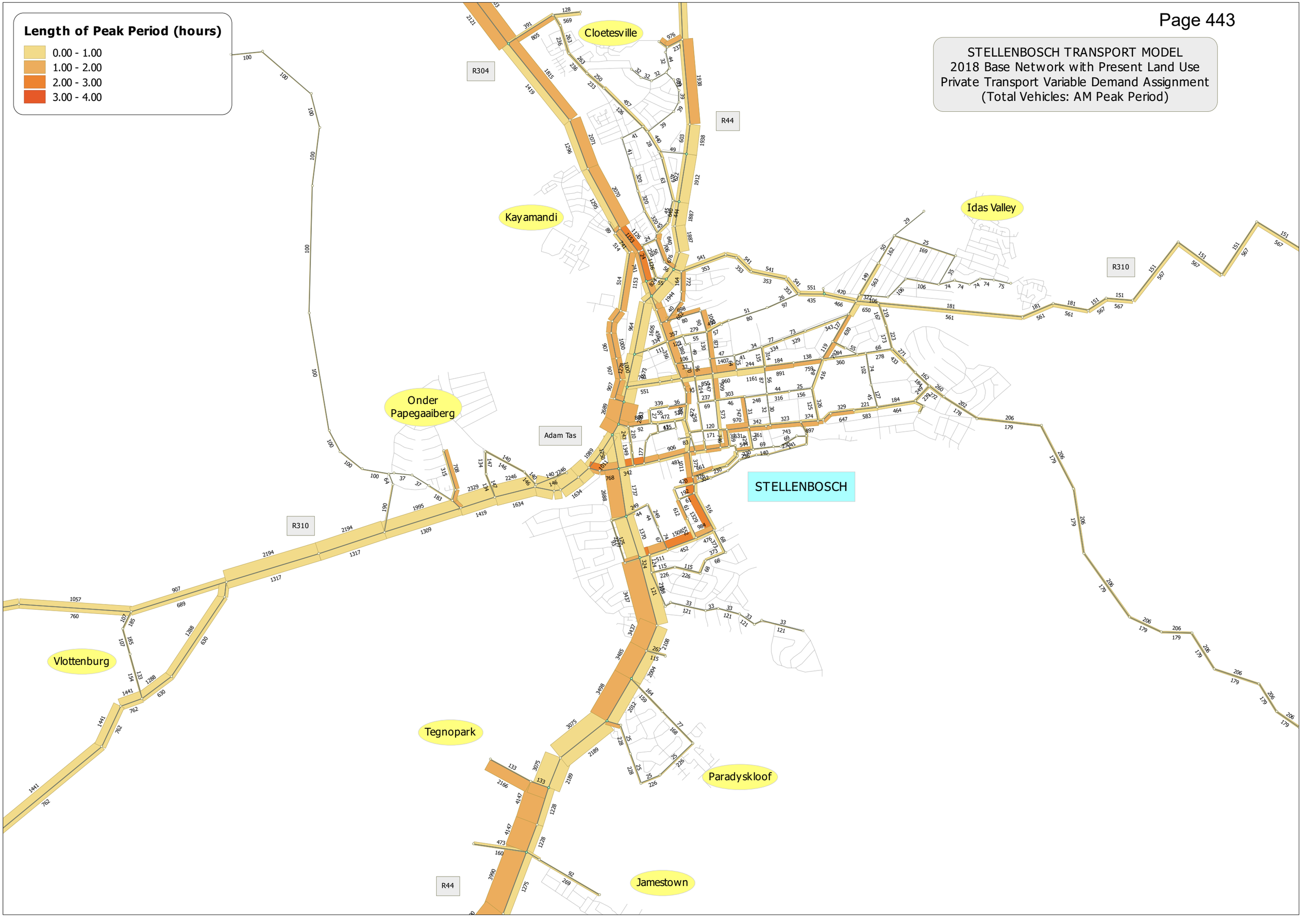
Cloetesville
Kayamandi
Idas Valley
Onder Papegaaiberg
Adam Tas
STELLENBOSCH
Vlottenburg
Tegnopark
Paradyskloof
Jamestown
R304
R44
R310

1 Lane
2 Lanes
3 Lanes
4 Lanes
5 Lanes

Length of Peak Period (hours)

- 0.00 - 1.00
- 1.00 - 2.00
- 2.00 - 3.00
- 3.00 - 4.00

STELLENBOSCH TRANSPORT MODEL
2018 Base Network with Present Land Use
Private Transport Variable Demand Assignment
(Total Vehicles: AM Peak Period)



STELLENBOSCH TRANSPORT MODEL
2018 Base Network with Present Land Use
AM Peak Hour Volume/ Capacity (Modelled)

North

Cloetesville
Kayamandi
Idas Valley
Onder Papegaaiberg
Adam Tas
STELLENBOSCH
Vlottenburg
Tegnopark
Paradyskloof
Jamestown

R304
R44
R310
R310
R44

V/C Less than 0.4
V/C 0.4 - 0.6
V/C 0.6 - 0.8
V/C 0.8 - 1.0
V/C 1.0 - 1.2
V/C Exceeding 1.2

APPENDIX

A-2 2040 MODELLING OUTPUTS

Figure 5-1: Potential residential growth areas (Trend Scenario)
Figure 5-2: Potential employment opportunities growth areas
Figure5-3: Potential residential growth (2040 Densification Scenario)
Figure 7-1: 2040 weekday AM peak hour traffic
Figure 7-2: 2040 weekday AM peak period traffic
Figure 7-3: 2040 weekday AM peak hour V/C ratios
Figure7-4: Eastern link modified network - 2040 AM peak hour traffic
Figure 7-5: Eastern link compared to existing, attraction of traffic 2040 Weekday AM peak hour
Figure 7-6: Western bypass (Class 1 Expressway, 100 km/h) – 2040 Weekday AM peak traffic
Figure 7-7: Western bypass attraction of traffic - 2040 Weekday AM peak hour
Figure7-8: Partial Western bypass, grade separated Technopark interchange to R304 - 2040 Weekday AM
Figure 7-9: Partial Western bypass attraction of traffic - 2040 Weekday AM peak hour
Figure 7-10: Lower order north-south link road – 2040 Weekday AM traffic
Figure7-11: Low order north-south link road attraction of traffic - 2040 Weekday AM peak hour
Figure7-12: R44 urban expressway (80km/h) – 2040 weekday AM peak hour traffic
Figure 7-13: R44 urban expressway traffic flow changes - 2040 Weekday AM peak
Figure7-14: 44 urban expressway scenario comparison - 2040 Weekday AM peak
Figure7-15: Densification land use scenario – 2040 weekday AM peak

STELLENBOSCH TRANSPORT MODEL 2018 - 2040 Household Increments (Trend Scenario)

North

Cloetesville
1244 368
1000 266
500 338
0 6383
1109 52
0 386
6300 2601
666 0
Kayamandi
0 736
70 0
1174 1140
500 0
533 80
0 421
0 51
Idas Valley
1131 0
564 257
200 380
0 86
0 283
314 60
42 0
230 0
534 0
452 90
700 110
300 495
224 0
50 0
Onder Papegaaiberg
0 286
26 0
101 40
345 123
575 381
184 0
85 0
66 0
184 0
203 0
119 0
155 0
168 0
203 0
218 0
0 119
121 0
STELLENBOSCH
450 0
0 1324
490 210
448 450
34 1196
0 344
Vlottenburg
88 593
94 50
0 1960
Libertas
0 957
417 280
213 0
319 92
Paradyskloof
Tegnopark
20 0
421 339
825 1740
Jamestown

2018 Households
2040 Household Increment

STELLENBOSCH TRANSPORT MODEL 2018 - 2040 Employment Increments Trend Scenario

North

Cloetesville
Kayamandi
Idas Valley
Onder Papegaaiberg
Vlottenburg
Libertas
Tegnopark
Paradyskloof
Jamestown
STELLENBOSCH

2018 Employment
2040 Employment Increment

STELLENBOSCH TRANSPORT MODEL
2018 - 2040 Household Increments
(20% Densification Scenario)

North

Cloetesville
1244 368
1000 266
500 338
1109 52
0 386
0 6383
6300 2601
666 0
0 736
Kayamandi
70 14
1174 1140
533 80
500 100
0 421
0 51
Idas Valley
1131 0
564 257
200 380
0 86
0 283
42 8
230 46
314 60
452 90
534 107
700 110
300 495
224 45
50 10
0 286
Onder Papegaaiberg
26 6
101 40
345 123
184 37
203 41
66 13
184 37
575 381
85 17
119 24
155 31
168 34
218 44
203 41
0 119
121 24
STELLENBOSCH
450 80
0 1324
490 210
448 450
88 593
94 50
Vlottenburg
0 344
34 1196
0 1960
Libertas
0 957
417 280
213 0
319 92
Paradyskloof
Tegnopark
20 0
421 339
825 1740
Jamestown

2018 Households
2040 Household Increment

North

STELLENBOSCH TRANSPORT MODEL
2040 Network with Future Land Use
Private Transport Variable Demand Assignment
(AM Vehicles/ Hour)

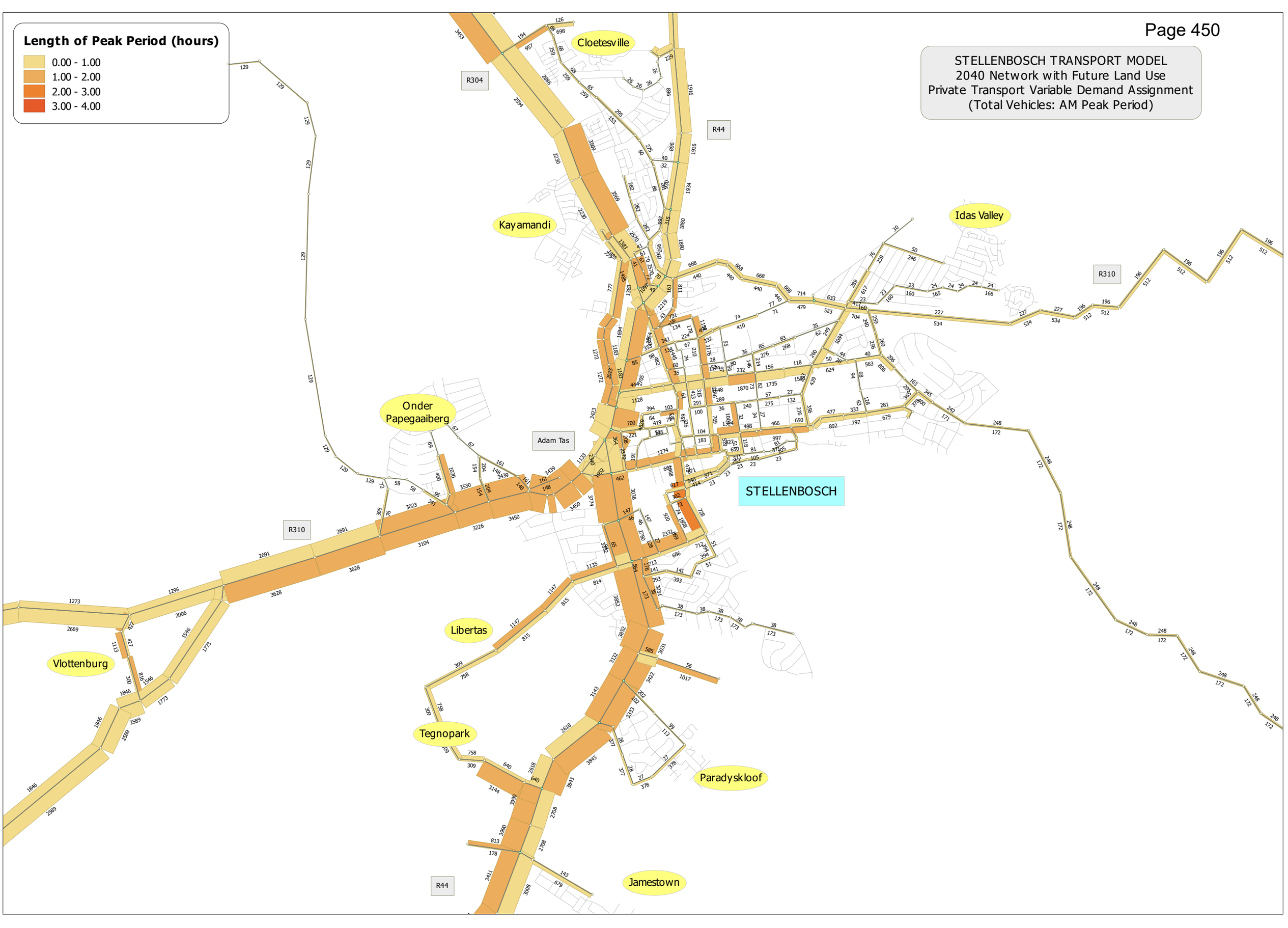
Cloetesville
R304
R44
Kayamandi
Idas Valley
R310
Onder Papegaaiberg
Adam Tas
STELLENBOSCH
R310
Vlottenburg
Libertas
Tegnopark
Paradyskloof
R44
Jamestown

1 Lane
2 Lanes
3 Lanes
4 Lanes
5 Lanes

Length of Peak Period (hours)

- 0.00 - 1.00
- 1.00 - 2.00
- 2.00 - 3.00
- 3.00 - 4.00

STELLENBOSCH TRANSPORT MODEL
2040 Network with Future Land Use
Private Transport Variable Demand Assignment
(Total Vehicles: AM Peak Period)



North

STELLENBOSCH TRANSPORT MODEL
2040 Network with Future Land Use
AM Peak Hour Volume/ Capacity (Modelled)

Cloetesville
R304
R44
Kayamandi
Idas Valley
R310
Onder Papegaaiberg
Adam Tas
R310
STELLENBOSCH
Libertas
Vlottenburg
Tegnopark
Paradyskloof
R44
Jamestown

- V/C Less than 0.4
- V/C 0.4 - 0.6
- V/C 0.6 - 0.8
- V/C 0.8 - 1.0
- V/C 1.0 - 1.2
- V/C Exceeding 1.2

North

STELLENBOSCH

Adam Tas

Link with Pastorie Road

Van Reede Extension

Eastern Link Road

Libertas (proposed)

Tegnopark

Paradyskloof

1 Lane
2 Lanes
3 Lanes
4 Lanes
5 Lanes

STELLENBOSCH TRANSPORT MODEL
Fuuture Network with Eastern Link Road
2040 Land Use
Private Transport Variable Demand Assignment
(AM Vehicles/ Hour)

Traffic decrease
Traffic increase

Link with Pastorie Road
Van Reede Extension
Dalsig
Eastern Link Road
Van Reede Extension
Libertas (proposed)
Brandwacht
Eastern Link Road
Tegnopark
Paradyskloof

100 200 300 400 500
[Traffic volume: first peak hour] @auph1

STELLENBOSCH TRANSPORT MODEL
Scenario Comparison:
2040 Network with and without Eastern Link Road
(AM Vehicles/ Hour)

North

R304

Cloetesville

R44

Western Bypass

Kayamandi

Idas Valley

R310

Onder Papegaaiberg

Adam Tas

STELLENBOSCH

Van Reede Extension

Vlottenburg

Libertas (proposed)

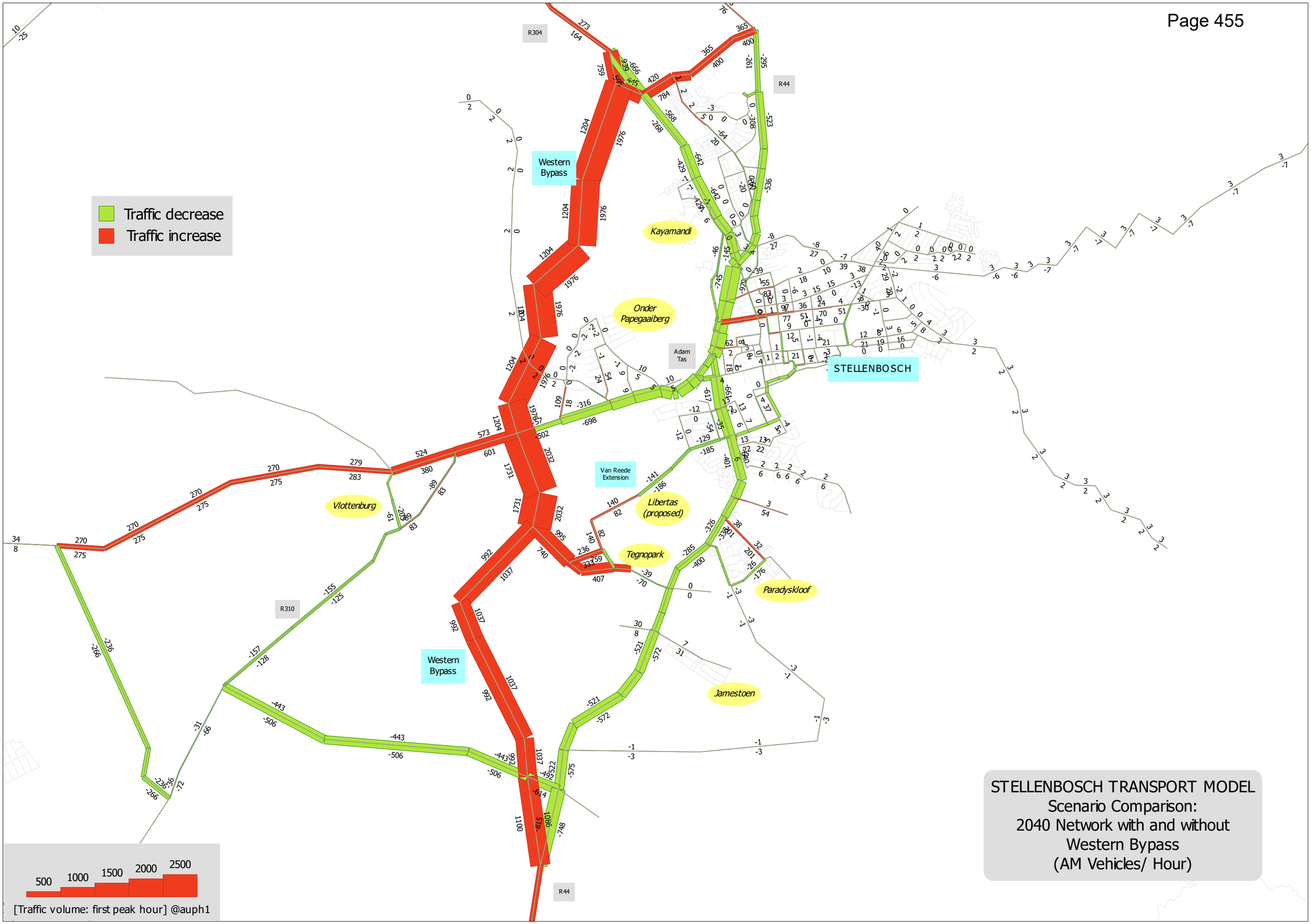
Tegnopark

Paradyskloof

Jamestown

1 Lane
2 Lanes
3 Lanes
4 Lanes
5 Lanes

STELLENBOSCH TRANSPORT MODEL
Fuuture Network with Western Bypass
2040 Land Use
Private Transport Variable Demand Assignment
(AM Vehicles/ Hour)

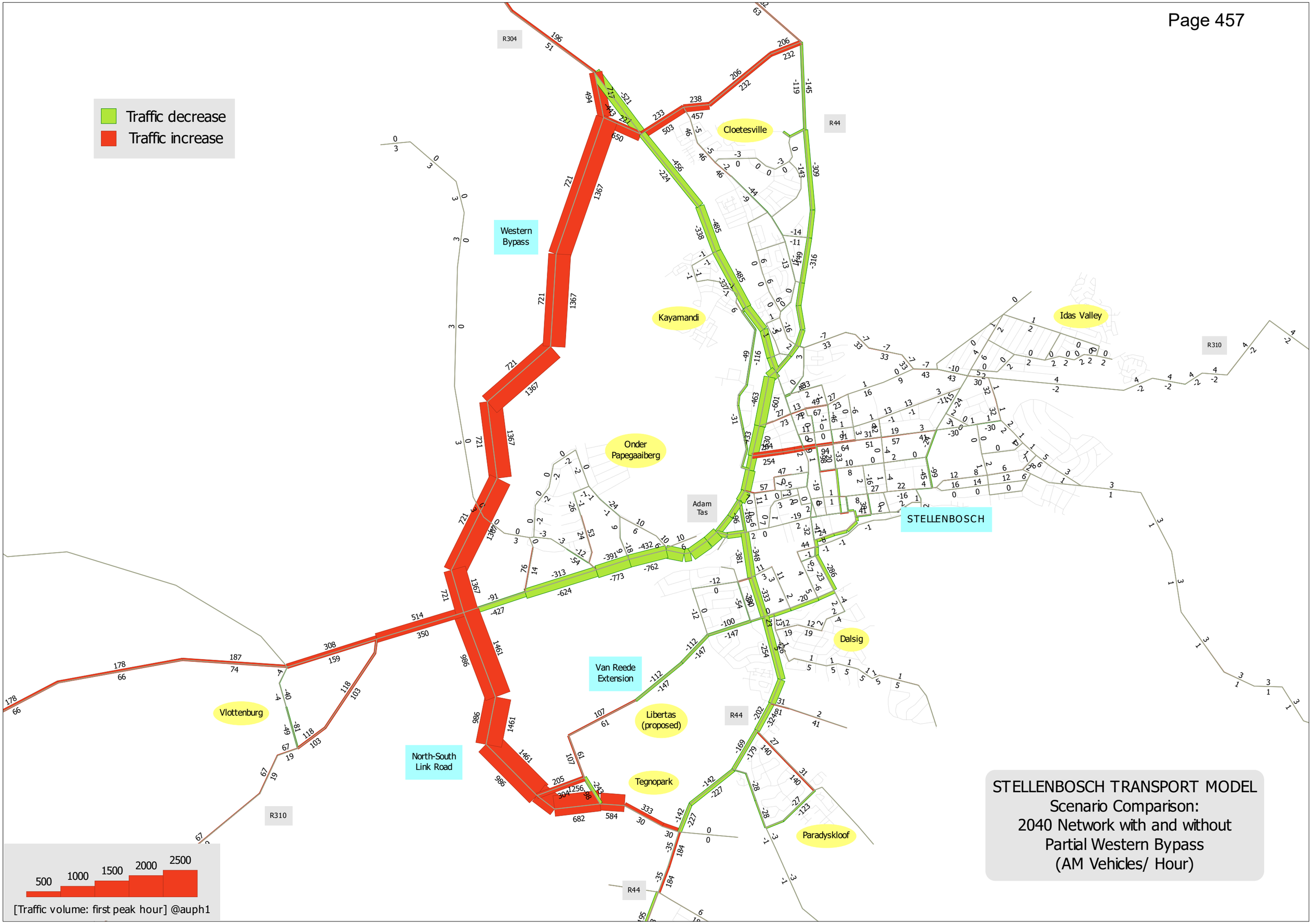

Traffic decrease
Traffic increase
R304
R44
Western Bypass
Kayamandi
Onder Papegaaiberg
Adam Tas
STELLENBOSCH
Van Reede Extension
Libertas (proposed)
Tegnopark
Paradyskloof
Jamestoen
Vlottenburg
R310
Western Bypass
R44
500
1000
1500
2000
2500
[Traffic volume: first peak hour] @auph1
STELLENBOSCH TRANSPORT MODEL
Scenario Comparison:
2040 Network with and without
Western Bypass
(AM Vehicles/ Hour)

North

1 Lane
2 Lanes
3 Lanes
4 Lanes
5 Lanes

R304
R44
R310
Western Bypass
North-South Link Road
Cloetesville
Kayamandi
Idas Valley
Onder Papegaaiberg
Adam Tas
STELLENBOSCH
Dalsig
Van Reede Extension
Libertas (proposed)
Tegnopark
Paradyskloof
Vlottenburg

STELLENBOSCH TRANSPORT MODEL
Fuuture Network with Lower Speed Partial Western Bypass
2040 Land Use
Private Transport Variable Demand Assignment
(AM Vehicles/ Hour)


Traffic decrease
Traffic increase
R304
R44
R310
Cloetesville
Western Bypass
Kayamandi
Idas Valley
Onder Papegaaiberg
Adam Tas
STELLENBOSCH
Dalsig
Van Reede Extension
Libertas (proposed)
North-South Link Road
Tegnopark
Paradyskloof
Vlottenburg
500
1000
1500
2000
2500
[Traffic volume: first peak hour] @auph1
STELLENBOSCH TRANSPORT MODEL
Scenario Comparison:
2040 Network with and without
Partial Western Bypass
(AM Vehicles/ Hour)

North

Adam Tas

STELLENBOSCH

Dalsig

Van Reede Extension

Libertas (proposed)

R44

R310

North-South Link Road

Tegnopark

Paradyskloof

1 Lane
2 Lanes
3 Lanes
4 Lanes
5 Lanes

STELLENBOSCH TRANSPORT MODEL
Fuuture Network with North-South Link Road
2040 Land Use
Private Transport Variable Demand Assignment
(AM Vehicles/ Hour)

Traffic decrease
Traffic increase

Adam Tas

Van Reede Extension

Libertas (proposed)

North-South Link Road

Tegnopark

Dalsig

Paradyskloof

R310

R44

R44

300 600 900 1200 1500

[Traffic volume: first peak hour] @auph1

STELLENBOSCH TRANSPORT MODEL
Scenario Comparison:
2040 Network with and without
North-South Link Road
(AM Vehicles/ Hour)


North
Kayamandi
R44
Idas Valley
R310
R44 Improvements
Onder Papegaaiberg
Adam Tas
STELLENBOSCH
R310
Dalsig
Van Reede Extension
R44 Improvements
North-South Link Road
Libertas (proposed)
Tegnopark
Paradyskloof
R44
1 Lane
2 Lanes
3 Lanes
4 Lanes
5 Lanes
STELLENBOSCH TRANSPORT MODEL
Future Network with R44 Improvements
2040 Land Use
Private Transport Variable Demand Assignment
(AM Vehicles/ Hour)

North

Kayamandi

R44

Idas Valley

R310

R44 Improvements

Onder Papegaaiberg

Adam Tas

STELLENBOSCH

R310

Van Reede Extension

R44 Improvements

North-South Link Road

Libertas (proposed)

Dalsig

Tegnopark

Paradyskloof

R44

V/C Less than 0.4
V/C 0.4 - 0.6
V/C 0.6 - 0.8
V/C 0.8 - 1.0
V/C 1.0 - 1.2
V/C Exceeding 1.2

STELLENBOSCH TRANSPORT MODEL
Future Network with R44 Improvements
2040 Land Use
AM Peak Hour Volume/ Capacity (Modelled)

Traffic decrease
Traffic increase

Kayemandi
Onder Papegaaiberg
R44 Improvements
STELLENBOSCH
North-South Link Road
Van Reede Extension
R44 Improvements
Dalsig
Brandwacht
Libertas (proposed)
Tegnopark
Eastern Link Road
Paradyskloof

100 200 300 400 500
[Traffic volume: first peak hour] @auph1

STELLENBOSCH TRANSPORT MODEL
Scenario Comparison:
2040 Network with and without
R44 Improvements
(AM Vehicles/ Hour)

Traffic decrease
Traffic increase

Kayemandi

Onder Papegaaiberg

20% Densification

STELLENBOSCH

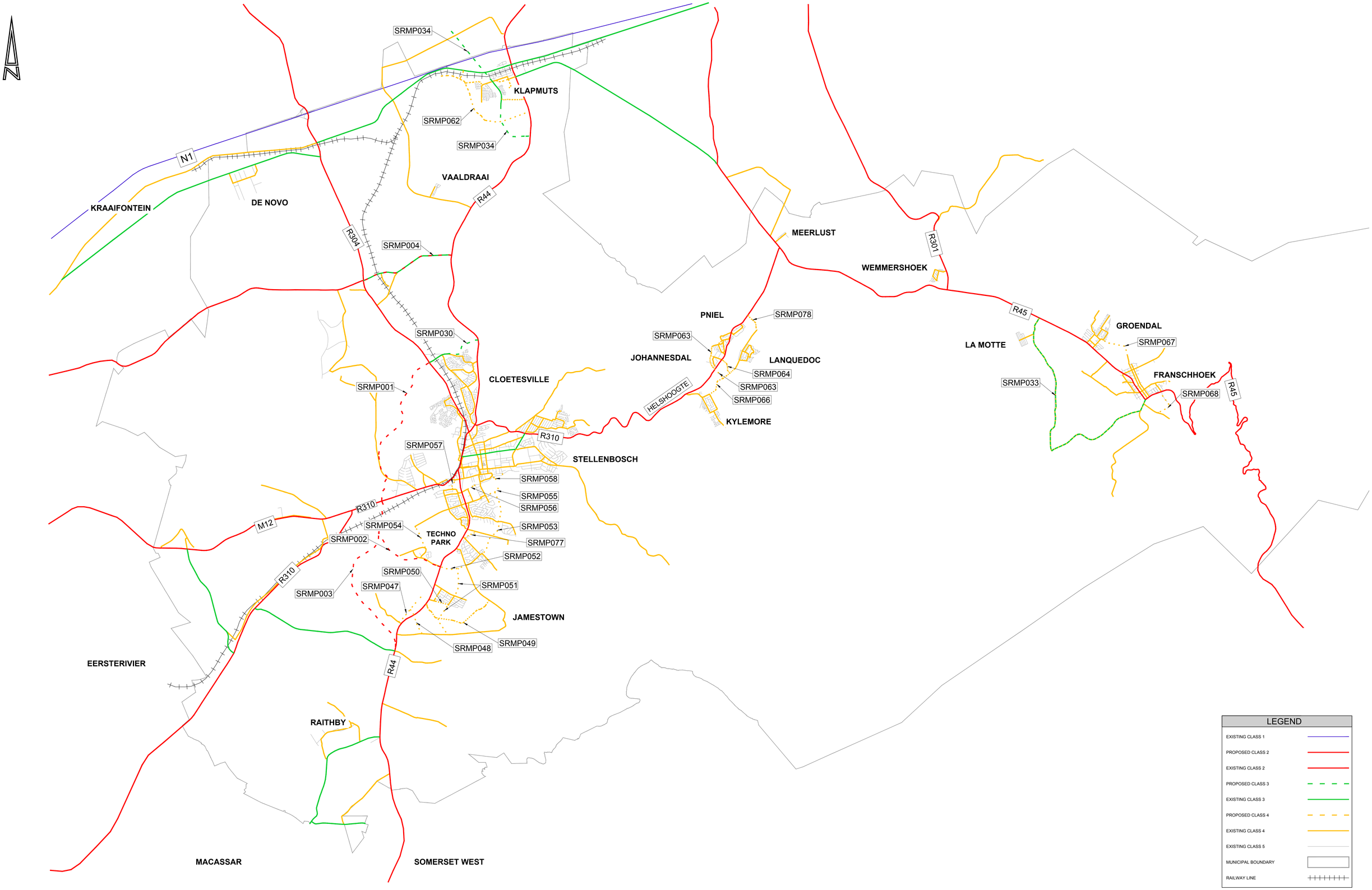
Dalsig

30 60 90 120 150
[Traffic volume: first peak hour] @auph1

STELLENBOSCH TRANSPORT MODEL
Scenario Comparison:
2040 Network with and without
20% Densification
(AM Vehicles/ Hour)

APPENDIX

B 2018 RMP PROJECTS



STELLENBOSCH MUNICIPALITY
2018 ROAD MASTER PLAN - ROAD INFRASTRUCTURE PROJECTS

SCALE 1:1000

WSP Group Africa (Pty) Ltd
Transportation and Infrastructure
The Pavilion, 1st Floor, Corner Portswood and Beach Road, Waterfront
Cape Town 8001, South Africa
PO Box 2613 Cape Town 8000
Tel: +27(0)21-481-8700 Fax: +27(0)21-481-8799 www.wsp.com

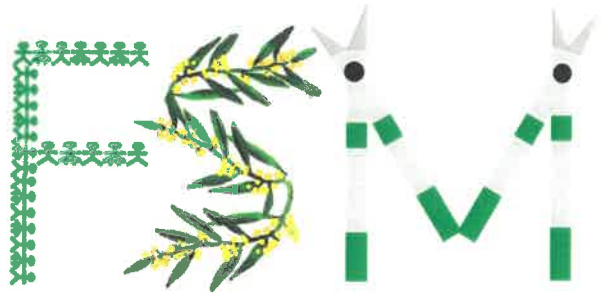
AUGUST 2019
FIGURE 8.1

CESA

ANNEXURE B

Annexure B

FRIENDS OF STELLENBOSCH MOUNTAIN (FSM)



Chairperson: HC Eggers
072-146-0274 eggers@sun.ac.za
P.O. Box 3218, 7602 Matieland
11 Grandiceps Rd, 7600 Stellenbosch
Public Benefit Organisation No. 930049434
http://www.physics.sun.ac.za/~eggers/fsm/

Comments on the draft August 2019 Roads Master Plan (RMP) June 2020 Comprehensive Integrated Transport Plan ("CITP") December 2020 NMT Master Plan (NMTMP) as respectively approved for comment or accepted at the Stellenbosch Municipality Council Meeting of 2021-04-28

2021-06-14

BY EMAIL to engineering.services@stellenbosch.gov.za

AND TO the SMF (Stellenbosch Sustainable Mobility Forum) email list

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Friends of Stellenbosch Mountain
Comments on the draft
August 2019 Roads Master Plan (RMP)
June 2020 Comprehensive Integrated Transport Plan ("CITP")
December 2020 NMT Master Plan (NMTMP)
as respectively approved for comment or accepted at the Stellenbosch Municipality Council Meeting of 2021-04-28

2021-06-14

1 Status of the 2021 "Comprehensive Integrated Transport Plan"

1.1. Reason for inclusion of comments on the 2021 "CITP"

1.1.1 A draft Roads Master Plan ("RMP") and a draft NMT Master Plan ("NMTMP") were tabled respectively under Items 11.5.3 and 11.5.4 at the Council meeting of 28 April 2021. They were approved for advertisement within a public participation process. Also included in Item 11.5.5 of the same Council agenda was a "Request for approval of the Comprehensive Integrated Transport Plan" (CITP).

1.1.2 Of course a proper CITP can and must be compiled as a matter of urgency, and of course a proper CITP must also be implemented rather than just shelved or ignored, as Stellenbosch Municipality (SM) has been doing ever since the 2016 CITP was approved.

1.1.3 We will show in the remainder of these comments that the 2021 "CITP" as accepted on 28 April 2021 is neither an "Update" as claimed in Item 11.5.5 of said council agenda, nor is it a proper CITP in its own right. It is an attempt to smuggle in fundamental changes in direction into the existing 2016 CITP while pretending that they merely constitute an "Update". We hence call the 2021 "CITP" in these comments, with the quote marks pertinently added to indicate its dubious status.

1.1.4 No public participation was requested or approved for the 2021 "CITP"; instead, the 2021 "CITP" was simply accepted by Council. The claimed "targeted consultation" was nothing like real public participation. The present comments must therefore necessarily be included as a part of the RMP and NMTMP public comment period. We do so only under protest, because the 2021 "CITP" should have had a separate public participation process or preferably should not have been tabled at all.

1.1.5 At its meeting of 26 February 2020, Council had earlier approved a so-called Section 78(3) report entitled *Providing Bulk Parking for Stellenbosch Municipality* ("BPSM"). The contents of that report will also be relevant within the present comments.

1.2. On the primacy of Integrated Transport Plans

1.2.1 Transport legislation attaches primary importance to the compilation and implementation of a CITP or, for smaller municipalities, an ITP. A simplified diagram setting out this hierarchy is shown in Figure 1 below.

1.2.2 The legal hierarchy of importance is clear:

> **The CITP or ITP is the legal instrument for transport planning, in conjunction with the IDP, the MSDF and the EMF. The RMP has no status in law on its own; it is at best a subordinate sectoral plan**

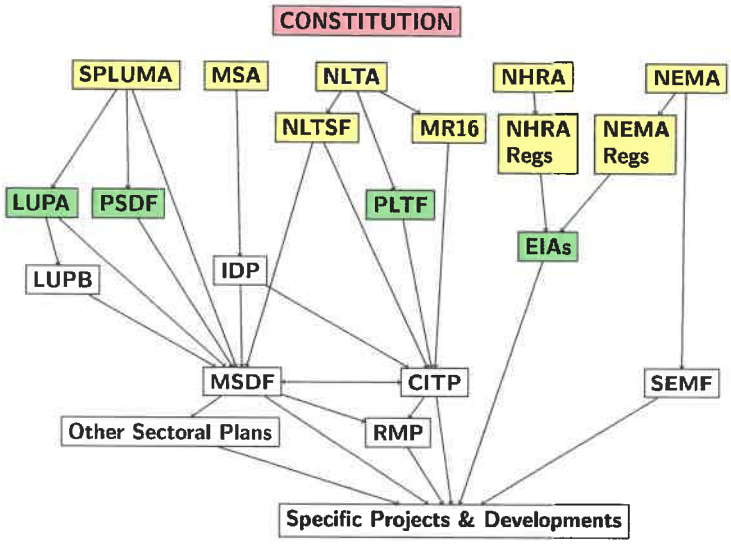


Figure 1: Simplified diagram of legislation pertaining to transport. The CITP is governed by, and must comply with, the national and provincial legislation (NLTA, NLTSF, MR16, PLTF), guided by the local IDP and MSDF. The RMP is a low-level sectoral plan with no legal status. The CITP determines and prescribes the content of the RMP, not vice versa. See Appendix A for a more detailed explanation of all the acronyms.

which is supposed to implement a particular aspect of the strategy and plans set out in the CITP. The CITP and MSDF set the agenda, not the RMP.

In fact, not one of the laws or regulations on national level even mention a Roads Master Plan; it is simply not part of the prescribed planning structure. This has been pointed out many times in emails, previous comments, newspaper articles and at the Stellenbosch Mobility Forum.

1.2.3 It is therefore irrational and contrary to the legal hierarchy to request public comment on a low-level sectoral plan such as the RMP while the 2021 "CITP" itself is not scrutinised and commented on. The RMP issue is taken up again in Sections 2 and 5 below.

1.2.4 As set out in the subsections below, the 2021 "CITP" which was finalised in June 2020 but appears in the Council agenda of 28 April 2021 in itself is beset with serious procedural and content problems. It is therefore imperative to comment on, and point out, on these serious deficiencies and the seriously flawed process which led to its tabling and adoption by Council.

1.2.5 The remainder of this section considers the lawfulness of the 2021 "CITP" and its acceptance by Council in terms of the 2021 "CITP" contents, the council agenda item and in context with earlier versions.

1.3. The various CITP versions: Basics and Timeline

1.3.1 A "Comprehensive Integrated Transport Plan 2016–2020" was prepared by external consultant *Royal HaskoningDHV* and published in four parts which comprised (with title pages) 94, 105, 93 and 86 pages for a total of 378 pages. The final version is dated 12 February 2016.

1.3.2 Item 8.1 of the agenda of the 39th Council meeting of 30 March 2016 tabled and approved the said 2016 CITP compiled by Royal HaskoningDHV to be submitted to the MEC for approval (see Pages 303 to 400 of that agenda). Only the table of contents plus comments on the draft were included in that agenda.

1.3.3 The 2016 Royal HaskoningDHV CITP was subsequently submitted to then MEC Donald Grant for approved on 31 May 2016. It is therefore the official and legally valid Stellenbosch CITP which we call the "2016 CITP".

1.3.4 A document entitled *Update - Stellenbosch Comprehensive Integrated Transport Plan* with date October 2018 and authored by consultant *Kantey & Templer* was never made public by SM. For reference purposes, we shall call it the "2018 KT Report" below. The 2018 KT Report was not tabled for approval by Council. Only after the Stellenbosch Mobility Forum meeting of 31 May 2021 has this document suddenly been made available to FSM. It does not appear in a google search as of 12 June 2021, the date of these FSM comments, and so is not available to the public at large at this stage. The 2018 KT Report may nevertheless have been submitted to the MEC for approval, as if it was a CITP Update, without the public's knowledge or input.

1.3.5 A document entitled *Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality*, authored by *Innovative Transport Solutions* (ITS), was tabled along with an introductory agenda item (Item 11.5.5 of the agenda) at the Council meeting of 28 April 2021. It was finalised in June 2020. We call this document the 2021 "CITP".

1.3.6 To our knowledge, no other update of the 2016 CITP was tabled at any Council meeting in the period between March 2016 and April 2021. In summary, we have therefore three versions before us, the 2016, 2018 and 2021 versions, of which in our view only the original 2016 CITP is lawfully compliant.

1.3.7 If, as we claim and set out below, only the 2016 CITP is legitimate, the approval by Council in April 2021 of the 2021 "CITP" was inappropriate and does not hold up to scrutiny. It may have been unlawful.

1.3.8 The three CITP versions are far too large to be appended in full to this analysis. Full versions of the 2016 and 2021 versions are available on the internet, these and the 2018 version can be supplied by FSM on request.

1.4. Relevant wording of Item 11.5.5 of Council meeting of 2021-04-28

Item 11.5.5 of the Agenda of the 42nd Meeting of the Council of Stellenbosch Municipality held on 28 April 2021 is entitled REQUEST FOR APPROVAL OF THE COMPREHENSIVE INTEGRATED TRANSPORT PLAN. This item contains in its Annexure A the 2021 "CITP". The text of Item 11.5.5, comprising Pages 767 to 770 of said council agenda is attached in Appendix B below.

1.5. Some relevant sections in transport legislation

1.5.1 Section 11(1)(c) of the National Land Transport Act (NLTA) is reproduced in Appendix C which sets out the responsibilities for the municipal sphere of government. We highlight here and in the appendix the following relevant parts:

(i) incorporation of spatial development policies (MSDF, IDP, SPLUMA, PSDF etc);
(iv) ensuring the **implementation** of its policies;
(v) financial planning;
(xi) marketing and promoting public transport;
(xvi) applying traffic management techniques (see also (xxii));
(xvii) manage municipal roads (of course);
(xviii) **planning, implementation and management of modally integrated public transport networks and travel corridors for transport;**
(xix) to achieve subsection (iv), conclude **service level planning for passenger rail on a corridor network basis;**
(xxii) formulating and applying **travel demand management measures.**

1.5.2 We refer below to the *Minimum Requirements for the Preparation of Integrated Transport Plans*, GNR 881 of 2016 ("MR16"). As stated in Section 2 of MR16, the provisions are a *minimum* with which planning authorities (Stellenbosch Municipality) *must* comply.

1.5.3 Regarding ITP updates, MR16 states that *5. FREQUENCY OF PLAN PREPARATION AND UPDATE: ITPs are prepared for a five-year period, thus a new ITP must be prepared every five years. On an annual basis, updating of selected aspects must be carried out. The minimum frequency of plan preparation and updating is shown in Table 1.*

1.6. Hence the question arises: **Is the 2021 "CITP" really an "Update" or an attempted "5-year Overhauled" CITP?**

1.7. We have undertaken a reasonable study of the 2021 "CITP" within the available time. Details of that study can be found in Appendix D. Based on that study as well as on the detailed analysis of the funding requirements of Section 12 of the 2021 "CITP" as set out in Section 2, our answer is this:

The 2021 "CITP" is neither an update nor a 5-year overhaul as specified in the Minimum Requirements 2016 regulations. Instead, it constitutes a major departure from the MSDF, IDP, the MR16 and Section 11(1)(c) of the NLTA.

1.8. Even a cursory inspection of the 2021 "CITP" will reveal that it cannot possibly be a standalone 5-year overhaul of the 2016 CITP. While it tries to keep to the chapter headings prescribed in MR16, its content is highly incomplete. The 2016 CITP comprises 378 pages; the 2021 "CITP" comprises 185 pages or 172 pages if you exclude the extraneous powerpoint slides and maps. The 2016 CITP contains 95 figures; the 2021 "CITP" contains 34 figures. Enough said.

1.9. Item 11.5.5 of the council agenda makes multiple claims that the 2021 CITP is an *annual update*, that a five-year review (ie a *comprehensive update*) is to follow in a year's time, that full stakeholder participation as required by MR16 did not happen but is planned for the future. The resulting recommendations in Item 11.5.5 also refer unambiguously to an *annual update*.

1.10. Contrary to that item's text, the 2021 "CITP" is not an update for the following reasons:

1.10.1 Firstly, the 2021 "CITP" in its sections 3.13 to 3.18, 7.1, 7.2 and in particular in its Section 12, all related to road-related issues, constitutes a major departure both from the principles and specifics of the 2016 CITP.

1.10.2 The requirements of any CITP, update or not, to comply with the existing IDP and MSDF have not been satisfied by the 2021 "CITP".

1.10.3 Not only is the 2021 "CITP" a major departure from the 2016 CITP, but is constitutes a major departure from many of the subsections of the NLTA S11(1)(c) highlighted above.

1.10.4 The overwhelming focus on, and financial bias towards, car-related travel also represents a major departure from stated government goals to alleviate poverty and reduce inequality. The proposed major road-building programme as proposed by the RMP and 2021 "CITP" subsidises the rich and fleeces the poor: see Section 3 below.

1.10.5 In addition, the 2021 "CITP" does not fulfil the MR16 requirements on what an update should be and contain. See the exact wording of what an annual update should be in Paragraph 5.1 of the MR16 as reproduced in Appendix E. That Paragraph contains five subparagraphs itemized by bullets as follows:

Bullet 1 The 2021 "CITP" does to some extent satisfy the first bullet point (new data collection).

Bullet 2 The 2021 "CITP" fails to describe any progress with implementing the ITP in the previous year or at best describes only some minor road improvements.

Bullet 3 The 2021 "CITP" does not document which contracts have been awarded or which have expired, and says nothing about changes or additions to the proposed contracted services network.

Bullet 4 The 2021 "CITP" does satisfy this requirement of reporting on the updated database of Operating Licences.

Bullet 5 This bullet point pertains exactly to the projects, programmes and budgets of Chapter 12 of a CITP which has been scrutinised in detail in Section 2. That analysis has shown conclusively that Section 12 of the 2021 "CITP" is completely contradictory to the intent and specifics of the 2016 CITP and, of course, the underlying legislation. **Spending more than ninety percent of all funding on road and parking infrastructure is incompatible with the 2016 CITP and overarching policy and legislation.**

1.11. **Item 11.5.5 therefore misled Council into believing (a) that the 2021 "CITP" as appended was an annual update when, in fact, it is neither an update nor a five-year overhaul, and (b) that the changes made in the 2021 "CITP" compared to the 2016 CITP were minor when in fact they were drastic.**

1.12. Not only the text of Item 11.5.5 but also the 2021 "CITP" itself is misleading in content:

1.12.1 The funding numbers provided to Council in the 2021 "CITP" are not only unbalanced, but simply wrong in critical aspects; see Section 2.

1.12.2 In particular, it is not a triviality to simply "lose" or "forget" R126 million in spending, as the 2021 "CITP" has done in Table 12.1. Neither is it permissible to compare "apples with oranges", i.e. planning-only costs with planning-plus-construction costs, as the 2021 "CITP" has done.

1.12.3 Important figures in the 2021 "CITP" were simply left blank; see Appendix D.

1.12.4 As already set out, the 2021 "CITP" represents a major departure from multiple requirements, but none of that is made clear in the 2021 "CITP" document itself or the accompanying item.

1.13. Misleading Council is an offence in terms of the *Code of Conduct for Municipal Staff Members.* In Schedule 2 of the Municipal Systems Act of 2000 we read that

> *7(h) A staff member of a municipality may not — (b) mislead or attempt to mislead the council, or a structure or functionary of the council, in its consideration of any matter;*

1.14. The misleading in question is not minor in nature. If correct information had been supplied to Council in Item 11.5.5, no doubt there would have been much greater scrutiny of the entirely new content, vision, change in strategy and funding allocations of the 2021 CITP by Council. Approval of the 2021 CITP was therefore based on insufficient scrutiny which in turn was based on the misleading wording of Item 11.5.5 as well as the silence of the 2021 "CITP" itself.

1.15. In the question of misleading, intentionality is irrelevant. It does not matter whether such misleading was deliberate or the result of an oversight, personal stress or coercion, miscommunication or any other factors. Process, compliance and content are crucial, not intention.

1.16. Given that the 2021 "CITP" is fatally flawed and was approved on misleading premises, Council should rescind its decision to approve the 2021 "CITP".

2 Budget imbalance

2.1. In this section, we show that there is an overwhelming imbalance in the planned and projected capital spending on "sustainable mobility and transport" (SMT) as compared to "individual car- and road-related" (CRR) spending. For practical purposes, we will at times lump the categories *Integrated Planning*, *Public Transport* plus *NMT* into the SMT (sustainable transport) supercategory, while joining categories *Roads Infrastructure* and *Parking Infrastructure* into the CRR (car-related) supercategory.

2.2. We will use here numbers derived from Section 12 of the 2021 "CITP" rather than the RMP and NMTMP, because the 2021 "CITP" is more up to date than the 2018 estimates of the RMP and supposedly (?) uses consistent methodology across the different categories.

2.3. For reference purposes, we reproduce in Table 1 the original Table 12.1 of the 2021 "CITP" as also shown on "Page 928" in Appendix F. All amounts are in millions of Rands.

	Project Budgets Per FY in R Million					
Project Category	2020/21	2021/22	2022/23	2023/24	2024/25	Total
Integrated Planning	4.00	3.80	5.60	22.60	1.70	37.70
Public Transport	36.80	15.25	27.00	18.50	7.50	105.05
NMT						126.30
Roads Infrastructure	25.31	244.40	242.40	758.20	112.10	1382.41
Total (R million)	66.11	263.45	275.00	799.30	131.30	1525.16

Table 1: *Copy of the original 2021 "CITP" Table 12.1 as it appears in the 2021 "CITP".*

2.4. This original table is seriously wrong in a number of ways:

2.4.1 Firstly, of the 5-Year totals marked in red, the orange amount of R1525.16 million is incorrect; it should be R1651.46 million. The calculation omitted the R126.30 million of the NMT total.

2.4.2 Secondly, the costs of parking infrastructure were omitted even though these are much larger than the three SMT categories combined.

2.4.3 Thirdly, the numbers are "comparing apples with oranges" in that some projects are costed only with respect to their planning phases, while others are costed for the entire sequence of planning, design, construction and contingencies (called "PDC" in Section 12 of the 2021 "CITP", below and in the appendices).

2.4.4 In addition, many projects are not costed at all in Section 12 of the 2021 "CITP"; see Appendix F. The numbers in the RMP Table 8-2 appear outdated and in some cases significantly underestimated. Notably, only one of the three legs of the proposed **Western Bypass** (projects SRMP001, SRMP002, SRMP003) were costed in the 2021 "CITP", and the necessary intersections were also left out (SRMP022 to SRMP025). Similarly, the controversial **Eastern Link Road** (SRMP052) was not taken into account in the calculations leading to Table 12.1.

2.5. It is impossible to correct the above deficiencies in detail. All that can be done is to take educated guesses and apply ad hoc correction factors so as to at least obtain some rough estimate of the true state of affairs. We therefore apply the following ad hoc corrective measures, in the knowledge that these are estimates and incomplete:

2.5.1 The incorrect amount of R1525.16 is easily fixed. It is disconcerting, however, that R126.30 million was simply "forgotten" in this critical Table 12.1 and that no one noticed the error. Did anyone apply their minds or was the 2021 "CITP" just signed off?

2.5.2 To estimate parking infrastructure costs, we made use of numbers taken from Table 5.4 of the February 2020 Section 78 Parking Report; see Appendix G.

2.5.3 To compare "apples with apples", in this case fully PDC-costed projects, we used heuristic information that planning and design costs are typically 14 to 20 percent of the total costs. This is done by means of correction factors of 7 (for a 14.3 percent case) and 5 (for a 20 percent case), called "Maximum" and "Minimum" below and also in Appendix H.

2.5.4 Short of re-costing every single of the many uncosted project items, we simply took some ballpark guesses for the missing parts of the Western Bypass. We also used a guesstimate of R120million for the set of projects which would include a purported Eastern Link Road and other uncosted projects, without trying to subdivide this guess into individual components. Many other roads projects uncosted in Section 12 of the 2021 "CITP" were still left out.

2.5.5 In addition, we tried to quantify the effect of including only high-priority projects or of also including medium-priority projects with some weighting factor as set out below.

2.6. In summary, we have done our best to arrive at realistic estimates for SMT versus CRR funding estimates. A first result of these corrections appears in Table 2 below. In this Table, the minimum and maximum costing factors were applied to entire project categories without trying to look at individual underlying projects. The results are devastating: in this scenario, SMT projects would get 2–3 percent of the total funding, while 97-98 percent would go towards CRR.

Project Category	5-Y Total Minimum	5-Y Total Maximum	Percent Minimum	Percent Maximum
Integrated Planning	37.70	37.70	0.47	0.35
Public Transport	105.05	105.05	1.32	0.98
NMT	126.30	126.30	1.59	1.18
Road Infrastructure	6912.05	9676.87	86.82	90.22
Parking Infrastructure	780.45	780.45	9.80	7.28
Grand Total (R million)	7961.55	10726.37	100.00	100.00
Sustainable mobility	269.05	269.05	3.38	2.51
Car- and road-related	7692.50	10457.32	96.62	97.49
Grand Total (R million)	7961.55	10726.37	100.00	100.00

Table 2: *2021 "CITP" Table 12.1 (All costed projects) corrected by factoring in estimated construction costs. Numbers from the 2020 Parking Report have been added. "Total Minimum" assumes that "Planning and Design" amounts to 20% of total costs (i.e. that Construction amounts to 80%). Likewise, "Total Maximum" assumes that "Planning and Design" amount to 14.3% of total costs. A complete version of this table appears in Appendix I.*

2.7. It must be noted that, of the total amount of R105.05 million over 5 years for "Public Transport" R69.55million is earmarked for taxi ranks and associated infrastructure, leaving just R35.50 million to be spent on public transport infrastructure outside of minibus taxis. As a percentage of the totals shown above, this is miniscule. This directly violates the spirit and letter of the NLTA, MR16, IDP and MSDF.

2.8. The above calculations were refined by reverting to the level of individual projects as set out in Tables 12.2 to 12.5 of the 2021 "CITP". These tables are reproduced in their original form in Appendix F.

2.9. A suitably corrected table appears in Appendix H. The uncosted Western Bypass and Eastern Link Road are marked as green cells in those tables, and an educated (and very conservative) guess of costs based on similar other roads was made at R100million for SRMP003 planning and R120million for Eastern Link SRMP052 et al planning respectively.

2.10. On the other hand, as shown in the appropriate columns of the original tables in Appendix F, not all projects listed have high priority, i.e. not all medium- and low-priority items listed will actually be built.

2.11. To take this uncertainty into account, we weighted Medium-priority costs by a factor of 50 percent and High-priority ones by 100 percent in calculations shown in Appendix H while still factoring in construction costs where appropriate.

2.12. Making these reasonable assumptions leads to the results shown in Table 3 below.

Project Category	H + M Minimum	H+0.5M Minimum	H + M Percent	H+0.5M Percent
Integrated Planning	140.90	89.65	1.68	1.68
Public Transport	181.05	181.05	2.16	3.40
NMT	126.30	98.82	1.50	1.85
Road Infrastructure	7170.41	4182.26	85.37	78.43
Parking Infrastructure	780.45	780.45	9.29	14.64
Grand Total (R million)	8399.11	5332.23	100.00	100.00
Sustainable mobility	448.25	369.12	5.34	6.93
Car- and road-related	7950.86	4962.71	94.66	93.07
Grand Total (R million)	8399.11	5332.23	100.00	100.00

Table 3: *Calculations based on full high-plus-medium priority and on high-plus-halfweighted medium-priority ("H+0.5M") projects only, omitting low-priority items altogether. For the full calculations using numbers from individual projects as supplied by Tables 12.2 to 12.5 in the 2021 "CITP", see Appendix H. "Minimum" again refers to a construction factor of 5.0 being applied rather than 7.0.*

2.13. **The above are all estimates, but they show unambiguously that the overwhelming fraction — always over 90 percent — of projected funding is to be applied towards CRR (roads and parking).**

2.14. For the purposes of these determinations, the **source of funding** is irrelevant. Budgetary constraints are well known, and so any funding from any source which is directed towards roads and parking will thereby not be available for the sustainable transport components.

2.15. **Private donations** would of course be welcomed. However, there may be no *quid pro quo*. Stellenbosch Municipality would be guilty of corruption were it to alter its policy and plans so as to favour such donors directly or indirectly. Private donations must come with no strings attached.

3 Poverty, roads, and subsidising the rich

This section is in parts a verbatim repetition of comments already made in a 2018 appeal against the so-called "upgrading" of the R44 between Somerset West and Stellenbosch town. There is a strong correlation between personal income, choice of mode (NMT, public transport, private vehicle) and the implications for mobility planning and funding.

3.1. There is consensus among experts worldwide that there is a **strong correlation between income level and Private Vehicle (PV) use: the higher the income, the higher the percentage of PV use.** Put plainly, **poor people walk, cycle and use minibus taxis** and, where possible, **trains and buses**, while those who can afford to use a PV do so due to the convenience and time savings.

3.2. All legislation since 1994, from the National Development Plan downwards, has emphasised the principles of sustainability and specifically reducing poverty; see for example Section 4.3.6 of the NLTSF and, by example, in its Executive Summary,

> *Proper monitoring and review of the KPIs* (Key Performance Indicators) *will ensure a balanced view at the national, regional and local levels of* ***the critical role of transport services in reducing poverty****, facilitating growth and contributing to achievement of key development targets and sustainability.*

and in its Section 3.2.1

> *The low income people in South Africa spend about 40% of their income on transport. The big cost of mobility and the constraint it places on the lower income earners limits their ability to access healthcare, social and economic opportunities (Statistics South Africa 2013). Mobility has a profound effect on poverty where incidence of low mobility and unaffordable public transport would restrict entire households from economic opportunities.*

3.3. The correlation between income and PV use is apparent in the mobility figures for commuter trips into and within Stellenbosch. The following figure is taken from a 2018 presentation by Transport Futures consultants. On the one axis is the length of the trip, on the other the type of transport used ("modal split"). Heights represent the number of users. Green=walking, Brown=cycling, Blue=rail, Khaki=schoolbus, Yellow=minibus taxis, Red=car-sharing, Black=cars, MBT= Minibus taxis. See also Section 4.6.3 of the RMP.

3.4. It is clear that low-income commuters, so-called "captive users", overwhelmingly rely on walking, minibus taxis and rail (the green, blue and yellow bars in the lefthand panel), while the more well-off "choice users" overwhelmingly use private vehicles (the red and black bars in the righthand panel).

3.5. Figure 4-6 of the RMP conveys the same message: the high-income occupancy rate is 1.1, while the low-income occupancy ratio is 2.6. Poor people do not cause congestion on roads; rich people do. For the purposes of traffic, anyone who can afford to own and operate a light vehicle and regularly travel alone in it is called "rich". The income required to achieve this standard of living is beyond most South Africans.

3.6. Of course minibus taxis make use of roads. Using that as a motivation for spending on new road construction is misleading, however, because 87 percent of road users are cars ("light vehicles") and so the congestion is caused not by the poor being transported in taxis but by the rich who mostly travel alone in their cars and thereby take up too much road space.

4 Railway transport and the Adam Tas Corridor

4.1. The Adam Tas Corridor (ATC) project has been touted as the largest opportunity within Stellenbosch town planning for decades. It has the potential to make or break the proper urban structure in the coming decades. On the one hand, if it is built around Transit Oriented Development — as set out as principle in the MSDF — then many problems of Stellenbosch town planning will automatically be solved. If, on the other hand, the ATC becomes just another opportunity for reckless road- and traffic-driven urban sprawl, then the problems of Stellenbosch will multiply.

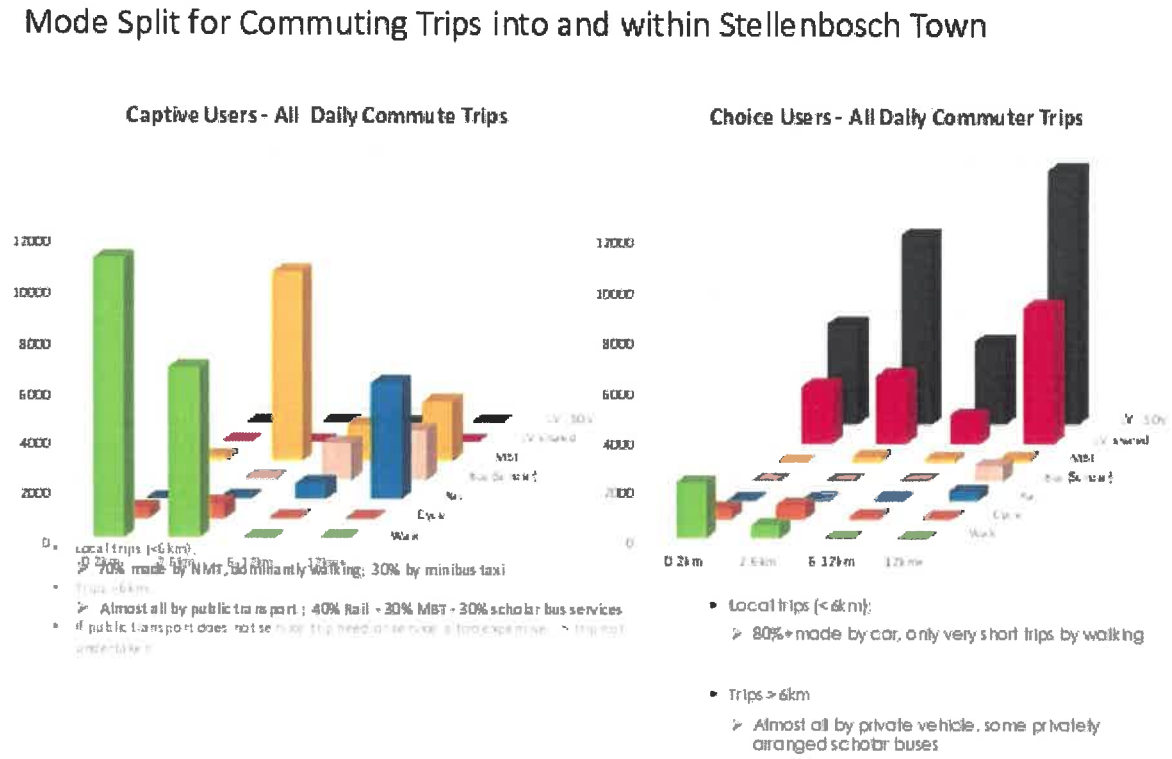


Figure 2: Poor people ("Captive Users") use public transport and NMT; rich people ("Choice Users") use cars. Figure showing "modal split" as a function of distance i.e. how many people use which type of transport.

4.2. The ATC is centered on two railway stations, namely Stellenbosch Main Station and Du Toit Station, and in its extended form would encompass railway stations both along the south-west and northwards rail route.

4.3. Rail transport is the backbone of Transit-Oriented Development. The ATC will only fulfil its potential of that backbone is properly connected to the other modes through **modal interchanges** at these stations, especially Public Transport (buses, taxis, light rail connectors) and to NMT facilities in the town centre.

4.4. It is therefore of utmost concern that neither the 2021 "CITP" nor the RMP nor even the NMT MP take the central role of these modal interchanges into account.

4.5. On that count alone:

> **In failing to assign in their planning concepts a central importance to rail transport and to the railway stations and surrounding precincts, and in failing to understand or address the dire need for concomitant investment, the 2021 "CITP" and RMP have fundamentally failed to fulfil their most important task.**

4.6. This failure is almost invisible since the ATC and rail occupies almost no space in the 2021 "CITP" and none in the RMP. We also note that the Adam Tas Corridor project is not costed at all in the extensive list of projects. In other words, Section 12 of the 2021 "CITP" simply omits the single most important project in all of Stellenbosch town planning.

4.7. Council has passed several resolutions in support of the ATC, the last one at its meeting of 2020-07-29. Given the acceptance of the 2021 "CITP", Council has set itself up to sabotage the very project which it purports to be supporting.

5 Comments on the draft Roads Master Plan

5.1. As already set out in Section 1, a Roads Master Plan (RMP) in any form is a subordinate and unnecessary document. The primary planning instruments are the CITP and MSDF. These instruments should drive any road infrastructure planning and construction rather than being driven by them. The RMP therefore constitutes a back-to-front approach where the tail is wagging the dog.

5.2. Stellenbosch Municipality has chosen to put out for comment only the RMP and NMTMP while not requesting comment or meaningful input into the critically important CITP. FSM does not accept this policy and submits the present RMP comments only under protest and conditional on all the issues raised in previous sections.

5.3. Section 2 on the overwhelming imbalance in planned capital spending is directly relevant to the RMP, and all comments made there are hereby included in the comments on the RMP also. We have shown that 93 to 97 percent of budget totals is planned to be spent on road construction and parking infrastructure.

5.4. The exclusive focus on private cars as the exclusive quantity to be is therefore pro-rich and anti-poor; see Section 3. The fact that only a few percent of total funding towards those transport modes most needed by the poor proves this without a doubt.

5.5. Figure 4-6 of the RMP tells the same story: the high-income occupancy rate is 1.1, while the low-income occupancy ratio is 2.6. Poor people do not cause congestion because they travel in groups; rich people do because they travel alone.

5.6. There is so far no data on the average total kilometres travelled annually as a function of household income. It is reasonable to assume that poor people traverse fewer kilometres than rich people do.

5.7. If the proper and prescribed process had been followed, the CITP would have prioritised capital spending on Public Transport, with far more projects beyond basic minibus taxi items being planned and costed. The CITP would, if it had been done correctly, of course also have taken into account roads and road planning also — but as part of the integrated TOD- and TDM-driven approach.

5.8. Serious doubt must be cast on the traffic modelling which forms the basis for many conclusions in the RMP. As Section 4.6 of the RMP makes clear, the EMME model is aware of and makes use of vehicle occupancies. Yet the occupancy numbers are merely used as **constants** as an input into calculating the number of cars on a particular route. **This is a fundamental error. Occupancies are not supposed to be unchanged constants but variables. Changing from low to high occupancy is a primary task of traffic planning; it is a major component of TDM. If the RMP models are ignorant of this fundamental flaw in their model, their results cannot be taken seriously.**

5.9. **Specifically, to earn its large fees for producing any results, any traffic modeller should at a minimum be required — by the Terms of Reference — to produce a complete sensitivity analysis of their modelling results as a function of changing occupancy from, say, 1.1 to 2.0.**

5.10. The fact that a sensitivity analysis as a function of occupancy appears to have been missing from the Terms of Reference for the RMP is a fundamental error and negligence on the part of the Department of Infrastructure Services.

5.11. Because all modelling results depend strongly on the numeric values of occupancy used, **not one of the numerous modelling results is credible.** The EMME model results accept as inevitable that very number (the occupancy) which is supposed to be the prime subject and target of traffic planning.

5.12. Once again it must be repeated what has been said numerous time already.

> **In Summary: Occupancies and traffic growth rates are not constants but variables whose effect must be understood and which must be changed.**

5.13. On the basis of the failure of the RMP to take this into account, it is necessary to state unequivocally that

> **The RMP needs to present results, and show graphical figures equivalent to all those shown at present, for a substantially higher occupancy level and lower traffic growth rates.**

5.14. Furthermore, not only must the sensitivity be understood, but the RMP should be led by legislation and the CITP and fall into the overall TDM strategy:

> **Until there is a credible strategy and a serious implementation effort in place to increase vehicle occupancies and lower traffic growth rates, not one of the motivations for new road construction in the RMP is credible.**

5.15. While the above primitive just-test-sensitivity approach is a good start, a proper analysis would take into account not only simple changes in parameter values for occupancy and growth rates, but implement a time-variable growth or attenuation scenario for these variables.

5.16. Given these weaknesses of the current modelling,

> **Any reference to congestion as a motivation for road construction is invalid until the above variables have been properly and honestly modelled.**

5.17. Within a proper TOD- and TDM-prioritised approach, some of the 84 projects listed in Table 12.5 of the 2021 "CITP" and the RMP would of course be incorporated and funded. Given the fundamentally wrong current approach, it is not conducive to even argue individual projects. **The entire planning project should be reset and restarted under the correct basic premises and fundamentals.**

5.18. The comments and issues raised in the October 2018 comments by FSM on the RMP, MSDF and CITP are incorporated into these comments as they are still relevant. See Appendix J for the title page. The full 2018 FSM comments are available as a separate file.

6 Comments on the draft NMT Master Plan

6.1. There was no time to scrutinise the NTMMP and to comment on its merits.

6.2. The analysis of funding as presented in Section 2 shows, of course, that NMT project funding is ridiculously low compared to road- and parking-related infrastructure, coming in at the percentile level. Section 2 is hereby incorporated into the comments on the NMTMP.

6.3. While the consultants ITS have failed to compile a proper CITP, at least they have done a decent job in the NMT Master Plan.

6.4. The problem lies not so much in the details of the NMTMP, but in its narrow vision and low ambition. That can only be fixed, however, once the fundamental problems of the CITP and RMP have been addressed, which would make available much more funding also for NMT.

6.5. FSM recommends that the NMTMP be accepted for the moment, but that it be revisited once the fundamental flaws in the overall CITP strategy have been addressed with a view to a greatly expanded role not only for NMT but for all sustainable modes of transport.

6.6. NMT should of course be fully included in the planning for larger modal interchanges (stations, park-and-ride, secure NMT storage etc).

A Article in Eikestadnuus on subordinate role of RMP

Why the Roads Master Plan has no status in law

HC Eggers
16 October 2018

The draft Roads Master Plan (RMP) presented at the Mobility Forum in September complies with none of the legislation and should hence be withdrawn. At best, it can serve as partial input into a new Roads Sectoral Plan.

The reasons for this claim requires some legal context. South African legislation is hierarchically structured in two ways:

The first hierarchy pertains to the sphere of government: national, provincial and municipal (local) government. Theoretically district government also exists but it does not play a large role. National laws govern provincial ones, and both in turn govern municipal ones. The lowest level of the hierarchy are so-called Sectoral Plans.

The second hierarchy pertains to the type of law. Acts at the top of the hierarchy often result in subordinate Frameworks. Acts and Frameworks together govern Regulations, Policies and Plans, and all together determine so-called Standard Operating Procedures and implementation.

The hierarchical structure is crucial: instances higher up in the hierarchy are mandatory for those lower down. A low-level Plan which contradicts a high-level Act or Regulation thereby becomes unlawful.

Where, then, does the Roads Master Plan appear in the hierarchy? The diagram sets out the relevant legislation. At the peak, we have the Constitution. The main national acts, shown in green, are SPLUMA (Spatial Land Use and Management Act), MSA (Municipal Systems Act), NLTA (National Land Transport Act), NEMA (National Environmental Management Act) and NHRA (National Heritage Resources Act). Relevant on national level are also the NLTSF (National Land Transport Strategic Framework) and MR16 (Minimum Requirements for drawing up an integrated-transport plan).

On provincial level, LUPA (Land Use Planning Act) and PSDF (Provincial Spatial Development Framework) shown in green are directly relevant because they are required by SPLUMA. Similarly, the PLTF (Provincial Land Transport Framework) is required by the national NLTA.

The chief planning instrument on local-government level is the IDP (Integrated Development Plan) as required by the national MSA. The key municipal spatial planning instrument is the MSDF (Municipal Spatial Development Framework). It is required and governed both by spatial planning (SPLUMA, LUPA, PSDF, LUPB) and by transport planning (NLTSF), and of course the IDP. On the transport side, the key municipal planning instrument is the Comprehensive Integrated Transport Plan (CITP); it is mandatory in terms of the NLTSF, and the MR16 sets out in detail the type of contents of a CITP.

No Roads Master Plan is even mentioned in this hierarchy. It therefore cannot exist on its own; it is either illegal or it must have an optional place within these hierarchies. There is no doubt that the only lawful place for an RMP is that of a Sectoral Plan at the lowest level of the hierarchy. It is governed by all of the higher legislation and should therefore be called a Roads Slave Plan.

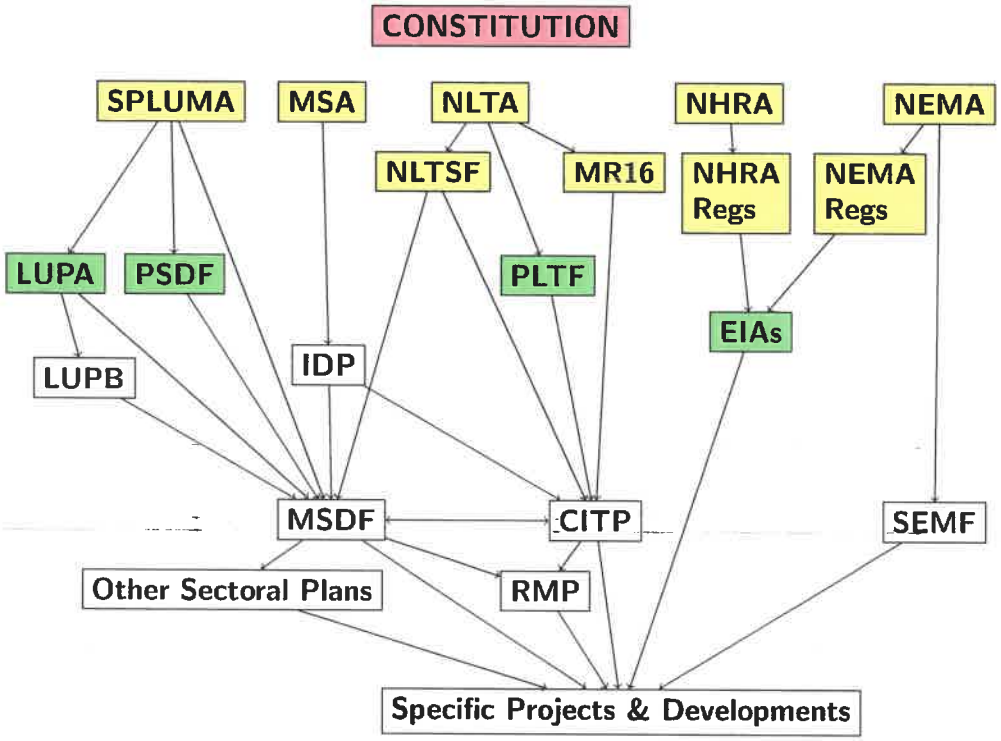
By contrast, the CITP is mandatory under the NLTA, and the MSDF is mandatory under multiple pieces of legislation. The principles and strategies of higher-order legislation, including the CITP and MSDF are binding on any RMP. The CITP and MSDF determine what a

RMP should contain and not vice versa. Naturally, funding priorities are also set not by the RMP itself.

Specific projects are at the very bottom of the hierarchy. Any and all new road construction must be considered within the parameters set by all of the above. A Roads Slave Plan has no freedom to pick and choose specific projects.

What type of projects does the legislation prefer? **The entire hierarchy of legislation is unambiguous that the future lies not in construction of more and wider roads but in densification and public transport.** By law, public transport and NMT must hence form the focus of the MSDF and CITP Project Teams and the Intergovernmental Steering Committees while road construction should be perpetually on the back burner. Any Roads Slave Plan should be an afterthought or not appear at all.

Traffic congestion by itself is not a valid ground for new road construction. All of the above legislation is well aware of congestion but nevertheless is unanimous and strident in requiring densification, public transport and NMT rather than road construction.



B Item 11.5.5 of Council Agenda, 28 April 2021

11.5.5	REQUEST FOR APPROVAL OF THE COMPREHENSIVE INTEGRATED TRANSPORT PLAN

Collaborator No: 702614
IDP KPA Ref No: Good Governance and Compliance
Meeting Date: 14 April 2021 and 28 April 2021

1. SUBJECT: REQUEST FOR APPROVAL OF THE COMPREHENSIVE INTEGRATED TRANSPORT PLAN

2. PURPOSE

That Council approves the 2019-2020 Update of the Comprehensive Integrated Transport Plan (CITP).

3. DELEGATED AUTHORITY

Municipal Council.

4. EXECUTIVE SUMMARY

The 2016 Comprehensive Integrated Transport Plan (CITP) is valid for a five year period, with annual updates each year and the full review every 5 years.

The draft 2019-2020 update of the CITP have highlighted important strategies and focuses on a common vision for transport.

The Municipality's transport vision and objectives were updated to ensure:

- Connecting of the outlying communities with the CBD in a safe and dignified manner ensuring access to opportunities.
- Strive towards car-free living and modal shift in Stellenbosch CBD, towards public transport, walkability and cycle-ability.
- Support and advance social and inclusive economic development.
- Alignment with the key imperatives of poverty alleviation and reduced inequality.
- A road network to support the Municipality's transport vision.

The draft 2019-2020 update of the CITP also takes into account the recently approved Spatial Development Framework (SDF), and proposes a more effective approach to improve transport (including freight), public transport and NMT (non-motorized transport).

5. RECOMMENDATIONS

(a) that the content of this Comprehensive Integrated Transport Plan annual update be noted;

(b) that Council notes that, for this update, targeted consultation was carried out, and for the (5 yearly) review of the 2016 CITP (to be undertaken during 2021), a full public participation process will be carried out; and

(c) that the Draft 2019-2020 Comprehensive Integrated Transport Plan Update, attached as **ANNEXURE A**, be accepted.

6. DISCUSSION / CONTENTS

6.1 Background

The Stellenbosch Municipality (SM) last Comprehensive Integrated Transport Plan (CITP) was approved by the Provincial Minister of Transport and Public Works in terms of section 36(4) of the National Land Transport Act (NLTA), Act 5 of 2009 in October 2018. The annual update of Stellenbosch's CITP, was carried out in accordance with the regulations published by the Minister dated 29 July 2016, Minimum Requirements (MR) for the Preparation of Integrated Transport Plans, 2016 no 881.

6.2 Discussion

The 2019-2020 update of the CITP makes provision for the recently approved Spatial Development Framework (SDF), including proposed housing developments. Detailed assessments of the current transport system was carried out, international case studies of similar university towns were undertaken and improvements to the transport system are recommended.

The following chapters were updated:

Chapter 1: Introduction provides a brief overview of the project, the study area and the project methodology

Chapter 2: Transport Vision and Objectives describes the position and policy statements guiding transport for Stellenbosch Municipality.

Chapter 3: Transport Register summarises the various types of transport in Stellenbosch Municipality.

Chapter 4: Spatial Development Framework provides an overview of the spatial structure and land use framework which will influence the transport for Stellenbosch Municipality.

Chapter 5: Transport Needs Assessment discusses the transport needs identified for the area.

Chapter 6: Public Transport Plan describes the components identified to improve public transport for the municipality.

Chapter 7: Transport Infrastructure Strategy summarises the strategy to improve transport infrastructure for various modes of transport.

Chapter 8: Travel Demand Strategy provides an overview of the interventions to manage the travel demand better towards more sustainable transport.

Chapter 9: Non-Motorised Transport summarises the strategies and plans toward more sustainable modes of walking and cycling.

Chapter 10: Freight Transport Strategy summarises the goods and hazardous substances networks as other strategies to support effective freight movement.

Chapter 11: Other Transport Related Strategies summarises the improvements proposed for other transport including public transport safety and security, road user safety, law enforcement, tourism and accessible transport.

Chapter 12: Funding Strategy and Summary of Programmes provides a description of the extent of funding, funding sources as well as the list of programmes per transport sector strategy.

Chapter 13: Stakeholder Consultation describes the extent of participation and consultation that was undertaken to prepare the CITP update.

In addition, the following aspects were earmarked as focus areas:

- Public Transport including MBT, bus and rail as well as local and inter-municipal commuter services.
- Public transport such as long distance or cross-border, transport for learners, meter-taxis or other e-hailing services.
- NMT (walking and cycling) as a more sustainable mode of transport.
- Improvements to infrastructure networks and services which supports the movement of its people and goods, as part of a vibrant economy.

6.3 Financial Implications

Cost estimates are carried out once a proposal is identified for further assessment or implementation. The cost estimates / funding analysis will determine the financial implications and the most appropriate funding source / model will be selected. The implementation of proposals may be phased to coincide with available funding. Examples of sources of funding are: Municipal Capital Funding, Development Contributions, Provincial Roads Authority and Infrastructure Grants.

6.4 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation. The minimum requirements for Integrated Transport Plans were published on 30 November 2007 in the Government Notice No 1119. The MEC Transport and Public Works, has recommended that the Stellenbosch Municipality be classified as a Type 1 Planning Authority based on classification criteria contained in the Government Notice. The Municipality is therefore required to compile a CITP every 5 years and update the CITP annually. The CITP and its annual updates must be submitted to the MEC for approval.

6.5 Staff Implications

This report has no staff implications to the Municipality.

6.6 Previous / Relevant Council Resolutions

Previous CITP's and annual updates had been approved by Council, as well as the Transport MEC.

6.7 Risk Implications

This report has no risk implications for the Municipality.

RECOMMENDATIONS FROM INFRASTRUCURE SERVICES COMMITTEE MEETING TO THE EXECUTIVE MAYOR: 2021-03-04: ITEM 5.1.3

(a) that the content of this Comprehensive Integrated Transport Plan annual update be noted;

(b) that Council notes that, for this update, targeted consultation was carried out, and for the (5 yearly) review of the 2016 CITP (to be undertaken during 2021), a full public participation process will be carried out; and

(c) that the Draft 2019-2020 Comprehensive Integrated Transport Plan Update, attached as **ANNEXURE A**, be accepted.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2021-04-14: ITEM 7.5.5

(a) that the content of this Comprehensive Integrated Transport Plan (CITP) annual update be noted;

(b) that Council notes that, for this update, targeted consultation was carried out, and for the (5 yearly) review of the 2016 CITP (to be undertaken during 2021), a full public participation process will be carried out; and

(c) that the Draft 2019-2020 Comprehensive Integrated Transport Plan Update, attached as **ANNEXURE A**, be accepted.

ANNEXURES

Annexure A: Draft CITP UPDATE 2020

FOR FURTHER DETAILS CONTACT:

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REPORT DATE	***15 February 2021***

C Section 11(1)(c) of the National Land Transport Act

11(1)(c) The **municipal sphere of government is responsible for —**

(i) developing land transport policy and strategy within its area based on national and provincial guidelines, which includes its vision for the area and incorporates **spatial development policies** on matters such as **densification** and infilling as well as **development corridors**;

(ii) promulgating municipal by-laws and concluding agreements, as appropriate, in the municipal sphere;

(iii) ensuring co-ordination between departments and agencies in the municipal sphere with responsibilities that impact on transport and land use planning issues, and bringing together the relevant officials;

(iv) in its capacity as planning authority, **preparing transport plans** for its area, **ensuring the implementation thereof** and **monitoring its performance** in achieving its goals and objectives;

(v) **financial planning** with regard to land transport within or affecting its area, with particular reference to transport planning, infrastructure, operations, services, maintenance, monitoring and administration, with due focus on rehabilitation and maintenance of infrastructure;

(vi) managing the movement of persons and goods on land within its area by co-ordinating such movement;

(vii) encouraging and promoting the optimal use of the available travel modes so as to enhance the effectiveness of the transport system and reduce travelling time and costs;

(viii) developing, implementing and monitoring a strategy to prevent, minimise or reduce any adverse impacts of the land transport system on the environment in its area;

(ix) developing, operating and maintaining a land transport information system for its area;

(x) encouraging, promoting and facilitating public consultation and participation in the planning, regulation and implementation of public transport, and applying the requirements of the Systems Act in that regard;

(xi) **marketing and promoting public transport** and promoting publicity associated with the public transport system;

(xii) providing information to users or potential users of public transport;

(xiii) promoting safety and security in public transport:

(xiv) ensuring there is provision for the needs of special categories of passengers in planning and providing public transport infrastructure, facilities and services to meet their needs, in so far as possible by the system provided for mainstream public transport;

(xv) liaising on a continuous basis with the South African Police Service, Road Traffic Management Corporation, the relevant provincial and municipal law enforcement authorities or agencies, and the inspectors appointed under the Cross-Border Act, with a view to ensuring co-ordinated transport law enforcement within its area;

(xvi) applying **traffic management techniques** aimed at improving road traffic movement;

(xvii) undertaking functions relating to **municipal roads**, as well as measures to limit damage to the road system;

(xviii) the **planning, implementation and management of modally integrated public transport networks and travel corridors for transport** within the municipal area and liaising in thal regard with neighbouring municipalities;

(xix) in relation to the planning functions contemplated in paragraph (iv) include **service level planning for passenger rail on a corridor network basis** in consultation with the South African Rail Commuter Corporation;

(xx) introducing, establishing or assisting in or encouraging and facilitating the establishment of integrated ticketing systems, the managing thereof including through-ticketing and determining measures for the regulation and control of revenue-sharing among operators involved in those systems;

(xxi) subject to standards set by the Minister under section 5(5), if any, set standards for interoperability between fare collection and ticketing systems in its area;

(xxii) formulating and apply **travel demand management measures** for its area;

(xxiii) in the case of gross cost contracts for subsidised services, determining fare structures and fare levels and periodically adjusting fares after publishing the proposed adjustment for public comment;

(xxiv) determining concessionary fares for special categories of passengers in the prescribed manner;

(xxv) exercising control over service delivery through —

(i) the setting of operational and technical standards and monitoring compliance therewith; and

(ii) the monitoring of contracts and concessions;

(xxvi) concluding subsidised service contracts, commercial service contracts, and negotiated contracts contemplated in section 41(1) with operators for services within their areas;

(xxvii) developing and managing intelligent transport systems for their areas in the prescribed manner; and

(xxviii) performing the other functions of municipalities in terms of this Act.

D An annotated guide to contents and compliance of the 2021 "CITP"

D1. The draft presented **and accepted by Council** is sloppy and incomplete. The photographs and figures which precede the title page should have been incorporated into the main body of the document itself. Crucial information such as the maps of proposed developments are missing. The 2021 "CITP" as accepted has empty pages instead of maps in Figure 4.4 (purportedly a *Map of Development Proposals Stellenbosch Municipality*), Figure 4.5 (proposals grouped by area), 4.6 (proposals in Klapmuts), 4.7 (in Franchhoek (sic)), 4.8 in Pniel. No information is provided as to the status of these purported proposals.

D2. **Public Transport**:

D3. Progress on taxi ranks is reported. That was easy.

D4. The 2021 "CITP" reports no progress on other public transport at all but instead only offers the excuse that *Adequate funding to realise transport projects listed in the ITP is always a concern. Typically the lack of progress on transport projects listed in the previous ITPs can be specifically attributed to this factor* (Agenda page 871). This is in stark contrast to the billions which apparently are being considered realistic for road construction; see Section 2.

D5. The 2021 "CITP" "review of the nature of key transport elements for other university towns" (Section 2.2) amounts to nothing but a few photographs and maps. No Stellenbosch-relevant or Stellenbosch-specific lessons are drawn and no resulting actions are proposed. As it stands, these figures and maps are just padding.

D6. *Vision Transport Elements* (Section 2.1) immediately goes to roads. No mention is made of the actual 2016 CITP Vision and its implications. The 2021 "CITP" thereby contradicts the Vision and Objectives of the 2016 CITP.

D7. Regarding the *Public Transport Plan* which in the MR16 occupies a central role, the 2021 "CITP" just expresses some hope for progress in the far future but reports no progress in the past or hope for the near future; see e.g. Page 827. In other words, the section on *Public Transport Plans* in the 2021 "CITP" offers nothing new.

D8. The 2021 "CITP" offers an adequate assessment on NMT, which is hardly surprising since the same consultant wrote both the NMTMP and the 2021 "CITP", but budget spending is minimal.

D9. Section 3.6 on Minibus Taxis comes nearer to being an actual update. At least here newer data on a 2019 Ranks Survey is included and some route change and consolidation is proposed. However, compared to the major reorganisation and needs of public transport, these improvements are minimal.

D10. Section 3.7 entitled *Commuter Bus* contains a trivial update.

D11. Section 3.8 on *Rail* has nothing new: the rail line maps had already been contained in the 2016 CITP. The table on p854 of "current fares" shown in the 2021 "CITP" is six years old and is a copy of the identical table appearing on page 48 of the 2016 CITP. The table on p855 on "boarding and alighting passengers" is nine years out of date.

D12. Section 3.9 Long-distance and cross-border transport: This section consists of padding, trivialities and plagiarised figures. The information provided is not new. Greyhound has ceased operating. Figure 3.7 of the 2021 "CITP" is an exact copy of the same Figure 3-33 of the 2016 CITP. Likewise, Fig 3.8 of the 2021 "CITP" is an exact copy of Fig 3-34 of the 2021 CITP.

D13. Section 3.10 Non-Motorised Transport: Given that ITS also compiled the NMT Master Plan, this section provides an acceptable update. Little to no information is, however, provided on the *progress made in the NMT sector* in the five years since detailed proposals were made in the 2016 CITP's Section 11.1.

D14. Section 3.11 on "Health Transport Services" is new but hardly important in the bigger context.

D15. Section 3.12 is trivial.

D16. In stark contrast to the triviality or minimal new information of the previous sections, Sections 3.13 to 3.19 regarding *Roads and Traffic* are long, detailed and uses fairly recent data. Most of that is derived from the RMP.

What is called an "Update" on Roads and Traffic in the 2021 "CITP" comprises ten pages with an entirely new emphasis on roads compared to the 2016 CITP. The 2016 CITP had merely mentioned three alternatives for two or three road routes which should be investigated. Instead of limiting itself to those two routes, the 2021 "CITP" has taken it upon itself to include a list of 84 road-related projects, taken directly from the RMP, of which most have no mention in the 2016 CITP or relevance within its overall strategy.

D17. **As measured by its Sections 3.13–3.18 on Roads and Traffic and its Sections 7.1 and 7.2 on "Transport Infrastructure Strategy", the 2021 "CITP" is therefore not an update but an entirely new document.**

D18. **The complete departure from the 2016 CITP is even more obvious in Section 12.1 ("Funding Requirements") which is dealt with in Section 2. The wholesale incorporation of a list of eighty four (84) specific roads projects into the funding requirements constitutes a wholesale departure from the MR16 requirements and the principles and specifics of the 2016 CITP.a**

D19. The mention on Page 874 of "Donations" as source of funding raises an important question: How much funding exactly has during the past five years been contribued by private *development contributions* towards road infrastructure? How much exactly has been "donated" in the past five years by private entities towards road building? By whom, exactly?

D20. Section 5 of the 2021 "CITP" is new and appropriate in that it reflects the results of 2019 public participation. Remarkably, the needs expressed by the public have very little in common with the Roads Master Plan but on the contrary express the urgent need for public transport and NMT. Like the RMP, the 2021 "CITP" fails to make any use of this information.

D21. The 2021 "CITP"'s Sections 6.1 to 6.3 (the purported "Public Transport Plan") offer nothing new except excuses why nothing has been done and vague proposals without any costing or timeframes.

D22. Section 6.4 (Operating Licences Plan) is relevant and a valid update.

D23. The 2021 "CITP"'s Section 7 *Transport Infrastructure Strategy* shows the extreme bias towards road projects and road building. Section 7.2 contains a three-page very long and very detailed list of road projects, taken of course from the RMP, while the corresponding list of projects in Section 7.3 (*Public Transport Infrastructure* consists of just seven items. All seven are related directly to minibus taxis and taxi ranks.

D24. **In other words, the 2021 "CITP" proposes exactly zero projects for public transport outside of minibus taxis. This represents the exact opposite of the legislation, the MSDF and the 2016 CITP.**

D25. The same disregard is continued in the 2021 "CITP"'s Section 8 (*Travel Demand Strategy*), which is a pathetic 1.5 page collection of generalities with no specifics. The 2016 CITP's Section 9 already contained detailed proposals, strategies, recommendations and proposals over ten pages. None of that is even mentioned in the 2021 "CITP", and it is easy to see why: There has been no progress to report and no proposed projects or funding for TDM in the last five years. The 2021 "CITP" not only fails to describe this failure in implementation, but itself has nothing to offer to improve this situation.

D26. As already mentioned, the NMT part of the 2021 "CITP" (Section 9) is based on the separate NMT Master Plan and looks acceptable. However, the amounts budgeted for NMT are miniscule compared to those being requested for road-related projects (less than one percent for planning and construction). Also, many of the listed projects are nothing more than sidewalks which are now routinely built when new roads are constructed. See Section ***.

D27. The key to the entire 2021 "CITP" lies in its Section 12, *Funding Strategy and Summary of Programmes*. This is dealt with at length in Section 2.

D28. Figure 4.1 of the 2021 "CITP" is incorrect and misleading and out of date since it dates back to 2013. The 2019 MSDF Figure 24 (*Consolidated Concept* of development) should have been used instead. **In using the incorrect key spatial plan in its Figure 4.1, the 2021 "CITP" is misleading and not compliant with the MSDF.**

D29. A CITP should in any case be governed by the MSDF overall concept, not by some communication by the Department of Planning and not by individual development proposals whose status and compatibility is unknown at best. Table 4.1 roughly corresponds to the 2019 MSDF, but Table 4.2 has no traceable ancestry in the MSDF. Likewise, Table 4.3 (Proposed industrial and commercial developments) has no place in the CITP unless it first appears in the MSDF.

D30. Section 4.4 of the 2021 "CITP" *Current and Proposed Trips* and Table 4.5 likewise have no relationship to the MSDF itself. They are taken not from the MSDF but from the Roads Master Plan, which has no status in law and cannot be used in this context or to claim that it represents the MSDF.

E NLTA Minimum Requirements 2016

GOVERNMENT NOTICES • GOEWERMENTSKENNISGEWINGS

DEPARTMENT OF TRANSPORT

NO. 881 **29 JULY 2016**

NATIONAL LAND TRANSPORT ACT, 2009 (ACT NO. 5 OF 2009)

MINIMUM REQUIREMENTS FOR THE PREPARATION OF INTEGRATED TRANSPORT PLANS, 2016

I, Elizabeth Dipuo Peters, the Minister of Transport hereby, in consultation with the MECs, publish the Minimum Requirements in the Schedule in terms of section 8(1)(q), (r) and (s) and section 36(1) and (2) of the National Land Transport Act, 2009 (Act No. 5 of 2009).



.....

Elizabeth Dipuo Peters

Minister of Transport

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MEC relates only to matters listed in section 36(4) of the Act, such as procedures and financial issues that affect the province. ITPs must be submitted to the Minister for approval of the rail component where there is one. All ITPs must be made available to the National Public Transport Regulator (NPTR) and the relevant Provincial Regulatory Entity (PRE) by planning authorities and they must make recommendations to them relevant to applications for new operating licences. In the case of LITPs, they will be submitted to the MEC as part of the relevant DITP and not separately. In addition, these transport plans also need to become part of the integrated development plans (IDPs) of the applicable metropolitan, district and local municipalities as required by section 31 of the Act.

LITPs will thus be included in a summarised format by the district municipalities in their transport plans, and will also serve as input into the IDPs of the applicable local municipality and district municipality.

5. FREQUENCY OF PLAN PREPARATION AND UPDATE

ITPs are prepared for a five-year period, thus a new ITP must be prepared every five years. On an annual basis, updating of selected aspects must be carried out.

The minimum frequency of plan preparation and updating is shown in Table 1.

TABLE 1: MINIMUM FREQUENCY OF PLAN PREPARATION AND UPDATE

PLAN	FREQUENCY		COMMENTS
	PREPARATION	UPDATE	
1. Comprehensive ITP (CITP) and District ITP (DITP)	Total overhaul every 5th year	Annual update of selected aspects, in synchronisation with IDP	Update to focus on action programme and budget. Prerogative of PA to do more comprehensive update
2. Local Integrated Transport Plan (LITP)	Prepare every five years, as input to new DITP in the case of local authorities that fall within a district municipality	Update the budget and programme for the following year annually, in synchronisation with IDP	
3. Transport Register (forms part of ITP)	Total overhaul every 5th year	Update the TR if any significant new data collection occurs. GIS, databases and information systems to be updated on an ongoing basis as and when new information is collected	Update to concentrate on gaps and information of poor quality
4. Public Transport Plan (forms part of ITP)	Total overhaul every 5th year	Report annually on contracts that have been awarded or which have expired and any changes or additions to the proposed contracted services network. Database of operating licences should be updated on an ongoing basis as OLs are awarded, lapse, or are renewed.	

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5.1 Overhauling the plan

The overhauling of a plan every fifth year means that every aspect of the plan must be re-examined to see if it is still up to date, revised and updated where necessary, and relevant new aspects must be added. A new Transport Register must be prepared every five years, ahead of the new five-year ITP, and this needs to be reflected in Chapter 3 of the new ITP. Revisions to the municipality's Spatial Development Framework must be reflected. Stakeholder engagement must be carried out, and the needs assessment updated accordingly.

The Public Transport Plan must be revised to plan for any new contracts that will be issued over the next five years and to reflect the sequencing of any proposed restructuring of the network. The new ITP should reflect progress made in the previous five years with the implementation of the various strategies and programmes, and update all strategies and programmes for the next five years. DITPs that reflect LITPs must be updated to summarise the new five-year LITPs of its constituent local municipalities.

The list of projects, programmes and budgets in Chapter 12 must be completely revised for the next five year period of the new plan, and a detailed budget and programme prepared for the following year.

5.1 Annual updates

On an annual basis, the ITP should be updated where necessary, and this may take the form of a supplementary annual report, rather than the issuing of a new ITP document each year.

The annual updating of the plan must at least involve the following:

- Update the TR if any significant new data collection occurs. The transportation GIS, databases and information systems must be updated on an ongoing basis as and when new information is collected.
- Describe progress with implementing the ITP in the previous year (e.g. new infrastructure built and contracts awarded).
- Document which contracts have been awarded or which have expired and any changes or additions to the proposed contracted services network. In municipalities that have prepared a CITP in particular, the annual plan submitted in support of the PTNG grant and other national funding must be documented.
- The database of operating licences, where a municipality has established such, should be updated on an ongoing basis as OLs are awarded, lapse, or are renewed. Any adjustments necessary to the Operating Licences Plan based on representations or new developments should be documented.
- Revising and updating the projects, programmes and budgets in Chapter 12, so that a three-year period ahead is maintained, along with a detailed programme and budget for the next financial year. The expected sources of revenue to fund the budget must be documented. This chapter will serve as the basis for the municipality's annual transport sector component of the Integrated Development Plan (IDP). The budget and programme for the following year contained in each LITP must also be updated by the local municipality concerned, in synchronisation with the preparation of the annual IDP.

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F Original tables from Section 12 of the 2021 "CITP"

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12 FUNDING STRATEGY AND SUMMARY OF PROGRAMMES

12.1 Funding Requirements

Table 12.1 provides a summary of the total budgets estimated to be required for the full list of projects by the various project categories. Project values are shown in **millions of Rands.**

Table 12.1: Project Budget Totals per Category

Project Category	Project Budgets Per FY in **Million Rands R'000 000**					
	2020/21	2021/22	2022/23	2023/24	2024/25	Total
Integrated Planning	R4.00	R3.80	R5.60	R22.60	R1.70	R37.70
Public Transport	R36.80	R15.25	R27.00	R18.50	R7.50	R105.05
NMT (Walk/Cycle)						R126.30
Road Infrastructure	R25.31	R244.40	R242.40	R758.20	R112.10	R1 382.41
TOTALS **(Millions Rands)**	R66.11	R263.45	R275.00	R799.30	R121.30	R1 525.16

Note project costs are in Million Rands.

Table 12.2, Table 12.3, Table 12.4 and Table 12.5 summarises the list of projects for SM by type of project category. The list of proects has been sub-divided into the following categories:

- Integrated Planning Projects
- Public Transport Projects
- NMT/Walking and Cycling Projects
- Roads Infrastructure Projects

Projects have been assigned over the next five financial years:

- Years 1 – FY 2020/21
- Year 2 – FY 2021/22
- Year 3 - FY 2022/23
- Year 4 – FY 2023/24
- Year 5 - FY 2024/25.

It also gives an indication of the stage of the projects

- Planning
- Design
- Construction

The priority of projects have also been indicated.

- High – first 1-2 years
- Medium 3-5 years
- Low – beyond 5 years

In additional an indication has been given as to its contribution to the various strategic focus areas listed in the IDP:

- Valley of Possibility
- Green and Sustainable
- Safe Valley
- Dignified Living
- Good Governance and Compliance

The proposed Priority NMT linkages cover 28km and their implementation costs are estimated at approximately R126 million. The list of NMT projects have been costed but not year of implementation allocated yet. Thus for now, only the total budgets for NMT are reflected and not the budgets by financial year.

The project numbering from the Roads Masterplan projects have been carried through.

Also note, that some of the Roads Projects that are still in early planning stages, costs have not been provided for these.

Table 12.2: List of Infrastructure Transport Planning Projects

Project No.	Projects	Financial Year Project Budget (Million Rands) 2020/21	2021/22	2022/23	2023/24	2024/25	Type	Funding Source	Strategic Focus Areas: Valley of Possibility	Green and Sustainable	Safe Valley	Dignified Living	Good Governance	Priority
1	Comprehensive Transport Plan (CITP)	R1.00	R1.10	R1.40	R1.30	R1.10	Planning	SM/WCG	✓	✓	✓	✓	✓	High
a	Overview	R0.30	R0.30	R0.30	R0.30	R0.30	Planning	SM/WCG	✓	✓	✓	✓	✓	High
b	Public Transport Strategy	R0.70			R0.30		Planning	SM/WCG	✓	✓	✓	✓	✓	High
c	Transport Demand Management (TDM) Strategy			R0.50			Planning	SM/WCG	✓	✓	✓	✓	✓	High
d	Freight Strategy		R0.60				Planning	SM/WCG	✓	✓	✓	✓	✓	High
e	Law Enforcement Strategy		R0.20				Planning	SM	✓	✓	✓	✓	✓	High
f	Operating Licensing Plan Review (OLP)			R0.30		R0.30	Planning	SM/WCG	✓	✓	✓	✓	✓	High
g	NMT Strategy			R0.30			Planning	SM/WCG	✓	✓	✓	✓	✓	High
h	Universal Access Strategy				R0.70		Planning	SM/WCG	✓	✓	✓	✓	✓	High
2	Update Traffic Model			R0.60			Planning	SM	✓	✓	✓	✓	✓	High
3	Parking and loading standards guidelines			R0.30			Planning	SM	✓	✓	✓	✓	✓	High
4	Park and Ride Feasibility Study		R0.60				Planning	SM	✓	✓	✓	✓	✓	High
5	Road Transport Safety Master Plan			R0.70			Planning	SM	✓	✓	✓	✓	✓	High
6	Traffic Calming Master Plan			R0.70			Planning	SM	✓	✓	✓	✓	✓	High
7	New Development Transport Analysis						Planning	SM	✓	✓	✓	✓	✓	High
8	Du Toit Street Relocation						Planning	SM	✓	✓	✓	✓	✓	TBC
9	Adam Tas Corridor						Planning	SM	✓	✓	✓	✓	✓	TBC
10	Parking Development	R1.00	R1.00				Planning	SM	✓	✓	✓	✓	✓	High
11	Traffic Signal Optimization Programme						Planning	SM	✓	✓	✓	✓	✓	TBC
12	Kayamandi Extention Transport Network Plan						Planning	SM	✓	✓	✓	✓	✓	TBC
13	Klapmuts Transport Network Plan						Planning	SM	✓	✓	✓	✓	✓	TBC
14	Ben du Toit Extension: Trumali Street / Paradyskloof Road			R0.50	R20		Planning	SM	✓	✓	✓	✓	✓	Medium
15	Jamestown South Transport Network	R1.00					Planning	SM	✓	✓	✓	✓	✓	High
16	Botmanskop Transport Network						Planning	SM	✓	✓	✓	✓	✓	TBC
17	Droedyke Transport Network						Planning	SM	✓	✓	✓	✓	✓	TBC
TOTAL (Rands Per Million)		**R4.00**	**R3.80**	**R5.60**	**R22.60**	**R1.70**								

Table 12.3: List of Public Transport Projects

Project No.	Projects	Financial Year Project Budget (Million Rands) 2020/21	2021/22	2022/23	2023/24	2024/25	Type	Funding Source	Strategic Focus Areas: Valley of Possibility	Green and Sustainable	Safe Valley	Dignified Living	Good Governance and Compliance	Priority
1	Kayamandi Taxi Rank	R13.00					Construction	SM	✓	✓	✓	✓	✓	High
2	Franchhoek Taxi Rank - Phase 2	R12.00					Construction	SM	✓	✓	✓	✓	✓	High
3	Klapmuts Taxi Rank - Phase 2	R10.00					Construction	SM	✓	✓	✓	✓	✓	High
4	Long distance MBT Rank - Kaymandi		R0.25	R2.00	R6.50	R6.50	Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
5	MBT Shelters	R0.30	R1.00	R1.00	R1.00	R1.00	Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
6	Bergzicht Rank Upgrades			R10.00			Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
7	Pound upgrade/ infrastructure		R3.00	R2.00			Planning, Design and Construction	WCG	✓	✓	✓	✓	✓	TBC
8	Public Transport system Feasibility Study	R1.00	R1.00				Planning	SM, Net	✓	✓	✓	✓	✓	High
9	Businees Model and Operator Liaison			R1.00	R1.00		Planning	SM, Net	✓	✓	✓	✓	✓	High
10	Short-Term Interventions	R0.50	R5.00	R5.00			Planning, Design and Construction	SM, WCG	✓	✓	✓	✓	✓	High
11	Feasibility of a Transport Operating Company		R2.00				Planning and Investigation	SM	✓	✓	✓	✓	✓	High
12	Public Transport Policy		R1.00				Planning and Investigation	SM	✓	✓	✓	✓	✓	High
13	Re-design of Bergzicht Public Transport Facility		R1.00	R5.00			Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
14	Tour Bus Parking Stellenbosch/Franschoek		R1.00	R1.00	R10.00		Planning	SM	✓	✓	✓	✓	✓	High
TOTAL (Rands Per Million)		**R36.80**	**R15.25**	**R27.00**	**R18.50**	**R7.50**								

Table 12.4: List of NMT (Walking and Cycling) Projects

Project No.	Projects	Total project costs incl fees	Financial Year Project Budget (Million Rands) 2020/21	2021/22	2022/23	2023/24	2024/25	Type	Funding Source	Strategic Focus Areas: Valley of ssibility	Green and stainable	afe Valley	Dignified Living	Good Governance d Compliance	Priority
1	Pedestrianisation of Church St and Andringa St	R0.49						Planning, Design and Construction	SM		✓	✓	✓		High
2	Re-cluttering of street furniture in Stellenbosch CBD and dropped kerb standardisation	R5.00						Planning, Design and Construction	SM		✓	✓	✓		Medium
3	Roll-out of bicycle network in Stellenbosch CBD (Continuity of cycle routes, road markings, bi-directional cycling in one way streets, bicycle parking)	R4.40						Planning, Design and Construction	SM		✓	✓	✓		High
4	Pedestrian bridge across R304 & rail line linking Kayamandi and Cloetesville	R20.00						Planning, Design and Construction	SM		✓	✓	✓		High
5	Kayamandi Rand St: Pedestrian priority, restrict heavy vehicle access, narrow road to 6,5m (from ~9m wide black top), raised ped crossing; Brick pave 4m wide NMT route up to to railway crossing	R0.61						Planning, Design and Construction	SM		✓	✓	✓		High
6	Kayamandi: Safe ped link across railway line at Du Toit Station (grade separated crossing; either pedestrian bridge or crossing as part of Kayamandi mall upgrade)	R8.42						Planning, Design and Construction	SM		✓	✓	✓		High
7	Kayamandi: Staircases parallel to Rand Rd north-east of stadium	R1.83						Planning, Design and Construction	SM		✓	✓	✓		High
8	Kayamandi: Staircases west of stadium and 3m wide footpath up to Rand St (market area)	R2.14						Planning, Design and Construction	SM		✓	✓	✓		High
9	Pedestrian bridge across Helshoogte Rd (R310) at Simonsberg St to provide safe crossing for scholars	R8.42						Planning, Design and Construction	SM		✓	✓	✓		High
10	Bosman St: Extend effective sidewalk width and provide bi-directional cycle lane (Phase 1 between Banhoek and Merriman, Phase 2 Merriman and Van Riebeeck)	R0.99						Planning, Design and Construction	SM		✓	✓	✓		High
11	Soeteweide St: Restrict access to local traffic only and provide safe pedestrian space	R0.95						Planning, Design and Construction	SM/ WCG		✓	✓	✓		Medium
12	Merriman Ave: Investigation into ped crossing to mitigate current safety concerns	R0.62						Planning, Design and Construction	SM/ WCG		✓	✓	✓		High
13	Merriman Ave: Extension of existing cycle lane up to Adam Tas	R0.10						Planning, Design and Construction	SM		✓	✓	✓		Medium
14	Die Laan: Extend effective sidewalk width and provide bi-directional cycle lane	R0.49						Planning, Design and Construction	SM		✓	✓	✓		High
15	R44: Provide 3m wide footpath on western side of the R44 (from Lang Rd to Welegevonden)	R8.00						Planning, Design and Construction	SM/ WCG		✓	✓	✓		Medium
16	R44: Provide footpath (Extension of Ortell Rd in Cloetesville to the east) and bridge over R44	R9.29						Planning, Design and Construction	SM/ WCG		✓	✓	✓		High

Project No.	Projects	Total project costs incl fees	Financial Year Project Budget (Million Rands) 2020/21	2021/22	2022/23	2023/24	2024/25	Type	Funding Source	Strategic Focus Areas: Valley of ssibility	Green and stainable	e Valley	Dignified Living	Good Governance d Compliance	Priority
17	Curry Rd: Extend sidewalk space on eastern side by 1) widening existing sidewalk and by 2) reducing drop-off area by installing delineated kerb	*R0.85*						Planning, Design and Construction	SM		✓	✓	✓		High
18	Bloekom St: Improved traffic calming in front of school and extend existing sidewalk	*R0.56*						Planning, Design and Construction	SM		✓	✓	✓		High
19	Extend Bicycle Lane from Cluver Rd along Rustenberg Rd and	*R1.00*						Planning, Design and Construction	SM		✓	✓	✓		Medium
20	Cluver Rd: Provide smooth transition of bicycle lane onto sidewalk space on both sides of the road, widen sidewalk to convert into Bicycle Class 2	*R0.21*						Planning, Design and Construction	SM		✓	✓	✓		High
21	Upgrade NMT route through Eikestadt Mall outside parking area; investigate re-arrangement of parking	*R0.42*						Planning, Design and Construction	SM		✓	✓	✓		Medium
22	Aan die Wagenweg: Upgrade of bicycle path and sidewalk space	*R0.89*						Planning, Design and Construction	SM		✓	✓	✓		Medium
23	Van Rheede/ R44 Intersection: Improve pedestrian safety	*R2.20*						Planning, Design and Construction	SM		✓	✓	✓		High
24	R44: Provide footpath on eastern side of the R44 (from Doornbosch to Dorp) incl. ped bridge over Eerste River	*R10.31*						Planning, Design and Construction	SM		✓	✓	✓		Medium
25	R44: Upgrade footpath on eastern side of the R44 (from Paradyskloof to Doornbosch)	*R1.22*						Planning, Design and Construction	SM		✓	✓	✓		High
26	Merriman Ave: Proposed shared footpath on southern side of the road (from Cluver to Simonsberg)	*R1.05*						Planning, Design and Construction	SM		✓	✓	✓		Medium
27	Simonsberg Rd: Provide shared facility & Implementation of traffic calming measures	*R1.22*						Planning, Design and Construction	SM		✓	✓	✓		High
28	Martinson Rd: Narrowing of road with a separate two-way bicycle facility (4m wide Class 3) on southern side between Omega Rd and Simonsberg Rd; incl. gateways and sidewalk on northern side	*R2.72*						Planning, Design and Construction	SM		✓	✓	✓		Medium
29	Jonkershoek Rd: Upgrade of shared footpath (widen and resurface southside path where space allows) and provide lighting	*R4.87*						Planning, Design and Construction	SM/ WCG		✓	✓	✓		Medium
30	Bird St/ Adam Tas (R44) Intersection: Improve pedestrian safety	*R1.65*						Planning, Design and Construction	SM/ WCG		✓	✓	✓		High
31	Strand St. R44/ Dorp St Intersection: Improve pedestrian safety	*R1.65*						Planning, Design and Construction	SM/ WCG		✓	✓	✓		High
32	Adam Tas (R301)/ Dorp St Intersection: Improve pedestrian safety	*R1.65*						Planning, Design and Construction	SM/ WCG		✓	✓	✓		Medium

Project No.	Projects	Total project costs incl fees	Financial Year Project Budget (Million Rands) 2020/21	2021/22	2022/23	2023/24	2024/25	Type	Funding Source	Strategic Focus Areas: Valley of ...issibility	Green and ...stainable	...fe Valley	Dignified Living	Good Governance ...d Compliance	Priority
33	Jamestown Webbersvallei Rd: Provide 3m wide shared facility on northern side	R4.65						Planning, Design and Construction	SM		✓	✓	✓		Medium
34	Jamestown Drakensberg Rd: Provide shared NMT Facility	R0.55						Planning, Design and Construction	SM		✓	✓	✓		Medium
35	Koelenhof: Investigation into safe ped crossing at railway line	R0.08						Planning	SM		✓	✓	✓		High
36	Kylemore Swart Rd: Extend existing sidewalk up to Helshoogte Road	R0.12						Planning, Design and Construction	SM		✓	✓	✓		High
37	Kylemore Gousblom St: Widen pedestrian space at school entrance	R0.15						Planning, Design and Construction	SM		✓	✓	✓		High
38	Kylemore Petunia St: Widen existing sidewalk on southern side, potentially convert into one-way street	R0.16						Planning, Design and Construction	SM		✓	✓	✓		High
39	Lanquedoc: Provide shared NMT facility as part of Class 2 as part of the Upgrading of the Lanquedoc Access Road (SRMP078)	R0.00						Planning, Design and Construction	SM		✓	✓	✓		High
40	Klapmuts: Shared NMT path along Klapmuts River (off-road)	R1.84						Planning, Design and Construction	SM		✓	✓	✓		High
41	Klapmuts Adams St: Widen existing sidewalk on western side	R0.43						Planning, Design and Construction	SM		✓	✓	✓		Medium
42	Klapmuts Alexander St: Widen existing sidewalk and traffic calming measures	R0.83						Planning, Design and Construction	SM		✓	✓	✓		Medium
43	Klapmuts Merchant St: Widen existing sidewalk on eastern side (use full effective width) and convert into shared NMT facility	R0.75						Planning, Design and Construction	SM		✓	✓	✓		Medium
44	Groendal Upper Lea Smit Rd: Upgrade sidewalks and introduce traffic calming	R1.07						Planning, Design and Construction	SM		✓	✓	✓		High
45	Groendal Stiebeuel River: Provide shared NMT facility along river on western side from existing NMT path to Dalubuhle school	R1.84						Planning, Design and Construction	SM		✓	✓	✓		Medium
46	Groendal Jafthas St: Sidewalk along Jafthas St from Boonzaaier to Groendal High School (including ped crossing)	R0.40						Planning, Design and Construction	SM		✓	✓	✓		Medium
47	Groendal Davids St: Extend sidewalk by means of delineated kerb	R1.01						Planning, Design and Construction	SM		✓	✓	✓		Medium
48	Groendal: Provide staircase and NMT route from higher lying informal area down to Dalubuhle Primary School	R1.93						Planning, Design and Construction	SM		✓	✓	✓		Medium

Project No.	Projects	Total project costs incl fees	Financial Year Project Budget (Million Rands) 2020/21	2021/22	2022/23	2023/24	2024/25	Type	Funding Source	Strategic Focus Areas: Valley of ssibility	Green and stainable	fe Valley	Dignified Living	Good Governance d Compliance	Priority
49	La Motte Robertsvlei Rd: Provide 3m wide shared facility on western side of Robertsvlei Rd (to be included in SRMP033)	*R2.94*						Planning, Design and Construction	SM		✓	✓	✓		Medium
50	La Motte Main Rd: Provide pedestrian crossing	*R0.02*						Planning, Design and Construction	SM		✓	✓	✓		Medium
51	Franschhoek Main Road (R45): Upgrade existing pedestrian crossing points	*R0.16*						Planning, Design and Construction	SM		✓	✓	✓		Medium
52	Wemmershoek: Rail crossing - Formalise path to PT stop on R45	*R0.33*						Planning, Design and Construction	SM		✓	✓	✓		High
53	Wemmershoek: Formalise footpath on the western side of the R301 up to Wemmershoek access and pedestrian crossing at school access road	*R1.60*						Planning, Design and Construction	SM		✓	✓	✓		High
54	Wemmershoek: Formalise footpath on southern end of Wemmershoek up to school	*R1.22*						Planning, Design and Construction	SM		✓	✓	✓		Medium
TOTAL (Rands Per Million)		**R126.30**	**R0.00**	**R0.00**	**R0.00**	**R0.00**	**R0.00**								

<u>Note:</u>

Projects 1-34 are located within the wider Stellenbosch town area.

This list includes short-term projects of High (essential) and Medium (desireable) importance.

Costs are Total Project Costs incl. fees. Annual Maintenance to be added.

Funding source to be confirmed.

Table 12.5: List of Roads Infrastructure Projects

Project No.	Projects	Financial Year / Project Budget (Million Rands) 2020/21	2021/22	2022/23	2023/24	2024/25	Type	Funding Source	Strategic Focus Areas: Valley of Possibility	Green and Sustainable	Safe Valley	Dignified Living	Good Governance and Compliance	Priority
SRMP001	New Link Road between R310 and R304 (Western bypass - Portion north of Adam Tas Road)			R115.40			Feasibility	SM/WCG	✓	✓	✓	✓	✓	Medium
SRMP002	New Link Road between R44 (Techno Park) and R310 (Adam Tas Road). Western Bypass - interim portion south of the R310.	R1.00	R95.10				Planning	SM/WCG	✓	✓	✓	✓	✓	High
SRMP003	New road between R44 (near Annandale Road) and R310 (Adam Tas). Western Bypass, ultimate portion south of the R310.						Concept	WCG	✓	✓	✓	✓	✓	TBC
SRMP004	Kromme Rhee Road				R50.30		Planning	WCG	✓	✓	✓	✓	✓	Medium
SRMP006	R44 / Merriman Street		R2.00		R30.00		Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
SRMP007	Bottelary Road / R304 / Devonvale Rd (Blumberg Dr)				R33.20		Roundabout completed	SM	✓	✓	✓	✓	✓	
SRMP008	R44 /R310 (Helshoogte Road)	R2.00	R1.80	R5.00			Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
SRMP009	R44 / Alexander Street / Adam Tas	R2.00	R2.70		R30.00		Planning, Design	SM	✓	✓	✓	✓	✓	High
SRMP010	R44 / Winery Road		R34.10				Planning	WCG	✓	✓	✓	✓	✓	High
SRMP011	R44 / Annandale Road						Complete	WCG	✓	✓	✓	✓	✓	
SRMP012	R45 (Huguenot Rd) / Le Roux Street	R1.00	R1.00	R10.00			Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
SRMP013	R45 (Huguenot Rd) / La Provence Road						Planning	SM	✓	✓	✓	✓	✓	TBC
SRMP014	R45 (Huguenot Rd) / Uitkyk Street						Planning	SM	✓	✓	✓	✓	✓	TBC
SRMP015	R45 (Huguenot Rd) / Louis Botha Road						Planning	SM	✓	✓	✓	✓	✓	TBC
SRMP016	R45 (Huguenot Rd) / Lambrechts Road						Planning	SM	✓	✓	✓	✓	✓	TBC
SRMP017	R45 (Lambrechts Road) / Nerina Street						Planning	SM	✓	✓	✓	✓	✓	TBC

SRMP018	R44: Techno Road to Van Reede Road intersections	R2.00					Planning	SM/WCG	✓	✓	✓	✓	✓	High
SRMP020	R44: IRT Infrastructure						Planning	WCG	✓	✓	✓	✓	✓	Medium
SRMP021	R310: Stellenbosch Arterial / Polkadraai Road						Planning	WCG	✓	✓	✓	✓	✓	Low
SRMP022	Western Bypass: Full length of Western Bypass						Concept	WCG	✓	✓	✓	✓	✓	TBC
SRMP023	Western Bypass / R304 intersection						Concept	WCG	✓	✓	✓	✓	✓	TBC
SRMP024	Western Bypass / R310 intersection						Concept	WCG	✓	✓	✓	✓	✓	TBC
SRMP025	Western Bypass / R44 intersection						Concept	WCG	✓	✓	✓	✓	✓	TBC
SRMP027	Portion of R45 between N1 and Helshoogte Road				R96.10		Planning	WCG	✓	✓	✓	✓	✓	Medium
SRMP028	Portion of R304 from N1 to R310/R44				R165.30		Planning	SM/WCG	✓	✓	✓	✓	✓	Medium
SRMP028	Portion of R304 from R44 to Kyamandi						Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
SRMP030	Welgevonden Boulevard: New road between Lang Road and R44		R1.00	R10.00		R12.30	Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP033	Robertsvlei Road: DR1343 / DR1351 / MR191		R66.70				Planning	WCG	✓	✓	✓	✓	✓	High
SRMP034	Groenfontein Road from R44 to Protea Road					R74.20	Planning	SM/DC	✓	✓	✓	✓	✓	Medium
SRMP035	R44 / George Blake Road / Merriman Avenue		R2.00	R2.00	R30.00		Planning, Design	SM	✓	✓	✓	✓	✓	Medium
SRMP037	MR166: Road and intersection upgrades						Planning	WCG	✓	✓	✓	✓	✓	Low
SRMP038	R101: Portion of Old Paarl Road from the R304 to Bloekombos			R9.80			Planning	WCG	✓	✓	✓	✓	✓	Medium
SRMP039	Portion of M12 from existing dualling to R102			R9.80			Planning	WCG	✓	✓	✓	✓	✓	Medium
SRMP045	Macassar Road to Winery Road, extension of Main Road				R11.40		Planning	WCG	✓	✓	✓	✓	✓	Medium

SRMP047	New road link near Stellenrust Roundabout ot the R44				R2.00		Planning	SM	✓	✓	✓	✓	✓	High
SRMP049	New Jamestown South Access Road				R63.50		Planning	SM/WCG	✓	✓	✓	✓	✓	Medium
SRMP050	New School Street: Jamestown	R3.00	R5.00				Planning and construction	SM	✓	✓	✓	✓	✓	High
SRMP051	Pajaro Avenue extension north and south to connect Stellenrust Road to Blaauwklippen Road				R50.00		Design and Construction	SM	✓	✓	✓	✓	✓	Medium
SRMP052	Wildebosch Road between R44 and Blaauwklippen Road						Concept	SM	✓	✓	✓	✓	✓	TBC
SRMP053	Wildebosch Road between Paradyskloof Road and the extension of Van Reede Road						Concept	SM	✓	✓	✓	✓	✓	TBC
SRMP054	Van Reede Road Extention - West			R22.10			Planning, Design	SM	✓	✓	✓	✓	✓	Medium
SRMP055	Van Reede Road Extention - East			R5.80			Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP056	Suidwal Road			R2.50			Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP057	Rokewood Road / Stellentia Road				R2.00		Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP058	Pastorie Road (Noordwal Wes Rd) link to Suidwal Street				R29.90		Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP062	R44 / Sandringham Road (R101)				R64.40		Planning	SM/DC	✓	✓	✓	✓	✓	Medium
SRMP063	Helshoogte Road / Simonsberg Street				R20.20		Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP064	Helshoogte Road / Sonnestraal Street				R37.60		Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP066	Main Road / Simonsberg Ext				R28.80		Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP067	Dirkie Uys Street				R13.50		Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP068	New access road from the R45 to existing local access road (OP5618)					R10.60	Planning	SM	✓	✓	✓	✓	✓	Low
SRMP069	The Avenue / Suidwal Street					R15.00	Planning	SM	✓	✓	✓	✓	✓	Low
SRMP072	MR172 (Johannesdal-Eastern Link Intersection						Concept	SM	✓	✓	✓	✓	✓	TBC
SRMP073	Stellenrust Road						Complete	WCG	✓	✓	✓	✓	✓	Low

SRMP077	Schuilplaats Rd: Trumali Street / Paradyskloof Road	R4.00					Construction	SM	✓	✓	✓	✓	✓	High
SRMP078	Lanquedoc Access Road and Bridge	R0.50	R0.50	R30.00			Construction	SM	✓	✓	✓	✓	✓	High
1	Ben du Toit Extension: Trumali Street / Paradyskloof Road						Planning	SM	✓	✓	✓	✓	✓	TBC
2	Jamestown (South) road network	R1.00					Planning	SM	✓	✓	✓	✓	✓	High
3	Distillery Road Bridge	R5.00	R30.00				Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
4	Jamestown Pedestrianization of School Street	R3.00	R2.00				Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
5	Jamestown: Pajero Street Sidewalks Implementation	R0.81	R0.50				Construction	SM	✓	✓	✓	✓	✓	High
6	Vlottenburg Road Realignment			R20.00			Planning, Design	SM/DC	✓	✓	✓	✓	✓	TBC
TOTAL (Rands Per Million)		**R25.31**	**R244.40**	**R242.40**	**R758.20**	**R112.10**								

G February 2020 Parking Report: First phase costing

Table 5.4: Costing of four Projects to catered for on First Phase of Parking Provision

	Closed Garage equivalent in US, 5 levels at avg 400 vehicles per level	Prposed size of Garage	R150 000 per parking bay for Multi Story Parking; R1500 per bay for single level open parking	R6750 operating cost per parking bay	Avg parking tariff per hour	% of time that a vehicle is parked on a park space over 24 hours	Parking Income over 260 work days per annum at the chosen occupancy rate based on 24 hours	Annual Revenue minus Annual operating Cost	Bond repayments over 20 years at 10% interest rate	Net Revenue minus Annual Debt Coverage (parkin rate has been raised to the nearest cent to make this value positive
Site	Description	Parking Spaces	Total Bond Issue Amount	Annual Operating Costs	Parking Tariff/ hour	Occupancy Rate	Annual Revenue	Net Revenue	Annual Debt Service & Coverage	Net Income Surpius/ (Deficiency)
Van der Stel Area	5 levels (2.5 below grade)	2000	R 300 000 000	R 13 500 000	R 7.74	50%	R 48 297 600	R 34 797 600	R 34 740 768	R 56 832
Eikestad Mall	4 levels (1.5 below grade(	2000	R 300 000 000	R 13 500 000	R 6.45	60%	R 48 297 600	R 34 797 600	R 34 740 768	R 56 832
Techno Park Area	5 levels (2.5 below grade)	1200	R 180 000 000	R 8 100 000	R 7.74	50%	R 28 978 560	R 20 878 560	R 20 844 456	R 34 104
Klapmuts	Only Ground Level – Open parking	100	R 150 000	R 675 000	R 2.22	50%	R 692 640	R 17 640	R 17 364	R 276
Franschoek	Only Ground Level – Open parking	200	R 300 000	R 1 350 000	R 2.22	50%	R 1 385 280	R 35 280	R 34 740	R 540
TOTAL		5500	R 480 000 000	R 21 600 000			R 77 276 160	R 55 676 160	R 55 585 224	R 90 936

6.5 Legal Implications

a. The Constitutional, Act 108 of 1996, as amended, States under Schedule 5B, inter alia:

Part B

The following local government matters to the extent set out for provinces in section 155(6)(a) and (7):

- Traffic & Parking

b. The Municipal System Act, Act 32 of 200, has reference and in Particular:

i. Section 78(3) and (4)

ii. Section 76, 77

These sections are discussed under Item 5.1

6.6 Staff Implications

An External Mechanism of the Provision and Operations of Parking Garages to be used as well as an External mechanism of operating open parking space. There wold therefore be no impact on Municipal Staff

6.7 Risk Implication

The risk of inadequate parking and unhealthy components thereof, are reduced.

6.8 Previous / Relevant Council Resolutions:

6.8.1 Section 78(1) commencement

H Cost estimation based on corrected "CITP" Tables 12.2 to 12.5

Replication and correction of "Funding Strategy" numbers of the 2021 "CITP" Section 12 and corresponding calculations

Tables 12.2 to 12.5 of 2021 "CITP" corrected and augmented with calculations plus Parking Report Numbers

FRIENDS OF STELLENBOSCH MOUNTAIN 14 JUNE 2021

SRMP Number	Table and Project No	Project description	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	All-FY Total	TBC Estim	Prio rity	Priority Factor	High + Medium Priority Total	Type	Construction Factor	Total incl Constr uction	H+M Priority Total incl Constr uction
											0.5			5.00		
	GRAND TOTAL	Rmillion						2,432.91				1,851.43			8,460.46	5,393.58
	% PUBLIC TRANSPORT + NMT							11.10				12.55			6.02	7.99
	% ROADS PLUS PARKING							88.90				87.45			93.98	92.01
	% TOTAL							100.00				100.00			100.00	100.00
	Table 12.2: Infrastructure Transport Planning Projects															
	12.2.01a		1.00	1.10	1.40	1.30	1.10	5.90		H	1	5.90	P	5.00	29.50	29.50
	12.2.01b		0.30	1.30	0.30	0.30	0.30	2.50		H	1	2.50	P	5.00	12.50	12.50
	12.2.01c		0.70			0.30		1.00		H	1	1.00	P	5.00	5.00	5.00
	12.2.01d				0.50			0.50		H	1	0.50	P	5.00	2.50	2.50
	12.2.01e			0.60				0.60		H	1	0.60	P	5.00	3.00	3.00
	12.2.01f			0.20				0.20		H	1	0.20	P	5.00	1.00	1.00
	12.2.01g				0.30		0.30	0.60		H	1	0.60	P	5.00	3.00	3.00
	12.2.01h				0.30			0.30		H	1	0.30	P	5.00	1.50	1.50
	12.2.02					0.70		0.70		H	1	0.70	P	5.00	3.50	3.50
	12.2.03				0.60			0.60		H	1	0.60	P	5.00	3.00	3.00
	12.2.04				0.30			0.30		H	1	0.30	P	5.00	1.50	1.50
	12.2.05			0.60				0.60		H	1	0.60	P	5.00	3.00	3.00
	12.2.06				0.70			0.70		H	1	0.70	P	5.00	3.50	3.50
	12.2.07				0.70			0.70		H	1	0.70	P	5.00	3.50	3.50
	12.2.08							0.00				0.00	P	5.00	0.00	0.00
	12.2.09							0.00				0.00	P	5.00	0.00	0.00
	12.2.10		1.00	1.00				2.00		H	1	2.00	P	5.00	10.00	10.00
	12.2.11							0.00				0.00	P	5.00	0.00	0.00
	12.2.12							0.00				0.00	P	5.00	0.00	0.00
	12.2.13							0.00				0.00	P	5.00	0.00	0.00
	12.2.14				0.50	20.00		20.50		M	0.5	10.25	P	5.00	102.50	51.25
	12.2.15		1.00					1.00		H	1	1.00	P	5.00	5.00	5.00
	12.2.16							0.00				0.00	P	5.00	0.00	0.00
	12.2.17							0.00				0.00	P	5.00	0.00	0.00
	TOTAL (Rmillion)		4.00	4.80	5.60	22.60	1.70	38.70				28.45			193.50	142.25
	% of GRAND TOTAL							1.59				1.54			2.29	2.64
	Table 12.3: Public Transport Projects															
	12.3.01		13.00					13.00		H	1	13.00	C	1.25	16.25	16.25
	12.3.02		12.00	–				12.00		H	1	12.00	C	1.25	15.00	15.00
	12.3.03		10.00	–				10.00		H	1	10.00	C	1.25	12.50	12.50
	12.3.04			0.25	2.00	6.50	6.50	15.25		H	1	15.25	PDC	1.00	15.25	15.25
	12.3.05		0.30	1.00	1.00	1.00	1.00	4.30		H	1	4.30	PDC	1.00	4.30	4.30
	12.3.06				10.00			10.00		H	1	10.00	PDC	1.00	10.00	10.00
	12.3.07			3.00	2.00			5.00		H	1	5.00	PDC	1.00	5.00	5.00
	12.3.08		1.00	1.00				2.00		H	1	2.00	P	5.00	10.00	10.00
	12.3.09				1.00	1.00		2.00		H	1	2.00	P	5.00	10.00	10.00
	12.3.10		0.50	5.00	5.00			10.50		H	1	10.50	PDC	1.00	10.50	10.50
	12.3.11			2.00				2.00		H	1	2.00	P	5.00	10.00	10.00
	12.3.12			1.00				1.00		H	1	1.00	P	5.00	5.00	5.00
	12.3.13			1.00	5.00			6.00		H	1	6.00	PDC	1.00	6.00	6.00
	12.3.14			1.00	1.00	10.00		12.00		H	1	12.00	P	5.00	60.00	60.00
	TOTAL (Rmillion)		36.80	15.25	27.00	18.50	7.50	105.05				105.05			189.80	189.80
	% of GRAND TOTAL							4.32				5.67			2.24	3.52
	Table 12.4: NMT Projects															
	12.4.01							0.49		H	1	0.49	PDC	1.00	0.49	0.49
	12.4.02							5.00		M	0.5	2.50	PDC	1.00	5.00	2.50
	12.4.03							4.40		H	1	4.40	PDC	1.00	4.40	4.40
	12.4.04							20.00		H	1	20.00	PDC	1.00	20.00	20.00
	12.4.05							0.61		H	1	0.61	PDC	1.00	0.61	0.61
	12.4.06							8.42		H	1	8.42	PDC	1.00	8.42	8.42
	12.4.07							1.83		H	1	1.83	PDC	1.00	1.83	1.83
	12.4.08							2.14		H	1	2.14	PDC	1.00	2.14	2.14
	12.4.09							8.42		H	1	8.42	PDC	1.00	8.42	8.42
	12.4.10							0.99		H	1	0.99	PDC	1.00	0.99	0.99
	12.4.11							0.95				0.00	PDC	1.00	0.95	0.00
	12.4.12							0.62		H	1	0.62	PDC	1.00	0.62	0.62
	12.4.13							0.10		M	0.5	0.05	PDC	1.00	0.10	0.05
	12.4.14							0.49		H	1	0.49	PDC	1.00	0.49	0.49
	12.4.15							8.00		M	0.5	4.00	PDC	1.00	8.00	4.00
	12.4.16							9.29		H	1	9.29	PDC	1.00	9.29	9.29
	12.4.17							0.85		H	1	0.85	PDC	1.00	0.85	0.85

	12.4.18							0.56		H	1	0.56	PDC	1.00	0.56	0.56
	12.4.19							1.00		M	0.5	0.50	PDC	1.00	1.00	0.50
	12.4.20							0.21		H	1	0.21	PDC	1.00	0.21	0.21
	12.4.21							0.42		M	0.5	0.21	PDC	1.00	0.42	0.21
	12.4.22							0.89		M	0.5	0.45	PDC	1.00	0.89	0.45
	12.4.23							2.20		H	1	2.20	PDC	1.00	2.20	2.20
	12.4.24							10.31		M	0.5	5.16	PDC	1.00	10.31	5.16
	12.4.25							1.22		H	1	1.22	PDC	1.00	1.22	1.22
	12.4.26							1.05		M	0.5	0.53	PDC	1.00	1.05	0.53
	12.4.27							1.22		H	1	1.22	PDC	1.00	1.22	1.22
	12.4.28							2.72		M	0.5	1.36	PDC	1.00	2.72	1.36
	12.4.29							4.87		M	0.5	2.44	PDC	1.00	4.87	2.44
	12.4.30							1.65		H	1	1.65	PDC	1.00	1.65	1.65
	12.4.31							1.65		H	1	1.65	PDC	1.00	1.65	1.65
	12.4.32							1.65		M	0.5	0.83	PDC	1.00	1.65	0.83
	12.4.33							4.65		M	0.5	2.33	PDC	1.00	4.65	2.33
	12.4.34							0.55		M	0.5	0.28	PDC	1.00	0.55	0.28
	12.4.35							0.08		H	1	0.08	PDC	1.00	0.08	0.08
	12.4.36							0.12		H	1	0.12	PDC	1.00	0.12	0.12
	12.4.37							0.15		H	1	0.15	PDC	1.00	0.15	0.15
	12.4.38							0.16		H	1	0.16	PDC	1.00	0.16	0.16
	12.4.39							0.00		H	1	0.00	PDC	1.00	0.00	0.00
	12.4.40							1.84		H	1	1.84	PDC	1.00	1.84	1.84
	12.4.41							0.43		M	0.5	0.22	PDC	1.00	0.43	0.22
	12.4.42							0.83		M	0.5	0.42	PDC	1.00	0.83	0.42
	12.4.43							0.75		M	0.5	0.38	PDC	1.00	0.75	0.38
	12.4.44							1.07		H	1	1.07	PDC	1.00	1.07	1.07
	12.4.45							1.84		M	0.5	0.92	PDC	1.00	1.84	0.92
	12.4.46							0.40		M	0.5	0.20	PDC	1.00	0.40	0.20
	12.4.47							1.01		M	0.5	0.51	PDC	1.00	1.01	0.51
	12.4.48							1.93		M	0.5	0.97	PDC	1.00	1.93	0.97
	12.4.49							2.94		M	0.5	1.47	PDC	1.00	2.94	1.47
	12.4.50							0.02		M	0.5	0.01	PDC	1.00	0.02	0.01
	12.4.51							0.16		M	0.5	0.08	PDC	1.00	0.16	0.08
	12.4.52							0.33		M	0.5	0.17	PDC	1.00	0.33	0.17
	12.4.53							1.60		H	1	1.60	PDC	1.00	1.60	1.60
	12.4.54							1.22		M	0.5	0.61	PDC	1.00	1.22	0.61
	TOTAL (Rmillion)		0.00	0.00	0.00	0.00	0.00	126.30				98.82			126.30	98.82
	% of GRAND TOTAL							5.19				5.34			1.49	1.83

Table 12.5: Roads Infrastructure Projects

SRMP001	12.5.01	W/Bypass			115.40			115.40		M	0.5	57.70	P	5.00	577.00	288.50
SRMP002	12.5.02	W/Bypass	1.00	95.10				96.10		H	1	96.10	P	5.00	480.50	480.50
SRMP003	12.5.03	W/Bypass						0.00	100.00	M	0.5	0.00	P	5.00	500.00	250.00
SRMP004	12.5.04					50.30		50.30		M	0.5	25.15	P	5.00	251.50	125.75
SRMP005	12.5.05	Missing ???						0.00				0.00	PDC	1.00	0.00	0.00
SRMP006	12.5.06			2.00		30.00		32.00		H	1	32.00	P	5.00	160.00	160.00
SRMP007	12.5.07					33.20		33.20				0.00	P	5.00	166.00	0.00
SRMP008	12.5.08		2.00	1.80	5.00			8.80		H	1	8.80	PDC	1.00	8.80	8.80
SRMP009	12.5.09		2.00	2.70		30.00		34.70		H	1	34.70	P	5.00	173.50	173.50
SRMP010	12.5.10			34.10				34.10		H	1	34.10	P	5.00	170.50	170.50
SRMP011	12.5.11	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP012	12.5.12		1.00	1.00	10.00			12.00		H	1	12.00	PDC	1.00	12.00	12.00
SRMP013	12.5.13	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP014	12.5.14	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP015	12.5.15	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP016	12.5.16	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP017	12.5.17	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP018	12.5.18		2.00					2.00		H	1	2.00	P	5.00	10.00	10.00
SRMP019	12.5.19	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP020	12.5.20	Unbudgeted						0.00		M	0.5	0.00	P	5.00	0.00	0.00
SRMP021	12.5.21	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP022	12.5.22	W/Bypass						0.00	5.00	M	0.5	0.00	P	5.00	25.00	12.50
SRMP023	12.5.23	W/Bypass						0.00	5.00	M	0.5	0.00	P	5.00	25.00	12.50
SRMP024	12.5.24	W/Bypass						0.00	5.00	M	0.5	0.00	P	5.00	25.00	12.50
SRMP025	12.5.25	W/Bypass						0.00	5.00	M	0.5	0.00	P	5.00	25.00	12.50
SRMP026	12.5.26	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP027	12.5.27					96.10		96.10		M	0.5	48.05	P	5.00	480.50	240.25
SRMP028	12.5.28	Double				165.30		165.30		M	0.5	82.65	PDC	1.00	165.30	82.65
SRMP028	12.5.28	counting??						0.00		H	1	0.00	P	5.00	0.00	0.00
SRMP029	12.5.29	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP030	12.5.30			1.00	10.00		12.30	23.30		M	0.5	11.65	P	5.00	116.50	58.25
SRMP031	12.5.31	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP032	12.5.32	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP033	12.5.33			66.70				66.70		H	1	66.70	P	5.00	333.50	333.50
SRMP034	12.5.34						74.20	74.20		M	0.5	37.10	P	5.00	371.00	185.50
SRMP035	12.5.35			2.00	2.00	30.00		34.00		M	0.5	17.00	P	5.00	170.00	85.00
SRMP036	12.5.36	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP037	12.5.37	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP038	12.5.38				9.80			9.80		M	0.5	4.90	P	5.00	49.00	24.50
SRMP039	12.5.39				9.80			9.80		M	0.5	4.90	P	5.00	49.00	24.50
SRMP040	12.5.40	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP041	12.5.41	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP042	12.5.42	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP043	12.5.43	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP044	12.5.44	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP045	12.5.45					11.40		11.40		M	0.5	5.70	P	5.00	57.00	28.50

SRMP046	12.5.46	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP047	12.5.47					2.00		2.00		H	1	2.00	P	5.00	10.00	10.00
SRMP048	12.5.48	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP049	12.5.49					63.50		63.50		M	0.5	31.75	P	5.00	317.50	158.75
SRMP050	12.5.50		3.00	5.00				8.00		H	1	8.00	PDC	1.00	8.00	8.00
SRMP051	12.5.51					50.00		50.00		M	0.5	25.00	P	5.00	250.00	125.00
SRMP052	12.5.52	East Link Rd						0.00	120.00	M	0.5	0.00	P	5.00	600.00	300.00
SRMP053	12.5.53	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP054	12.5.54				22.10			22.10		M	0.5	11.05	P	5.00	110.50	55.25
SRMP055	12.5.55				5.80			5.80		M	0.5	2.90	P	5.00	29.00	14.50
SRMP056	12.5.56				2.50			2.50		M	0.5	1.25	P	5.00	12.50	6.25
SRMP057	12.5.57					2.00		2.00		M	0.5	1.00	P	5.00	10.00	5.00
SRMP058	12.5.58					29.90		29.90		M	0.5	14.95	P	5.00	149.50	74.75
SRMP059	12.5.59	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP060	12.5.60	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP061	12.5.61	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP062	12.5.62					64.40		64.40		M	0.5	32.20	P	5.00	322.00	161.00
SRMP063	12.5.63					20.20		20.20		M	0.5	10.10	P	5.00	101.00	50.50
SRMP064	12.5.64					37.60		37.60		M	0.5	18.80	P	5.00	188.00	94.00
SRMP065	12.5.65	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP066	12.5.66					28.80		28.80		M	0.5	14.40	P	5.00	144.00	72.00
SRMP067	12.5.67					13.50		13.50		M	0.5	6.75	P	5.00	67.50	33.75
SRMP068	12.5.68						10.60	10.60				0.00	P	5.00	53.00	0.00
SRMP069	12.5.69						15.00	15.00				0.00	P	5.00	75.00	0.00
SRMP070	12.5.70	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP071	12.5.71	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP072	12.5.72	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP073	12.5.73	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP074	12.5.74	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP075	12.5.75	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP076	12.5.76	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP077	12.5.77		4.00					4.00		H	1	4.00	P	5.00	20.00	20.00
SRMP078	12.5.78		0.50	0.50	30.00			31.00		H	1	31.00	P	5.00	155.00	155.00
1	12.5.79	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
2	12.5.80		1.00					1.00		H	1	1.00	P	5.00	5.00	5.00
3	12.5.81		5.00	30.00				35.00		H	1	35.00	PDC	1.00	35.00	35.00
4	12.5.82		3.00	2.00				5.00		H	1	5.00	PDC	1.00	5.00	5.00
5	12.5.83		0.81	0.50				1.31		H	1	1.31	PDC	1.00	1.31	1.31
6	12.5.84				20.00			20.00				0.00	P	5.00	100.00	0.00
	TOTAL (Rmillion)		25.31	244.40	242.40	758.20	112.10	1382.41	240.00			838.66			7170.41	4182.26
	% of GRAND TOTAL							56.82				45.30			84.75	77.54
Parking provision: First phase estimates from February 2020 Section 78 Parking Report																
Taken from Table 5.4 of the Section 78 Parking Report accepted by Council on 2020-02-26																
	5.4.1	Vd Stel						300.00		H	1	300.00	PDC	1.00	300.00	300.00
	5.4.2	Eikestad Mall						300.00		H	1	300.00	PDC	1.00	300.00	300.00
	5.4.3	Techno Park						180.00		H	1	180.00	PDC	1.00	180.00	180.00
	5.4.4	Klapmuts						0.15		H	1	0.15	PDC	1.00	0.15	0.15
	5.4.5	Franschhoek						0.30		H	1	0.30	PDC	1.00	0.30	0.30
	TOTAL (Rmillion)		0.00	0.00	0.00	0.00	0.00	780.45				780.45			780.45	780.45
	% of GRAND TOTAL							32.08				42.15			9.22	14.47

I Augmented cost table, also correcting serious errors in original Table 12.1

Replication and correction of "Funding Strategy" numbers of the 2021 "CITP" Section 12 and corresponding calculations

Table 12.1 of 2021 "CITP" corrected and augmented

FRIENDS OF STELLENBOSCH MOUNTAIN 14 JUNE 2021

Project Budgets per FY in Rmillion (CITP Version where only the NMT Total is provided)																
Category	2020/21	2021/22	2022/23	2023/24	2024/25	Total Rmillion	Total Percentages*	Correction factors to account for construction		Corrected totals Rmillion		Corrected percentages	
								MINIMUM **	MAXIMUM ***	MINIMUM	MAXIMUM	MINIMUM	MAXIMUM
Integrated Planning	4.00	3.80	5.60	22.60	1.70	37.70	1.55	1.00	1.00	37.70	37.70	0.47	0.35
Public Transport	36.80	15.25	27.00	18.50	7.50	105.05	4.32	1.00	1.00	105.05	105.05	1.32	0.98
NMT	25.26	25.26	25.26	25.26	25.26	126.30	5.19	1.00	1.00	126.30	126.30	1.59	1.18
Road Infrastructure	25.31	244.40	242.40	758.20	112.10	1,382.41	56.84	5.00	7.00	6,912.05	9,676.87	86.82	90.22
Parking Infrastructure	156.09	156.09	156.09	156.09	156.09	780.45	32.09	1.00	1.00	780.45	780.45	9.80	7.28
Totals	**247.46**	**444.80**	**456.35**	**980.65**	**302.65**	**2,431.91**	**100.00**			**7,961.55**	**10,726.37**	**100.00**	**100.00**
						The total R1525.16 in the CITP is wrong!!							
Planning+Transport+NMT	66.06	44.31	57.86	66.36	34.46	269.05	11.06			269.05	269.05	3.38	2.51
Roads+Parking	181.40	400.49	398.49	914.29	268.19	2,162.86	88.94			7,692.50	10,457.32	96.62	97.49
Totals	**247.46**	**444.80**	**456.35**	**980.65**	**302.65**	**2,431.91**	**100.00**			**7,961.55**	**10,726.37**	**100.00**	**100.00**

* These percentages still compare "apples with oranges" ie "Planning and Construction" for non-road categories with "Only Planning" for roads

** "Minimum" assumes that planning and design constitutes 20% of the total cost

*** "Maximum" assumes that planning/design constitutes 14.3% of the total cost

J October 2018 comments by FSM on RMP, MSDF, CITP

Comments were submitted by FSM on 5 October 2018 on the Roads Master Plan and the then MSDF; only Page 1 to 6 is reproduced here. Many of those comments made in 2018 apply word for word in the present 2021 comments. A complete version is available on request.

FRIENDS OF STELLENBOSCH MOUNTAIN



Chairperson: VM Steyn 084–250–9768 vms@sun.co.za
Secretary: HC Eggers 021–808–3523 eggers@sun.ac.za
11 Grandiceps Rd, 7600 Stellenbosch P.O. Box 3218, 7602 Matieland
Public Benefit Organisation No. 930049434

To the
Executive Mayor, Ald. G. van Deventer
and the
Municipal Manager, Adv. G. Mettler
Stellenbosch Municipality

5 October 2018

BY HAND AND EMAIL

Re: Legal and planning considerations regarding the Draft Roads Master Plan, MSDF, CITP and Farm 372/1/2/3

Dear Mayor van Deventer, dear Municipal Manager Mettler,

we write to both of you as respectively the Executive Mayor and Appeal Authority in terms of the Stellenbosch Land Use By-law and the CEO of the Stellenbosch Municipality administration and Chairperson of the Project Committee. Friends of Stellenbosch Mountain (FSM) wish to bring to your attention the matters set out below for your kind consideration. Documents supporting the statements below can be found in the various municipal agendas and minutes, the Farm 372 applications, and to some extent at the website `http://www.physics.sun.ac.za/~eggers/fsm/docs18/`

1. **Summary**

   1.1 There appears to be no basis in law for the Roads Master Plan of 2012 and the Draft Roads Master Plan as presented to the Stellenbosch Municipality Mobility Forum on 14 September 2018. The Draft Roads Master Plan is therefore noncompliant with spatial planning and transport legislation and its use is probably unlawful. There is no statutory or mandatory requirement for the preparation of a roads plan outside of a Comprehensive Integrated Transport Plan.

   1.2 Remuneration and expenses paid to date for consulting work focused exclusively on the Draft Roads Master Plan rather than integrated spatial and transport planning must hence be construed as fruitless and wasteful expenditure.

   1.3 FSM therefore respectfully requests that the Draft Roads Master Plan should be withdrawn before the start of the IDP/MSDF 2018/19 public participation processes in the coming weeks.

1.4 Promotion of roads and private vehicles without proper integration with all other modes contravenes Section 5(4) of the National Land Transport Act of 2009 ("NLTA") and the corresponding sections in the Minimum Requirements for preparation of ITPs of 2016 and the Provincial Land Transport Framework ("PLTF").

1.5 As a result, IDP and MSDF public participation process presentations must concern themselves with the central legal instruments (the IDP itself, the MSDF, and the CITP) and reflect the integrated approach and topics as required. Presentations concentrating on roads alone rather than the full transport picture are unlawful.

1.6 Likewise, the Draft Roads Master Plan cannot serve as a direct input into the workings of the Project Committee(s) and the Intergovernmental Steering Committee as defined in LUPA and the Stellenbosch Land Use By-law. Rather, the Project Committee(s) work must take into account integrated spatial and transport situation and goals in their entirety and consider all policy goals and Key Performance Indicators rather than just road infrastructure. Roads form a small component both of the MSDF and CITP.

1.7 No new road construction should be approved even in principle before the issue of traffic and the road network has been properly integrated into the MSDF and the Comprehensive Integrated Transport Plan and the present revisions of the MSDF and CITP have been completed and approved in May 2019. The moratorium includes the R44 between Stellenbosch and Somerset West, a possible link of Paradyskloof Road to Trumali Road, and any other segment of any new road in the municipal area.

1.8 The Environmental Impact Assessment ROD approval regarding the Farm 372 development applications pertains only to the extension of Schuilplaats Road. Approval of any other road link between Paradyskloof Rd and Trumali Rd such as L3b and L3c on Figure 1 would therefore require another Environmental Impact Assessment.

1.9 Unwarranted and possibly unlawful interference and conflicts of interest on the part of external parties involved in municipal spatial and transport planning should be stopped.

2. On the lawfulness of isolated road planning versus integrated development and transport planning

2.1 There are many indications that unlawful antecedence and priority is being given to planning, funding and construction of new road infrastructure over and above integrated spatial and transport scenarios featuring compact, mixed use and denser land use activity. Planning of roads and public parking is being prioritised over the promotion of travel demand management solutions, public transport development and non-motorised transport.

2.2 The meeting of 13 September 2018 of the Stellenbosch Municipality Mobility Forum ("SMMF") provided a telling example in at least three ways.

(a) The agenda of the SMMF meeting was changed. A balanced initial version which was sent out 7 August for a meeting on 4 September included a range of important topics such as Transit-Oriented Development, NMT, "Traffic Problems" etc, while no mention was made of a Roads Master Plan ("RMP"). That meeting was cancelled. Later, a revised agenda was sent out which contained just the single agenda item of the (Draft) Roads Master Plan. The explanation provided for exclusive concentration on the RMP was unconvincing, especially in the light of the urgency of other issues with a view to the current 2018/19 IDP/MSDF processes and the peripheral status of the RMP within these processes.

(b) While the RMP has not yet been released and should not be released, the details and maps presented at the SMMF meeting show unbroken 20th century silo thinking

and a determination to proceed with a purely roads- and urban-sprawl-driven based development model with no regard or respect for the legislation and the Stellenbosch IDP and MSDF. We set out the details below.

(c) The zeal and urgency of the RMP-related processes contrast with the marked lack of urgency regarding transport matters and the Mobility Forum itself. While critical parameters are being laid down in the months September–November 2018, the next SMMF meeting is scheduled only for January 2019.

2.3 Specifically, the presentation to the SMMF on 13 September 2018 —

(a) concentrated exclusively on what was called the *Western Bypass* and the so-called *Eastern Link Road*,

(b) made no mention of the governing principles and legislation or of the approved Stellenbosch IDP/MSDF policies which are supposed to form the basis for spatial and transport planning,

(c) made no mention of the critically important alternative scenario which would involve *Transit Oriented Development* along with *Travel Demand Management*, including a major shift of trips to various forms of shared travel, cycling and public transport with extensive park and ride operations, along with the some realignment and improvement of the Adam Tas transport corridor to increase passenger throughput,

(d) presented as fact a set of transport modelling outputs for the proposed bypass roads, whose assumptions and input parameters have not, as had previouly been agreed, been shared with other transport planning experts and are therefore in dispute,

(e) prioritised an eastern link between Paradyskloof Rd and Trumali Road based only on car traffic modelling and without providing any legislation- SDF-, transport- or other principle-based grounds for such prioritisation.

2.4 It has since emerged that **the Stellenbosch Municipal Roads Master Plan in all its forms has no basis in the relevant national, provincial and municipal legislation or policy.** There appears to be no reference to the requirement of a municipal Roads Master Plan in any legislation or policy applicable to Stellenbosch Municipality.

2.5 Rather, there is multiple, unequivocal and explicit reference to integrated land use and transport planning in all of the above. Exclusive concentration on road infrastructure therefore amount to unfair administrative action.

2.6 Simple incorporation of the current RMP into the CITP does not thereby make it lawful. Road network planning is subject to transport legislation. Section 5 of the National Land Transport Act of 2009 ("NLTA") explicitly requires the national minister to promote public over private transport. Derivative legislation which implements this includes the Minimum Requirements for preparation of ITPs of 2016 ("MR16") and Section 6.2 of the Provincial Land Transport Framework ("PLTF") in terms of Provincial Key Performance Indicators (KPIs) (Section 13 of PLTF). Corresponding Municipal KPIs appear in Section 2.6 of the Stellenbosch Comprehensive Integrated Transport Plan ("CITP").

2.7 A RMP "reborn" as part of the MSDF also remains subject to spatial planning legislation. Comparison of the 2018 approved MSDF with the RMP make clear that RMP contents do not comply with, at a minimum, the MSDF itself or the principles of Chapter 2, Section 12(1), 12(5) and Section 21 of the Spatial Land Use and Management Act ("SPLUMA"). It also likely does not comply with the principles of Section 7 of SPLUMA, including spatial justice, spatial sustainability, efficiency, resilience (flexibility) and good administration: witness the dichotomy between the Department of Engineering and the Department of Planning.

2.8 As set out in the appeal by Eggers against the proposed R44 upgrade, new road construction subsidises private vehicle owners while disadvantaging the poor and those using public transport and NMT. This contravenes the above SPLUMA principles.

2.9 Even if one were to stay within the narrow ambit of road infrastructure, the Roads Master Plan did not fairly consider all alternatives. Apart from the public transport/NMT priority already mentioned, the Stellenbosch CITP in Section 8.3 explicitly lists three alternatives. Of these, only the two bypass routes have been assessed in any detail so far, while the other alternatives are being ignored. These include capacity improvements of existing arterial roads and a link road between Adam Tas and Plankenbrug Roads on the western side of the railways, as researched in detail in a 2015 Royal Haskoning report on Transit Oriented Development.

2.10 Within the narrow ambit of roads, modelling of traffic is a critical input into decisionmaking. The Municipality is currently using only one modelling consultant and is refusing to share parameters and data with other consultants to check assumptions and results.

2.11 It is clear to most observers that there is a strong dichotomy between the approaches taken by Stellenbosch Municipality Department of Engineering Services on the one hand and the Department of Planning and Economic Development on the other. To quote, for example, from the minutes of 4 May 2018 of the Municipal Planning Tribunal ("MPT"):

> *Mr Rabie stated that it seems that there is not a lot of coordination between the departments of Council for example between the Planning department and the Engineering Department. Mr Rabie stated that departments can't work in isolation. Chairperson agreed with Mr Rabie and stated that this is one organisation which must work together.*

Apart from paralysing the planning and all processes, such dichotomy is unlawful as, for example, per Section 7(e) of SPLUMA.

2.12 Given that the RMP appears to have no standing in law, given the clear directives of the legislation, and given the KPIs and alternatives in the existing Stellenbosch CITP, it is inexplicable why Stellenbosch Municipality has commissioned and continues to propagate a standalone revision of the Draft Roads Master Plan by, for example, giving it priority at the Mobility Forum over more important and pressing issues in the CITP and MSDF.

2.13 It is likewise inexplicable why, during the 2017/18 IDP/MSDF public participation process, the RMP and its details were given broad coverage both by municipal officials and consultants while the legally mandatory Integrated Transport Plan and its many issues was hardly mentioned. Furthermore, written questions by FSM regarding the planned road infrastructure were answered by irrelevant statements, months after the IDP process had concluded.

2.14 It is inexplicable why the municipality approved spending of hundreds of thousands of Rands in several MTREF budgets for the revision of the 2012 Roads Master Plan. The RMP is a luxury, not a necessity.

2.15 It is furthermore inexplicable that an overwhelming fraction of the grants requested and received from Western Cape provincial agencies for infrastructure projects relate to road infrastructure only.

3. The RMP and public participation processes

3.1 At least two public participation processes are required by the legislation; see for example the LUPB and Section 12(1)(o) of SPLUMA. Naturally such processes should reflect those sectoral plans and processes which are prescribed by law.

3.2 The RMP is not required by law, but Integrated Spatial and Transport Planning is. It should hence be self-evident that the RMP has no place in official IDP/MSDF public presentations. These should give priority to, and focus on, exactly those spatial and integrated transport plans which are identified and prescribed by the law.

3.3 Not focusing on the essential and required components of the MSDF and CITP in favour of irrelevant and extraneous matters would be in violation of the relevant sections of the Promotion of Administrative Justic Act.

4. The role of DTPW

4.1 The role of the Western Cape Department of Transport and Public Works ("DTPW") in the MSDF and specifically the RMP must also be examined. It is well known in Stellenbosch that the *Road Network Management* branch or section of DTPW is playing an inordinately large role in influencing and, it would seem, skewing policy and practice in this municipality towards roads, while the DTPW sections *Transport Management* and *Strategy, Planning and Coordination* seem to play a subordinate role.

4.2 For example, the role of DTPW Road Network Management in propagating the controversial upgrade proposals of the R44 between Stellenbosch and Somerset West is well known and documented.

4.3 Among many other examples, a letter written on 6 April 2017 by said Road Network Management regarding the proposed Farm 372 developments (see below) convey the level of influence wielded. While the Farm 372 matter at hand related merely to the question of a local extension of Schuilplaats Road, the DTPW letter interferes directly with the work of the Project Committee and the IDP/MSDF processes by attempts to directly prescribe the detail of the large-scale road network:

> *7. This Branch strongly supports the suggested extension of Wildebosch Road to link with the extension of Trumali Road and should be a priority for implementation by the Municipality which will together with the extension of Wildebosch Road to the Techno Park access on the R44 alleviate congestion at the Blaauwklippen Road and Paradyskloof Road on the R44. The extension of Wildebosch further north should also be considered to provide a parallel alternative to the R44.*

4.4 Please refer to Figure 1 for a partial map of the "suggested extensions" which in reality amount to a complete change of the entire spatial planning of the region south of the Eerste River — all outside of the legally prescribed principles and processes.

4.5 The 6 April 2017 DTPW letter is being quoted within the Farm 372 development applications (see below) as stating a fact. There is also no doubt that the various meetings between the developer consultants and DTPW led to an alignment of the respective proposals.

4.6 Similar issues and arguments apply to the so-called Western Bypass and its components, including the so-called *Western Priority Link* propagated by the presentation at the SMMF meeting of 13 September 2018.

5. Consultants and conflicts of interest

5.1 Stellenbosch has a history of consultants acting in conflict of interest, being simultaneously remunerated for promoting specific development applications and for consulting for the municipality itself which adjudicates development applications.

5.2 The latest example is the iCE Group (Pty) Ltd ("ICE"), which has been acting as consultant for the developers of Farm 372 since at least 2017. Among others, ICE did the traffic

impact assessment for Portions 2 and 3 as well as writing a number of letters and opinions on various questions as reflected in the Farm 372 EIA and appeal documents. ICE also met with DTPW on 15 December 2016, following which the Schuilplaats extension was propagated by all these parties.

5.3 On the other hand, ICE had been strongly involved in the 2017/18 MSDF process. ICE director Piet van Blerk gave one of the primary presentations at the November 2017 MSDF public meetings.

5.4 ICE has played a large role in the Western Bypass. See for example a letter dated 23 April 2017 from ICE to the Municipality entitled *STELLENBOSCH WESTERN BYPASS — STATUS REPORT*. A four-page list of questions pertaining to this presentation and the bypass submitted in writing by FSM to ICE was ignored. Months later, the IDP office sent a two-paragraph reply which did not even attempt to address the questions.

5.5 ICE was furthermore used as consultant during the compilation of the Stellenbosch Development Contribution policies, amongst other drawing up a map of future roads entitled *FUTURE ROAD INFRASTRUCTURE STELLENBOSCH*, document number TCO2203–R–02, which formed part of the May 2017 MTREF documents.

5.6 There is therefore no doubt that ICE has a conflict of interest: ICE is acting on behalf of private developers while at the same time influencing and in some case writing Stellenbosch-wide policy, specific road planning and even budgets.

5.7 We note that TV3 Architects and Town Planners have acted on behalf of one of the Farm 372 development applications as well as numerous other development applications in the past decades. To prevent conflicts of interest, TV3 cannot therefore consult for Stellenbosch Municipality in any way. Both ICE and TV3 may, of course, participate as Interested and Affected Parties.

5.8 No legal persona may act in conflict of interest, including councillors, administration officials, consultants and service providers. We assume that this Municipality is serious about eliminating all possible conflicts of interest.

6. The Farm 372 Portions 1, 2 and 3 development applications

6.1 We refer to the application for development of Portions 1, 2 and 3 of Farm 372, the resulting decisions of the Municipal Planning Tribunal ("MPT") and the controversy regarding the alignment of any connecting road between Paradyskloof Rd and Trumali Rd, which are shown in red in Figure 1 below. We would like to bring to your attention that the Environmental Impact Assessment and the corresponding Record of Decision dated 2017–11–24 authorises only the extension of Schuilplaats Road. Approval of any other road link between Paradyskloof Rd and Trumali Rd such as L3b and L3c on Figure 1 would therefore require another Environmental Impact Assessment. The ICE Group letter of 2018–07–27 similarly notes that the links L3b and L3c would require a new environmental impact assessment. For that reason alone, it would be very unwise to approve or require one of the road alternatives L3b and L3c of Figure 1.

6.2 Not approving alternatives L3b or L3c does not automatically imply approval of alternative L3a, the Schuilplaats Rd extension. Of course levels of service along the R44 are bad and will worsen even more. Yet, as set out multiple times in all the legislation, development should be driven not by car-traffic modelling and developer- and demand-driven road construction but by proactive intervention to reduce the use of private motor vehicles.

6.3 We note that neither the development applications nor any of the traffic impact assessments or the letters by consultants (ITS, ICE, TV3 et al) or DTPW even attempts to

STELLENBOSCH RATEPAYERS
ASSOCIATION (SRA)

Appendix "A"

Comment on the draft Stellenbosch Municipality Roads Master Plan (RMP), the Non-motorised Transport Master Plan (NMTMP) and the Comprehensive Integrated Transport Plan (CITP) by a technical working group of the Stellenbosch Ratepayers Association (SRA)

14 June 2021

Summary

The Roads Master Plan (RMP), the Non-motorised Transit Master Plan (NMTMP) and the Public Transport Plan (PTP) complement the Comprehensive Integrated Transport Plan (CITP). The CITP aligns with the Integrated Development Plan (IDP) and the Municipal Spatial Development Framework (MSDF). These plans must also align with Provincial and National policies and strategies and should not ignore relevant connections to plans of neighbouring municipalities.

Comment on the RMP and the NMTMP makes sense only when the analysis also considers the overall CITP. On 28 April 2021, the Council approved that the August 2019 RMP and the December 2020 NMTMP be released for public comment and accepted the June 2020 CITP.

The 2021 CITP should have been included for comment with the RMP and the NMTMP. The Council, however, accepted it as an update of the 2016 CITP, which it is not. The 2021 CITP barely mentions the 2016 CITP and does not mention an internal 2018 update at all. This represents a break with the approach and principles of the 2016 CITP. The 2016 CITP emphasised transit-oriented development (TOD) and the potential future use of rail infrastructure and other plans for public transport. The draft 2021 CITP focus overwhelmingly on roads and cars.

Comment on the RMP is thus complicated, as the 2021 CITP breaks with the principles and approach of the 2016 CITP.

Thus, within the context of the relevant associated plans, the 2021 RMP is problematic in terms of:

- Procedure and good governance
- Underlying principles
- Non-alignment with relevant other plans and policies
- Content.

These issues are discussed in more detail in paragraphs 1 to 4 below.

The SRA also recommends that the Municipality should not accept the Roads Master Plan. The Municipality should also rather release the new, flawed 2021 Comprehensive Integrated Transport Plan for public comment.

1. Procedure and governance

Good governance requires that the public should be able to comment on the 2021 CITP as it is a comprehensive new plan that constitutes a break with the TOD approach of the 2016 CITP. It also creates the framework for consideration and execution of the RMP. Finally, the financial figures in the budget do not make sense.

2. Underlying principles

The underlying principles of the 2021 CITP, which serves as a guideline for the RMP, are not clear.

The 2021 CITP declares the vision and objectives to be as follows:

- Connect outlying communities with the CBD in a safe and dignified manner, ensuring access to opportunities.
- Strive towards car-free living and a modal shift in Stellenbosch CBD towards public transport, walkability and cycle-ability.
- Support and advance social and inclusive economic development.
- Align with the critical imperatives of poverty alleviation and reduced inequality.
- Create a road network to support the Municipality's transport vision.

Except for the last objective, the CITP does not develop the cursory mention of its goals into an explicit vision that guides and underpins the plans that follow.

The implicit vision is that of a maximised road network. The contents of the CITP and RMP emphasise road-related issues and projects a private car driven future, both in connectivity to and from the main urban centres in the Municipality and within Stellenbosch. The documents record a predominance of road infrastructure, parking and related agendas. About 90% of the budget is for planning these facilities; the rest seems to be for planning and construction of NMT and public transport.

In other words, the plans appear to be based on a projection of an exacerbated current state into the future. There is not a future ideal that provides a basis for paradigm-shifting. There are no meaningful results of evidence-based planning. The plan stands in opposition to the 2016 CITP and TOD approach and the underlying principles of the National Land Transport Act.

3. Non-alignment with relevant plans

The alignment and integration with the MSDF and IDP are not explicit within the proposed 2021 CITP or the RMP. It seems impossible that the CITP and projected RMP could claim the same or even remotely similar principles as the MSDF, which is explicitly guided by principles for inclusive democracy, balanced, livable neighbourhoods, public transport, innovation and economic growth.

The MSDF and IDP emphasise innovation and are oriented towards the future. The proposed 2021 CITP projects an exacerbated current state of traffic into the future. The CITP and the RMP appear as reactive tactical plans rather than strategic plans.

The Municipality must consider and clarify this apparent discrepancy between different municipal policies and plans and between the CITP and RMP and the National Land Transport Act. The CITP and RMP should also clarify the potential future links to the transport plans of the provincial government and neighbouring municipalities.

4. Content

Stellenbosch Municipality did commendable work with the recent upgrade of taxi ranks and with the NMTMP. In this, and many others respects, the SRA will continue to support the Municipality.

Nevertheless, plans for new roads and cars represent perhaps 90% of the projected mobility expenditure, with little left for public transit, non-motorised transit, plans for better use of existing rail infrastructure, professionalisation of taxi's or any of several potential electronic or other innovations.

The plans are not balanced.

The SRA also notes the following aspects:

Lack of clarity regarding prioritisation and time frames: The RMP appears to be weak on prioritisation and time framing. From the plans, it seems, implicitly, that a Western Bypass

is set up as an alternative to a link between the R44 and the Adam Tas Corridor. Though present evidence does not support it, there could be a need to build a bypass at some future point. Meanwhile, a link between the R44 and the Adam Tas Corridor and a focus on TOD would be cheaper and result in rapid and inclusive economic growth. All decision-makers and not only the Municipality, require clear time frames and a proper understanding of interim measures to deal with the projected increase in pressure over the mid-term horison instead of the longer-term, twenty years plus horizon. In this regard, putting the linking of the R44 to the Corridor as an implicit alternative to the Western Bypass may be misleading. The link could be an interim and more affordable step with less environmental and a more sustainable and immediate economic impact.

The future role of public transport is inadequately explored: Public Transport as a significant part of the future urban mobility system appears to be lost in the thinking about the future. The current private car-based reality projection seems to provide the basis on which the end is modelled. The place and role of e-hailing, improved para-transit sector supply and much more are not explored as part of the future mobility system. Parking for private cars appears to be higher on the agenda than staging facilitates e-haling services, and downtown private car parking seems more critical than peripheral park-and-ride facilities that link to scheduled public transport services. For additional funding from other government tiers, the plan would have to present apparent alternatives that cannot be the usual. Spending more than 90% of the transport budget on strategies that proceed from unexamined assumptions and perpetuate a cycle that appears to be unsustainable, seems like potential wasteful expenditure.

The resourcing model is not transparent: Very few, if any, municipalities have adequate resources to address the type of infrastructure required to implement the recommendations outlined in the RMP. This, coupled with an unclear prioritisation framework, puts decision-makers who provide additional funding in a difficult position to consider the "alternatives" they are presented with in terms of this plan. At the very least, the budget should be correct, and it should also be projected graphically and be understandable. At present it is excessively complicated, with a great deal of administrative detail.

The cost of road infrastructure vs the expense of other infrastructure: The recommended RMP and related costs need to be considered in the context of other priority infrastructure spending. The plan and municipal officials recently promoting the program seem to argue that 'if you build it, they will use it'. This appears to be a passive and risky road to success. In this, the local consultants who compiled the plan seem to be at odds with the more careful and responsible evidence-based arguments of their company colleagues in the UK (see the technical report that follows). One should also note the bi-partisan support in the 2021-2022 US budget before Congress for a budget item of $20 billion to demolish highly used highways which have destructive effects on communities, the environment, and local economies. This unexamined equation of roads with economic growth has been progressively interrogated for at least the past five decades.

And even if the SRA accepts the broad assumption behind the recommendations in the RMP, such plans will still need to be considered in relation to other infrastructure commitments in the same time frames.

To Conclude

Stellenbosch claims to be innovative, and it does attract talent and creative energy. The RMP and CITP plans for more and bigger roads for privately owned vehicles will, however, keep moving people further and further from work opportunities and are not aligned with the IDP and MSDF. Stellenbosch should and needs to do the right things, right.

Appendix "B"

Comment on the draft Stellenbosch Municipality Roads Master Plan (RMP) and Non-motorised Transport Master Plan(NMTMP).

Transport Technical Working Group, Stellenbosch Ratepayers Association

14 June 2021

1. CITP 2019-2020 update document is a major revision to vision and key policy objectives of the approved 2015-2020 5-year CITP

At the 28 April 2021 Council Meeting the CITP (2019-2020 update), RMP (2018 Update) and the NMT plans were submitted. A period for public comment was provided for on the RMP and the NMT plans. However, the Municipality refers to the CITP document as approved without the need for consultation, with the reason given that this version of the CITP was an update and not a full review. The IDP 2017-2022 Fourth Review of May 2021 has been released and references the CITP as an *"approved"* document.

We wish to draw to the Municipality's attention that critical content, aspects of the approach and key recommendations presented in the CITP (2019-2020 update), which are referenced in the points below, represent a significant departure from the 2015-2020 CITP (valid for 5 years) and that this document cannot be considered as merely a technical update. Therefore, on grounds of consistency and due process we object to the CITP being approved without challenge and formally request a process for comment and review.

Additionally, the CITP is the governing plan for both the RMP and the NMT, which are currently out for comment. It follows then that the CITP, which contains recommendations from these sub-sector plan inputs and shapes the CITP, must be similarly open for assessment and comment.

2. On core strategic approach and important key principles, the 2020 CITP document is not aligned with the MSDF and IDP, nor with the 5-yr CITP.

Stellenbosch's fully reviewed and updated SDF was adopted in November 2019. Recently the Stellenbosch IDP 2017-2022 Fourth Review, May 2021, was approved. The IDP along with the SDF are the first level plans which govern municipal level vision and set the policy framework, key overarching priorities, and land allocations. All sector level plans, including transport & the Comprehensive Integrated Transport Plan (CITP), must be in alignment with the IDP and the SDF.

However, there are major discrepancies between the CITP document and the comprehensively updated SDF. The most significant relate to recommendations made in the CITP that are based on road modelling forecasts undertaken as part of the RMP. There are assumptions about future housing and employment development locations within Stellenbosch and future private vehicle trip generation rates in the CITP (RMP) that are in direct conflict with, and contrast dramatically to the principles of, the SDF (See Note 1). Furthermore, many major road developments as proposed within the CIPT and RMP would effectively prevent the approved spatial development strategy from being fulfilled.

Therefore, as it currently stands approval of the existing CITP document would constitute a major transgression of the Municipal Systems Act 32 of 2000. The work undertaken to make such significant change within the CITP that has not followed due process has effectively resulted in fruitless and wasteful expenditure. Any advancement of recommendations made in the CITP would further constitute wasteful expenditure.

3. Inconsistent treatment of different transport elements within the CITP update

In the case of roads development, the CITP document takes giant leaps making recommendations for new road connections and road expansion on the basis of seriously flawed technical arguments (see 4.) that are in direct conflict with Stellenbosch's integrated development, spatial and transport policy objectives and directives (Note 1 & Note 2). The authors and promoters of the plan have not questioned the assumptions behind the modelling projections for vehicle traffic growth and are content to make recommendations for major budget requests for the construction of roads justified through a road planning exercise undertaken in isolation from integrated transport assessment.

Meanwhile, on the aspect of public transport developments and constraining private vehicle trip-making, the CITP document concedes that no meaningful recent improvements have been achieved due to the complexities involved in doing so. It recommends that a comprehensive public transport plan be urgently developed, which will detail a way forward (CITP P825).

There is no doubt that changing travel patterns and behaviours is a complex and involved process and must be driven by a clear integrated planning approach. This is reason for the **strong calls that have repeatedly been made for an overarching transport plan(1, 2)** (Note 3) which tests scenarios against key objectives and principles to effectively and sustainably manage travel demands while facilitating and enabling the appropriate future sustainable development of Stellenbosch.

4. Flawed technical argument: representation of road capacity

Section 7 (P904) of the CIPT document, under 7.1 Road Infrastructure, states:

(i)...sections of the road network are at capacity during peak hours. There is no scope to accommodate any growth (in through traffic) and more so any increase in land use. This will be the case ***regardless of any improvements to public transport service and/or making the town more walking/cycling friendly***

and

*(ii)...****to ensure the 'survival' of Stellenbosch as a "functional town", extra road space must be created****, in conjunction with the other transport solutions such as an effective public transport system, car-free, less walkable and cyclable areas and strategically locating parking areas to effectively remove vehicles from the car-free areas*

These same statements are included in Chapter 2: Transport Vision and Objectives for Stellenbosch Municipality as the first section, implying that the provision of new roads and extra road space for Stellenbosch is *the* overriding objective and forms the basis of the transport strategy for Stellenbosch.

The statements in (i & ii) are acutely incorrect and dangerously misleading. Certainly, the vehicle capacity of key parts of the road network at peak period is reached and traffic congestion results. This is due to the vehicle mix of predominantly private cars with the vast majority being single occupant vehicles. The potential passenger capacity of Stellenbosch's arterial roads and the Adam Tas link is many times greater than current levels without road expansion or new road development.

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[1] Provincial Sustainable Transport Programme, 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

[2] Provincial Sustainable Transport Programme, A 10 Point Plan for Transport in Stellenbosch Draft for Discussion, April 2018

The majority of these low occupancy car-based trips are commuters travelling into or within Stellenbosch, university trips and school drop-off traffic. The central aim of approved policy is to shift many of these trips to shared travel solutions, improved public transport and to active travel means (cycling & walking) helping to release major network constraints. This will greatly increase the efficiency of existing road corridors and promote the density of activity which drives agglomeration and spatial integration that the SDF seeks to achieve. Hence the statements in (i) and (ii) are comprehensively at odds with approved transport policy and approach.

5. CITP document recommendations on future funding strategy and proposed allocations across the transport sector.

Section 12 of the CITP document sets out the proposed funding strategy and budget allocation for the full list of projects by category over the coming 4-year period. Based on table 12.2 over 90% of the funding request is being allocated to road infrastructure development, at a requested total of almost R1.4bn. Irrespective of whether there is the opportunity to secure this level of funding, the funding strategy is comprehensively misaligned to the policy priorities for transport in Stellenbosch **(see Notes 1, 2 and 4)**. If Stellenbosch were to follow along the lines of this proportional funding split it would effectively prevent achievements in line with approved policy and lock out a sustainable transport approach.

What is also unclear from the listing of project allocations is whether the road budgets in the tables include estimated costs for construction costs or are only for planning and design as many entries indicate. If the latter is the case, then adding in for construction implies that the Municipality is proposing a funding strategy, which would allocate probably more than 98% of secured budget to roads!

6. The CITP document and the RMP represent irresponsible and negligent planning

WSP, the authors of the RMP document, were also the authors of the *UK Department for Transport's report: Latest Evidence on Induced Travel Demand.*[3] Induced demand is the term used to describe the increment in new vehicle traffic that would not have occurred without the increase in the network capacity. This follows general economic theory, whereby a reduction in the price of a good or service, results in an increase in demand. The WSP report concludes:

> *A 10% increase in road capacity could lead to 2% induced demand on the network. Induced demand is likely to be higher for capacity improvements in urban areas or on highly congested routes. In scheme evaluation, unless induced traffic is correctly taken account of, significant errors in benefit estimation can be made.*

Induced travel consequences of road network expansion are accepted worldwide today as standard considerations for any transport assessment. The evidence clearly confirms that responding to rising congestion and anticipated growth in travel demands (e.g. through development and housing growth) by road network expansion is highly likely to perpetuate low occupancy private vehicle traffic growth. Furthermore, if road network expansion projects continue and funding and planning effort is not rebalanced, this will lock out the opportunity for sustainable shifts, therefore setting in place a self-fulfilling vicious cycle of decline. These aspects have not been flagged as a key risk, nor even reflected on, within the work undertaken.

[3] Department for Transport latest evidence on induced travel demand: an evidence review, May 2018

7. The cost of road infrastructure vs the expense of other infrastructure

The recommended RMP and related costs need to be considered in the context of other priority infrastructure spending. The plan and municipal officials recently promoting the program seem to argue that 'if you build it, they will use it'. This appears to be a passive and risky road to take. In this, the local consultants who compiled the plan seem to be at odds with the more careful and responsible evidence-based arguments of their company colleagues in the UK **(see point 6 *and footnote 3*)**. One should also note the bi-partisan support in the 2021-2022 US budget before Congress for a budget item of $20 billion to demolish highly used highways with destructive effects on communities, the environment and local economies. And even if were to accept the broad assumption behind the recommendations in the RMP, those plans still need to be considered with other infrastructure commitments in the same timeframes.

8. For the RMP exercise there was no assessment undertaken against approved key principles and policy objectives.

The CIPT update is making recommendations and seeking approval on road projects that are detailed in the RMP without any assessment against the key principles and objectives which must drive decision making for transport interventions and integrated spatial development.

The RMP lists a range of projects and project options which have been motivated based solely on having some claimed improvement to traffic conditions / level of congestion reduction. Even on these grounds alone, this is strongly disputed **(See 6)**. When one then considers many of the larger road projects set against transport policy direction and guiding principles for comprehensive transport assessment **(See Notes 5, 6)**, these schemes would fail.

Subjecting these projects to the broader principles and policy objectives - as set out within the SDF and the IDP- would undoubtably mean most of the larger road building projects would fail and act directly against intended aims.

However, none of this assessment has been carried out and so these projects as yet have no basis beyond being part of a list.

9. What sits behind the road transport modelling and forecasts in the RMP? What assumptions are made?

Transport modelling is undertaken to make predictions of future situations and hence various assumptions must be made in order to forecast a future state. At its simplest, traditional traffic modelling, which is what the RMP document is based on, makes estimations within 4 sub models (4-step modelling) of:

a) *Trip generations* – how many trips are produced and from where;
b) *Trip distribution* - where are the trips destined for;
c) *Modal split*; and
d) *Assignment* - how will the journey be made, and which route is chosen.

Each of these sub-models is fed by assumption *types* fitting into one or a combination of the following:

i. Projections based on past trends and/or current situation: e.g. population growth, rate of car ownership, trip-rate growths, housing & employment distribution,, (...and may

forecast forward declining rate of public transport, low rates of utility cycling, etc. hence self-fulfilling a cycle)

ii. Projections based on moving towards a policy-driven future end-state. This would therefore align with the broader objectives, for example as set out in **Note 1 & 9** and reflected in the SDF and the IDP.

iii. Policy non-compliant end-state driven, where for example a different pattern of trip making or future housing distribution drives transport flows. (**See Notes 7 & 8**).

Increasingly, modelling for systems which are largely human-controlled, is now strongly rejecting Type (i) modelling, since these assumptions simply perpetuate past trends and are therefore policy-blind [known as *project and provide*]. Type (ii) modelling aims to reflect and chart the path towards the policy required situation and Type (iii) modelling should only be undertaken to illustrate or test the implications of a non-policy led path.

Little detailed information is explicit in the report on assumptions around the EMME modelling undertaken for the RMP. It appears to largely combine Type (i) and elements of Type (iii) and there is little to indicate the required Type (ii) modelling. This is a critical failing and shortcoming of the modelling. If the results are being recommended to take forward with significant budgets attached to further planning, design and possibly implementation, then this would amount to wasteful expenditure.

The outputs for the modelling exercise should instead be regarded as selective scenario planning outcomes, which may have a useful planning purpose, but only when set against and compared with Type (ii) modelled scenarios and certainly not for taking forward and committing major funding at this stage.

In the RMP document the authors relate to sophistication of the modelling tool, etc. They are typically referring to the speed and the accuracy of the model convergence, the quality of the graphics and the interchangeable formats of outputs. It does not relate explicitly to how effectively the tool is able to make accurate predictions of the future. This, as indicated, is input and assumption controlled.

10. Public transport excluded from the road network modelling.

The RMP modelling leaves out public transport modes and proposals, stating:

> *The future provision of a public transport system and services will impact the requirements for road infrastructure. It was the intention to model the Municipality's public transport proposals as part of the EMME modelling process to test the impact of the proposals. However, the available information is too high-level and with an unknown implementation framework and was not incorporated in the modelling.*

This is a major exclusion which completely skews a picture of the future, purely planning for roads and cars. On this basis it is even more firmly stated that the outputs from the models quite clearly cannot be used as a basis for any recommendations through the CITP and any budgetary allocations that are made will most certainly constitute wasteful expenditure.

11. Provincial and Municipal Roads

Where proposed roads and expansions are Provincial Roads proposed schemes, the Municipality should still be assessing these on the same basis given that they could potentially make traffic conditions worse for the town of Stellenbosch, and/or they may not

align with the SDF or IDP, and resources should be redirected towards the approved approach.

12. The future role of public transport, active travel and shared travel is inadequately explored.

Public transport, active travel and shared travel solutions, as significant elements of the future urban mobility system, appear to be lost in the thinking about the future. The place and role for cycling and walking for shorter local area trips, e-hailing, improved para-transit sector supply, and much more are not explored as part of the future mobility system. Parking for private cars appears to be higher on the agenda than staging facilitates for e-hailing services, and downtown private car parking seems more critical than town centre urban realm improvements enabled through peripheral park-and-ride/walk facilities that link to scheduled public transport services.

For additional funding from other government tiers, the plan would have to present apparent alternatives that closer align with policy intent and cannot be the usual. Spending more than 90% of the transport budget on strategies that proceed from unexamined assumptions and perpetuate a cycle that seems unsustainable again appears like potential wasteful expenditure.

13. Post Covid-19 situation – travel patterns have changed permanently

Travel patterns have changed dramatically worldwide and even after the threat from the Covid-19 abates, local trip-making for many employees has been altered permanently. With much higher levels of home/remote working the reduced rates of trip generation during peak periods requires a review in assumptions for any modelling and forecasting work. Given that public transport volumes have also been significantly impacted, the recovery post Covid-19 is a critical focus for transport and infrastructure planners.

Note 1

Key Relevant Extracts from the SDF

Stellenbosch Municipality, Spatial Development Framework Approved by Council on 11 November 2019

The Role of the SDF, Page 14

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.

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?"

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

We cannot afford to lose more nature and agricultural land, develop at low densities, and prioritise building roads for private cars more than public transport. If we do that, the system will fail.

...focus energy on a few catalytic areas that offer extensive opportunity and address present risk

the MSDF gives an indication of where and how the municipality intends to channel public investment, influence, and other resources at its disposable. 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.

The Relationship between Spatial and Transport Planning, Page 111

On the integration of spatial and transport planning Paragraph 6.6.2.1 states:

..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.

and Paragraph 6.6.2.3 states

..To align with both broader transport policy objectives this growth [in travel demands] must be rigorously managed such that resulting transport patterns do not undermine broader spatial and development goals.

Note 2

Transport that serves all in Stellenbosch - Guiding Principles for Sustainable Transport in Stellenbosch

Towards A Sustainable Transport Strategy for Stellenbosch Municipality[4]

The Table below describes eight principles proposed as the basis for developing the Vision and Objectives for Transport in Stellenbosch. These principles have been derived from Stellenbosch's 5 Strategic Themes[5] together with key objectives from national and provincial transport and spatial policy.

Sustainable Transport - Guiding Principles

	Principle	Description
1	**Equity & Efficiency**	Ensure most efficient & cost-effective solutions to all. Strive to ensure social, inter-generational equity, meeting the basic transportation-related needs of all people with emphasis on the poor and disadvantaged.
2	**Access & Spatial Justice**	All people should be afforded reasonable access to opportunity (work, education, etc.) and the satisfaction of basic needs.
3	**Containing Land Use Resources & Urban Growth**	Transportation systems must make efficient use of land and other natural resources while ensuring the preservation of vital habitats and other requirements for maintaining biodiversity. Transport responses to urban growth pressures must ensure optimum solutions and improved efficiency in the use of existing infrastructure and systems – through specific consideration of Public and Non – motorised Transport modes.
4	**Policy Led Integrated Planning**	Planning and transportation decision-makers: • must develop and adhere to policy-driven approaches • have a mandated responsibility to ensure planning approaches are both integrative and integrated.
5	**Comprehensive Impact Assessment**	Transportation decision-makers must develop and move toward full impact assessment and full cost-accounting, reflecting the true social, economic and environmental costs of alternatives.
6	**Health & Safety**	Transportation systems should be designed and operated in a way that protects the health, safety & well-being of all and enhances the quality of life in communities. Transportation needs must be met without generating externalities and emissions that threaten public health, climate, diversity or essential ecological processes.
7	**Growing Employment Opportunities**	Transport system decisions should reflect the direct and indirect employment impacts of alternative courses of action and strongly align with choices which provide the highest employment impacts
8	**Responsibility**	All individuals and organisations have a responsibility to protect the natural environment, to act responsibly and to make sustainable choices (where choices exist), with regard to personal movement and consumption.

[4] Provincial Sustainable Transport Programme, *Reflections on the Current Situation, a Vision for the Future and a Way Forward for Alignment and Adoption. Summary Report, December 2017*

[5] Stellenbosch Municipality: Fourth Generation IDP, May 2017 (2017-2022)

Note 3

Extract from:

A 10 Point Plan for Transport in Stellenbosch

Draft for Discussion, presented to Mayor of Stellenbosch, April 2018

1 Alignment on Vision and Strategic Approach

1.1 Programme Interventions

A) Develop and agree the broad Vision for the future of Stellenbosch which the appropriate transport (and land use) responses must serve

B) Agree the key principles around which transport planning and transport implementation must advance, and align on a future Vision for Transport in Stellenbosch.

C) Establish an integrated planning and advisory task team for transport and spatial development for Stellenbosch with a high level of consultation, coordination and cooperation, This team should consist of senior officials across Local and Provincial government spheres and key local stakeholders including the university, business and civil society representatives

D) Develop and agree the framework for the advancement of transport strategy (See Fig 1.1 for the essential components).

1.2 Motivation

There must be broad agreement around the economic, social and spatial development of Stellenbosch that aligns with sustainable development principles with mechanisms put in place to ensure these principles are adhered to. Previous versions of the Integrated Development Plan for Stellenbosch have laid out strong principles but implementation in practice has fallen a long way short.

Within a clear vision for the future development of Stellenbosch, the approach for addressing transport and spatial development issues can align. Addressing transport challenges is a complex undertaking. Trip making and travel patterns are influenced by many factors including past policy decisions, employment location, land use, travel choices, the safety and security situation, etc.

Managing transport effectively is a shared responsibility with the vast majority of the limited available public funding currently resting at the provincial level. Planning and funding focusses at a regional mobility level with local transport and accessibility issues often being overlooked This practice must change and it is crucial that an advisory and decision making body across levels of government be in place. Large institutions including the University, businesses and schools as major trip attractors must assume certain obligations to support a common sustainable approach to transport.

1.3 Impact

The establishment of an agreed, integrated and progressive way forward for the management of transport that has full buy-in from all stakeholders represents the essential foundation for the advancement of sustainable transport solutions in Stellenbosch. With this in place all the other interventions set out in this 10 point plan can advance. Without this broad alignment any subsequent activity will be diluted, to some extent misaligned and often be counter to the required responses.

Figure 1.2 illustrates the steps towards effective implementation in complex systems, and highlights the importance of demonstrating impact and behaviour change through trial projects to progressively gain buy-in.

Figure 1.1: *Framework for Advancement of Transport in Stellenbosch*

- *Agree principles, vision and goals*
- *Assessment of current and required future performance of the transport system*
- *Foster a strong shift towards more sustainable modes and practices*
- *Clear implementation plan for short term and long term*
- *Horizontal and vertical integration & participatory approach*
- *Monitoring, review, reporting on local transport situation*

Figure 1.2 Process for the Successful implementation of Strategy

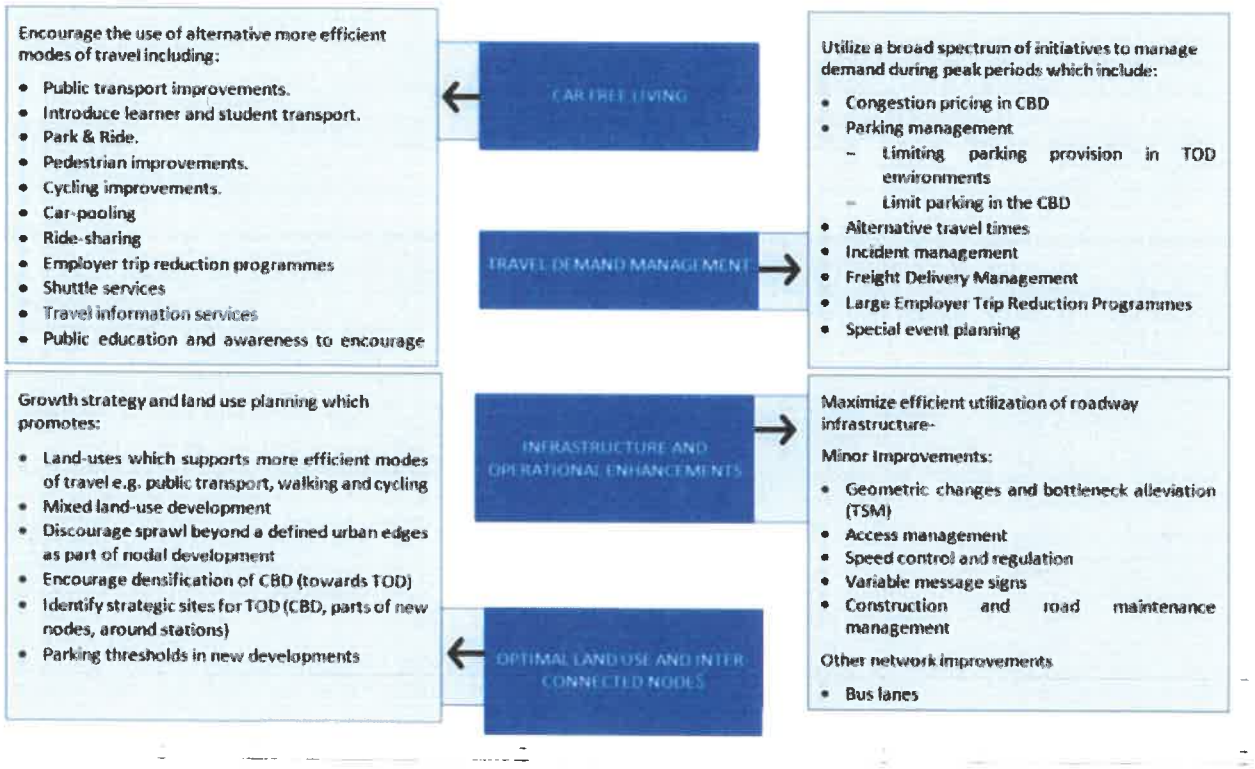


Note 4

Integrated Development Plan 2017-2022
2nd Review, March 2019

Strategic Interventions within the CITP, P138

Strategic Interventions reflected in the IDP



The following areas of strategic intervention have been proposed for Stellenbosch:

"Towards Car Free Living" which refers to strategies that encourage more effective modes of travel such as public transport, NMT and other mechanisms to increase the number of passengers per vehicle;

"Travel Demand Management" which refers to strategies that manage overall demand for travel during peak periods such congestion pricing and parking management;

"Infrastructure and Operational Enhancements" which refer to capacity improvements to transport infrastructure but only as part of the overarching transport philosophy in Stellenbosch. Therefore, it could include infrastructure interventions such as by-passes or bus/high occupancy lanes; and

"Optimal Land-Use and Interconnected nodes" which refers to integrated land use and transport planning which supports and promotes transit orientated development (TOD).

Note 5

Integrated Development Plan 2017-2022
4th Review, May 2021

Table 34.

Ensure a balance approach to transport in SM, that appropriately serves regional mobility needs and local level accessibility improvements.

- Actively promote compact, dense, mixed use development which reduces car dependence and enables and promotes use of public and NMT.
- 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 are gradually achieved from existing transport infrastructure.
- Proactively allocate resources to improve NMT in the municipal area.
- Strengthen the role played by rail based public transport, including advocating for a new, lighter, frequent rail service on the Eerste River / Klapmuts rail line as backbone of transport movement along the Baden Powell-Adam TasR304 corridor.
- 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 rout

Note 6

2015-2020 CITP Vision

A sustainable transport system that provides for the basic mobility needs of individuals, supports a vibrant economy and operates seamlessly within and across the municipal boundaries.

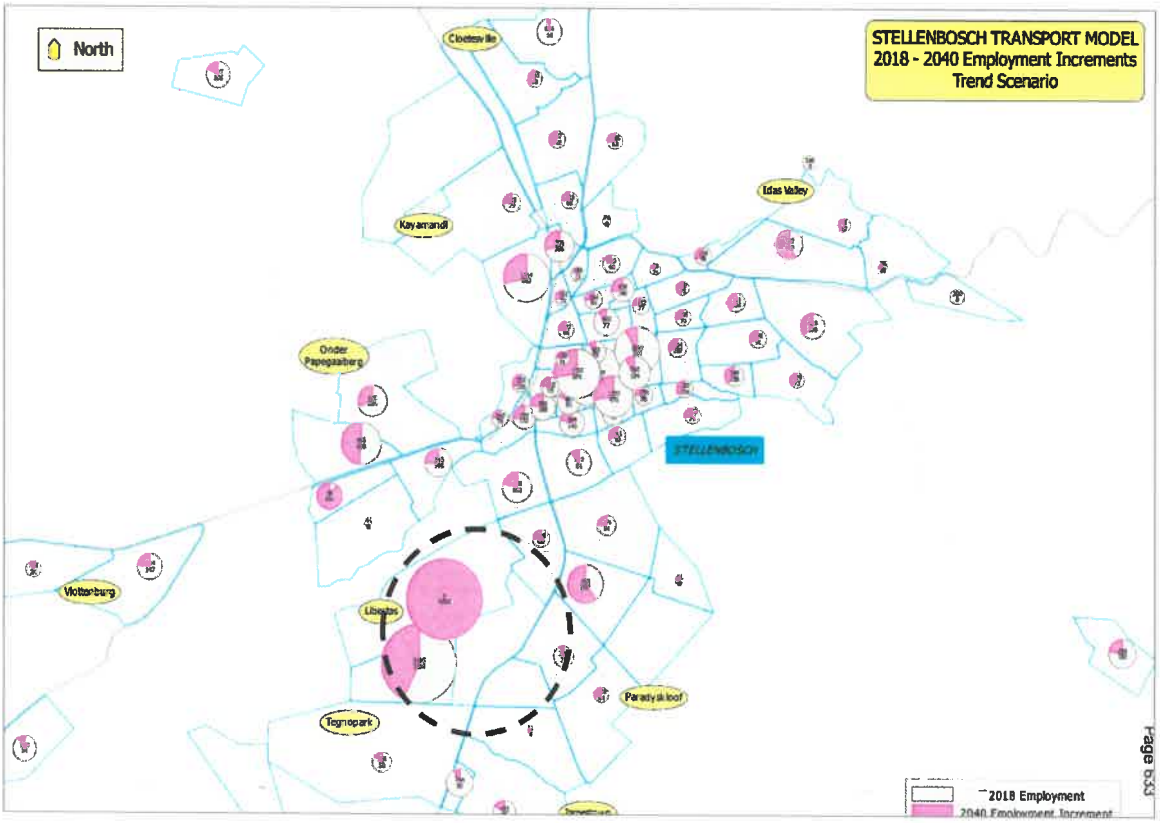
Key strategic objectives

A much-improved sustainable public transport system with better and safe access, more frequent and higher quality services and facilities to an agreed standard;

- significant reduction in road fatalities;
- greater mobility options, particularly for those who do not have a car;
- safer and easier cycling and walking;
- better infrastructure, link and interchange with other means of transport;
- an improved and better maintained road and rail network;
- improved journey time reliability on all modes;
- different travel patterns and transport usage and, where appropriate, reduced need to travel by motor vehicles from having achieved an integrated land use and transport system;
- a transport system that is consistent with the real needs of people living in different parts of South Africa and with differing abilities to afford travel;
- a transport system that charges the traveller a fair reflection of the costs of making a journey;
- a transport system that supports focused funding of transport priorities;
- developed sufficient institutional human capital to drive the vision of transport -

Note 7

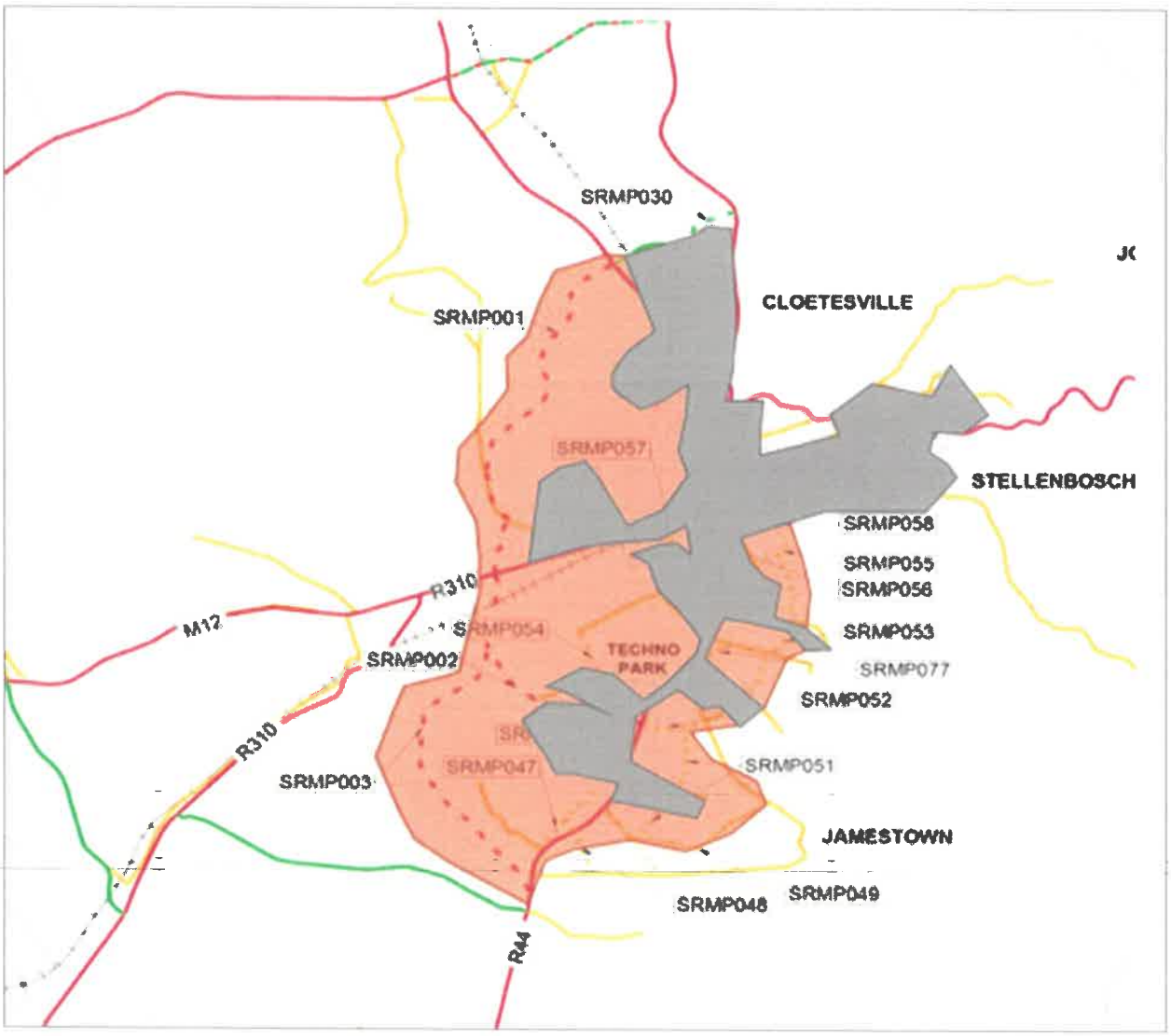
Road Master Plan. Future Housing and Employment: Trend Scenario



Scenario within the RMP places major future employment into an area that does not align with, and hence conflicts with, the SDF.

Note 8

Stellenbosch Town Built up Area and area under Development Threat if Road Development Plans Progress.



Risk of extensive future sprawl development if indications of major new road plans proceed.

Note 9

Extract:
Integrated Development Plan 2017-2022
4th Review, May 2021

4.15 Catalytic Initiatives. 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 a process of re-imagining and re-purposing the land around the Adam Tas Road within the Stellenbosch town to enable maximum potential of this space. This will entail the redevelopment of the Adam Tas Corridor which includes, the area stretching along the R310 and R44 along the foot of Papegaaiberg, from the dis-used Cape Sawmills site to the west of Kayamandi and Cloetesville along the north part of this corridor.

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 was historically utilised for light industrial and manufacturing purposes. It includes the dis-used Sawmill site, the government owned Droë Dyke area, Distell's Adam Tas facility, Oude Libertas, various Remgro property assets, Bosman's Crossing, the rail station, Bergkelder complex, Van der Stel sports complex, the George Blake Road area, and parts of Kayamandi and Cloetesville. Under-utilised and dis-used 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 residentially-led with a strong mixed use basis, high density and should favour non-motorised ("NMT") access to the centre of Stellenbosch Town. It is estimated that Adam Tas Corridor through a preliminary development conceptual framework that the ATC will produce approximately 3 million square metres of bulk within a 293ha area, with 69% earmarked for residential usage.

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 enable ease of access within the corridor concept, with passengers transferring via public transport, cycling and walking to reach destinations within the town of Stellenbosch.

BELANGEGROEP STELLENBOSCH
INTEREST GROUP (SIG)

Belangegroep Stellenbosch Interest Group

Director: Infrastructure Services
Mr. Deon Louw
Stellenbosch Municipality
Engineering.services@stellenbosch.gov.za

2021-06-14

Dear Mr Louw

COMMENT ON THE DRAFT REVISED ROADS MASTERPLAN FOR STELLENBOSCH

The Stellenbosch Interest Group (SIG) refers to the above-mentioned document which was released for public comment on 14 May 2021 calling for comment by 14 June 2021.

As a point of departure, the SIG is of the opinion that it would be counter-productive for the Council to approve this academic desktop report. Noting the contents and approving a few recommendations should more than suffice. Many of the proposals contained in the document have very far-reaching implications, with unintended consequences, which are likely to have an extremely negative impact on the fragile urban and rural character, which constitutes WC024. Following the compilation of the above-mentioned report during 2018 – 2019 planning for the future, because of the advent of Covid 19, has also changed dramatically. This is particularly true in respect of planning future roads.

Because many of the proposals (such as proposed western and eastern bypass roads) contained in the Revised Roads Masterplan are aimed at the long term (2040), comment is limited to the recommendations contained in the executive summary on pages (ix and x) of the report. These are as follows, with comment on each recommendation appearing in bold typeface thereafter.

1. Polkadraai Road: The remaining single carriageway sections from Cairngorm Road to Vlottenburg (unnamed road) to be upgraded to a dual carriageway (2 lanes per direction) before 2035, in accordance with the Provincial Road infrastructure programme. **This could possibly be supported subject to an in-depth process of public participation, especially with IAP's who live along the route (M12). Note that the Provincial Roads Authority needs to be held accountable for**

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its notorious failure to consult the broader public in respect of so-called road improvements, which often have extremely negative consequences for adjoining owners and the broader public.

2. R44 north of the Stellenbosch CBD: Upgrade to dual carriageway from the end of the current dual carriageway north of Fir Road to the Welgevonden access at Hendrikse Road. **See comment for paragraph 1 above.**

3. The R44 in the vicinity of Klapmuts will require additional capacity due to the proposed future residential and employment developments in the area, as well as future upgraded road links off the R44. **See comment for paragraph 1 above.**

4. Adam Tas Road could become the busiest section of road in Stellenbosch and will require 3 lanes per direction between the R44 in the south and Merriman Avenue to the north. **See comment for paragraph 1 above.**

5. In addition, it is planned with high priority (short term) to upgrade and reconfigure the Adam Tas intersections with the R44/Alexander Street and Merriman Avenue. **See comment for paragraph 1 above.**

6. The Adam Tas/George Blake intersection also needs to be improved or reconfigured to provide additional capacity. **See comment for paragraph 1 above.**

7. R304 (Koelenhof Road): Upgrade to dual carriageway between Adam Tas (R44) in the south to Bottelary Road/Kromme Rhee Road. **See comment for paragraph 1 above.**

8. Merriman and Cluver Street link: Upgrade to dual carriageway or minimum 2-lanes per direction required between Bosman Street and Banghoek Road. **This is a confusing recommendation, but whatever the case, detailed urban design will be necessary, because of the need to cater for non-motorised transport and to preserve the urban fabric of the university precinct, especially from a heritage point of view. Stellenbosch University has a lot of information and plans which will impact on this recommendation.**

9. Lower Dorp Street: Capacity improvements required between the R44 and Adam Tas Road. Conceptual planning has been undertaken for the dualling of this section. **This cannot be supported as it will negatively impact on the historic nature of Lower Dorp Street and the adjoining buildings. Capacity shortcomings need to be addressed at the Adam Tas/R44 intersection.**

10. Van Reede and Vrede Street link: These roads require dualling between the R44 and Piet Retief Street, with improvements at the R44/Van Reede intersection. **Substantial improvements have already been made to the R44/Van Reede intersection and the dualling from Doornbosch to Piet Retief is highly problematic. Dualling is also very unlikely to relieve congestion which will simply be pushed further north. Based on the available information this recommendation cannot be supported.**

11. Van Reede Street westbound extension linking into Electron Road to provide a second access to Technopark. **This recommendation can under no circumstances be supported as it will have the unintended consequence of liberating the historic Libertas Farm for development. It will**

also lead to massive congestion for residents of Die Boord. Should another road access to Technopark be considered desirable a link westward to Vlottenburg or northwards to the Adam Tas Corridor could be considered. This is, however, a long-term issue.

12. R44-Technopark, De Zalze, Brandwacht and Welgevonden access roads: Dualling and/or intersection improvements are required. **See comment for paragraph 1 above.**

13. Jamestown Road: Road Network Development required due to major residential developments planned for this area. **See comment for paragraph 1 above.**

14. Baden Powell Drive: Dualling of remaining single carriageway sections between the N2 and Polkadraai Road. **See comment for paragraph 1 above.**

The conceptual planning of the following intersections upgrades has been undertaken, the detail design and construction should be implemented as soon as possible

15. Adam Tas and Merriman Avenue. **See comment for paragraph 1 above.**

16. Adam Tas and Helshoogte Road (including the closure and relocation of the Helshoogte Rd/La Colline Road T-junction further east). **See comment for paragraph 1 above. In addition, rather than closing the intersection, the installation of traffic lights or construction of a roundabout could be considered.**

Stellenbosch Municipality should discuss this report in more detail with other interested and affected parties and start a public participation process to discuss the outcome of the RMP. **OK, agreed.**

Stellenbosch Municipality should adopt the RMP, giving it legal status. **This report should** not **be given legal status, the future is too difficult to predict, and contractors are always looking for contracts.** The RMP should be distributed privately and publicly, informing planners/developers as well as the public of future road schemes within the municipal area. The RMP should be incorporated into the CITP. **The public does not want to be informed about future road schemes. The public needs to be an equal partner in the planning of any proposed new road. Those sections of the report, which are acceptable to the broader community may, however, be incorporated.**

Stellenbosch Municipality should continue discussions/workshops with CoCT's IRT department to explore opportunities to extend their future MyCiTi bus services to include Stellenbosch. **OK, agreed.**

Stellenbosch Municipality should start the process to expropriate and purchase the land required to construct future roads, specifically the implementation of portions of the Western Bypass and Eastern Link Road, and other roads associated with proposed housing developments and catalytic projects as defined in the draft 2019 MSDF. Future road reserves should be formally registered with the Surveyor General to protect them. **This should not be agreed to, the recommendations are far**

too subjective to warrant such drastic action at this juncture. The old "red road" mentality should prove the futility of this approach.

The planning of the western bypass and or a combination of substantial upgrading of the R44 must commence in conjunction with the PWCG. This should ideally occur prior to the construction of the proposed intersection upgrades along the R44 to prevent abortive work. **The idea substantially upgrading of the R44 should be aborted as, if implemented, it would pose a severe hazard for pedestrians. Many roads in Stellenbosch are already used as "racetracks". The proposed upgrades would also not in any way relieve congestion during peak periods.**

The RMP should be incorporated into Stellenbosch Municipality's asset management database, (IMOS) IMOS an Infrastructure Management System software. The priority list should also be incorporated. **Once appropriately amended this may be done.**

Planning for the funding of the road projects must commence to ensure that the short- and medium-term priority listing can be achieved. **OK, agreed.**

The planning and commissioning of each project should ideally be retested using the 2018 EMME4 model and detailed intersection capacity analysis to ensure that each project will achieve its objectives. **OK, agreed.**

Future revision and amendments to the RMP should be coordinated to ensure that other parallel planning processes are undertaken in an integrated manner, such as land-use planning and public transport planning. **OK, agreed. At present the draft Roads Master Plan is in no way integrated with the principles and policies contained in the Municipal Spatial Development Framework (MSDF). Concerning the MSDF caution needs to be exercised in regarding the urban edge as being elastic, because this attitude defeats the sound principles and policies which constitute the backbone of the MSDF.**

This updated RMP should assist to plan future land-use developments within the Stellenbosch Municipal area. Future planning processes such at the SDF and IDP should complement this RMP, and vice-versa. **The RMP should underpin and support the principles and policies contained in the MSDF and the IDP and not the reverse.**

Future revision of and amendments to the RMP should be coordinated to ensure that other parallel planning processes are undertaken in an integrated manner. **OK, agree.**

Kind regards

Patricia Botha (Chairperson)

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For Attention: Director of Infrastructure Services
Stellenbosch Municipality: Infrastructure Services
PO Box 17
Stellenbosch
7599

Dear Mr. Deon Louw,

STELLENBOSCH MUNICIPALITY – Public Comments on the Roads Masterplan 2018 (Notice 44/2021) and NMT Policy Framework Draft1 2021 (Notice 47/2021)

The University welcomes the opportunity to submit formal comments on the recently advertised proposed Roads Master Plan 2018 and NMT Policy Framework Draft 1 2021. The comments herewith included relate both to a consideration of the aforementioned policies in relation to Stellenbosch University's long-term planning vision as set forth in the Integrated Campus Spatial Development Framework (currently being circulated for comment), and a virtual consultation with Mr Johan Fullard (Senior Manager Stellenbosch Municipality: Roads, Transport, Storm Water and Traffic Engineering), on Friday 02nd July 2021.

First and foremost, Stellenbosch University acknowledges and appreciates the commitment to an ongoing partnership between the University and Stellenbosch Municipality, as indicated in the Non-motorised Transport Policy (pg.4). Integrated planning is one of the six strategic themes that informs the Stellenbosch University SDF vision. The University therefor raises two main points in this letter but recognises these concerns will be addressed in due course as part of the ongoing planning coordination discussions between the University and the Municipality.

The first concern relates to the current alignment of the proposed Eastern Link Road, as indicated in the Roads Masterplan. Although it is understood that the role of the Roads Masterplan and the current Eastern Link Road diagram is merely intended to indicate a long-term vision for potential future connections, the University requests that alternative alignments be indicated in the next revision of the Roads Masterplan. The existing alignment negatively impacts Stellenbosch University's spatial vision for the expansion of the existing Welgevallen Agricultural Hub and Coetzenburg Sports Fields. Should the proposed road cut across the South Campus in the alignment currently indicated, it will pose an increased security risk for the University, amplify thoroughfare vehicular movement in an area earmarked as a recreation and pedestrian-priority zone, and create a buffer diagonally across the proposed 'green' sports zone link with the adjacent schools precinct.

The University is also concerned about the impact that the Eastern Link Road's discharge will have on Suidwal Street, considering that this road is already congested with the limited capacity of the current bridge crossings over the Eerste River, and this road serves as the primary feeder route to the Coetzenburg and Welgevallen facilities. In confirmation of the discussion with Mr. Fullard, the University further confirms that the purpose of the current re-alignment diagram is merely to indicate the potential need for a link but will not impede on the University's development rights and is currently not a priority for the Municipality. Should either the Municipality decide to move forward with the planning of the road or the

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University with the expansion of the campus facilities, the matter will be discussed in more detail to accommodate both parties.

The second main point relates to Stellenbosch University's proposal to create safe 'drop and go' zones in strategic locations around the campus, in support of the campus' integrated mobility plan. Since the creation of these pick-up points will require a partnership agreement between the University and the Municipality (and be located on both University and Local Authority land), the University requests that main planning principle and location of these pick-up points be included in the Municipality's NMT Policy Framework.

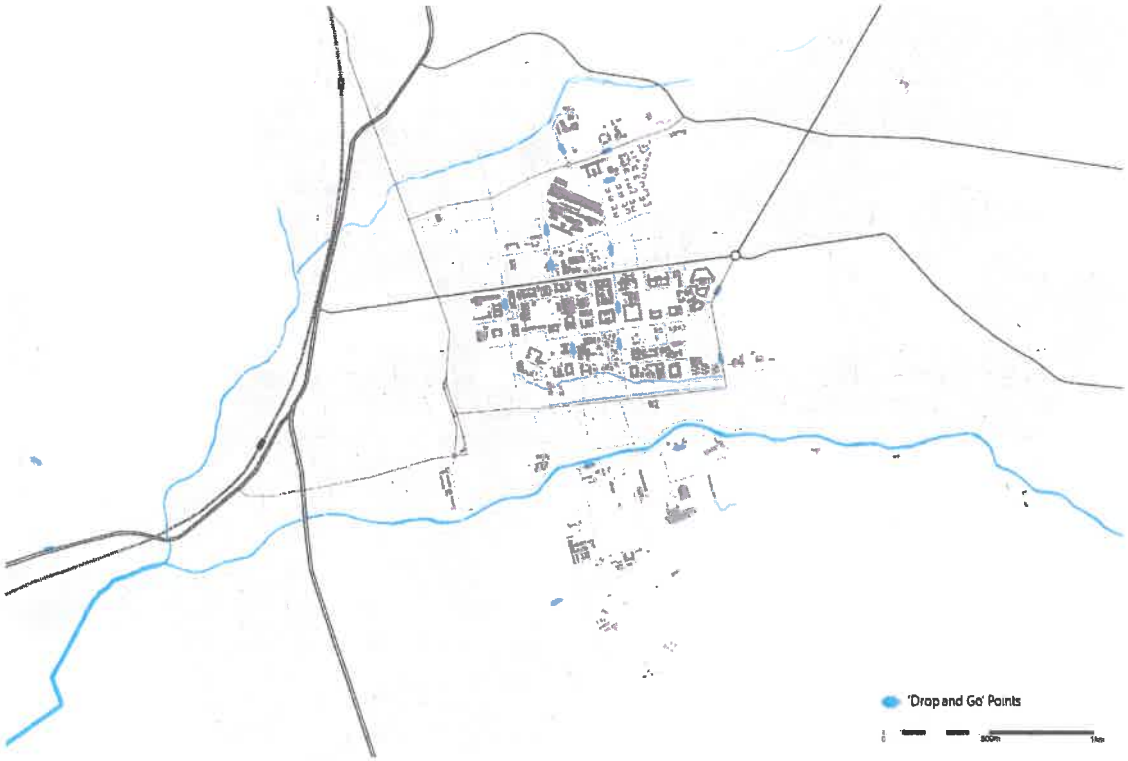


Image 1. Stellenbosch University Mobility Plan – 'Drop and go' points

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2. Revised Roads Masterplan

2.1 Eastern Link Road (pg. iv) – immediate/ imminent implementation of Van Reede extension/ Pastorie Street link proposed as initial phase of Eastern Link Road. This impacts future considerations of alternative alignments with the implication that the proposed alignment across SU Coetzenburg/ Welgevallen site will remain in place, but may in future not be necessary.

Thank you for your consideration.

Vriendelike groete | Iminqweno emihle | Kind regards

Francois Swart

Direkteur: Ontwikkelingsbeplanning & Ontwerp | Director: Development Planning & Design

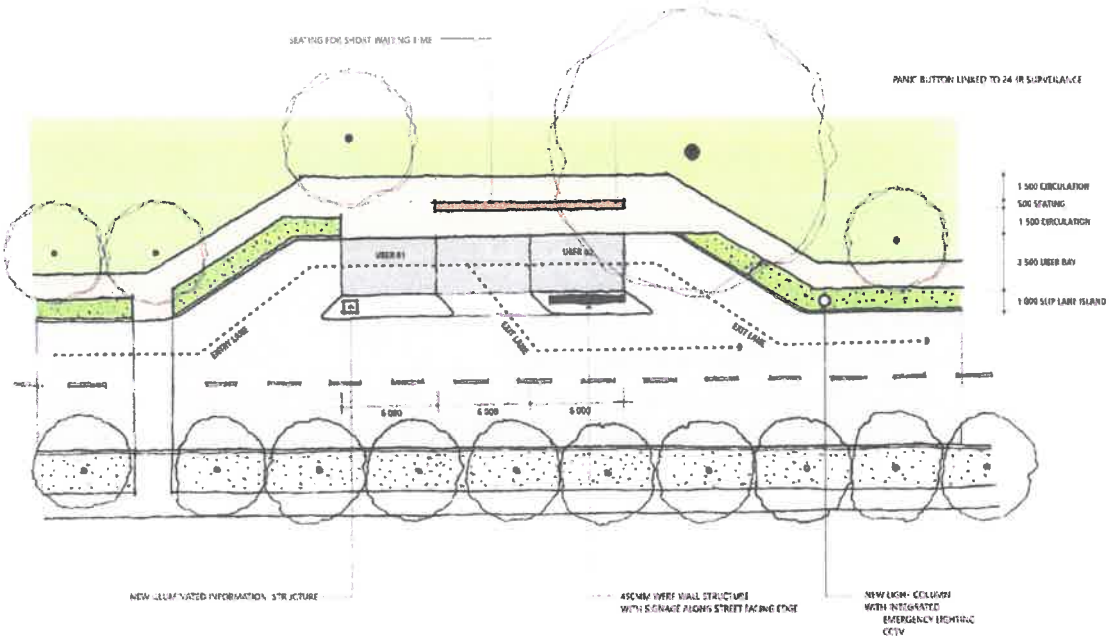
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The Stellenbosch University Mobility plan included the following diagram in the Campus SDF to outline the important safety elements of the 'drop and go' zones.

Image 2. Stellenbosch University – Proposed concept design for 'Drop and go' points



In addition to the two main comments outlined above, Stellenbosch University notes the following feedback points related to the aforementioned policy documents, for consideration and further discussion.

1. Non-motorised Transport Policy and Masterplan

1.1 Universal Accessibility Policy (pg. 5) – cross-over zones and integration of planning elements in areas that also interface with the Stellenbosch University's Universal Accessibility Policy.

1.2 Clarity regarding the latest Stellenbosch Municipality DC Policy (pg. 6). Will Stellenbosch University be credited for implemented SU funded NMT projects on municipal roads or properties? What is the expected implementation date for the new DC Policy?

1.3 Clarify the requirements for the proposed Site Transport Assessments and which consultants will be responsible for preparing and submitting this report. Will this be part of all project submission requirements or what criteria will trigger this assessment (in addition to Site Development Plans and Traffic Impact Assessments).

1.4 Existing and Proposed NMT Network Plan (December 2020) – diagram 1: Note overlap of University NMT routes and Municipality routes (particularly around North Campus), for discussion and detail planning purposes.

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7.6.5	**APPROVAL OF THE MUNICIPALITY'S PARKING BYLAW'S – DELEGATIONS AND PROPOSED ADMISSION OF GUILT FINES**

Collaborator No: **736153**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **19 October 2022**

1. SUBJECT: APPROVAL OF THE MUNICIPALITY'S PARKING BYLAW'S – DELEGATIONS AND PROPOSED ADMISSION OF GUILT FINES

2. PURPOSE

That Council considers and approves the Municipality's, Parking By-Law's, Delegations and Proposed Admission of Guilt Fines.

3. DELEGATED AUTHORITY

Municipal Council.

4. EXECUTIVE SUMMARY

Council had approved the Municipality's By-Law on Parking, following a public participation process and all relevant processes, on the 28 April 2021 (**ANNEXURE A**).

Under Section 59: Delegations of the Municipal Systems Act, Council is to approve the proposed delegations of powers in terms of this By Law to various key officials and incorporate these into the System of Delegations. A proposed set of delegations is shown under **ANNEXURE B**.

The fines schedule will assist the Municipality with the management and regulation of parking systems by allowing for penalties to be imposed for parking violations. A set of proposed Admission of Guilt Fines is attached as **ANNEXURE C**.

5. RECOMMENDATIONS

(a) that the content of this report be noted,

(b) that the set of delegations as proposed in **ANNEXURE B** be accepted and attached to the System of Delegations, and

(c) that the proposed set of Admission of Guilt Fines (Attached as **ANNEXURE C**) be accepted as the fines to be sought from the Chief Magistrate for this By-Law.

6. DISCUSSION / CONTENTS

6.1 Background

Council had approved the Municipality's By-Law on Parking, following a public participation process and all relevant processes, on the 28th April 2021. (**ANNEXURE A**). The Municipality's By-Law on Parking is in the process of being promulgated.

6.2 Discussion

The By-Law on Parking enables the Municipality to manage parking systems in built-up areas and regulates activities which have a detrimental effect on the development, operation and maintenance of the parking system.

In order to give effect to section 44 of the By-Law a set of fines in terms of section 45 of the By-Law is proposed for consideration by Council. The proposal of fines are attached as **ANNEXURE C**.

The fines schedule will assist the Municipality with the management and regulation of parking systems by allowing for penalties to be imposed for parking violations. The proposed fines are attached as **ANNEXURE C**.

6.3 Financial Implications

There are no financial implications, other than an income generated through the issuing of fines, should the recommendations as set out in the report be accepted.

6.4 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation.

6.5 Staff Implications

None.

6.6 Previous / Relevant Council Resolutions:

42nd COUNCIL MEETING: 2021-04-28: ITEM 11.5.6

RESOLVED (nem con)

(c) that the Draft By-Law on Parking, attached as **ANNEXURE A**, be accepted Section 12(2) to 12(4) & 13; and

(d) that Council notes that a public participation process was followed and considered the discussion on comments received.

6.7 Risk Implications

None

6.8 Comments from Senior Management

6.8.1 Director: Infrastructure Services

Agree with the recommendations

RECOMMENDATIONS FROM INFRASTRUCURE SERVICES COMMITTEE MEETING TO THE EXECUTIVE MAYOR: 2022-10-05: ITEM 5.1.5

(a) that the content of this report be noted,

(b) that the set of delegations as proposed in **ANNEXURE B** be accepted and attached to the System of Delegations, and

(c) that the proposed set of Admission of Guilt Fines (Attached as **ANNEXURE C**) be accepted as the fines to be sought from the Chief Magistrate for this By-Law.

ANNEXURES

Annexure A: BY-LAW ON PARKING
Annexure B: PROPOSED SET OF DELEGATIONS
Annexure C: PROPOSED ADMISSION OF GUILT FINES

FOR FURTHER DETAILS CONTACT:

Name	**Shane Chandaka**
Position	***Director***
Directorate	***Infrastructure Services***
Contact Numbers	***021 808 8213***
E-mail Address	***Shane.Chandaka@stellenbosch.gov.za***
Report Date	***20 September 2022***

ANNEXURE A

STELLENBOSCH MUNICIPALITY PARKING BY-LAW, 2018

PREAMBLE

WHEREAS section 156(2) and (5) of the Constitution provides that a municipality may make and administer by-laws for the effective administration of the matters which it has the right to administer, and to exercise any power concerning a matter reasonably necessary for, or incidental to, the effective performance of its functions;

AND WHEREAS Part B of Schedule 5 to the Constitution lists traffic and parking as a local government matter to the extent set out in section

155(6)(a) and (7);

AND WHEREAS the Stellenbosch Municipality seeks to regulate parking within its area of jurisdiction and matters incidental thereto;

AND NOW THEREFORE, BE IT ENACTED by the Council of the Stellenbosch Municipality, as follows—

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Definitions

1. (1) In this By-law, unless the context otherwise indicates:

‘‘animal’’ means any equine, bovine, sheep, goat, poultry, camel, dog, cat, or other domestic animal or bird, or any wild animal, or reptile

which is in captivity or under the control of a person, or insects, such as, but not limited to, bees which are kept or are under the control of a person;

‘‘approved’’ means approved by the Municipality, and ‘‘approval’’ has a corresponding meaning;

‘‘authorised officer’’ means an inspector of licences, examiner of vehicles, examiner for driving licences, traffic warden or a traffic officer, and includes any other person appointed as an inspector of licences, examiner of vehicles, examiner for driving licences, traffic warden or a traffic officer in terms of section 3A of the National Road Traffic Act, 1996(Act No. 93 of 1996), and includes any person nominated by any organisation and authorised by the Municipality;

“authorized official” means any employee of the Municipality who is acting within the scope of his or her duties on behalf of the Municipality and who is in uniform with a distinctive permit and appointment certificate of office;

“authorised person” means a person nominated by an organization and authorized by the Municipality;

‘‘bridge’’ means a bridge, as contemplated in the National Road Traffic Act, 1996 (Act 93 of 1996);

‘‘bus’’ means a motor vehicle designed or lawfully adapted by a registered manufacturer in compliance with the National Road Traffic Act, 1996 (Act 93 of 1996), to carry more than 34 persons, including the driver, and includes a bus train;

‘‘bus stop’’ means a demarcated place or stand where passengers may board or alight from a bus, and which is distinguished by the appropriate traffic sign to indicate the type of bus or, where applicable, the name of the concern entitled to use the bus stop;

‘‘bus train’’ means a bus which—

(a) consists of two sections that connect to form a unit;

(b) can swivel in a horizontal plane at the connections between such sections;

(c) is designed or adapted solely or principally for the conveyance of the driver and at least 100 other persons; and

(d) has a continuous passageway over its length;

‘‘caravan’’ means any vehicle permanently fitted out for use by persons for living and sleeping purposes, whether or not such vehicle is a trailer;

‘‘Chief Traffic Officer’’ means the Chief Traffic Officer of the Municipality to whom any function, power or duty has been delegated, and includes any other officer under his or her control;

‘‘Municipality’’ means the Stellenbosch Municipality established by Provincial Notice 479 of 2000, and includes any political structure, political office bearer, duly authorised agent thereof or any employee acting in terms of delegated or sub-delegated authority; ;

‘‘Parking card’’ means any document or card, irrespective of the form thereof, issued by the Municipality in order to be used as a method of payment for parking;

‘‘permit/disc’’ means official document, whether electronic or not, which either by itself or in connection with any other thing entitles or purports to entitle the holder thereof to park any vehicle in a parking bay or parking ground, and includes any device approved by the Municipality from time to time;

‘‘dealer’’ means a person who, for gain, carries on the business of selling, buying, exchanging or garaging vehicles;

“decal” means a colour-coded sticker or other means of identification issued by the Municipality to the holder of a taxi permit;

‘‘driver’’ means any person who drives or attempts to drive any vehicle or who rides or attempts to ride any pedal cycle and ‘‘drive’’ or any like word has a corresponding meaning;

‘‘event’’ means—

(a) any sporting, recreational or entertainment event, including live acts;

(b) any educational, cultural or religious event;

(c) any business event, including marketing, public relations and promotional or exhibition events;

(d) any charitable event, including any conference, organizational or community event, or any similar activity hosted at a stadium, venue or along a route or its precinct that is planned, has a clear programme, control and accountability, but excludes an event hosted by a private person in his or her private capacity at any venue, or filming staged in terms of the by-law relating to Filming;

‘‘footpath’’ means that portion or lateral extremities of the public road which, although not actually defined or made, is habitually used by pedestrians as a sidewalk;

‘‘goods vehicle’’ means a motor vehicle, designed or adapted for the conveyance of goods on a public road;

‘‘heavy motor vehicle’’ means a motor vehicle or a combination of motor vehicles the gross vehicle mass of which vehicle or combination of vehicles exceeds 3,500kg;

‘‘holding area’’, in relation to a taxi, means a place, other than a rank, where a taxi remains until space for it is available at a rank or stopping place;

‘‘marshal’’ means a person who arranges passenger and vehicle-related procedures at taxi facilities;

‘‘mechanically or otherwise controlled parking ground’’ means a parking ground to which entry is controlled by a mechanism, such as a boom, which opens or is manually opened on presentation of proof that any payment was or is to be made as determined by the Municipality in the annual schedule of tariffs;

‘‘metered parking bay’’ means a parking bay in respect of which a parking meter has been installed or in respect of which a handheld device is used or electronic payment system has been implemented;

‘‘metered parking ground’’ means a parking ground or any part thereof where parking is controlled by means of a parking meter or meters;

''midi-bus'' means a motor vehicle designed or lawfully adapted by a registered manufacturer in compliance with the National Road Traffic Act, 1996 (Act 93 of 1996), to carry more than 16 but less than 35 persons, including the driver;

''mini-bus'' means a motor vehicle designed or lawfully adapted by a registered manufacturer in compliance with the National Road Traffic Act, 1996 (Act 93 of 1996), to carry more than nine but not more than 16 seated persons, including the driver;

''minibus-taxi'' means a motor car, a midi-bus or a mini-bus with an operating licence authorising it to operate an unscheduled public transport service on a specific route or routes, or where applicable, within a particular area;

''Minister'' means the National or Provincial Minister of Transport;

''motor vehicle'' means any self-propelled vehicle and—

(a) a trailer; and

(b) a vehicle having pedals and an engine or an electric motor as an integral part thereof or attached thereto and which is designed or adapted to be propelled by means of such pedals, engine or motor, or both such pedals and engine, or motor, but does not include—

(i) a vehicle propelled by electrical power derived from storage batteries and which is controlled by a pedestrian; or

(ii) a vehicle with a mass not exceeding 230 kilograms and specially designed and constructed, and not merely adapted, for the use of any person suffering from some physical defect or disability and used solely by such person;

''operate'', in relation to a vehicle, means to use or drive a vehicle, or to permit a vehicle to be used or driven on a public road, or to have or to permit a vehicle to be on a public road;

''operating license'' means an operating licence contemplated by the National Land Transport Act, 2009 (Act 5 of 2009);

''operator'' means a public transport operator, as defined in the National Road Traffic Act, 1996 (Act 93 of 1996), being a person carrying on the business of a public passenger road transport service;

''organization'' means a group of people, company, association or body representing parking marshals that operates a parking marshal service or a parking management service in certain geographical areas as approved by the Municipality;

''owner'' in relation to a vehicle, means—

(a) the person who has the right to the use and enjoyment of a vehicle in terms of common law or a contractual agreement with the titleholder of such vehicle;

(b) a person referred to in paragraph (a), for any period during which such a person has failed to return that vehicle to the titleholder in accordance with the contractual agreement referred to in paragraph (a); and

(c) a person who is registered as such in accordance with regulations issued under section 4 of the National Road Traffic Act, 1996 (Act 93 of 1996);

‘‘park’’ means to keep a vehicle, whether occupied or not, stationary for a period of time longer than is reasonably necessary for the actual loading or unloading of persons or goods, but does not include any such keeping of a vehicle by reason of a cause beyond the control of the person in charge of such vehicle, and ‘‘parking’’ has a corresponding meaning;

‘‘parking attendant’’ means a person rendering a parking service for his or her own account;

‘‘parking marshals’’ means a person in the employ of an organization to render a parking management service to drivers in a public place or on a public road;

‘‘parking bay’’ means a demarcated area within which a vehicle is to be parked in terms of this By-law, demarcated as such by the Municipality upon the surface of a parking ground or a public road;

‘‘parking ground’’ means any area of land or any building set aside by the Municipality as a parking ground or garage for the parking of vehicles by members of the public, whether or not charges are prescribed by this By-law for the use thereof;

‘‘parking meter’’ means a device commissioned in terms of this By-law, registering and visibly recording the parking time either by means of a meter affixed to the device, or on a parking meter ticket issued by the device, or any other device by which parking time can be recorded whether operated by an authorized official or a service provider approved by the Municipality;

‘‘parking period’’ means the maximum continuous period during which a vehicle is permitted to park in a parking ground or parking bay as indicated by a road traffic sign;

‘‘passenger’’ means any person in or on a vehicle, but does not include the driver or the conductor;

‘‘pay-and-display machine’’ means any machine or device installed or operated at a pay-and-display parking ground for the sale of coupons;

‘‘pay-and-display parking ground’’ means a parking ground in which a parking coupon must be obtained from a parking coupon vending machine which is situated in or in close proximity of the parking ground;

‘‘pedal cycle’’ means any bicycle or tricycle designed for propulsion solely by means of human power;

‘‘prescribed’’ means determined by resolution of the Municipality, and in relation to a fee, means as set out in the tariff policy of the Municipality;

“prescribed fee of the denomination indicated on the parking meter concerned and includes debit, credit or Municipality cards and any other method of payment as may be approved and prescribed by the Municipality from time to time;

‘‘public place’’ means any square, park, recreation ground, sports ground, or open space which has—

(a) in connection with any subdivision or layout of land into erven, been provided, reserved or set apart for use by the public, or the owners, or occupiers of such erven, whether or not it is shown on a general plan, plan of subdivision or diagram;

(b) at any time been dedicated to the public;

(c) been used by the public without interruption for a period of at least 30 years; or

(d) at any time been declared or rendered as such by the Municipality or other competent authority;

‘‘public road’’ means any road, street, cycle path, thoroughfare, parking ground, dedicated busway, parking bay or any other similar place, and includes—

(a) the verge of any such public road;

(b) any footpath, sidewalk or similar pedestrian portion of a road reserve;

(c) any bridge, ferry or drift traversed by any such public road;

(d) any other object belonging to such public road, which has at any time been—

(i) dedicated to the public;

(ii) used without interruption by the public for a period of at least 30 years;

(iii) declared or rendered as such by the Municipality or other competent authority; or

(iv) constructed by a local authority; and

(e) any land, with or without buildings or structures thereon, which is shown as a public road on—

(i) any plan of subdivision or diagram approved by the Municipality or other competent authority and acted upon; or

(ii) any general plan as defined in the Land Survey Act, 1997 (Act 8 of 1997), registered or filed in a deeds registry or Surveyor

General’s office, unless such land is on such plan or diagram described as a private public road;

‘‘rank access token’’ means a colour-coded sticker or other means of identification issued by the Municipality to the holder of a valid operating licence;

‘‘regulation’’ means a regulation under the National Road Traffic Act, 1996 (Act 93 of 1996);

‘‘residence’’ means a building, or part of a building, that is—

(a) fixed to land;

(b) designed or approved by the Municipality, for human habitation by a single-family unit; and

(c) used for residential purposes;

‘‘semi-trailer’’ means a trailer having no front axle and so designed that at least 15% of its tare is super-imposed on and borne by the vehicle drawing such trailer;

‘‘sidewalk’’ means that portion of a public road between the outer boundary of the roadway of a road and the boundary lines of adjacent properties or buildings which is intended for the use of pedestrians;

‘‘special parking place’’ means a rank, stand or bus stop established by the Municipality on a public road within the Municipality for the parking or standing of a taxi or a bus;

‘‘stand’’ in relation to a bus, means the place where a bus route starts or ends;

‘‘stop’’ in relation to a taxi stopping in a stopping place on a public road, means to keep a taxi, whether occupied or not, stationary for a period of time no longer that is reasonably necessary for the actual loading or off-loading of persons or goods, but does not include any such stopping by reason of a cause beyond the control of the driver of such taxi;

''stopping place'' in relation to—

(a) a taxi, means the place designated by the Municipality where a taxi may stop to pick up or drop off passengers; and

(b) a bus, means a bus stop;

''tare'' in relation to a motor vehicle, means the mass of such a vehicle ready to travel on a road and includes the mass of—

(a) any spare wheel and of all other accessories and equipment supplied by the manufacturer as standard for the particular model of motor vehicle concerned;

(b) anything which is a permanent part of the structure of such vehicle;

(c) anything attached to such vehicle so as to form a structural alteration of a permanent structure; and

(d) the accumulators, if such vehicle is self-propelled by electrical power, but does not include the mass of—

(i) fuel; and

(ii) anything attached to such vehicle which is not of the nature referred to in subsection (a) or (b);

''taxi'' means a motor vehicle which plies for hire, is operated for reward, and includes—

(a) a mini-bus, a midi-bus, motor tricycle or motor quadricycle, and includes a minibus-taxi; and

(b) a metered taxi;

''taxi association'' means a taxi association recognized as such by the Municipality and the Western Cape Provincial Government;

''taxi facility'' means a holding area, special parking place, stopping place, rank, terminal and any other facility that is specifically identified and designate by the Municipality for the exclusive use of taxis and, regarding a minibus-taxi making use of a bus stop in terms of section 5, includes a bus stop;

''taxi operator'' means the person responsible for the use of a taxi, provided that in terms of Chapter IV of the National Road Traffic Act, 1996 (Act 93 of 1996), it means the person who has been registered as the operator of such vehicle;

''taxi rank'' means a taxi facility identified by the Municipality where a taxi may stand to ply for hire or to pick up passengers for their conveyance for reward;

'temporary taxi facility'' means a taxi facility contemplated in section 49(2);

''trailer'' means a vehicle which is not self-propelled and designed or adapted to be drawn by a motor vehicle, but does not include a sidecar fitted to a motorcycle;

''tri-cycle'' means a three-wheeled cycle exclusively designed or prepared for the conveyance of goods and propelled solely by human power;

''verge'' means that portion of a road, street or thoroughfare, including the sidewalk, which is not the roadway or the shoulder;

‘‘vehicle’’ means a device designed or adapted mainly to travel on wheels, tyres or crawler tracks and includes such a device which is connected with a draw-bar to a breakdown vehicle and is used as part of the towing equipment of a breakdown vehicle to support any axle or all the axles of a motor vehicle which is being salvaged, other than such a device which moves solely on rails.

(2) In this By-law, a word or expression that has been defined in the National Road Traffic Act, 1996 (Act 93 of 1996), has that meaning, unless the context otherwise indicates.

Purpose

2. The purpose of this By-law is to control parking within the area of jurisdiction of the Stellenbosch Municipality in order to provide a safe environment.

CHAPTER 1

GENERAL PROVISIONS RELATING TO PARKING

Part 1: General provisions

Control of parking

3. (1) Whenever the public or a number of persons are entitled or allowed to use, as a parking place, an area of land, including land which is not part of a public road or a public place, an authorised officer may, in cases of emergency or when it is desirable in the public interest, direct and regulate traffic thereon.

(2) The Municipality may manage parking and collect any fees related to parking or appoint a service provider to manage parking and to collect any fees related to parking.

(3) No person may without the prior written approval of the Municipality erect or place any sign or notice in any position or place indicating that parking in any parking bay is either reserved for a person or a class of persons.

(4) The Municipality may operate a parking management system in areas and during times determined by the Municipality from time to time.

(5) A person who disregards an instruction of an authorised officer in terms of subsection (1) or who erects or places a sign or notice in contravention of subsection (3) or who contravenes subsection (4) commits an offence.

Parking in a loading zone

4. (1) No person who operates or who is in charge of a vehicle on a public road may allow, subject to subsections (2) and (3), the vehicle to remain stationary in a loading zone—

(a) between the hours of 07:00 and 19:00 on Mondays to Saturdays,

(b) between the hours of 09:00 to 17:00 on Sundays, or

(c) between other restricted hours as may be specified in respect of a particular loading zone by a road traffic sign or marking.

(2) No person who operates or who is in charge of a vehicle on a public road may allow a vehicle, other than a goods vehicle, to remain stationary in a loading zone , except while actually loading or off-loading goods and while a licensed driver is in attendance at the vehicle.

(3) No person who operates or who is in charge of a vehicle on a public road may allow a goods vehicle to remain stationary in a loading zone for more than 30 minutes continuously, except while the vehicle is being actually loaded or off-loaded.

(4) The driver of a vehicle, other than a goods vehicle, stationary in a loading zone must immediately remove the vehicle from the loading zone upon being directed to do so by an authorised officer (5) A person who contravenes a provision of this section commits an offence.

Parking at a bus stop or public transport facility

5. (1) No person who operates or who is in charge of a vehicle on a public road may—

(a) in the case of a vehicle other than a bus or a minibus-taxi, allow the vehicle to remain stationary at a bus stop or public transport facility;

(2) Subsection (1)(a) does not apply to a driver or person in charge of a vehicle who allows such vehicle to remain stationary at a bus stop where that bus stop is located in a driving lane of a public road, where the vehicle is kept stationary in order to comply with a traffic signal or for another reason linked to road safety; Provided that such driver or person in charge does not allow passengers to board or alight from the vehicle.

(3) A person who contravenes subsection (1) commits an offence.

Parking in a public road

6. (1) No person who operates or who is in charge of a vehicle on a public road may park the vehicle in any public road within the municipal area for a period beyond that indicated on a road traffic sign relevant to the specific area.

(2) No person may leave a vehicle in the same place in a parking bay for a continuous period of more than seven days.

(3) No person may park a heavy motor vehicle designed, adapted or used for the conveyance of goods anywhere in the municipal area, except on private land or in those areas where road traffic signs regulating such parking have been erected.

(4) No person who operates or who is in charge of a vehicle on a public road may park the vehicle in any public road causing obstruction or danger to other road users,

(5) No person who operates or who is in charge of a vehicle on a public road may park the vehicle on an area that is demarcated as a no-stopping area by means of a red line or no-stopping road sign, (6) A person who contravenes a provision of this section commits an offence.

Parking upon a traffic island

7. (1) No person may park a vehicle upon a traffic island, unless directed or instructed to do so by an authorised officer.

(2) A person who parks a vehicle upon a traffic island in contravention of subsection (1), or who fails to comply with a direction or instruction by an authorised officer commits an offence.

Parking by a dealer or seller of a vehicle

8. (1) No dealer or seller of a vehicle may park or allow to be parked on the verge of a public road within the municipal area a vehicle which is for sale or for rental, whether advertised as such or not.

(2) A dealer or seller who contravenes subsection (1) commits an offence.

Parking of a vehicle under repair

9. (1) No person responsible for the control of a business of recovering or repairing vehicles may park, cause or permit to be parked, in any public road or public place within the municipal area any vehicle that is in a state of disrepair, which has been placed in his or her charge in the course of the business of recovering or repairing.

(2) A person who contravenes subsection (1) commits an offence.

Parking of heavy vehicles and caravans

10. (1) No person may, for an uninterrupted period exceeding two hours, except on places reserved for the parking of heavy vehicles, park on a public road within the municipal area—

(a) a motor vehicle with a tare exceeding 3500 kg;

(b) a trailer not attached to a vehicle;

(c) a semi-trailer, or

(d) a caravan not attached to a vehicle.

(2) Whenever a vehicle is parked in contravention of subsection (1), it is deemed that the owner thereof has parked such vehicle, unless the contrary is proved.

(3) A person who contravenes subsection (1) commits an offence.

Exemption of medical practitioners from parking restrictions

11. (1) (a) Registered general medical practitioners to whom a permit/disc has been issued in terms of subsection (3)(a) are exempt from the provisions of this By-law, subject to paragraph (b), when using, on a bona fide professional domiciliary visit, a motor vehicle on which is displayed a permit/disc conforming with the requirements of subsection (2) issued to him or her by the Municipality.

(b) A person contemplated in paragraph (a) is not exempt from a provision prohibiting the stopping of a vehicle or the parking of a vehicle in a bus stop or across an entrance.

(2) (a) The permit/disc must be a windscreen sticker permit/disc displaying on the face thereof—

(i) a serial number; and

(ii) the name of the person to whom it is issued.

(b) The permit/disc must be displayed on the lower left corner of the windscreen and must have a pocket in which the person contemplated in subsection (1) inserts a white card showing the address at which the holder of the permit/disc is actually making a professional domiciliary visit at the time the motor vehicle to which it is affixed is parked, and the address shown on the card must be easily legible from outside the vehicle.

(c) The address referred to in paragraph (b) must be the same street or a street adjoining and in close proximity to the place where the vehicle is parked.

(3) (a) Written application for the issue of a permit/disc must be made to the Municipality and if the Municipality approves the application, it must issue a permit/disc bearing a registered serial number to the applicant.

(b) The Municipality must keep a register in which it records—

(i) The permit/disc issued by it;

(ii) the serial number allocated to a permit/disc; and

(iii) the name of the holder of a permit/disc.

(c) The Municipality may issue a duplicate permit/disc.

(d) Where the Municipality has reason to believe that any holder of a permit/disc is abusing a privilege conferred by the permit/disc it may withdraw the permit/disc from the holder and the privileges conveyed by the permit/disc shall thereupon cease.

(e) The Municipality may charge a fee for the issuing of a permit/disc or a duplicate thereof.

(f) The Municipality may prescribe the period for which a permit/disc will be valid.

(4) Application for a permit/disc must be made on a form provided for this purpose by the Municipality.

(5) A person who displays a forged permit/disc or a permit/disc which was not issued by the Municipality commits an offence.

Pick-up and set-down areas at schools

12.(1) The Municipality may by notice designate areas in the vicinity of schools and crèches as pick-up and drop-off, kiss and ride areas.

(2) No person may park in a pick-up and drop-off, kiss and ride area's for any longer that necessary to pick-up or drop-off learners.

(3) A person who contravenes subsection (2) commits an offence.

Outspanning in public roads

13. (1) No person may outspan or allow to be outspanned in any public road or public place any vehicle drawn by animals, or detach or leave in any public road or public place any trailer, caravan or vehicle which is not self-propelled, however, this provision does not apply when such vehicle is being loaded or off-loaded.

(2) A person who contravenes subsection (1) commits an offence.

Part 2: Parking permits

Resident parking permit

14. (1) Subject to any conditions the Municipality may impose and subject to section 17(1) and (2), a resident parking permit may be granted to persons—

(a) who reside in a residence—

(i) situated on a section of road in circumstances where parking immediately adjacent to the residence is regulated by time;

(ii) in circumstances where not more than one person who resides in the residence is the holder of a current permit; and

(iii) situated on a section of road in circumstances where the issue of the permit would not unduly impede the flow of traffic either on the road or in the area; and

(b) whose residence does not have and cannot reasonably provide off-street parking.

(2) Subject to any conditions the Municipality may impose and subject to section 17(1) and (2), a resident parking permit may be granted to persons—

(a) who reside in a residence that is situated in an area that is in the vicinity of a sports stadium, field or facility, or any field or facility where an event is hosted; and

(b) in circumstances where such an area is cordoned off or declared a zone where access is denied to vehicles, to enter and park a vehicle in such area, cordoned off or declared zone.

(3) A person who parks a vehicle in contravention of subsection (1) commits an offence.

Temporary parking permit

15. (1) Subject to any conditions the Municipality may impose and subject to section 17(1), a temporary parking permit may be granted to allow the holder of the permit to park one or more vehicles in a designated parking space for a period specified in the permit despite an indication on an official traffic sign to the contrary and despite the fact that paid parking would otherwise apply to the space.

(2) A temporary parking permit may only be granted if the Municipality is satisfied that—

(a) the applicant is engaged in some temporary activity affecting premises immediately adjacent to the designated parking space to which the application relates; and

(b) it is not reasonably practical for the applicant to carry out that activity unless the designated parking space to which the application relates are allocated to the exclusive use of the applicant for the duration of the activity at the approved council tariffs.

(3) A person who parks a vehicle in contravention of subsection (1) commits an offence.

Work zone permit

16. (1) Subject to any conditions the Municipality may impose and subject to section 17(1) and (3), a work zone parking permit may be granted for driving, parking or building or construction purposes in a parking bay or parking ground or on the verge of a road or elsewhere on a public road if the Municipality is satisfied that—

(a) the part of the road or other area referred in subsection (1) to which the application relates is adjacent to or at the site of proposed building, construction or other work; and

(b) the carrying out of the building, construction or other work is lawful; and

(c) having regard to the nature of the building, construction or other work and the characteristics of the site of the work, it is not reasonably practical for all work activity involving the vehicle, including loading and off-loading and associated vehicle movements, to be confined within the site, or to areas within close proximity where parking is permitted.

(2) Holders of work zone permits may only use such permits for the parking of any vehicle in the execution of their duties at the approved council tariffs.

(3) A person who parks a vehicle in contravention of subsection (1) or who uses a work zone permit whilst not executing his or her duties commits an offence.

Municipal works parking permit

17. (1) Subject to any conditions the Municipality may impose and subject to section 18(1), a municipal works parking permit may be granted to allow a person to park one or more vehicles in a designated parking space, and for a period specified in the permit despite an indication on an official traffic sign to the contrary and despite the fact that paid parking would otherwise apply to the space if the person is—

(a) an employee, contractor or agent of the Municipality; and

(b) parking the vehicle or vehicles in the space—

(i) for the purpose of carrying out work for or on behalf of the Municipality; and

(ii) in the course of carrying out his or her duties for or on behalf of the Municipality.

Conditions and originality of parking permits

18. (1) (a) The holder of a parking permit must affix the original permit on the windshield of the vehicle identified in the permit facing outwards, and as near as practicable to the registration label for the vehicle.

(b) The Municipality may only issue a replacement permit after the permit holder has declared the facts and circumstances of a loss, destruction or damage of the original permit to the satisfaction of the Municipality.

(2) (a) A resident parking permit must be used only in respect of the parking of a vehicle at the location identified in the permit which must be—

(i) the road adjacent to the place of residence identified in the permit; or

(ii) the one or more segments of road in close proximity to the place of residence identified in the permit; and

(b) The holder of a resident parking permit must only use the permit whilst the holder remains a resident at the place of residence identified in the permit.

(c) A resident parking permit is not specific to any particular vehicle.

(d) The Municipality may only issue a maximum of one parking space per residence.

(3) (a) A work zone permit must specify the part of the road to which the permit relates.

(b) The holder of a work zone permit must pay the prescribed fee, as determined by the Municipality, for the installation of official traffic signs, or other signs and markings to identify the boundaries of the work zone identified in the permit.

(c) No person may be stack, place or otherwise leave materials of any kind on the road or footpath within or outside of a work zone.

(d) No person may park, and load or off-load a vehicle or carry out any other operation in a manner which obstructs pedestrian movement along a footpath within or adjacent to a work zone.

(e) The holder of a work zone permit must keep the permit on site and produce upon request by an authorised officer.

(4) No person to whom a permit has been granted in terms of sections 13, 14, 15 and 16 may stop, park or leave a vehicle at any time in a designated parking space unless the vehicle displays an original parking permit.

(5) Any person who contravenes any provision of this section, or who displays a copy of a parking permit commits an offence.

Reserved parking for the disabled, diplomatic corps, South African Police Services and other identified groups

19. (1) The Municipality may reserve parking areas for the disabled, diplomatic corps, South African Police Services and any other groups identified by the

Municipality, and may designate such areas by notice or road signage and may impose conditions appertaining to the issue of special parking facility permits.

(2) No person may stop, park or leave a vehicle at any time in any designated parking space other than a vehicle displaying a designated parking permit.

(3) Any person who contravenes subsection (2) commits an offence.

CHAPTER 2
PAYMENT FOR PARKING

The installation of parking management devices or use of any other device to record the time parked

20. (1) The Municipality may install or cause to be installed or operate or cause to be operated in a public road or place in the municipal area—

(a) a parking management device at a parking space demarcated as a parking bay;

(b) a combined parking management device at a parking space demarcated as parking bays; or

(c) any other device by which parking time can be recorded and displayed.

(2) The Municipality may install or operate a parking management device contemplated in subsection (1) upon the kerb, footpath or sidewalk which adjoins the parking bay in respect of which it is installed or at any other place in close proximity that serves the parking bay.

Method of parking

21. (1) No driver or person in charge of a vehicle may park the vehicle—

(a) in a parking bay across a painted line marking the bay or in such a position that the vehicle is not entirely within the area demarcated as a parking bay;

(b) in a parking bay which is already occupied by another vehicle; or

(c) in a parking bay in contravention of a road traffic sign which prohibits the parking or stopping of vehicles in the public road or portion of the public road concerned.

(d) In the verge or in an area where parking is prohibited.

(2) A person who contravenes the provisions of subsection (1) commits an offence.

Payment for parking

22. (1) (a) When a vehicle is parked in a parking bay, the driver or person in charge of the vehicle must—

(i) immediately inform the parking marshal which manage the parking bay in respect of the time period which he or she desires to park his or her vehicle in the bay, and must, where applicable, set the device in operation either by inserting the prescribed time period in the appropriate parking device, or where applicable, in accordance with the instructions appearing on the parking device; or

(ii) effect payment by any other means prescribed by the Municipality irrespective of the device used to record the time parked and irrespective of whether payment is required at the beginning or end of the period so parked, and a driver or person in charge of a vehicle who fails to do so, commits an offence.

(b) When a vehicle or a vehicle and a trailer is of such dimensions that it occupies more than one metered parking bay, the driver or person in charge of the vehicle must—

(i) immediately deposit or cause to be deposited in the parking device which adjoin the parking bays in respect of which they are installed the prescribed fee as indicated on the device for the period of time during which he or she desires to park his or her vehicle in the bays, and must, where applicable, set the device in operation either by inserting the prescribed time in the parking device, or where applicable, in accordance with the instructions appearing on the parking signage; or

(ii) effect payment by any other means prescribed by the Municipality irrespective of the device used to record the time parked and irrespective of whether payment is required at the beginning or end of the period so parked, and a driver or person in charge of a vehicle who fails to do so, commits an offence.

(c) On completion of the actions prescribed in paragraphs (a) and (b), the metered parking bay may be lawfully occupied by a vehicle during the period which is indicated on the parking meter.

(d) A driver or person in charge of a vehicle may not utilise a parking bay without payment,

(e) Subsection (d) does not apply to any parking bay where unexpired time is not visibly displayed.

(3) No person may leave a vehicle parked in a parking bay for a continuous period exceeding the maximum permissible parking time as indicated on the device, and a person who leaves a vehicle parked in a parking bay for a continuous period exceeding the maximum permissible parking time as indicated on the sign or device, commits an offence.

(4) Subject to the provisions of section 14, no driver or person in charge of a vehicle may cause, allow, permit or suffer the vehicle to be or remain parked in a parking bay while the indicator of the parking device shows that–

(a) the time has expired; or

(b) that the parking device has not been set in operation either by the insertion of the prescribed time or, where applicable in accordance with the instructions appearing on the parking device,

and a driver or person in charge of a vehicle who contravenes a provision of this subsection commits an offence.

(5) Subject to subsection 1(a), where a parking meter cannot be set in operation despite compliance or attempted compliance with the procedure prescribed in subsection (1)(a)(i), no driver or person in charge of a vehicle may cause, allow, permit or suffer the vehicle to be or remain parked in the parking bay for a continuous period exceeding the period which was indicated by the indicator of the parking device when such vehicle was parked in the said parking bay, however if—

(a) the indicator shows that—

(i) the time has expired;

(ii) the parking device has not been set in operation; or

(b) a hood has been placed over the parking device as envisaged in section 19(4), no driver or person may cause, allow, permit or suffer the vehicle to be or remain parked in the parking bay, and a driver or person in charge of a vehicle who contravenes a provision of this subsection commits an offence.

Prevention of parking at a parking bay

23. An authorised official may display road traffic signs whenever necessary or expedient to do so in the interests of the movement or control of traffic, place or erect a traffic sign or signs indicating ‘‘No Stopping’’ or ‘‘No Parking’’ at a parking bay, and no person may stop or park a vehicle or cause or permit a vehicle to be stopped or parked in such parking bay—

(a) while the sign is so placed or erected; or

(b) during any period when the stopping or parking of a vehicle in the public road or portion of the public road concerned is prohibited in terms of such traffic sign, and a person who contravenes a provisions of this section commits an offence.

Tampering with a parking device

24. (1) No person may—

(a) misuse, damage, knock interfere with or tamper with;

(b) attempt to misuse, damage, knock interfere with or tamper with, the working operation or mechanism of a parking device.

(2) No person may, without authority from the Municipality and subject to any other by-law of the Municipality, affix or attempt to affix or place a placard, advertisement, notice, list, document board or thing on a parking device.

(3) No person may paint, write upon or disfigure a parking device.

(4) No person may, without the consent of a parking marshal, remove or tamper with any device from the possession of such parking marshal.

(5) A person who contravenes a provision of this section commits an offence.

Unlawful operation of a parking device

25. (1) No person may operate or attempt to operate a parking device by any means other than as prescribed in this By-law.

(2) A person who contravenes subsection (1) commits an offence.

Unlawful parking and clamping or removal of unlawfully parked vehicles

26. (1) No person may cause, allow, permit or suffer any vehicle to be parked in a parking bay, except as permitted by the provisions of this By-law.

(2) Where any vehicle is found to have been parked in contravention of this By-law, it is deemed to have been parked, or caused to be parked, or allowed to have been parked by the person in whose name the vehicle is registered unless and until he or she adduces evidence to the contrary.

(3) The Municipality may—

(a) attach a wheel clamp to any unlawfully parked vehicle;

(b) Instruct traffic officials appointed by the Municipality to attach a wheel clamp to any unlawfully parked vehicle;

(c) or cause an unlawfully parked vehicle to be removed to a place designated by the Municipality; and

(d) charge a fee for the removal of a wheel clamp attached in terms of subsection (3)(a) or the release of a vehicle which was removed in terms of subsection (3)(b), which fees will be payable upon removal of such wheel clamp or release of such vehicle.

(4) A person who contravenes subsection (1) commits an offence.

Exemptions

27. (1) Notwithstanding any other provision in this By-law, the driver or person in charge of the following vehicles may, subject to the provisions of this section, park in a metered parking bay without payment of the prescribed fee:

(a) a vehicle used as an ambulance and being at the time used to attend to a life-threatening situation;

(b) a vehicle used by a fire brigade for attendance at fires and being at the time used by the brigade in attending to a fire; and

(c) a vehicle used by a member of the South African Police Service, the Traffic Service, the Law Enforcement, service providers identified by the municipality or any other division within the Municipality and being at the time used in connection with doing an operational function that is either in progress, an emergency or scheduled or with the collection or protection of evidence in the aftermath of a crime.

(2) Subject to any time limits or restrictions regarding the stopping or parking of vehicles as are prescribed by any other law, regulation or by-law, a parking bay may be occupied without charge during the hours indicated by the Municipality on a sign erected for that purpose.

(3) A person who contravenes subsection (2) commits an offence.

CHAPTER 3

PARKING GROUNDS

Part 1: General provisions

The Municipality is not liable for loss or damage

28. The Municipality is not liable for the loss of or damage howsoever caused, to any vehicle or person or any accessories or contents of a vehicle which has been parked in a parking ground.

Interference with authorised officials, authorised officers and parking marshals

29. (1) No person may obstruct, hinder or in any manner interfere with an authorised official, authorised officer or a parking marshal in the performance of his or her duties under this By-law.

(2) A person who contravenes subsection (1) commits an offence.

Payment of prescribed fee

30. (1) A person making use of a parking ground or parking bay must, where fees have been determined in respect of the parking ground or parking bay, pay the prescribed fee in any way or format prescribed by the Municipality.

(2) The Municipality may in respect of a parking ground controlled by the issue of permit/disc, issue at the prescribed fee a coupon which entitles the holder for one calendar month or any lesser period stated in the permit/disc to park a vehicle in the ground, if a parking bay is available, at the times stated in the permit.

(3) The Municipality may issue to any of its officials a permit/disc which entitles the holder, when using a vehicle regarding the business of the Municipality, to park the vehicle in a parking ground specified, or any parking owned by the Municipality if space is available.

(4) A permit/disc issued under subsection (2) or (3)—

(a) may not, without the prior written consent of the Municipality—

(i) be transferred to any other person; or

(ii) be used in respect of any vehicle other than the specified vehicle;

(b) must be affixed by the holder of the permit/disc to the vehicle in respect of which it is issued in such manner and place that the written or printed text of the permit/disc is readily legible from the outside of the vehicle; and

(c) will only be valid for the period stated on such permit/disc.

(5) Application for consent contemplated in subsection (4)(a) must be made on a form provided for this purpose by the Municipality.

(6) A person who contravenes subsection (1), or who uses a parking ground or parking bay when the period for which a permit/disc was issued in terms of subsection (2) has lapsed, or who contravenes a provision of subsection (4) commits an offence.

Observance of signs

31. (1) A person in a parking ground must observe and comply with any traffic or other sign, notice or surface marking which is placed or displayed on the parking ground for the purpose of directing and regulating vehicles using the parking ground or the entrance or exit to the parking ground.

(2) A person who contravenes subsection (1) commits an offence.

Manner of parking and removal of vehicle

32. (1) No person may in any parking ground park a vehicle otherwise than in compliance with an instruction or direction given by an authorised official or as indicated by way of a sign, or introduce or remove a vehicle otherwise than through an entrance or exit to the parking ground demarcated for that purpose.

(2) Where parking bays have been demarcated in a parking ground, no person having control or charge of a vehicle may park the vehicle—

(a) in a place on the parking ground, which is not a demarcated parking bay, unless instructed to do so by the authorised official or marshal at the parking ground;

(b) in a parking bay across a painted line marking the bay or in such a position that the vehicle is not entirely within the area demarcated as a parking bay; or

(c) in a parking bay which is already occupied by another vehicle.

(3) No person may park a vehicle on a roadway within a parking ground or on a sidewalk or in a manner restricting pedestrian movement on a sidewalk.

(4) No person may in a parking ground park a vehicle in a manner which obstructs or inconveniences other users of the parking ground.

(5) No person may park, or cause, or permit a vehicle other than a vehicle as defined in the National Road Traffic Act, 1996 (Act 93 of 1996), to be parked or to be or remain in a parking ground.

(6) A person who contravenes a provision of this section commits an offence.

Abandoned vehicle

33. (1) The Municipality may remove to the Municipality's pound, a vehicle which has been left in the same place in a parking ground for a continuous period of more than seven days.

(2) The Municipality must take all reasonable steps to trace the owner of a vehicle which was removed in terms of subsection (1), and if the owner of the vehicle or the person entitled to possession of the vehicle cannot be found within a period of 90 days after the vehicle has been removed, the Municipality may, subject to subsection (3) and sections 59 and 60, sell the vehicle at a public auction.

(3) The Municipality must, 14 days before the auction contemplated in subsection (2), publish or cause to be published in at least two newspapers circulating within the municipal area, a notice of the auction, however, if the owner or the person entitled to possession of the vehicle claims the vehicle before the auction commences, the vehicle may not be sold at the auction, and the person must pay to the Municipality all prescribed fees payable in terms of this By-law and the applicable costs in terms of subsection (4).

(4) The proceeds of a sale concluded in terms of this section must be applied first in payment of the fees referred to in subsection (3) and thereafter to defray the following:

(a) the costs incurred in endeavouring to trace the owner in terms of subsection (2);

(b) the costs of removing the vehicle;

(c) the costs of publishing the notice of the auction;

(d) the costs of effecting the sale of the vehicle;

(e) the costs, calculated at a rate determined by the Municipality, of keeping the vehicle in the pound;

(f) the parking fees applicable for having left the vehicle in the parking ground as contemplated in subsection (1); and

(g) any unpaid parking fees or unpaid traffic fines or unpaid licence fees in respect of such vehicle and the balance, if any, of the proceeds must be paid, upon claim, to the owner of the vehicle or the person entitled to the vehicle if he or she can prove his or her right to the vehicle.

(5) If no claim is established within one year of the date of the sale, the balance of the proceeds contemplated in subsection (4) is forfeited to the Municipality.

(6) No person may leave a vehicle in the same place in a parking ground for a continuous period of more than seven days, and a person who does so commits an offence.

Damage to notices

34. (1) No person may remove, mutilate, obscure or in any manner damage or interfere with a notice, noticeboard, sign or other thing placed by the Municipality on a parking ground.

(2) A person who contravenes subsection (1) commits an offence.

Negligent and dangerous driving and speed restriction

35. (1) No person may, on a parking ground, drive a vehicle negligently or in a manner dangerous to the public or to another vehicle.

(2) The Municipality may by sign indicate the maximum speed that may be travelled in a parking ground.

(3) A person who contravenes subsection (1) and a person who exceeds the maximum speed prescribed in terms of subsection (2), commits an offence.

Entering or remaining in parking ground

36. (1) No person may enter, remain or be on a parking ground otherwise than for the purpose of parking on the parking ground a vehicle, or lawfully removing from the parking ground a vehicle, in respect of which he or she has paid the prescribed parking fee, however this section does not apply to—

(a) a person in the company of a person who is parking or removing a vehicle;

(b) officials of the Municipality engaged in official activities or on instruction from the Municipality; and

(c) a person employed by an appointed parking management service provider engaged in the execution of his or her duties.

(2) A person who contravenes subsection (1) commits an offence.

Tampering with vehicle

37. (1) No person may, on a parking ground, without reasonable cause or without the knowledge or consent of the owner or person in lawful charge of a vehicle, in any way interfere or tamper with the machinery, accessories, parts or contents of the vehicle, or enter or climb upon the vehicle, or set the machinery of the vehicle in motion.

(2) A person who contravenes subsection (1) commits an offence.

Defacing permit disc

38. (1) No person may, in a parking ground with intent to defraud the Municipality, forge, imitate, deface, mutilate, alter or make a mark upon a parking permit disc issued in terms of this By-law.

(2) A person who contravenes subsection (1) commits an offence.

Defective vehicle

39. (1) No person may park, or cause, or permit a vehicle which is mechanically defective or for any reason incapable of movement, to be parked or to remain in a parking ground not exceeding seven days.

(2) If a vehicle, after having been parked in a parking ground, develops a defect which renders it to be immobile, the person in charge must take all reasonable steps to have the vehicle repaired if minor emergency repairs can be effected, or removed within a reasonable time of seven days.
(3) A person who contravenes subsection (1) or subsection (2) commits an offence.

Cleaning of vehicle

40. (1) No person may, without the prior approval of the Municipality, clean or wash a vehicle in a parking ground or parking bay.

(2) A person who contravenes subsection (1) commits an offence.

Refusal of admission

41. (1) An authorised official may refuse to admit into a parking ground a vehicle which, together with its load, is longer than five metres, or is, by reason of its width or height, likely to cause damage to persons or property, or to cause an obstruction or undue inconvenience.

(2) A person who disregards an authorised officer’s refusal of admission commits an offence.

Parking hours and classes of vehicles

42. (1) The Municipality may, subject to the provisions of this By-law, permit the parking on a parking ground during the hours when the parking ground is open for parking of such classes of vehicles as it may determine.

(2) The Municipality must, in a notice posted at the entrance to the parking ground, set out the classes of motor vehicles which may be parked in the parking ground, and the opening and closing hours of the parking ground.

(3) The Municipality may, notwithstanding a notice posted in terms of subsection (2), by notice exhibited on a parking ground, close the parking ground or a portion of a parking ground, either permanently or for a period stated in the notice, for the parking of vehicles.

(4) No person may park a vehicle or allow a vehicle to remain parked on a parking ground or portion of a parking ground which has been closed under subsection (3), or at any time other than during the hours for the parking of vehicles on the parking ground as determined by the Municipality from time to time.

(5) No person may park on the parking ground a vehicle which is not of the class or classes which may use the parking ground for parking as set out in the notice erected at the entrance to the parking ground.

(6) No person may, unless he or she is the holder of a parking permit disc issued in terms of this By-law authorising him or her to do so, park a vehicle or cause or permit it to be parked in a parking ground before the beginning or after the expiry of the parking period determined for the parking ground.

(7) A person who contravenes subsection (4), (5) or (6) commits an offence.

Reservation by the Municipality

43. (1) The Municipality may, by notice exhibited in the parking ground, reserve a portion of a parking ground for the parking of vehicles owned by the Municipality or vehicles used by members of its staff on the business of the Municipality.

(2) A person who parks a vehicle in a portion reserved for the parking of vehicles owned by the Municipality or for members of the Municipality's staff commits an offence.

Part 2: Mechanically controlled parking ground

Parking of a vehicle in a mechanically or otherwise controlled parking ground

44. (1) Subject to section 2, a person who—

(a) wishes to park a vehicle;

(b) causes or permits a vehicle to be parked; or

(c) allows a vehicle to be parked, in a mechanically or otherwise controlled parking ground must, when entering the parking ground and after the vehicle has been brought to a standstill and in accordance with the instructions which are displayed on or near the parking coupon vending machine, obtain a parking coupon which is issued by the machine.

(2) A person contemplated in subsection (1) may not park a vehicle—

(a) except in a parking bay and in compliance with such directions as may be given by an authorised official /marshal or where no such bay has been marked, except in a place indicated by the authorised official or marshal;

(b) after an authorised official or marshal has indicated to the person that the parking ground is full;

(c) after the expiry of the parking period indicated on the parking coupon; or

(d) for a longer period than indicated as indicated by sign.

(3) A parking coupon obtained in terms of subsection (1) is valid until the time of expiry thereof as indicated on the coupon, and a person may not allow the vehicle to remain in the parking ground after expiry of the parking period, provided that the Municipality may implement a system where payment is required at the end of the parking period.

(4) A person who does not obtain a coupon in accordance with subsection (1) or who contravenes subsection (2) or (3) commits an offence.

Removal of a vehicle from a mechanically or otherwise controlled parking ground

45. (1) No person may remove, or cause or permit the removal of, a vehicle in a parking ground, unless—

(a) he or she has produced to the authorised official/marshal a coupon authorising him or her to park in the parking ground and which was issued to him or her by the parking coupon vending machine upon entering the parking ground; and

(b) he or she has paid to the authorised official/marshal the prescribed parking fee.

(2) If a person fails to produce a coupon authorising him or her to park in the controlled parking ground, he or she is deemed to have parked the vehicle from the beginning of a period that the ground is open for parking until the time he or she wants to remove the vehicle, and he or she shall be charged a fee as determined by the Municipality from time to time.

(3) A person may not, after he or she fails to produce a coupon, remove, or cause, or permit the removal of a vehicle parked in the parking ground until he or she has produced other proof to an authorised official of his or her right to remove the vehicle, and the authorised official—

(a) must require the person to produce proof of identity and complete and sign an indemnity form as supplied by the Municipality, which form has the effect of indemnifying the Municipality against claims of whatever nature by a person relating to the removal of that vehicle; and

(b) may require the person to furnish such security as may be determined by the Municipality.

(4) Subsection (1)(a) does not apply where the prescribed parking fees were paid upon entering the parking ground and the person who paid such fees produces the required coupon to the authorised official or marshal on demand.

(5) Where a vehicle has not been removed from a parking ground by the end of the parking period for which the prescribed fee has been paid, a further charge as may be determined by the Municipality is payable for the next parking period.

(6) A person who contravenes subsection (1), or who removes, or causes, or permits the removal of a vehicle in contravention of subsection (3), or who does not comply with a request made by an authorised official in terms of subsection (3)(a) or (b) commits an offence.

Part 3: Pay-and-display parking ground

Parking of a vehicle in a pay-and-display parking ground

46. (1) A person who—

(a) wishes to park a vehicle;

(b) causes or permits a vehicle to be parked; or

(c) allows a vehicle to be parked, in a pay-and-display parking ground must immediately, upon entering the parking ground, buy, in accordance with the instructions which are displayed on or in the vicinity of the parking coupon vending machine in the parking ground, a coupon which is issued by the machine, and a person who does not comply with this subsection commits an offence.

(2) The following must be indicated on the parking coupon vending machine:

(a) the period during which a vehicle may be parked in the pay-and-display parking ground; and

(b) the prescribed manner of payment to be used in respect of the parking period into or in connection with the pay and display machine.

(3) The person must display the coupon by affixing it to the inside on the driver's side of the front windscreen of the vehicle in such a manner and place that the information printed on the coupon by the pay-and-display machine is readily legible from the outside of the vehicle.

(4) No person may allow a vehicle to remain in a pay-and-display parking ground after the expiry of the departure time indicated on the parking coupon and, unless evidence to the contrary is produced, the date or day and time of departure as recorded by a parking coupon vending machine is taken, on the face of it, to be correct evidence of date or day and time.

(6) If a vehicle is removed from a pay-and-display parking ground and returned to the pay-and-display parking ground within the period of validity of the parking coupon, the coupon continues to be valid.

(7) Possession of a valid parking coupon in respect of a vehicle not within a parking bay does not guarantee the availability of a vacant parking bay.

(8) A person who contravenes subsection (3), (4) or (5) commits an offence.

Miscellaneous offences in respect of a pay-and-display parking ground

47. A person commits an offence if he or she—

(a) attempts to utilise counterfeit coupon into a parking coupon vending machine—

(i) a counterfeit method of payment;

(ii) where another kind of object is to be used, a false object;

(iii) a object which is not prescribed by the Municipality; or

(iv) any object which is not meant to be inserted into the parking coupon vending machine;

(b) jerks, knocks, shakes or in any way interferes or tampers with, or damages, or defaces a parking coupon vending machine or appurtenance thereto, or affix or attempt to affix or place a sign, placard, advertisement, notice, list, document, board or thing on, or paint, write upon or disfigure a parking coupon vending machine; or

(c) removes or attempts to remove a parking coupon vending machine or any part of the machine from its mounting.

CHAPTER 4

TAXIS AND BUSES

Part 1: Special parking places for taxis

Establishment of special parking places for taxis and taxi rank permits for these special parking places.

48. (1) The Municipality may, subject to any other by-law of the Municipality relating to taxis, establish special parking places for use by taxis or the parking of a taxi belonging to a person to whom a rank access token to use the parking place or to park a taxi has been issued.

(2) A rank access token may be issued allocating a particular special parking place or subdivision of a special parking place to a particular person or motor vehicle for his, her or its exclusive use.

(3) If no space is available in a special parking place at any particular time for the parking of a taxi by a rank access token holder or for a taxi to which the rank access token relates, the taxi must be parked at a holding area specified by a duly appointed marshal operating at the special parking place, as contemplated in section 49, until the marshal or any other duly appointed person summons and permits the person to park the taxi at the special parking place.

(4) No person or motor vehicle other than the person or motor vehicle referred to in subsection (2) may, except by virtue of a rank access token, use or be parked at the special parking place or its subdivision, and a person who contravenes this provision, or a person who parks a motor vehicle at a holding area other than the one contemplated in subsection (3) commits an offence.

Taxi parking

49. (1) A driver may, subject to subsection (2) and section 48 and subject to any other by-law of the Municipality relating to taxis—

(a) park a taxi at a special parking place or taxi holding area only and only for the purpose of conducting business directly related to the taxi; or

(b) apply for hire or pick up or drop off passengers only at a special parking place or a taxi stopping place provided.

(2) In emergencies or at recreational and other similar functions, the Municipality may set aside temporary taxi facilities identified by the Chief Traffic Officer as suitable for the parking and stopping of taxis.

(3) A person who contravenes subsection (1), or who parks or stops a taxi at a place other than a temporary taxi facility contemplated in subsection

(2) commits an offence.

Use of taxi ranks

50. (1) Subject to any other by-law of the Municipality relating to taxis, a driver—

(a) may, subject to subsection (3), park a taxi at the taxi rank specified on the rank access token issued with respect to that taxi, if space is available and only for the purpose of conducting business directly related to the taxi; and

(b) must, if no space is available, remove and park the taxi at a holding area in accordance with the provisions of section 48.

(2) The driver must, when plying for hire at a taxi rank, do so in a queue and must—

(a) position his or her taxi in the first vacant place available in the queue immediately behind any other taxi already in front; and

(b) move his or her taxi forward as the queue moves forward.

(3) When plying for hire at a taxi rank, a driver—

(a) of any taxi which occupies the first, second or third position from the front of any queue at a rank must be in close and constant attendance of his or her taxi so long as it remains in such a position;

(b) may not position his or her taxi ahead of any taxi that arrived and took up a position in the queue before he or she did; and

(c) may, if his or her taxi is the first taxi in the queue, and any person calls for a taxi, respond to the call, unless the person clearly indicates his or her preference for a taxi not in front of the queue.

(4) No person may park or stop a taxi which is not in good working order as required by the Act, in a taxi rank, or cause or permit the taxi to remain in a rank.

(5) No person may park a vehicle or allow a vehicle to remain stationary in a taxi rank except a taxi in possession of a valid operating licence and for which a rank access token, specifying the rank, has been issued for the year in question, as contemplated in this Part of Chapter 4.

(6) A person who contravenes a provision of this section commits an offence.

Prohibition on parking of a taxi at no-stopping place

51. No taxi driver may park a taxi at a no-stopping place, and a taxi driver who does so, commits an offence.

Servicing and washing taxis at taxi facilities

52. (1) No person may repair or maintain any motor vehicle at a taxi facility.

(2) No person may wash any motor vehicle at a taxi facility, except at a wash bay at the facility that has been specially constructed for this purpose.

(3) A person who contravenes a provision of this section commits an offence.

Behaviour prohibited at a taxi rank

53. A person who causes a disturbance or behaves in a riotous or indecent manner commits an offence in terms of this By-law and may be removed from a queue, taxi rank or the vicinity of a taxi facility by any authorised official.

Part 3: Bus facilities and permits, and operation of buses

Establishment of bus facilities

54. The provisions of section 48(1),(2) and (3) apply, with the necessary changes, to buses.

Distinguishing bus stops

55. (1) Each bus stop must be distinguished by the appropriate traffic sign to indicate the type of bus or minibus-taxi or, where applicable, the name of the concern entitled to use the bus stop.

(2) The Municipality may demarcate bus stops for tour buses.

Destination signs and stopping or parking at bus stops

56. (1) No driver or person in charge of a bus or minibus-taxi may park such vehicle at any bus stop or allow such vehicle to be parked at any bus stop.

(2) No driver or person in charge of a minibus-taxi may stop or park such vehicle or allow such vehicle to be stopped or parked at any bus stop demarcated for tour buses.

(3) No driver or person in charge of a bus or minibus-taxi may park such vehicle at any bus stop or utilise such stop as an overnight facility.

(4) A driver or person in charge of a bus or minibus-taxi must observe and comply with any traffic or other sign, notice or surface marking which is placed or displayed at a bus stop.

(5) Where a traffic sign identifying a bus stop or another sign displayed at the bus stop indicates the name of a concern, no driver or person in charge of a bus or minibus-taxi operated by or on behalf of a concern other than the concern indicated on the sign may stop such vehicle or allow a passenger to board or alight from the vehicle at such bus stop.

(6) A driver or person in charge of a bus must ensure that a destination sign is displayed in the bus.

(7) No driver or person in charge of a bus or minibus-taxi may allow the engine of such bus which is allowed to stop at any bus stop to run for more than 20 minutes after it came to a stop.

(8) A person who contravenes a provision of this section commits an offence.

CHAPTER 5

MISCELLANEOUS PROVISIONS

Obeying and interfering with an authorised official

57. (1) An authorised official may direct all traffic by means of visible or audible signals, and no person may disobey such signals.

(2) No person may obstruct, hinder, abuse or interfere with any authorised official in the exercise of the power referred to in subsection (1).

(3) A person who contravenes a provision of this section commits an offence.

Appeal

58. (1) A person whose rights are affected by a decision made under this By-law and in the event of the power or duty to make that decision is delegated or sub-delegated to the decision-maker, may appeal against that decision by giving written notice of the appeal and reasons to the Municipal Manager within 21 days of the date of the notification of the decision.

(2) The appeal authority must consider the appeal, and confirm, vary or revoke the decision, but no such variation or revocation of a decision may detract from any rights that may have accrued as a result of the decision.

(3) When the appeal is against a decision taken by—

(a) a staff member other than the Municipal Manager, the Municipal Manager is the appeal authority; or

(b) the Municipal Manager, the Executive Mayoral Committee is the appeal authority.

(4) The appeal authority must commence with an appeal within six weeks and decide the appeal within a reasonable time.

Sale of impounded vehicles

59. (1) The Municipality must—

(a) within 14 days of the impounding of a vehicle, apply to the Court or Municipal Court for authority to sell the vehicle; and

(b) in the application contemplated in paragraph (a), provide the Municipal Court or Court with proof that he or she has lodged a statement as contemplated in subsection (2) with the owner.

(2) The statement contemplated in subsection (1)(b) must include the fees and costs due in terms of this By-law.

Procedure to be followed in application to Court or Municipal Court

60. An application to Court or Municipal Court for the sale of an impounded vehicle in terms of this By-law, must comply with the procedure contemplated in section:

66 of the Magistrates' Courts Act, 1944 (Act No. 32 of 1944), and Rule 41 of the Rules of Court, made by the Rules Board for Courts of Law in terms of section 6 of the Rules Board for Courts of Law Act, 1985 (Act No. 107 of 1985), and published under Government Notice No. R.1108 in Regulation Gazette No. 980 of 21 June 1968, as amended from time to time, read with the necessary changes.

Compliance notices and the recovery of costs

61. (1) Notwithstanding any other provision of this By-law, the Municipality may—

(a) where the permission of the Municipality is required before a person may perform a certain action or build or erect anything, and such permission has not been obtained; and

(b) where any provision of this By-law is contravened under circumstances in which the contravention may be terminated by the removal of any structure, object, material or substance, serve a written notice on the owner of the premises or the offender, as the case may be, to terminate such contravention, or to remove the structure, object, material or substance, or to take such other steps as the Municipality may require to rectify such contravention within the period stated in such notice.

(2) Any person who fails to comply with a notice in terms of subsection (1) commits an offence, and the Municipality may, without prejudice to its powers to take action against the offender, take the necessary steps to implement such notice at the expense of the owner of the premises or the offender, as the case may be.

Presumptions

62. (1) For the purpose of this By-law, the person in whose name a vehicle is licensed and which is parked in a parking ground, is deemed to be the person having control or charge of the vehicle, unless and until he or she adduces evidence to the contrary.

(2) A motor vehicle that is found on a taxi facility or bus stop or that has stopped at a taxi facility or bus stop is presumed to be plying for hire, unless the contrary is proved.

(3) (a) Where in any prosecution in terms of the common law relating to the driving of a vehicle on a public road, or in terms of this By-law it is necessary to prove who was the driver of such vehicle, it is presumed, in the absence of evidence to the contrary, that such vehicle was driven by the owner thereof.

(b) Whenever a vehicle is parked in contravention of any provision of this By-law, it shall be presumed, in the absence of evidence to the contrary, that such vehicle was parked by the owner thereof.

(c) For the purposes of this By-law it is presumed, in the absence of evidence to the contrary, that, where the owner of the vehicle concerned is a corporate body, such vehicle was driven or parked by a director or servant of the corporate body in the exercise of his or her powers or in the carrying out of his or her duties as such director or servant, or in furthering, or endeavouring to further the interests of the corporate body.

(4) In any prosecution in terms of this By-law, the fact that any person purports to act or has purported to act as a traffic officer or peace officer is prima facie proof of his or her appointment and authority so to act, however, this section does not apply to a prosecution on a charge for impersonation.

(5) Any person who, by means of any motor vehicle, conveys passengers will be presumed to have conveyed such passengers for hire or reward, and such vehicle shall be presumed to be a taxi unless the contrary is proved.

(6) A document which purports to be a receipt of prepaid registered post, a telefax transmission report or a signed acknowledgement of hand delivery, will on submission by a person being prosecuted under this By-law, be admissible in evidence and prima facie proof that it is such receipt, transmission report or acknowledgement.

Penalties

63. A person who has committed an offence in terms of this By-law is, on conviction, and subject to penalties prescribed in any other law, liable to—

(a) a fine, or in default of payment, to imprisonment, or to such imprisonment without the option of a fine, or to both such fine and such imprisonment; and

(b) in the case of a successive or continuing offence, to a fine for every day such offence continues, or in default of payment thereof, to imprisonment.

Repeal of by-laws

64. The by-laws listed in the Schedule hereto and any by-law previously promulgated by the Municipality or any of the disestablished municipalities now incorporated into Municipality, in so far as it relates to any matter provided for in this By-law, are hereby repealed.

Short title

65. This By-law is called the Stellenbosch Municipality: Parking By-law, 2018.

ANNEXURE B

Annexure B

PROPOSED SET OF DELEGATIONS
PARKING BY-LAW

ITEM NUMBER	LEGISLATIVE MANDATE	DESCRIPTION OF POWER OR FUNCTION	RESPONSIBILITY / DELEGATED FROM	DELEGATED TO	SUB-DELEGATED TO	CONDITIONS/LIMITATIONS/ INSTRUCTION TO ASSIST
	Parking BY-LAW DATED July 2020					
PB1	Parking By Law 2020 S3(2)	Determine fees for parking for own use or use by service provider	Council			
PB2	Parking By Law 2020 S3(3)	To grant written approval to erect sign within Street Reserve	Director: Infrastructure Services	Senior Manager: Transport, Roads, Stormwater Traffic Engineering	Manager: Roads & Stormwater	
PB3	Parking By Law 2020 S11(1)	Issuing of Parking Disc for exemption to Parking Restrictions	Director: Community & Protection Services	Senior Manager: Protection Services	Manager: Traffic & Law Enforcement Services	
PB4	Parking By Law 2020 S11(3)(d)	Withdrawal of Parking Disc	Director: Community & Protection Services	Senior Manager: Protection Services	Manager: Traffic & Law Enforcement Services	
PB5	Parking By Law 2020 S11(3)(e)	Determination of fee for issuing a permit	Council			
PB6	Parking By Law 2020 S11(3)(f)	Determination of Disc Validity Period	Director: Community & Protection Services	Senior Manager: Protection Services	Manager: Traffic & Law Enforcement Services	
PB7	Parking By Law 2020 S12(1)	Approval of Notice of designated areas pick-up and drop-off of learners	Director: Community & Protection Services	Senior Manager: Protection Services	Manager: Traffic & Law Enforcement Services	

Annexure B

PROPOSED SET OF DELEGATIONS
PARKING BY-LAW

ITEM NUMBER	LEGISLATIVE MANDATE	DESCRIPTION OF POWER OR FUNCTION	RESPONSIBILITY / DELEGATED FROM	DELEGATED TO	SUB-DELEGATED TO	CONDITIONS/LIMITATIONS/ INSTRUCTION TO ASSIST
PB8	Parking By Law 2020 S14(1)	Granting of Resident Parking Permits	Director: Community & Protection Services	Senior Manager: Protection Services	Manager: Traffic & Law Enforcement Services	
PB9	Parking By Law 2020 S15(1)	Granting of Temporary Parking Permits	Director: Community & Protection Services	Senior Manager: Protection Services	Manager: Traffic & Law Enforcement Services	
PB10	Parking By Law 2020 S16(1)	Granting of Work Zone Permits	Director: Community & Protection Services	Senior Manager: Protection Services	Manager: Traffic & Law Enforcement Services	
PB11	Parking By Law 2020 S17(1)	Granting of Municipal works parking permits	Director: Community & Protection Services	Senior Manager: Protection Services	Manager: Traffic & Law Enforcement Services	
PB12	Parking By Law 2020 S19(1)	Designating Disabled. Diplomatic corps, SAPS and other identified reserved parking areas	Director: Community & Protection Services	Senior Manager: Protection Services	Manager: Traffic & Law Enforcement Services	
PB13	Parking By Law 2020 S30(2)	Issue permits to effect monthly parking	Director: Community & Protection Services	Senior Manager: Protection Services	Manager: Traffic & Law Enforcement Services	
PB14	Parking By Law 2020 S30(2)	Determine parking fees for permits	Council			
PB15	Parking By Law 2020 S30(3)	Issue permits for official parking	Director: Community & Protection Services	Senior Manager: Protection Services	Manager: Traffic & Law Enforcement Services	

Annexure B

PROPOSED SET OF DELEGATIONS
PARKING BY-LAW

ITEM NUMBER	LEGISLATIVE MANDATE	DESCRIPTION OF POWER OR FUNCTION	RESPONSIBILITY / DELEGATED FROM	DELEGATED TO	SUB-DELEGATED TO	CONDITIONS/LIMITATIONS/ INSTRUCTION TO ASSIST
PB16	Parking By Law 2020 S30(4)	Approve the transfer of a permit	Director: Community & Protection Services	Senior Manager: Protection Services	Manager: Traffic & Law Enforcement Services	
PB17	Parking By Law 2020 S33(1)	Authorize the removal of an abandoned vehicle	Director: Community & Protection Services	Senior Manager: Protection Services	Manager: Traffic & Law Enforcement Services	
PB18	Parking By Law 2020 S40(1)	Approval of the cleaning of vehicles within a parking ground	Director: Infrastructure Services	Senior Manager: Transport, Roads, Stormwater Traffic Engineering	Manager: Roads & Stormwater	
PB19	Parking By Law 2020 S42(1)	Approval of parking hours of a parking ground and classes of vehicles allowed to park on this ground	Director: Infrastructure Services	Senior Manager: Transport, Roads, Stormwater Traffic Engineering	Manager: Roads & Stormwater	
PB20	Parking By Law 2020 S43(1)	Approve notices to reserve parking for municipal vehicles and municipal staff vehicles	Director: Community & Protection Services	Senior Manager: Protection Services	Manager: Traffic & Law Enforcement Services	
PB21	Parking By Law 2020 S45(5)	Approval of parking for vehicles exceeding one day's parking time	Director: Community & Protection Services	Senior Manager: Protection Services	Manager: Traffic & Law Enforcement Services	

PROPOSED SET OF DELEGATIONS
PARKING BY-LAW

ITEM NUMBER	LEGISLATIVE MANDATE	DESCRIPTION OF POWER OR FUNCTION	RESPONSIBILITY / DELEGATED FROM	DELEGATED TO	SUB-DELEGATED TO	CONDITIONS/LIMITATIONS/ INSTRUCTION TO ASSIST
PB22	Parking By Law 2020 S48(1)	Approval of Special parking spaces for taxis	Director: Infrastructure Services	Senior Manager: Transport, Roads, Stormwater Traffic Engineering	Manager: Roads & Stormwater	
PB23	Parking By Law 2020 S61(1)	Approval of compliance notices and recovery costs	Council			

Annexure B

PROPOSED SET OF DELEGATIONS
PARKING BY-LAW

Old Set Of Delegations to be Cancelled:

BY-LAWS						
ITEM NUMBER	**LEGISLATIVE MANDATE**	**DESCRIPTION OF POWER OR FUNCTION**	**RESPONSIBILITY / DELEGATED FROM**	**DELEGATED TO**	**SUB-DELEGATED TO**	**CONDITIONS/LIMITATIONS/ INSTRUCTION TO ASSIST**
	PARKING MANAGEMENT BY-LAW					
PM1		To direct or regulate traffic in cases of emergency on areas of land which the public or persons are entitled or allowed to use as a parking place	Senior Manager: Protection Services	Manager: Traffic & Law Enforcement Services	Law Enforcement/Traffic Officers	
PM1		To manage parking and collect fees related thereto	Council	Director Communty and Protection Service in collaboration with CFO and Director Infrastructure Service		May be sub-delegated
PM3		To appoint a service provider to manage parking and to collect fees related thereto	Council	Municipal Manager		May be Sub delegated
PM4		To grant written approval for the erection or placement of signs or notices indicating that parking is reserved for a person or a class of persons	Council	Director Community and Protection Services	Senior Manager: Protection Services	

PROPOSED SET OF DELEGATIONS
PARKING BY-LAW

PM5		To issue work zone parking permits	Council	Director Community and Protection Services	Senior Manager: Protection Services	
PM6		To issue municipal works parking permit	Council	Director Community and Protection Services	Senior Manager: Protection Services	
PM7		To reserve and designate areas for the disabled and other groups	Council	Director Community and Protection Services	Senior Manager: Protection Services	
PM8		To issue resident parking permits	Council	Director Community and Protection Services	Senior Manager: Protection Services	

PM9		To issue temporary parking permits	Senior Manager: Protection Services			
PM10		To instruct the removal of abandoned vehicles	Senior Manager: Protection Services			
PM11		To obtain a court order for the sale of abandoned vehicles	Senior Manager: Protection Services			
PM12		To set aside temporary taxi parking facilities	Senior Manager: Protection Services	Manager: Traffic & Law Enforcement Services		Must be done in collaboration with Senior Manager: Roads, Transport and Stormwater

PROPOSED SET OF DELEGATIONS
PARKING BY-LAW

PM13		To permit a person or organisation to render the service of parking attendant	Senior Manager: Protection Services	Manager: Traffic & Law Enforcement Services		
PM14		To implement and administer the by-law and to delegate responsibilities in writing to a competent official	Director: Community and Protection Services	Manager: Traffic & Law Enforcement	Manager: Traffic and law Enforcement Services	Read with PM18 below
PM15		To issue and serve notices of compliance	Senior Manager: Protection Services	Manager: Traffic & Law Enforcement Services		Read with PM18 below
PM16		To close, when necessary, any parking space or parking ground	Municipal Manager	Director: Community and Protection Services	Manager: Traffic & Law Enforcement	
PM17		To grant written exemption from any provision of the by- law, and to determine conditions related to same	Municipal Manager	Director: Community and Protection Services		
PM18	Enforcement	Exercising for and on behalf of the municipality all powers, duties and functions necessary to ensure enforcement of and compliance with by-law	Senior Manager: Protection Services	Manager: Traffic & Law Enforcement Services	Law Enforcement/Traffic Officers	

ANNEXURE C

Annexure C

PROPOSED ADMISSION OF GUILT FINES

PARKING BY-LAW OFFENCES

Section Contravened	Description of Offence	Proposed Fine (1)	Approved Fine (2)
Regulation 3(1) rw Regulation 3(5) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Control of parking:** Disobeying an instruction of an authorized officer, in cases of emergency or when desirable in the public interest, to direct and regulate traffic thereon.	R500	
Regulation 3(3) rw Regulation 3(5) rw Regulation 63(a) and (b) Provincial Notice ……of …….	No person may without the prior written approval of the Municipality erect or place any sign or notice in any position or place indicating that parking in any parking bay is either reserved for a person or a class of persons.	R500	
Regulation 4(1)(a),(b) and (c) rw Regulation 4(2) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Parking in loading zone:** No person who operates or who is in charge of a vehicle on a public road may allow a vehicle, other than a goods vehicle, to remain stationary in a loading zone , except while actually loading or off-loading goods and while a licensed driver is in attendance at the vehicle, between the hours of 07:00 and 19:00 on Mondays to Saturdays, or between the hours of 09:00 to 17:00 on Sundays, or between other restricted hours as may be specified in respect of a particular loading zone by a road traffic sign or marking.	R500	
Regulation 5(1)(a) rw Regulation 5(3) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Parking at a bus stop or public transport facility:** No person who operates or who is in charge of a vehicle on a public road may— (a) in the case of a vehicle other than a bus or a minibus-taxi, allow the vehicle to remain stationary at a bus stop or public transport facility.	R500	

PROPOSED ADMISSION OF GUILT FINES

PARKING BY-LAW OFFENCES

Regulation 6(1) rw Regulation 6(6) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Parking in a public road:** No person who operates or who is in charge of a vehicle on a public road may park the vehicle in any public road within the municipal area for a period beyond that indicated on a road traffic sign relevant to the specific area	R500	
Regulation 6(4) rw Regulation 6(6) rw Regulation 63(a) and (b) Provincial Notice ……of …….	No person who operates or who is in charge of a vehicle on a public road may park the vehicle in any public road causing obstruction or danger to other road users.	R500	
Regulation 7(1) rw Regulation 7(2) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Parking upon a traffic island:** No person may park a vehicle upon a traffic island, unless directed or instructed to do so by an authorised officer.	R500	
Regulation 8(1) rw Regulation 8(2) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Parking by a dealer or seller of a vehicle:** No dealer or seller of a vehicle may park or allow to be parked on the verge of a public road within the municipal area a vehicle which is for sale or for rental, whether advertised as such or not.	R500	
Regulation 9(1) rw Regulation 9(2) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Parking of a vehicle under repair:** No person responsible for the control of a business of recovering or repairing vehicles may park, cause or permit to be parked, in any public road or public place within the municipal area any vehicle that is in a state of disrepair, which has been placed in his or her charge in the course of the business of recovering or repairing.	R500	

PROPOSED ADMISSION OF GUILT FINES

PARKING BY-LAW OFFENCES

Regulation 10(1)(a), (b), (c) and (d) rw Regulation 10(3) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Parking of heavy vehicles and caravans:** No person may, for an uninterrupted period exceeding two hours, except on places reserved for the parking of heavy vehicles, park on a public road within the municipal area— (a) a motor vehicle with a tare exceeding 3500 kg; (b) a trailer not attached to a vehicle; (c) a semi-trailer, or (d) a caravan not attached to a vehicle.	R500	
Regulation 11(5) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Exemption of medical practitioners from parking restrictions:** A person who displays a forged permit/disc or a permit/disc which was not issued by the Municipality .	R1 000	
Regulation 12(2) rw Regulation 12(3) rw Regulation 63(a) and (b) Provincial Notice ……of ……	**Pick-up and set-down areas at schools:** No person may park in a pick-up and drop-off, kiss and ride area's for any longer that necessary to pick-up or drop-off learners.	R500	
Regulation 15(1) rw Regulation 15(3) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Temporary parking permit:** Parking a vehicle in contravention of any conditions in terms of subsection (1).	R500	
Regulation 16(1) rw Regulation 16(3) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Work zone permit:** A person who parks a vehicle in contravention of subsection (1) or who uses a work zone permit whilst not executing his or her duties.	R500	

Annexure C

PROPOSED ADMISSION OF GUILT FINES

PARKING BY-LAW OFFENCES

Regulation 18(4) rw Regulation 18(5) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Conditions and originality of parking permits:** No person to whom a permit has been granted in terms of sections 13, 14, 15 and 16 may stop, park or leave a vehicle at any time in a designated parking space unless the vehicle displays an original parking permit.	R500	
Regulation 19(2) rw Regulation 19(3) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Reserved parking for disabled, diplomatic, corps, South African Police Services and other identified groups:** No person may stop, park or leave a vehicle at any time in any designated parking space other than a vehicle displaying a designated parking permit.	R500	
Regulation 21(1)(a), (b), (c) and (d) rw Regulation 21(2) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Method of parking:** No driver or person in charge of a vehicle may park the vehicle— (a) in a parking bay across a painted line marking the bay or in such a position that the vehicle is not entirely within the area demarcated as a parking bay; (b) in a parking bay which is already occupied by another vehicle; or (c) in a parking bay in contravention of a road traffic sign which prohibits the parking or stopping of vehicles in the public road or portion of the public road concerned. (d) In the verge or in an area where parking is prohibited.	R250	

Annexure C

PROPOSED ADMISSION OF GUILT FINES

P A R K I N G BY-LAW OFFENCES

Regulation 22(4) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Payment for parking:** No driver or person in charge of a vehicle may cause, allow, permit or suffer the vehicle to be or remain parked in a parking bay while the indicator of the parking device shows that– (a) the time has expired; or (b) that the parking device has not been set in operation either by the insertion of the prescribed time or, where applicable in accordance with the instructions appearing on the parking device,	R500	
Regulation 23(a) and (b) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Prevention of parking at a parking bay:** Parking/ stopping a vehicle at a parking bay while a No Stopping/ No Parking sign is placed or erected.	R500	
Regulation 24(1)(a) and (b) rw Regulation 24(5) rw Regulation 63(a) and (b) Provincial Notice ……of	**Tampering with Parking Device:** No person may— (a) misuse, damage, knock interfere with or tamper with; (b) attempt to misuse, damage, knock interfere with or tamper with, the working operation or mechanism of a parking device	R1000	
Regulation 24(2) rw Regulation 24(5) rw Regulation 63(a) and (b) Provincial Notice ……of …….	No person may, without authority from the Municipality and subject to any other by-law of the Municipality, affix or attempt to affix or place a placard, advertisement, notice, list, document board or thing on a parking device.	R1000	

PROPOSED ADMISSION OF GUILT FINES

PARKING BY-LAW OFFENCES

Regulation 24(3) rw Regulation 24(5) rw Regulation 63(a) and (b) Provincial Notice ……of …….	No person may paint, write upon or disfigure a parking device.	R1000	
Regulation 24(3) rw Regulation 24(5) rw Regulation 63(a) and (b) Provincial Notice ……of …….	No person may, without the consent of a parking marshal, remove or tamper with any device from the possession of such parking marshal.	R1000	
Regulation 25(1) rw Regulation 25(2) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Unlawful operation of a parking device:** No person may operate or attempt to operate a parking device by any means other than as prescribed in this By-law.	R500	
Regulation 26(1), (2), (3)(a), (b), (c) and (d) rw Regulation 26(4) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Unlawful parking and clamping or removal of unlawfully parked vehicles:**No person may cause, allow, permit or suffer any vehicle to be parked in a parking bay, except as permitted by the provisions of this By-law.	R500	
Regulation 29(1) rw Regulation 29(2) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Interference with authorised official, authorised officers and parking marshals:** No person may obstruct, hinder or in any manner interfere with an authorised official, authorised officer or a parking marshal in the performance of his or her duties under this By-law.	R1 000	

Annexure C

PROPOSED ADMISSION OF GUILT FINES

PARKING BY-LAW OFFENCES

Regulation 30(1) rw Regulation 30(6) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Payment of the prescribed fee:** A person making use of a parking ground or parking bay of the municipality failing to pay the prescribed fee.	R500	
Regulation 31(1) rw Regulation 31(2) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Contravention of Observance signs:** Failing to observe and comply with any traffic or other sign, notice or surface marking which is placed or displayed on the parking ground for the purpose of directing and regulating vehicles using the parking ground or the entrance or exit to the parking ground	R500	
Regulation 32(2)(a), (b) and(c) rw Regulation 32(6) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Manner of parking and removal of vehicle:** No person may in any parking ground park a vehicle; (a) in a place on the parking ground, which is not a demarcated parking bay, or (b) in a parking bay across a painted line marking the bay or in such a position that the vehicle is not entirely within the area demarcated as a parking bay, or (c) in a parking bay which is already occupied by another vehicle.	R500	
Regulation 32(3) rw Regulation 32(6) rw Regulation 63(a) and (b) Provincial Notice ……of …….	No person may park a vehicle on a roadway within a parking ground or on a sidewalk or in a manner restricting pedestrian movement on a sidewalk.	R500	

PROPOSED ADMISSION OF GUILT FINES

PARKING BY-LAW OFFENCES

Regulation 32(4) rw Regulation 32(6) rw Regulation 63(a) and (b) Provincial Notice ……of …….	No person may in a parking ground park a vehicle in a manner which obstructs or inconveniences other users of the parking ground.	R500	
Regulation 33(6) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Abandoned vehicle:** No person may leave a vehicle in the same place in a parking ground for a continuous period of more than seven days.	R1 000	
Regulation 34(1) rw Regulation 34(2) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Damage to notices:** No person may remove, mutilate, obscure or in any manner damage or interfere with a notice, noticeboard, sign or other thing placed by the Municipality on a parking ground.	R1 000	
Regulation 35(1) rw Regulation 35(3) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Negligent and dangerous driving and speed restriction:** No person may, on a parking ground, drive a vehicle negligently or in a manner dangerous to the public or to another vehicle.	NAG	
Regulation 37(1) rw Regulation 37(2) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Tampering with vehicle:** No person may, on a parking ground, without reasonable cause or without the knowledge or consent of the owner or person in lawful charge of a vehicle, in any way interfere or tamper with the machinery, accessories, parts or contents of the vehicle, or enter or climb upon the vehicle, or set the machinery of the vehicle in motion.	R1000	

PROPOSED ADMISSION OF GUILT FINES

PARKING BY-LAW OFFENCES

Regulation 38(1) rw Regulation 38(2) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Defacing permit disc:** No person may, in a parking ground with intent to defraud the Municipality, forge, imitate, deface, mutilate, alter or make a mark upon a parking permit disc issued in terms of this By-law.	NAG	
Regulation 40(1) rw Regulation 40(2) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Cleaning of vehicle:** No person may, without the prior approval of the Municipality, clean or wash a vehicle in a parking ground or parking bay.	R500	
Regulation 41(1) rw Regulation 41(2) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Refusal of admission:** Disobeying refusal of an authorised official to enter a parking ground with a vehicle which, together with its load, is longer than five metres, or is, by reason of its width or height, likely to cause damage to persons or property, or to cause an obstruction or undue inconvenience.	R1 000	
Regulation 42(4) rw Regulation 42(7) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Parking hours and classes of vehicles:** No person may park a vehicle or allow a vehicle to remain parked on a parking ground or portion of a parking ground which has been closed by the Municipality.	R500	
Regulation 42(5) rw Regulation 42(7) rw Regulation 63(a) and (b) Provincial Notice ……of …….	No person may park on the parking ground a vehicle which is not of the class or classes which may use the parking ground for parking as set out in the notice erected at the entrance to the parking ground.	R500	

PROPOSED ADMISSION OF GUILT FINES

PARKING BY-LAW OFFENCES

Regulation 42(6) rw Regulation 42(7) rw Regulation 63(a) and (b) Provincial Notice ……of …….	No person may, unless he or she is the holder of a parking permit disc issued in terms of this By-law authorising him or her to do so, park a vehicle or cause or permit it to be parked in a parking ground before the beginning or after the expiry of the parking period determined for the parking ground.	R500	
Regulation 44(2) rw Regulation 44(4) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Mechanical controlled parking ground:** A person who fails to obtain a parking coupon in accordance with subsection (2).	R500	
Regulation 45(1)(b) rw Regulation 45(6) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Removal of a vehicle from a mechanical or otherwise controlled parking ground:** Failing to pay the prescribed parking fee to the authorised official/marshal of the municipality..	R1 000	
Regulation 45(2) rw Regulation 45(6) rw Regulation 63(a) and (b) Provincial Notice ……of …….	A person failing to produce a coupon authorising him or her to park in the controlled parking ground.	R1 000	

PROPOSED ADMISSION OF GUILT FINES

PARKING BY-LAW OFFENCES

Regulation 46(3) rw Regulation 46(8) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Parking of a vehicle in a pay- and display parking ground:** A person failing to display a parking coupon by affixing it to the inside on the driver's side of the front windscreen of a vehicle in such a manner and place that the information printed on the coupon by the pay-and-display machine is readily legible from the outside of the vehicle.	R500	
Regulation 47(b) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Miscellaneous offences in respect of pay- and display parking grounds:** A person who jerks, knocks, shakes or in any way interferes or tampers with, or damages, or defaces a parking coupon vending machine or appurtenance thereto, or affix or attempt to affix or place a sign, placard, advertisement, notice, list, document, board or thing on, or paint, write upon or disfigure a parking coupon vending machine.	NAG	
Regulation 47(c) rw Regulation 63(a) and (b) Provincial Notice ……of …….	A person removes or attempts to remove a parking coupon vending machine or any part of the machine from its mounting.	NAG	
Regulation 48(4) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Taxis and buses: Special parking places for taxis:** Parking of a motor vehicle at a special parking place or its subdivision, or at a holding place without a rank access token	R1 000	

PROPOSED ADMISSION OF GUILT FINES

PARKING BY-LAW OFFENCES

Regulation 49(1)(b) rw Regulation 49(3) (1) and (2) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Taxi parking:** A taxi plying for hire or pick up or drop off passengers other than at a special parking place or taxi stopping provided place.	R1 000	
Regulation 50(5) rw Regulation 50(6) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Use of taxi ranks:** No person may park a vehicle or allow a vehicle to remain stationary in a taxi rank except a taxi in possession of a valid operating licence and for which a rank access token, specifying the rank, has been issued for the year in question,	R1 000	
Regulation 51 rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Prohibition on parking of a taxi at no-stopping place:** No taxi driver may park a taxi at a no-stopping place.	R1 000	
Regulation 52(1) rw Regulation 52(3) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Servicing and washing taxis at taxi facilities:** No person may repair or maintain any motor vehicle at a taxi facility.	R1 000	
Regulation 52(2) rw Regulation 52(3) rw Regulation 63(a) and (b) Provincial Notice ……of …….	No person may wash any motor vehicle at a taxi facility, except at a wash bay at the facility that has been specially constructed for this purpose.	R1 000	

PROPOSED ADMISSION OF GUILT FINES

PARKING BY-LAW OFFENCES

Regulation 53(3) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Behaviour prohibited at a taxi rank:** A person who causes a disturbance or behaves in a riotous or indecent manner.	R1 000	
Regulation 56(1) rw Regulation 56(8) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Destination signs and stopping or parking at bus stops:** No driver or person in charge of a bus or minibus-taxi may park such vehicle at any bus stop or allow such vehicle to be parked at any bus stop.	R500	
Regulation 56(2) rw Regulation 56(8) rw Regulation 63(a) and (b) Provincial	No driver or person in charge of a minibus-taxi may stop or park such vehicle or allow such vehicle to be stopped or parked at any bus stop demarcated for tour buses.	R500	
Regulation 56(3) rw Regulation 56(8) rw Regulation 63(a) and (b) Provincial Notice ……of …….	No driver or person in charge of a bus or minibus-taxi may park such vehicle at any bus stop or utilise such stop as an overnight facility.	R500	

PROPOSED ADMISSION OF GUILT FINES

PARKING BY-LAW OFFENCES

Regulation 56(6) rw Regulation 56(8) rw Regulation 63(a) and (b) Provincial Notice ……of …….	A driver or person in charge of a bus failing to display a destination sign.	R500	
Regulation 56(7) rw Regulation 56(8) rw Regulation 63(a) and (b) Provincial Notice ……of …….	No driver or person in charge of a bus or minibus-taxi may allow the engine of such bus which is allowed to stop at any bus stop to run for more than 20 minutes after it came to a stop.	R500	
Regulation 57(1) rw Regulation 57(3) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Obeying and interfering with an authorised official:** Disobeying visible or audible signals of an authorized official directing traffic.	NAG	
Regulation 57(2) rw Regulation 57(3) rw Regulation 63(a) and (b) Provincial Notice ……of …….	Obstruct, hinder, abuse or interfere with any authorised official in the exercise of the power referred to in subsection (1) of Regulation 57.	NAG	
Regulation 61(1)(b) rw Regulation 61(2) rw Regulation 63(a) and (b) Provincial Notice ……of …….	**Compliance notices and the recovery of costs:** Failure to comply with a compliance and recovery notice issued by the municipality.	R500	

NAG = No Admission of Guilt fine allowed

7.6.6	**REQUEST FOR APPROVAL OF STELLENBOSCH NON-MOTORISED TRANSPORT(NMT) MASTER PLAN POLICY**

Collaborator No: **736147**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **19 October 2022**

1. SUBJECT: REQUEST FOR APPROVAL OF STELLENBOSCH NON-MOTORISED TRANSPORT (NMT) MASTER PLAN AND POLICY

2. PURPOSE

That Council notes the 2020 Non-Motorised Transport (NMT) Master Plan and Policy.

3. DELEGATED AUTHORITY

Municipal Council.

4. EXECUTIVE SUMMARY

Stellenbosch Municipality compiled an NMT network plan, a separate cycling plan and an NMT Policy in 2015. The Draft 2020 NMT Master Plan and Policy is a review, update and consolidation of the aforementioned documents.

The aim of the Non-Motorised Transport (NMT) Master Plan and Policy is to analyse the capacity of current network, identify current and future NMT needs, and make recommendations for infrastructure that will ensure an effective NMT network.

The Draft 2020 NMT Master Plan and Policy has been tabled at Council in April 2021, where the Master Plan and Policy was accepted by Council, and thereafter advertised for public comment. Comments were received from, Friends of Stellenbosch Mountain (FMS), Stellenbosch Ratepayers Association (SRA), Stellenbosch Interest Group (SIG), Stellenbosch Cycling and the University of Stellenbosch (US). Public Comments received were largely supportive.

5. RECOMMENDATIONS

(a) that Council notes that the NMT Master Plan and Policy was published for public comment;

(b) that Council notes the Directorate's view and comments received; and

(c) that Council approves the 2020 NMT Master Plan and Policy.

6. DISCUSSION / CONTENTS

6.1 Background

Stellenbosch Municipality compiled an NMT network plan, a separate cycling plan and an NMT Policy in 2015. The Draft 2020 NMT Master Plan and Policy is a review, update and consolidation the aforementioned documents.

The aim of the NMT Master Plan and Policy is to analyse the capacity of current network, identify current and future NMT needs, and recommends infrastructure that will ensure an effective NMT network.

The NMT Master Plan and Policy also serves to refine and focus strategic objectives and strives to position NMT as a consistent long term municipal priority. The principal objective is the construction of a coherent, logical and integrated NMT network for Stellenbosch by 2024. Projects listed in the Master Plan are further assessed and incorporated into the Comprehensive Integrated Transport Planning (CITP).

The Draft 2020 NMT Master Plan and Policy has been tabled at Council in April 2021, where the Master Plan and Policy was accepted by Council and thereafter advertised for public comment.

6.2 Discussion

Comments were received from the following Interest Groups, Stellenbosch Friends of the Mountain (SFM), Stellenbosch Ratepayers Association (SRA), Stellenbosch Interest Group (SIG), Stellenbosch Cycling and Stellenbosch University.

Summary of comments received:

- SFM :Suggests that the vision is narrow vision with low ambition, however supports the acceptance of the NMT Policy and Masterplan and further suggests that it be revisited once the CITP strategies are addressed:
- SRA: commended the work carried out by the Municipality.
- SIG: Suggests that the NMT plan does not address actual implementation of cycle lanes in the CBD. In favour of the NMT Masterplan and Policy and proposed that more detailed maps be provided.
- Stellenbosch Cycling: Generally supportive of the content of the document and suggest that more can be done to improve cycling in Stellenbosch.
- US: Generally supportive, highlighting the need to continue collaborative efforts between the University and Municipality.

It should be noted that the purpose of the NMT Masterplan and Policy is to provide the framework for future NMT interventions and to provide input into the CITP. Further details of projects listed in the Master Plan and subsequently the CITP, will only become available once preliminary approvals are obtained and more detailed assessments are carried-out. Projects commence only once public participation processes are concluded and all relevant and final approvals obtained.

The Directorate's view is that the analysis carried out through the compilation of the NMT MP and Policy ensures that is suitable for its purpose, i.e. as an aid to planning processes, providing input in the CITP. The Directorate will review and assess the comments received (and where applicable) incorporate these into the next revision of the NMT MP and Policy.

Full public participation exercises are carried out during the compilation of the CITP, through IDP sessions, and when proposals are identified for possible implementation.

6.3 Financial Implications

Detailed cost estimates are carried out once projects are identified for further assessment or implementation. The cost estimates / funding analyses will determine the financial implications and the most appropriate funding source / model will be selected. The implementation of proposals may be phased to coincide with available funding. Examples

of sources of funding are: Municipal Capital Funding, Development Contributions, Provincial Roads Authority and Infrastructure Grants.

6.4 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation.

6.5 Staff Implications

A resource requirement assessment will be carried out once a proposal is identified for implementation. This assessment would determine, for example, whether internal capacity is sufficient or whether external resources will be needed. Proposals listed in the CITP could be undertaken by:

- Stellenbosch Municipality's internal staff or appointed consultants and contractors.
- Developers, in accordance with Municipal standards, and to the approval of the Municipality.
- The PGWC (Roads and Transport Department) in collaboration with the Municipality.

6.6 Previous / Relevant Council Resolutions:

42ND COUNCIL MEETING: 2021-04-28: ITEM 11.5.4
RESOLVED (nem con)

(a) that the content of this report be noted;

(b) that the Draft Non-Motorised Transport Master Plan & Policy attached as **ANNEXURE A**, be accepted; and

(c) that the draft Non-Motorised Transport Master Plan & Policy be advertised for public comment as part of the public participation process.

6.7 Risk Implications

None

RECOMMENDATIONS FROM INFRASTRUCURE SERVICES COMMITTEE MEETING TO THE EXECUTIVE MAYOR: 2022-10-05: ITEM 5.1.6

(a) that Council notes that the NMT Master Plan and Policy was published for public comment;

(b) that Council notes the Directorate's view and comments received; and

(c) that Council approves the 2020 NMT Master Plan and Policy.

ANNEXURES
ANNEXURE A: NON-MOTORISED TRANSPORT (NMT) MASTER PLAN & NMT POLICY
ANNEXURE B: COMMENTS RECEIVED

FOR FURTHER DETAILS CONTACT:

Name	**Shane Chandaka**
Position	***Director***
Directorate	***Infrastructure Services***
Contact Numbers	***021 808 8213***
E-mail Address	***Shane.Chandaka@stellenbosch.gov.za***
Report Date	***20 September 2022***

ANNEXURE A

ANNEXURE A
Network Maps

N

Green Oaks
Weltevrede
Papegaaiberg
Tennantville
La Colline
Hammanshand
Stellenbosch
Merriman
Onder Papegaaiberg
Devonvallei
Die Boord
Dalsig
Coetzenburg
Kleingeluk
Brandwacht
Paradyskloof
Jamestown

R304 R44 R310

Legend

Proposed

- Ped bridge / crossing point
- Pedestrian Priority Street
- NMT Only (Class 1)
- SU primary NMT routes
- SU secondary NMT routes
- NMT facilities with Partial Separation (Class 2)
- Bicycle lanes (Partial or Marked Separation; Class 2/3)
- Cycling in local street (Class 4)
- Cycling in shoulder
- Proposed Sidewalk

Existing

- NMT Only (Class 1)
- NMT facilities with Partial Separation (Class 2)
- Bicycle lanes (Partial or Marked Separation) (Class 3)
- Existing Sidewalk (condition varies)
- School
- Public Transport Ranks
- Railway Station
- Railway
- Cadastre

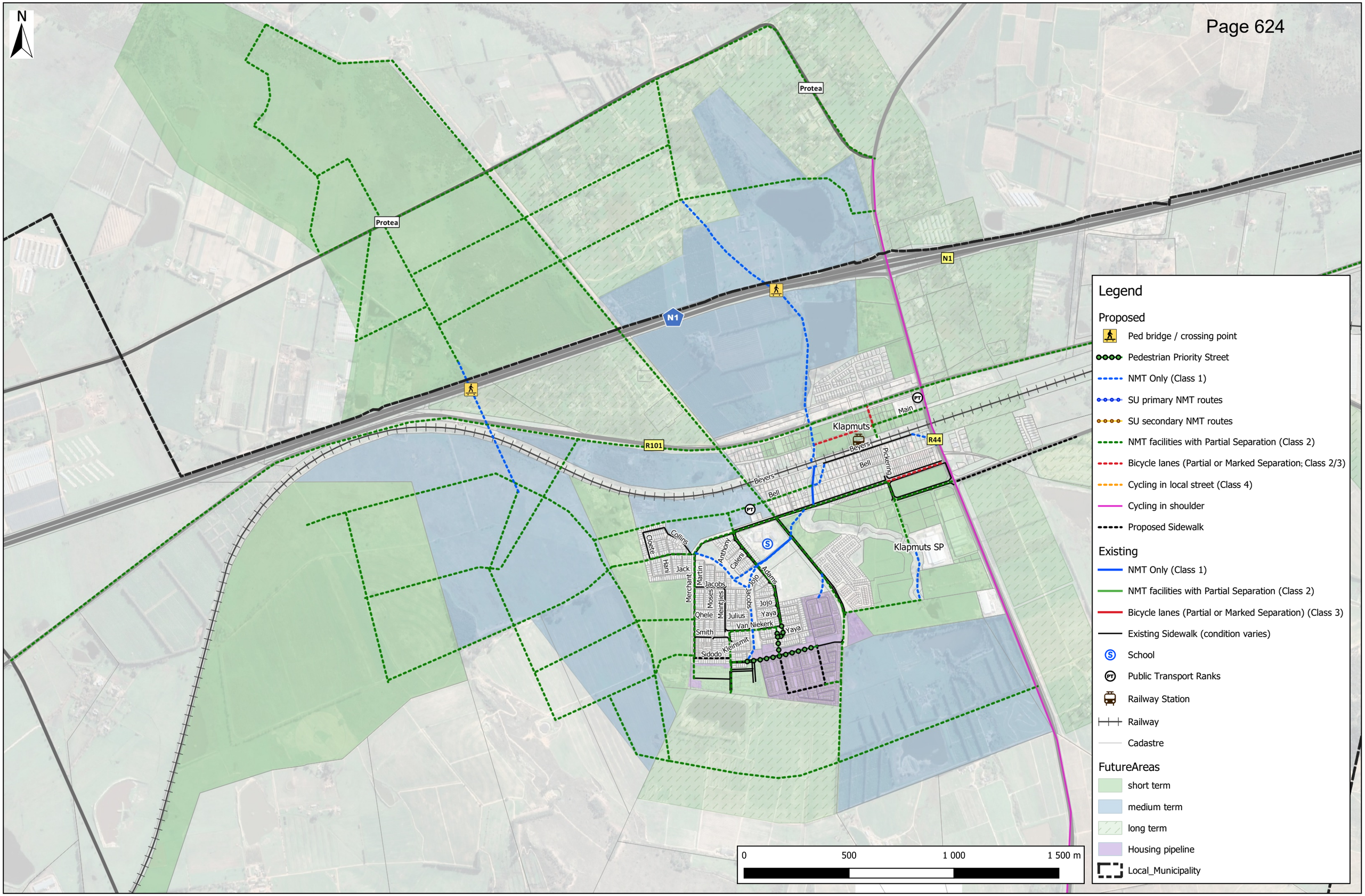
FutureAreas

- short term
- medium term
- long term
- Housing pipeline
- Local Municipality

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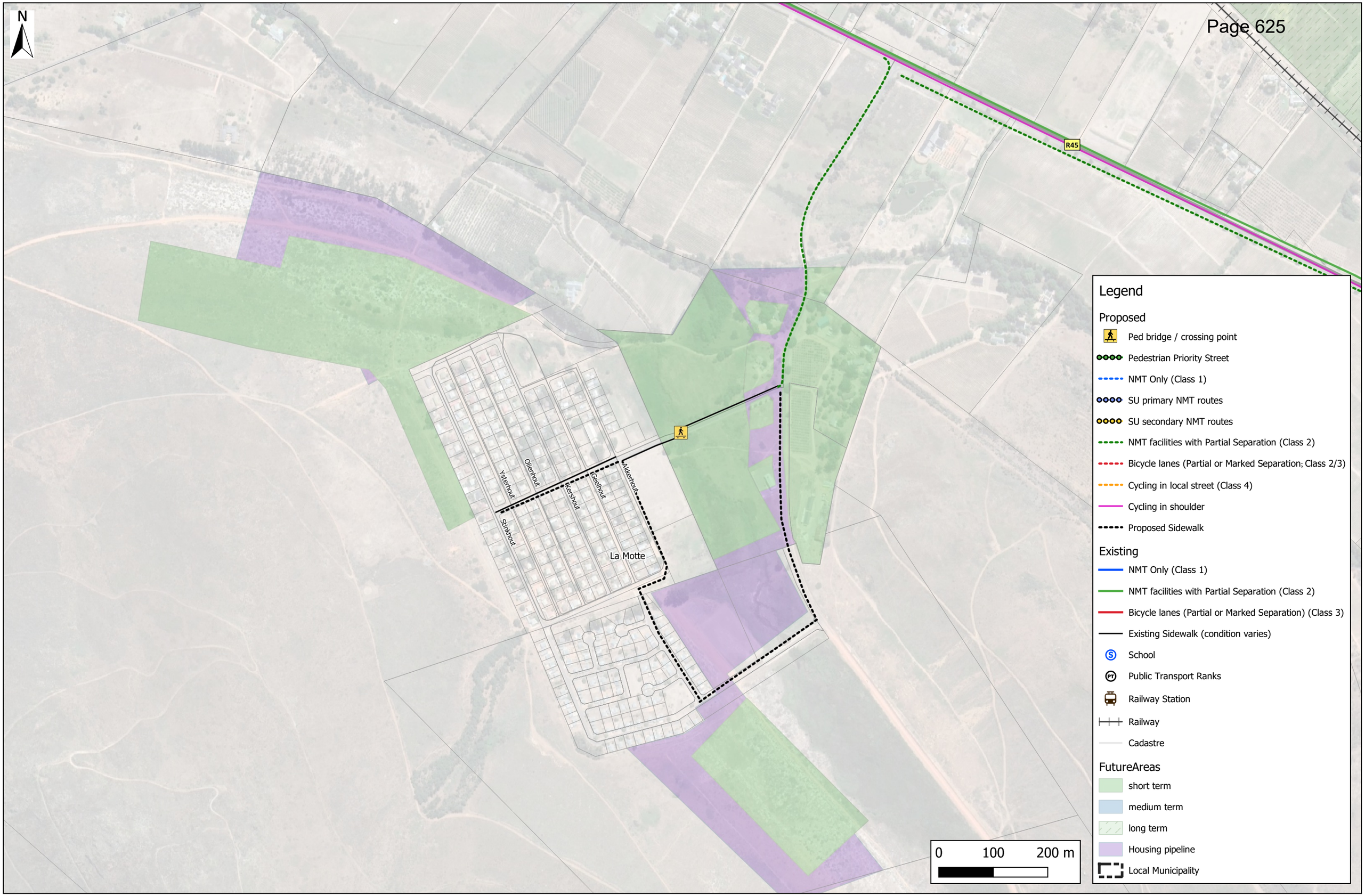
STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

PROJECT:	FIGURE:	NO:
UPDATE OF THE STELLENBOSCH NMT MASTERPLAN & CYCLE PLAN (DECEMBER 2020)	STELLENBOSCH TOWN EXISTING AND PROPOSED NMT NETWORK	1



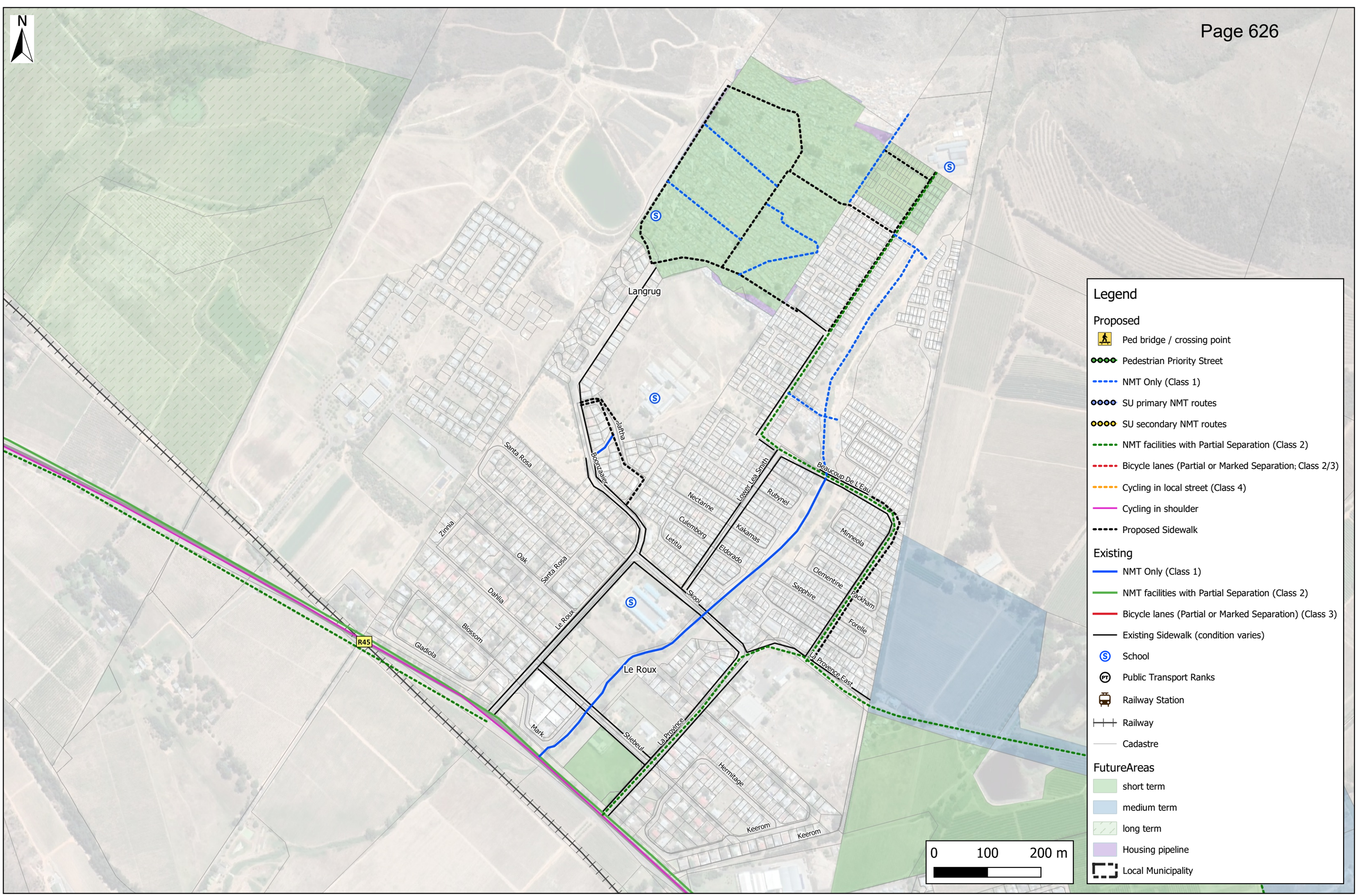
STELLENBOSCH
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PROJECT:	FIGURE:	NO:
UPDATE OF THE STELLENBOSCH NMT MASTERPLAN & CYCLE PLAN (DECEMBER 2020)	KLAPMUTS EXISTING AND PROPOSED NMT NETWORK	2



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PROJECT:	FIGURE:	NO:
UPDATE OF THE STELLENBOSCH NMT MASTERPLAN & CYCLE PLAN (DECEMBER 2020)	LA MOTTE EXISTING AND PROPOSED NMT NETWORK	3



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PROJECT:	FIGURE:	NO:
UPDATE OF THE STELLENBOSCH NMT MASTERPLAN & CYCLE PLAN (DECEMBER 2020)	GROENDAL EXISTING AND PROPOSED NMT NETWORK	4

N

Roux
Malherbe
De Villiers
Hauman
Uitkyk
De Wet
Naude
Akademie
Huguenot
La Cotte
La Cotta
Louis Botha
Fabriek
Kruger
Dirkie Uys
R45
Cabriere
De la Rey
Van Wyk
Bordeaux
La Rochelle
Klein Cabriere
Daniel Hugo
Klip
La Provance
Reservoir
Wilhelmina
Berg
Union
Protea
Van Riebeeck
Nerina
Hampton
Heide
Erica
Aalwyn
Tuin
Disa
Freesia

0 100 200 m

Legend

Proposed

- Ped bridge / crossing point
- Pedestrian Priority Street
- NMT Only (Class 1)
- SU primary NMT routes
- SU secondary NMT routes
- NMT facilities with Partial Separation (Class 2)
- Bicycle lanes (Partial or Marked Separation; Class 2/3)
- Cycling in local street (Class 4)
- Cycling in shoulder
- Proposed Sidewalk

Existing

- NMT Only (Class 1)
- NMT facilities with Partial Separation (Class 2)
- Bicycle lanes (Partial or Marked Separation) (Class 3)
- Existing Sidewalk (condition varies)
- School
- Public Transport Ranks
- Railway Station
- Railway
- Cadastre

FutureAreas

- short term
- medium term
- long term
- Housing pipeline
- Local Municipality

STELLENBOSCH
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PROJECT:	FIGURE:	NO:
UPDATE OF THE STELLENBOSCH NMT MASTERPLAN & CYCLE PLAN (DECEMBER 2020)	FRANSCHHOEK EXISTING AND PROPOSED NMT NETWORK	5

N

Wemmershoek

R301

R45

PT

0 250 500 750 m

Legend

Proposed

- Ped bridge / crossing point
- Pedestrian Priority Street
- NMT Only (Class 1)
- SU primary NMT routes
- SU secondary NMT routes
- NMT facilities with Partial Separation (Class 2)
- Bicycle lanes (Partial or Marked Separation; Class 2/3)
- Cycling in local street (Class 4)
- Cycling in shoulder
- Proposed Sidewalk

Existing

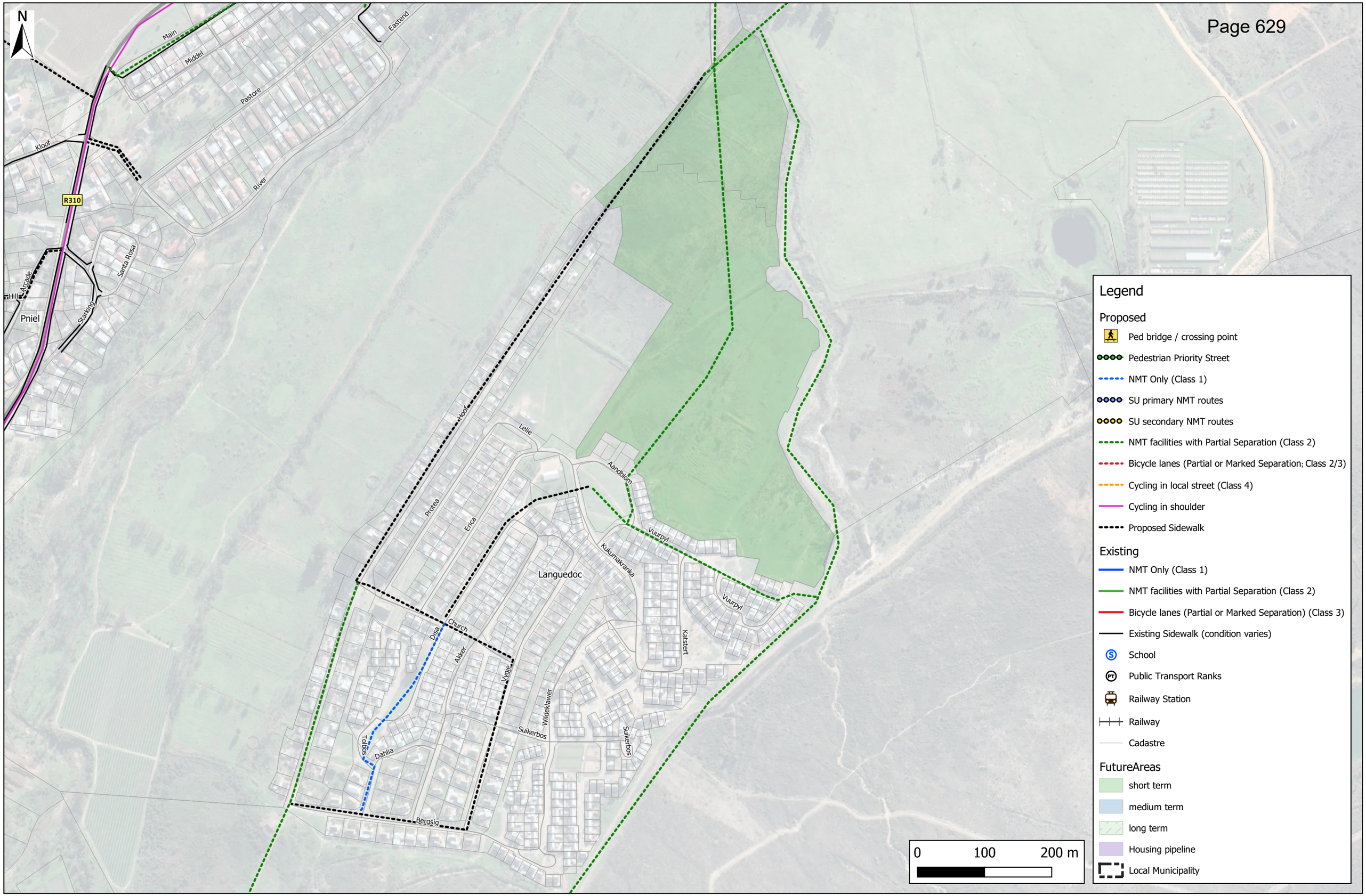
- NMT Only (Class 1)
- NMT facilities with Partial Separation (Class 2)
- Bicycle lanes (Partial or Marked Separation) (Class 3)
- Existing Sidewalk (condition varies)
- School
- Public Transport Ranks
- Railway Station
- Railway
- Cadastre

FutureAreas

- short term
- medium term
- long term
- Housing pipeline
- Local Municipality

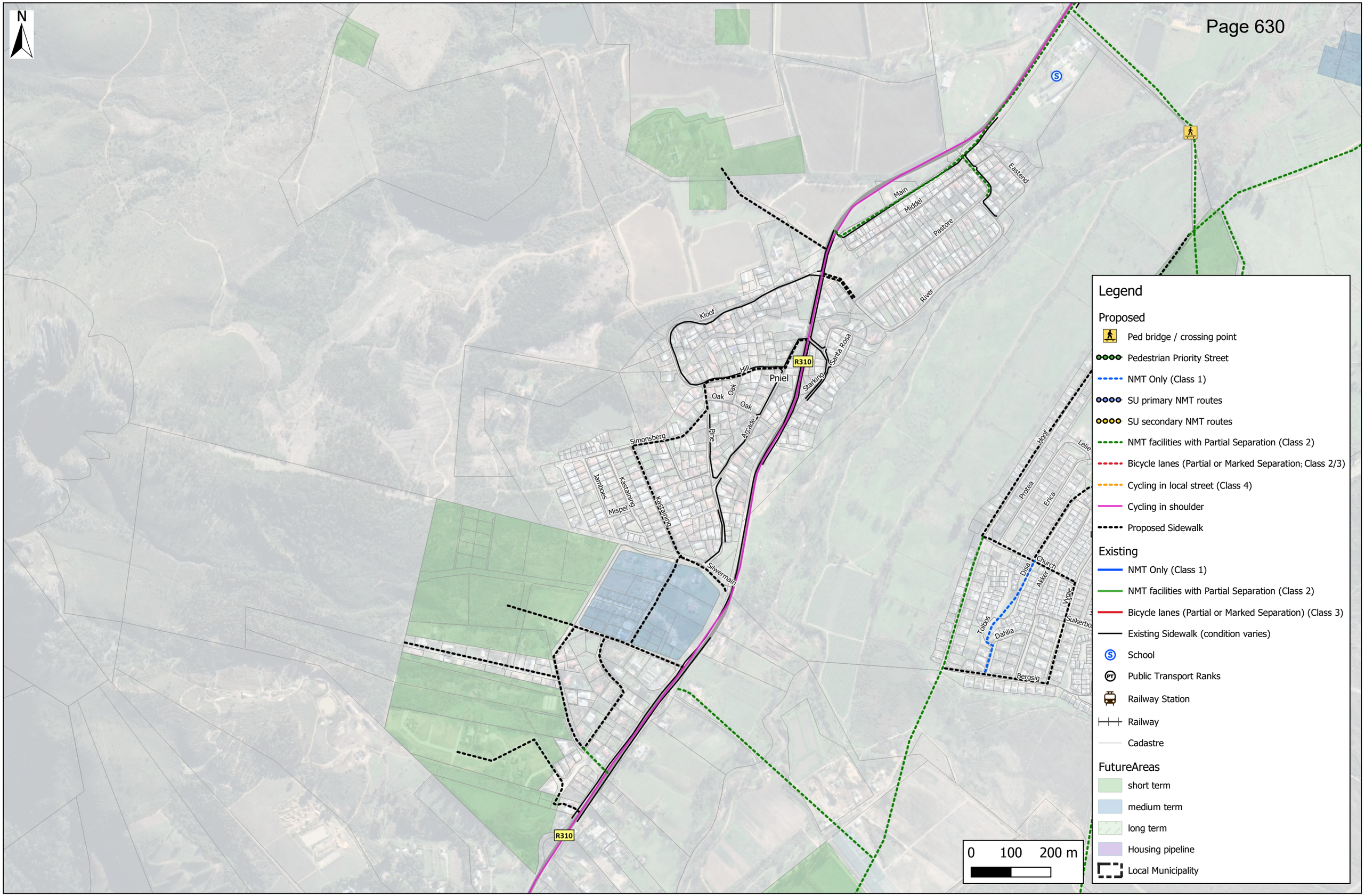
STELLENBOSCH
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PROJECT:	FIGURE:	NO:
UPDATE OF THE STELLENBOSCH NMT MASTERPLAN & CYCLE PLAN (DECEMBER 2020)	WEMMERSHOEK EXISTING AND PROPOSED NMT NETWORK	6



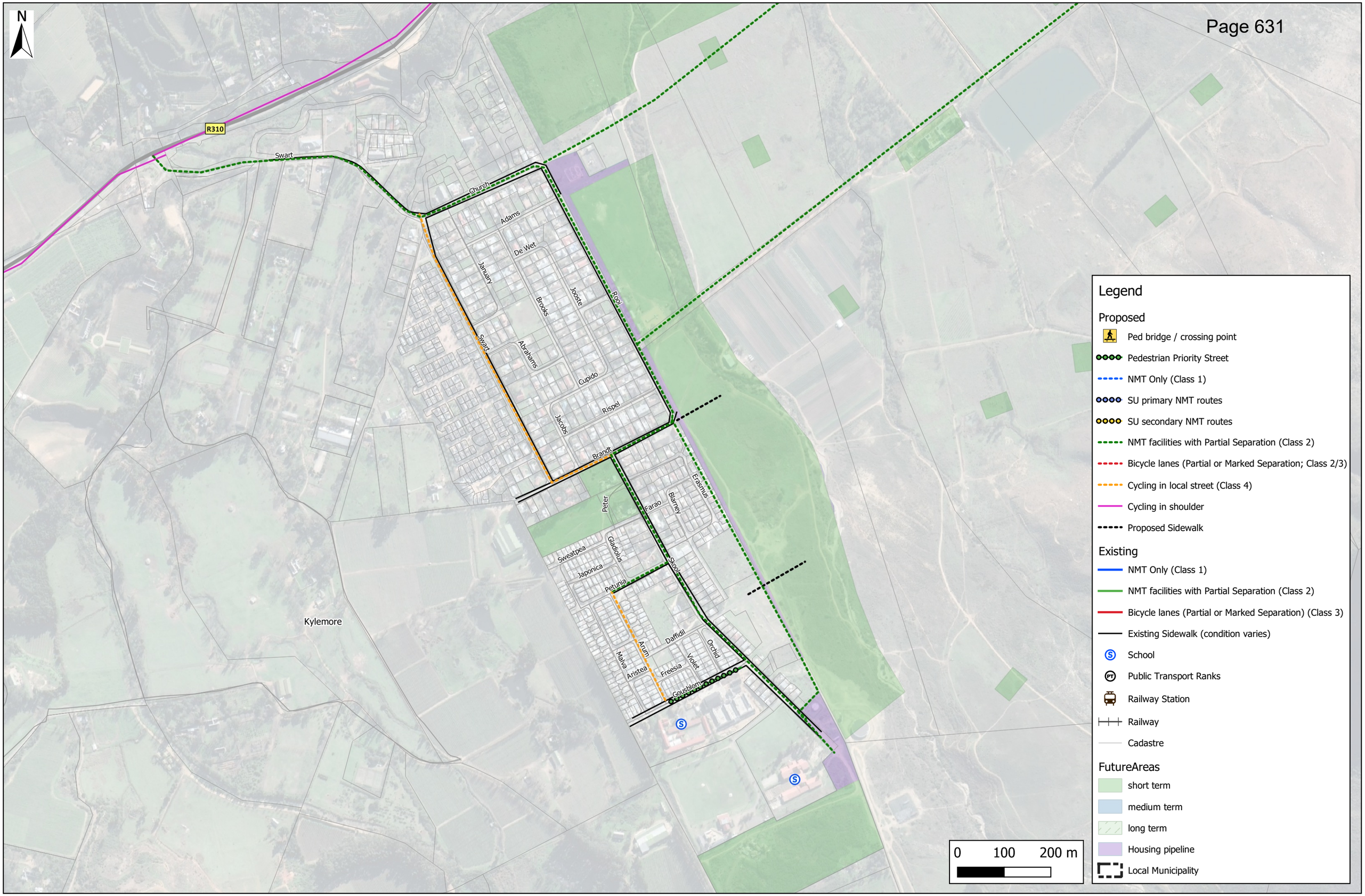
STELLENBOSCH
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PROJECT:	FIGURE:	NO:
UPDATE OF THE STELLENBOSCH NMT MASTERPLAN & CYCLE PLAN (DECEMBER 2020)	LANQUEDOC EXISTING AND PROPOSED NMT NETWORK	7



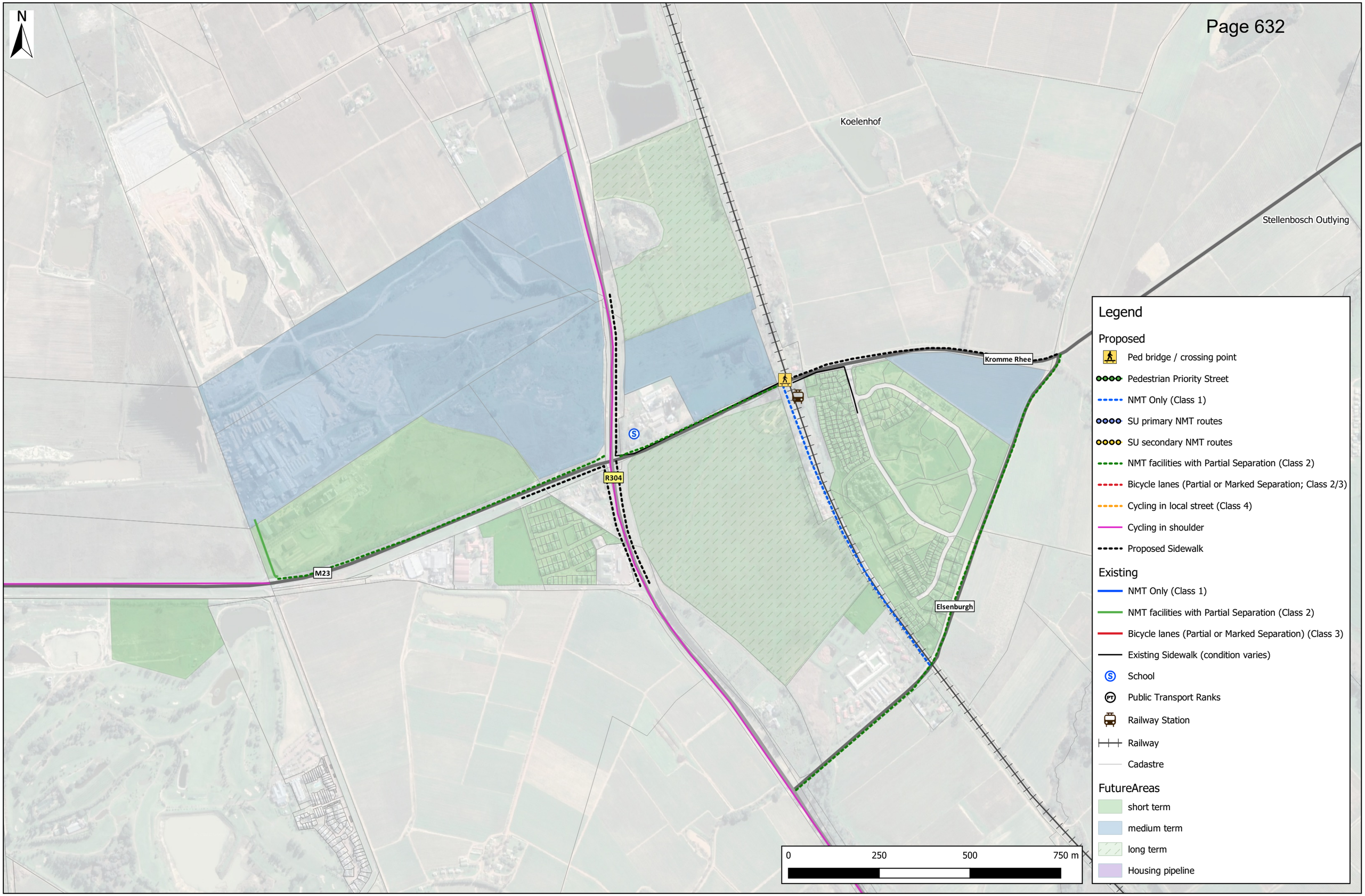
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PROJECT:	FIGURE:	NO:
UPDATE OF THE STELLENBOSCH NMT MASTERPLAN & CYCLE PLAN (DECEMBER 2020)	PNIEL EXISTING AND PROPOSED NMT NETWORK	8



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PROJECT:	FIGURE:	NO:
UPDATE OF THE STELLENBOSCH NMT MASTERPLAN & CYCLE PLAN (DECEMBER 2020)	KYLEMORE EXISTING AND PROPOSED NMT NETWORK	9



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PROJECT:	FIGURE:	NO:
UPDATE OF THE STELLENBOSCH NMT MASTERPLAN & CYCLE PLAN (DECEMBER 2020)	KOELENHOF EXISTING AND PROPOSED NMT NETWORK	10

N

Raithby

R44

Legend

Proposed

- Ped bridge / crossing point
- Pedestrian Priority Street
- NMT Only (Class 1)
- SU primary NMT routes
- SU secondary NMT routes
- NMT facilities with Partial Separation (Class 2)
- Bicycle lanes (Partial or Marked Separation; Class 2/3)
- Cycling in local street (Class 4)
- Cycling in shoulder
- Proposed Sidewalk

Existing

- NMT Only (Class 1)
- NMT facilities with Partial Separation (Class 2)
- Bicycle lanes (Partial or Marked Separation) (Class 3)
- Existing Sidewalk (condition varies)
- School
- Public Transport Ranks
- Railway Station
- Railway
- Cadastre

FutureAreas

- short term
- medium term
- long term
- Housing pipeline
- Local Municipality

0 250 500 750 m

STELLENBOSCH
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PROJECT:
UPDATE OF THE STELLENBOSCH NMT MASTERPLAN & CYCLE PLAN (DECEMBER 2020)

FIGURE:
RAITHBY
EXISTING AND PROPOSED NMT NETWORK

NO:
11

N

Bonniemile

M12

R310

Vlottenburg

R310

Legend

Proposed

- Ped bridge / crossing point
- Pedestrian Priority Street
- NMT Only (Class 1)
- SU primary NMT routes
- SU secondary NMT routes
- NMT facilities with Partial Separation (Class 2)
- Bicycle lanes (Partial or Marked Separation; Class 2/3)
- Cycling in local street (Class 4)
- Cycling in shoulder
- Proposed Sidewalk

Existing

- NMT Only (Class 1)
- NMT facilities with Partial Separation (Class 2)
- Bicycle lanes (Partial or Marked Separation) (Class 3)
- Existing Sidewalk (condition varies)
- School
- Public Transport Ranks
- Railway Station
- Railway
- Cadastre

FutureAreas

- short term
- medium term
- long term
- Housing pipeline
- Local Municipality

0 250 500 750 m

STELLENBOSCH
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PROJECT:	FIGURE:	NO:
UPDATE OF THE STELLENBOSCH NMT MASTERPLAN & CYCLE PLAN (DECEMBER 2020)	VLOTTENBURG EXISTING AND PROPOSED NMT NETWORK	12

N

Legend

Proposed

- Ped bridge / crossing point
- Pedestrian Priority Street
- NMT Only (Class 1)
- SU primary NMT routes
- SU secondary NMT routes
- NMT facilities with Partial Separation (Class 2)
- Bicycle lanes (Partial or Marked Separation; Class 2/3)
- Cycling in local street (Class 4)
- Cycling in shoulder
- Proposed Sidewalk

Existing

- NMT Only (Class 1)
- NMT facilities with Partial Separation (Class 2)
- Bicycle lanes (Partial or Marked Separation) (Class 3)
- Existing Sidewalk (condition varies)
- School
- Public Transport Ranks
- Railway Station
- Railway
- Cadastre

FutureAreas

- short term
- medium term
- long term
- Housing pipeline
- Local Municipality

R310

Annandale

0 250 500 750 m

STELLENBOSCH
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PROJECT:	FIGURE:	NO:
UPDATE OF THE STELLENBOSCH NMT MASTERPLAN & CYCLE PLAN (DECEMBER 2020)	LYNEDOCH EXISTING AND PROPOSED NMT NETWORK	13

N

Green Oaks
Weltevrede
Tennantville
La Colline
Papegaaiberg
Onder Papegaaiberg
Stellenbosch
Coetzenburg
Dalsig
Die Boord
Kleingeluk
Brandwacht
Paradyskloof
Jamestown
Devonvallei

R304
R44
R310

Lang
Waaierpalm
February
Gabriels
Hendrikse
Hine
Williams
King
Ortelli
Rhode
Chippendale
Bergstedt
Cupido
Crombie
Anthony
Last
Pool
Raziet
Laai
Vredelust
Fir
End
Wilger
Kloof
Primrose
Pine
Eike
Jakaranda
Sesine
Sokupala
Luyolo
Nolai Masithangane
Makupula
8th
6th
5th
Bassi
Vineyard
10th
13th
Forest
School
2nd
Mdala
Mputa
Asalea
Noble
Curry
Lappan
Long
Lekay
George Blake
Bell
Planken
Linton
Bridge
Albert
La Colline
Dan Pienaar
Irene Park
Krommerivier
Hammanshand
Stoffel Smit
Papegaairand
Paul Kruger
Dennesig
Hofman
Borcherd
Muller
Ryneveld
Karee
Joubert
Bird
Andringa
Crozier
Smuts
Banghoek
Soeteweide
Verreweider
Merriman
Roux
Bosman
Victoria
Hofmeyer
Classens
Jamasch
Endler
Martinson
Jonkershoek
Van der Stel
Rowan
Du Pleessis
Thibault
Libertas
Lanzerac
Provinsie
Rosendal
Water
Hendrik Bergh
Uitsig
Omega
Bartlett
Comice
Lindida
Newman
Bloekom
Adendorff
Gordon
Tatana
Ou Helshoogte
Martin
Helshoogte
Suurbessie
Maroela
Dahlia
Botmaskop
Sonnebloem
Barhoek
Spele
Desch
Bakker
Lelie
Erasmus Smit
Rustenburg
Luckhoff
Kahler
Juffernbruch
Tindall
Weber
Mahn
Moffat
Lindley
Moses
Kommandeurs
Reyger
Here
Simonsberg
Unie
Adam Tas
Du Toit
Market
Blom
Herte
Papegaai
Herold
Aan-de-Wagen
Dorp
Church
Murray
Neethling
Rattray
Noordwal
Bank
Visser
Louw
Northbank
Piet Retief
School
Koch
Jean
Cruse
Park
Doornbosch
Van Reede
Kaneel
Rokewood
Marina
Culemborg
Lovell
Saffraan
Blenheim
Santa Rosa
Elbertha
Forelle
Sultan
Keiffer
Farmosa
Woltemade
Lovell
Rhodes
Builda
Buitekring
Draai
Dorpsig
Constantia
Kronedal
Lower
Binnekring
Barry
Bergh
Olyf
Vlier
Sering
Lourens
Wege
De Wet
Brandwacht
Le Seuer
Mazot
Kolbe
Faber
Linnes
Trumli
Hamerkop
Pelikaan
Dagbreek
Kiewiet
Kleinvallei
Fisant
Bokmakierie
Loerie
Troupant
Flamingo
Jan Fredrik
Patrys
Adelaar
Tarentaal
Oude Libertas
Devon Vallei
Santhagen
Vredenburg
Neutron
Elektron
Quantum
Techno
Canterbury
Speciosa
Coronata
Florida
Serruria
Longfolia
Ducla
Anesta
Cynaroides
Houtkapper
Blaauwklippen
Fresno
Webersvallei
Selekta
Rorine
Montrose
Parfaite
Pajaro
Whiteheart
Tiobelle
Festival
Tioga
Torrey
Klaradyn
Rovelle
Ostara
Tayee

0 500 1 000 1 500 m

Legend

Essential

Points
- Intersection intervention
- Ped bridge
- Ped crossing
- Rail crossing

NMT Path

Desireable

Points
- Intersection intervention
- Ped crossing

NMT Path
Local Municipality
Railway Station
Public Transport Ranks
School
Railway
Cadastre

FutureAreas
- short term
- medium term
- long term
- Housing pipeline

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PROJECT:	FIGURE:	NO:
UPDATE OF THE STELLENBOSCH NMT MASTERPLAN & CYCLE PLAN (DECEMBER 2020)	STELLENBOSCH TOWN SHORT TERM NMT PROJECTS	14

N

Green Oaks
Weltevrede
Tennantville
La Colline
Papegaaiberg
Onder Papegaaiberg
Stellenbosch
Coetzenburg
Die Boord
Dalsig
Kleingeluk
Brandwacht
Paradyskloof
Jamestown
Devonvallei

R304
R44
R310

Hammanshand
Merriman
Jonkershoek
Martinson
Bird
Piet Retief
Van Reede
Dorp

0 500 1 000 1 500 m

Legend

Essential

Points

- Intersection intervention
- Ped bridge
- Ped crossing
- Rail crossing

NMT Path
Local Municipality
Railway Station
Public Transport Ranks
School
Railway
Cadastre

FutureAreas

- short term
- medium term
- long term
- Housing pipeline

PROJECT:	FIGURE:	NO:
UPDATE OF THE STELLENBOSCH NMT MASTERPLAN & CYCLE PLAN (DECEMBER 2020)	STELLENBOSCH TOWN SHORT TERM NMT PROJECTS: ESSENTIAL PROJECTS	15

N

R301

Wemmershoek

R45

PT

S

S

0 250 500 750 m

Legend

Desireable

Points

Intersection intervention

Ped crossing

NMT Path

Essential

Points

Intersection intervention

Ped bridge

Ped crossing

Rail crossing

NMT Path

School

Public Transport Ranks

Railway Station

Local Municipality

Railway

Cadastre

FutureAreas

short term

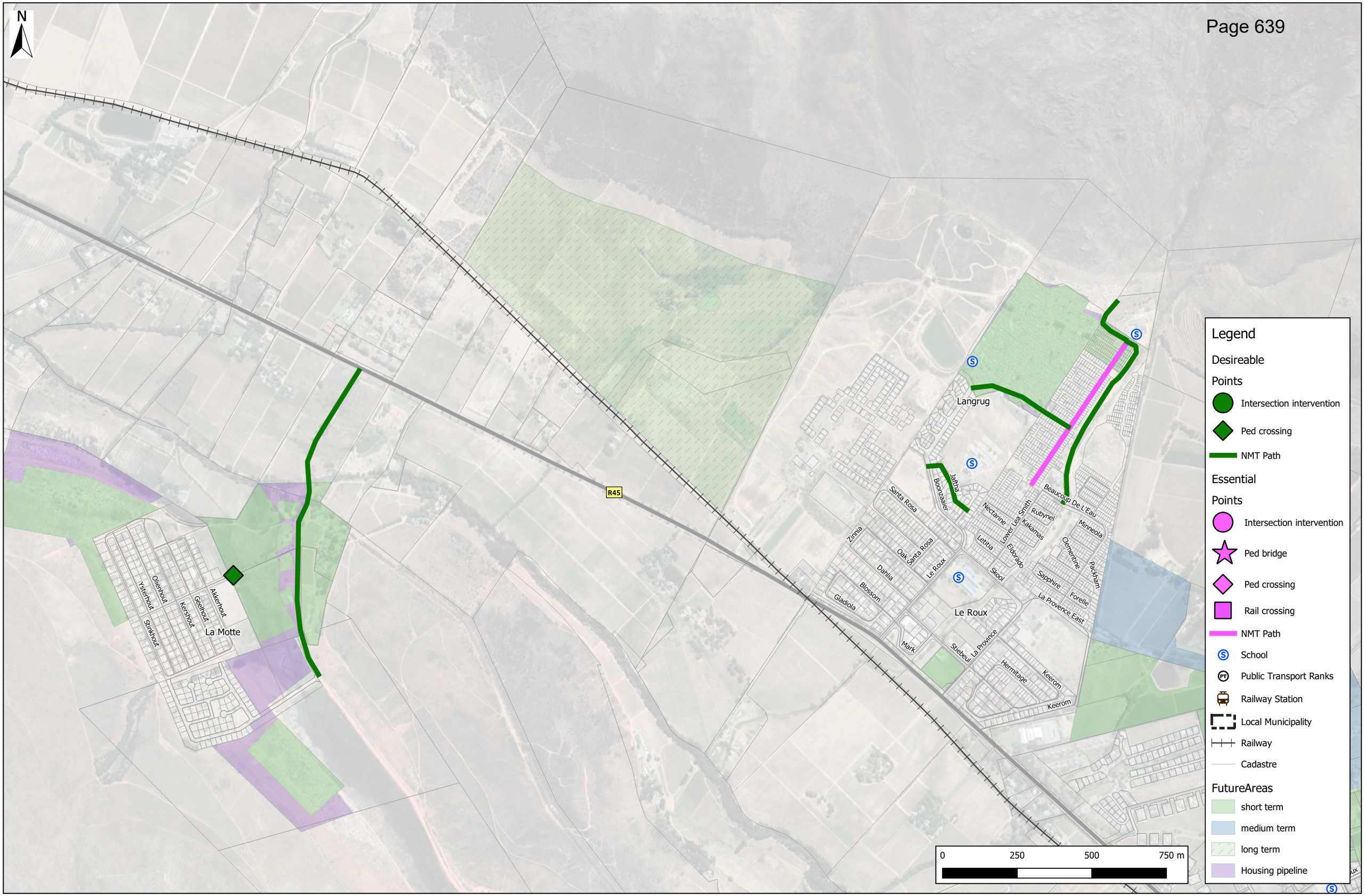
medium term

long term

Housing pipeline

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PROJECT:	FIGURE:	NO:
UPDATE OF THE STELLENBOSCH NMT MASTERPLAN & CYCLE PLAN (DECEMBER 2020)	WEMMERSHOEK SHORT TERM NMT PROJECTS	16



PROJECT: UPDATE OF THE STELLENBOSCH NMT MASTERPLAN & CYCLE PLAN (DECEMBER 2020)	**FIGURE:** LA MOTTE & GROENDAL SHORT TERM NMT PROJECTS	**NO:** 17

N

N1

R101

R45

R44

Klapmuts

Main

Beyers

Bell

Pickering

Klapmuts SP

Bennetsville

Cornelius
De Jager
Cloete
Fortuin
Fabrik
Collins
Gone
Jefferson
Hani
Hartzenberg
Jack
Zincke
Merchant
Martin
Jacobs
Meintjies
Moses
Malgas
Nyanga
Qhele
Julius
Mhitini
Smith
Van Wyk
Williams
Kleinsmit
Sidodo
Alexander
Anthony
Caleni
Adams
Jojo
Madoio
Van Niekerk
Yaya

0 250 500 750 m

Legend

Desireable

Points
- Intersection intervention
- Ped crossing
- NMT Path

Essential

Points
- Intersection intervention
- Ped bridge
- Ped crossing
- Rail crossing
- NMT Path
- School
- Public Transport Ranks
- Railway Station
- Local Municipality
- Railway
- Cadastre

FutureAreas
- short term
- medium term
- long term
- Housing pipeline

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PROJECT:	FIGURE:	NO:
UPDATE OF THE STELLENBOSCH NMT MASTERPLAN & CYCLE PLAN (DECEMBER 2020)	KLAPMUTS SHORT TERM NMT PROJECTS	18



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PROJECT:	FIGURE:	NO:
UPDATE OF THE STELLENBOSCH NMT MASTERPLAN & CYCLE PLAN (DECEMBER 2020)	KYLEMORE SHORT TERM NMT PROJECTS	19

ANNEXURE B
Implementation Plan

NMT MASTERPLAN PROJECTS
DRAFT VERSION 1, 2020-09-04

Project No.	Projects	Location	Project type/ category	Length (m)	***Cost***	Roadmarkings and Signage *5%*	Landscaping *10%*	Prelim & General Expenses *20%*	Contingencies *15%*	***TOTAL CONSTRUCTION COST***	Professional fees *10%*	***TOTAL PROJECT COST***	Priority
1	Pedestrianisation of Church St and Andringa St	CBD Stellenbosch Tow	Pedestrian Street	670	Lump Sum					R200 000	R285 000	R485 000	essential
2	Decluttering of street furniture in Stellenbosch CBD and dropped kerb standardisation	CBD Stellenbosch Tow	UA corrections	0	Lump Sum					R4 500 000	R500 000	R5 000 000	desireable
3	Roll-out of bicycle network in Stellenbosch CBD (Continuity of cycle routes, road markings, bi-directional cycling in one way streets, bicycle parking)	CBD Stellenbosch Tow	CBD bicycle network	0	Lump Sum					R4 000 000	R400 000	R4 400 000	essential
4	Pedestrian bridge across R304 & rail line linking Kayamandi and Cloetesville	Kayamandi	Ped bridge	0	Lump Sum					R18 181 800	R1 818 200	R20 000 000	essential
5a	Kayamandi Rand St: Pedestrian priority, restrict heavy vehicle access, narrow road to 6,5m (from ~9m wide black top), raised ped crossing; Brick pave 4m wide NMT route up to to railway crossing	Kayamandi	Pedestrian Street		R172 510	R8 625	R17 251	R34 502	R25 876	R258 764	R25 876	R284 641	essential
5b		Kayamandi	Pedestrian Street	80	R199 200	R9 960	R19 920	R39 840	R29 880	R298 800	R29 880	R328 680	essential
6	Kayamandi: Safe ped link across railway line at Du Toit Station (grade separated crossing; either pedestrian bridge or crossing as part of Kayamandi mall upgrade)	Kayamandi	Rail crossing		R5 100 000	R255 000	R510 000	R1 020 000	R765 000	R7 650 000	R765 000	R8 415 000	essential
7	Kayamandi: Staircases parallel to Rand Rd north-east of stadium	Kayamandi	Class 1	100	R1 106 306	R55 315	R110 631	R221 261	R165 946	R1 659 460	R165 946	R1 825 406	essential
8	Kayamandi: Staircases west of stadium and 3m wide footpath up to Rand St (market area)	Kayamandi	Class 1	245	R1 299 500	R64 975	R129 950	R259 900	R194 925	R1 949 250	R194 925	R2 144 175	essential
9	Pedestrian bridge across Helshoogte Rd (R310) at Simonsberg St to provide safe crossing for scholars	Idasvalley	Ped bridge		R5 100 000	R255 000	R510 000	R1 020 000	R765 000	R7 650 000	R765 000	R8 415 000	essential
10a	Bosman St: Extend effective sidewalk width and provide bi-directional cycle lane (Phase 1 between Banhoek and Merriman, Phase 2 Merriman and Van Riebeeck)	CBD Stellenbosch Tow	Sidewalk	200	R90 000	R4 500	R9 000	R18 000	R13 500	R135 000	R13 500	R148 500	essential
10b		CBD Stellenbosch Tow	Class 3	200	R90 000	R4 500	R9 000	R18 000	R13 500	R135 000	R13 500	R148 500	essential
10c		CBD Stellenbosch Tow	Class 3	275	R38 569	R1 928	R3 857	R7 714	R5 785	R57 853	R5 785	R63 638	essential
10d		CBD Stellenbosch Tow	Sidewalk	305	R247 976	R12 399	R24 798	R49 595	R37 196	R371 964	R37 196	R409 160	essential
10e		CBD Stellenbosch Tow	Class 3	305	R133 050	R6 653	R13 305	R26 610	R19 958	R199 575	R19 958	R219 533	essential
11	Soeteweide St: Restrict access to local traffic only and provide safe pedestrian space	CBD Stellenbosch Tow	Sidewalk	610	R575 270	R28 763	R57 527	R115 054	R86 290	R862 904	R86 290	R949 195	desireable
12	Merriman Ave: Investigation into ped crossing to mitigate current safety concerns	CBD Stellenbosch Tow	Ped crossing	0	R362 448	R18 122	R36 245	R72 490	R54 367	R543 671	R80 000	R623 671	essential
13	Merriman Ave: Extension of existing cycle lane up to Adam Tas	CBD Stellenbosch Tow	Class 3	1 090	R60 581	R3 029	R6 058	R12 116	R9 087	R90 872	R9 087	R99 959	desireable
14a	Die Laan: Extend effective sidewalk width and provide bi-directional	CBD Stellenbosch Tow	Class 3	230	R150 106	R7 505	R15 011	R30 021	R22 516	R225 160	R22 516	R247 676	essential
15	R44: Provide 3m wide footpath on western side of the R44 (from Lang Rd to Welgevonden)	Cloetesville	Class 2	2 330	Lump Sum					R7 268 467	R726 855	R7 995 322	desireable
16	R44: Provide footpath (Extension of Ortell Rd in Cloetesville to the east) and bridge over R44	Cloetesville	Ped bridge	225	R5 628 750	R281 438	R562 875	R1 125 750	R844 313	R8 443 125	R844 313	R9 287 438	essential
17	Curry Rd: Extend sidewalk space on eastern side by 1) widening existing sidewalk and by 2) reducing drop-off area by installing delineated kerb	Cloetesville	Sidewalk	775	R512 297	R25 615	R51 230	R102 459	R76 844	R768 445	R76 844	R845 289	essential
18	Bloekom St: Improved traffic calming in front of school and extend existing sidewalk	Idasvalley	Sidewalk	400	R339 172	R16 959	R33 917	R67 834	R50 876	R508 757	R50 876	R559 633	essential
19	Extend Bicycle Lane from Cluver Rd along Rustenberg Rd and extend side	Idasvalley	Class 3	645	R606 754	R30 338	R60 675	R121 351	R91 013	R910 132	R91 013	R1 001 145	desireable
20	Cluver Rd: Provide smooth transition of bicycle lane onto sidewalk space on both sides of the road, widen sidewalk to convert into Bicycle Class 2	Idasvalley	Class 3	410	R128 800	R6 440	R12 880	R25 760	R19 320	R193 200	R19 320	R212 520	essential
21	Upgrade NMT route through Eikestadt Mall outside parking area; investigate re-arrangement of parking	CBD Stellenbosch Tow	Class 1	170	R257 102	R12 855	R25 710	R51 420	R38 565	R385 653	R38 565	R424 218	desireable
22a	Aan die Wagenweg: Upgrade of bicycle path and sidewalk space	CBD Stellenbosch Tow	Class 1	120	R101 600	R5 080	R10 160	R20 320	R15 240	R152 400	R15 240	R167 640	desireable
22b		CBD Stellenbosch Tow	Class 3	370	R159 700	R7 985	R15 970	R31 940	R23 955	R239 550	R23 955	R263 505	desireable
22c		CBD Stellenbosch Tow	sidewalk	300	R275 825	R13 791	R27 582	R55 165	R41 374	R413 737	R41 374	R455 111	desireable
23	Van Rheede/ R44 Intersection: Improve pedestrian safety	CBD Stellenbosch Tow	Intersection		Lump Sum					R2 000 000	R200 000	R2 200 000	essential
24	R44: Provide footpath on eastern side of the R44 (from Doornbosch to Dorp) incl. ped bridge over Eerste River	CBD Stellenbosch Tow	Class 2	895	Lump Sum					R9 371 336	R937 144	R10 308 480	desireable
25a	R44: Upgrade footpath on eastern side of the R44 (from Paradyskloof to Doornbosch)	CBD Stellenbosch Tow	Class 2	415	R186 750	R9 338	R18 675	R37 350	R28 013	R280 125	R28 013	R308 138	essential

Project No.	Projects	Location	Project type/ category	Length (m)	*Cost*	Roadmarkings and Signage	Landscaping	Prelim & General Expenses	Contingencies	*TOTAL CONSTRUCTION COST*	Professional fees	*TOTAL PROJECT COST*	Priority
25b	Boomhoosch)	CBD Stellenbosch Tow	Class 2	1 165	R553 620	R27 681	R55 362	R110 724	R83 043	R830 429	R83 043	R913 472	essential
26	Merriman Ave: Proposed shared footpath on southern side of the road (from Cluver to Simonsberg)	CBD Stellenbosch Tow	Class 2	485	R636 302	R31 815	R63 630	R127 260	R95 445	R954 453	R95 445	R1 049 898	desireable
27a	Simonsberg Rd: Provide shared facility & Implementation of traffic calming measures	CBD Stellenbosch Tow	Class 2	303	R169 680	R8 484	R16 968	R33 936	R25 452	R493 429	R49 343	R542 772	essential
27b		CBD Stellenbosch Tow	Class 2	205	R410 354	R20 518	R41 035	R82 071	R61 553	R615 531	R61 553	R677 084	essential
28a	Martinson Rd: Narrowing of road with a separate two-way bicycle facility (4m wide Class 3) on southern side between Omega Rd and Simonsberg Rd; incl. gateways and sidewalk on northern side	CBD Stellenbosch Tow	Class 3	0	Lump Sum					R1 592 726	R159 274	R1 752 000	desireable
28b		CBD Stellenbosch Tow	Sidewalk	1 050	R588 000	R29 400	R58 800	R117 600	R88 200	R882 000	R88 200	R970 200	desireable
29	Jonkershoek Rd: Upgrade of shared footpath (widen and resurface southside path where space allows) and provide lighting	CBD Stellenbosch Tow	Class 2	3 725	R2 951 250	R147 563	R295 125	R590 250	R442 688	R4 426 875	R442 688	R4 869 563	desireable
30	Bird St/ Adam Tas (R44) Intersection: Improve pedestrian safety	CBD Stellenbosch Tow	Intersection		R0	R0	R0	R0	R0	R1 500 000	R150 000	R1 650 000	essential
31	Strand St. R44/ Dorp St Intersection: Improve pedestrian safety	CBD Stellenbosch Tow	Intersection		R0	R0	R0	R0	R0	R1 500 000	R150 000	R1 650 000	essential
32	Adam Tas (R301)/ Dorp St Intersection: Improve pedestrian safety	CBD Stellenbosch Tow	Intersection		R0	R0	R0	R0	R0	R1 500 000	R150 000	R1 650 000	desireable
33a	Jamestown Webbersvallei Rd: Provide 3m wide shared facility on northern side	Jamestown	Sidewalk	120	R143 887	R7 194	R14 389	R28 777	R21 583	R215 830	R21 583	R237 413	desireable
33b		Jamestown	Class 2	1 000	R2 675 000	R133 750	R267 500	R535 000	R401 250	R4 012 500	R401 250	R4 413 750	desireable
34	Jamestown Drakensberg Rd: Provide shared NMT Facility	Jamestown	Class 2	330	R330 374	R16 519	R33 037	R66 075	R49 556	R495 560	R49 556	R545 116	desireable
35	Koelenhof: Investigation into safe ped crossing at railway line	Koelenhof	Rail crossing		R51 172	R2 559	R5 117	R10 234	R7 676	R76 757	R7 676	R84 433	essential
36	Kylemore Swart Rd: Extend existing sidewalk up to Helshoogte Road	Kylemore	Class 2	250	R72 974	R3 649	R7 297	R14 595	R10 946	R109 460	R10 946	R120 406	essential
37	Kylemore Gousblom St: Widen pedestrian space at school entrance	Kylemore	Pedestrian Street	125	R88 974	R4 449	R8 897	R17 795	R13 346	R133 460	R13 346	R146 806	essential
38	Kylemore Petunia St: Widen existing sidewalk on southern side, potentially convert into one-way street	Kylemore	Class 2	130	R97 787	R4 889	R9 779	R19 557	R14 668	R146 680	R14 668	R161 348	essential
39	Lanquedoc: Provide shared NMT facility as part of Class 2 as part of the Upgrading of the Lanquedoc Access Road (SRMP078)	Lanquedoc	Class 2	0	Included in RMP Project List					R0	R0	R0	essential
40	Klapmuts: Shared NMT path along Klapmuts River (off-road)	Klapmuts	Class 1	613	R1 118 120	R55 906	R111 812	R223 624	R167 718	R1 677 179	R167 718	R1 844 897	essential
41	Klapmuts Adams St: Widen existing sidewalk on western side	Klapmuts	Class 2	520	R263 370	R13 168	R26 337	R52 674	R39 505	R395 054	R39 505	R434 560	desireable
42	Klapmuts Alexander St: Widen existing sidewalk and traffic calming measures	Klapmuts	Class 2	430	R501 691	R25 085	R50 169	R100 338	R75 254	R752 537	R75 254	R827 790	desireable
43a	Klapmuts Merchant St: Widen existing sidewalk on eastern side (use full effective width) and convert into shared NMT facility	Klapmuts	Class 2	700	R336 802	R16 840	R33 680	R67 360	R50 520	R505 203	R50 520	R555 723	desireable
43b		Klapmuts	Class 2	95	R118 275	R5 914	R11 828	R23 655	R17 741	R177 413	R17 741	R195 154	desireable
44	Groendal Upper Lea Smit Rd: Upgrade sidewalks and introduce traffic calming	Groendal	Sidewalk	1 200	R651 172	R32 559	R65 117	R130 234	R97 676	R976 757	R97 676	R1 074 433	essential
45	Groendal Stiebeuel River: Provide shared NMT facility along river on western side from existing NMT path to Dalubuhle school	Groendal	Class 1	475	R1 117 737	R55 887	R111 774	R223 547	R167 661	R1 676 605	R167 661	R1 844 266	desireable
46	Groendal Jafthas St: Sidewalk along Jafthas St from Boonzaaier to Groendal High School (including ped crossing)	Groendal	Sidewalk	550	R242 000	R12 100	R24 200	R48 400	R36 300	R363 000	R36 300	R399 300	desireable
47	Groendal Davids St: Extend sidewalk by means of delineated kerb	Groendal	Sidewalk	365	R609 973	R30 499	R60 997	R121 995	R91 496	R914 959	R91 496	R1 006 455	desireable
48a	Groendal: Provide staircase and NMT route from higher lying informal area down to Dalubuhle Primary School	Groendal	Class 1	140	R961 000	R48 050	R96 100	R192 200	R144 150	R1 441 500	R144 150	R1 585 650	desireable
48b		Groendal	Sidewalk	105	R210 000	R10 500	R21 000	R42 000	R31 500	R315 000	R31 500	R346 500	desireable
49a	La Motte Robertsvlei Rd: Provide 3m wide shared facility on western side of Robertsvlei Rd (to be included in SRMP033)	La Motte	Class 2	615	R1 365 300	R68 265	R136 530	R273 060	R204 795	R2 047 950	R204 795	R2 252 745	desireable
49b		La Motte	Sidewalk	690	R415 987	R20 799	R41 599	R83 197	R62 398	R623 980	R62 398	R686 378	desireable
50	La Motte Main Rd: Provide pedestrian crossing	La Motte	Ped crossing		R14 685	R734	R1 468	R2 937	R2 203	R22 027	R2 203	R24 230	desireable
51	Franschhoek Main Road (R45): Upgrade existing pedestrian crossing points	Franschhoek	UA corrections		R95 226	R4 761	R9 523	R19 045	R14 284	R142 839	R14 284	R157 123	desireable
52	Wemmershoek: Rail crossing - Formalise path to PT stop on R45	Wemmershoek	Rail crossing	183	R199 470	R9 974	R19 947	R39 894	R29 921	R299 205	R29 921	R329 126	essential
53a	Wemmershoek: Formalise footpath on the western side of the R301 up to Wemmershoek access and pedestrian crossing at school access road	Wemmershoek	Ped crossing		R36 487	R1 824	R3 649	R7 297	R5 473	R54 730	R5 473	R60 203	essential
53b		Wemmershoek	Class 2	525	R934 750	R46 738	R93 475	R186 950	R140 213	R1 402 125	R140 213	R1 542 338	essential
54a	Wemmershoek: Formalise footpath on southern end of Wemmershoek up to school	Wemmershoek	Class 1	345	R619 750	R30 988	R61 975	R123 950	R92 963	R929 625	R92 963	R1 022 588	desireable
54b		Wemmershoek	Class 1	115	R119 500	R5 975	R11 950	R23 900	R17 925	R179 250	R17 925	R197 175	desireable
TOTAL				28 149	**R41 771 280**	R2 088 564	R4 177 128	R8 354 256	R6 265 692	**R114 510 157**	R11 791 689	**R126 301 846**	

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Review, Update and Consolidation of the Stellenbosch NMT Masterplan & Cycle Plan

Project Report

December 2020



Innovative Transport Solutions, 4th Floor ,Imperial Terraces, Carl Cronje Drive,
Tyger Waterfront, Bellville, 7530

SUMMARY SHEET

Report Type	Project Report
Title	Review, Update and Consolidation of the Stellenbosch NMT Masterplan & Cycle Plan
Location	Stellenbosch Municipality
Client	Stellenbosch Municipality (SM)
Reference Number	ITS 4221
Project Team	Lynne Pretorius, Pr.Eng, Innovative Transport Solutions Eva Louw, Innovative Transport Solutions Hugo Theron, Pr.Eng, Element Consulting Engineers
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ANNEXURES

- Annexure A: Network Maps
- Annexure B: Details of Implementation Plan

ABBREVIATIONS

BNG	Breaking New Grounds
CWDM	Cape Winelands District Municipality
DC	Development Charge
ITP	Integrated Transport Plan
MBT	Minibus Taxi
NLTA	National Land Transport Act 5 of 2009
NLT Amendment Bill	National Land Transport Amendment Bill, 2016
NMT	Non-Motorised Transport
OLS	Operating License Strategy
PT	Public Transport
SDF	Spatial Development Framework
SDP	Site Development Plan
SM	Stellenbosch Municipality
TIA	Transport Impact Assessment
WCG	Western Cape Government

1 INTRODUCTION

1.1 Background

Stellenbosch Municipality (SM) prepared a Non-Motorised Transport (NMT) Masterplan for the municipal area and a separate Cycle Plan for Stellenbosch in 2015. The Municipality expressed the need to review and update the two plans into one comprehensive municipal NMT Masterplan, also taking cognisance of recent development initiatives. These include public transport planning, the housing roll-out, the initiatives of the Stellenbosch University, and private developments in and around town.

The Spatial Development Framework (SDF) of Stellenbosch also places a strong emphasis on walking and cycling as alternative modes of transport in the town. One of the SDFs principles is to "Pursue balanced communities", which inter alia refers to equal mobility options; i.e. ensuring a safe environment for NMT users by providing adequate infrastructure for cycling and walking.

1.2 Definition of NMT

NMT includes all forms of movement that do not rely on an engine or motor for movement. This includes but is not limited to, walking, cycling and animal-drawn vehicles and wheelchairs[1]. Walking and cycling are the more common forms of NMT usage in Stellenbosch and this is reflected in the municipal NMT Masterplan of 2020. People with 'special categories of need' are also considered[2] which includes people with physical disabilities, the elderly, pregnant women, young children, tourists, women, and load carrying passengers. Skateboarding/ longboarding has recently gained popularity among students and is incorporated. The use of animal-drawn carts such as donkey-carts is not an expected transport mode within the urban area of Stellenbosch and is therefore not addressed.

As the transport industry and urban transport environment changes, so do the mobility choices of pedestrians and cyclists. As a result, there has been an increase in the popularity of electrically assisted cycles and electrically powered personal vehicles such as electric bicycles[3] and e-scooters. Worldwide such mobility devices with a supportive power unit have become part of the urban streetscape. Potential implications thereof within the context of Stellenbosch are addressed in Section 4.6.6 of this report.

Figure 1 schematically depicts the definition of NMT used in this report.

---

1 Department of Transport, NMT Facility Guidelines, 2015.
2 National Land Transport Act, 2009.
3 The term electric bicycle is generic and includes pedelecs, e-bikes and combinations of these types. Pedelec refers to a bicycle with a motor that only functions on condition the cyclist pedals, whilst e-bike means a bicycle with a motor that functions by turning the throttle, so irrespective of the cyclist pedalling.

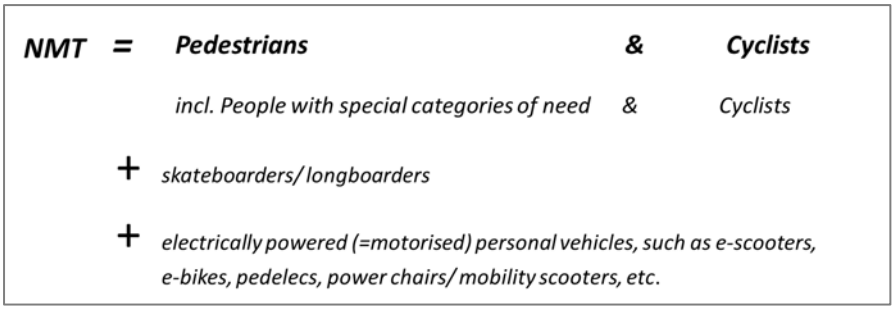


Figure 1: Definition of NMT

1.3 Project Objectives

The primary scope and objective of the project is the consolidation of Stellenbosch's NMT Masterplan and Cycle Plan (both prepared in 2015), the update thereof and the development of an implementation plan, as well as the preparation of NMT strategies and policies.

1.4 Study Area

SM is a local municipality of the Cape Winelands District Municipality (CWDM). It is landlocked within the Western Cape Province with the City of Cape Town bordering on the southwest, the Drakenstein Municipality to the northeast and the Helderberg Mountain Range along the east.

The study area comprises the boundaries of the Stellenbosch Municipal area. Stellenbosch town is the primary urban centre within the Stellenbosch local municipality.

The study area for the development of the NMT Masterplan covers Stellenbosch town which includes Kayamandi, Cloetesville and Idas Valley in the north, as well as Jamestown in the south, and the smaller outlying towns such as Franschhoek, Klapmuts and Pniel. Refer to Figure 2.

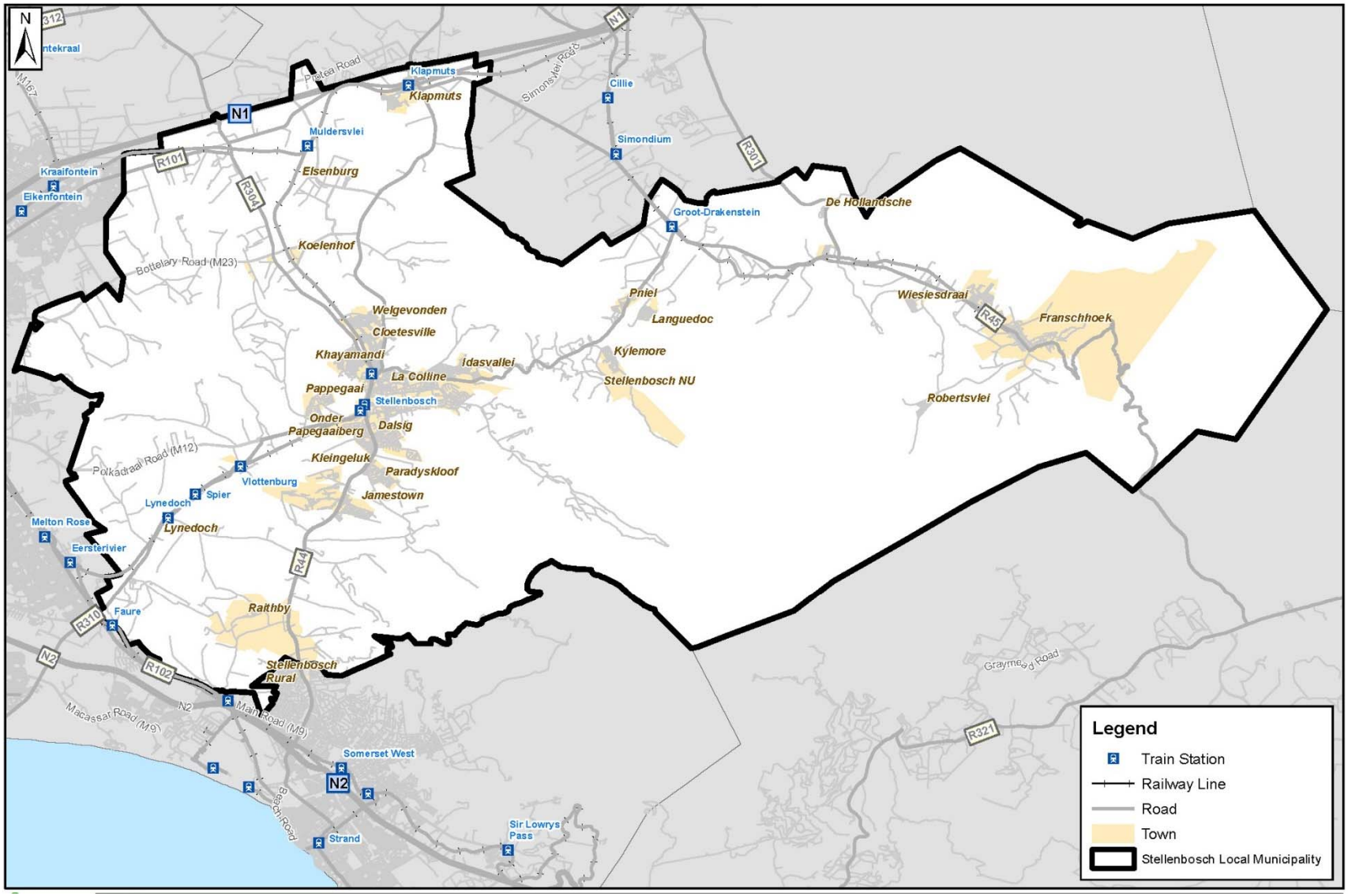


Figure 2: Map of Stellenbosch Municipality

1.5 Report Structure

The report outlines the

- Project **Methodology** (Chapter 2),
- summarises the findings of the **Contextual Analyses** (Chapter 3),
- describes the **Vision and Strategies** (Chapter 4),
- documents the principles of the **Network Development** (Chapter 5),
- details the **Implementation Plan** and provides a cost estimate thereof (Chapter6), and
- concludes with a **Summary** (Chapter 7).

2 METHODOLOGY

An integrative approach was adopted for the review and consolidation of the NMT Masterplan. Various projects and plans have been ongoing for a number of years in SM. With this project the approach was to review all, assess and compare with recent planning and development trends, for inclusion in the NMT Masterplan 2020.

In particular, the recent trends in the spatial development of Stellenbosch as encapsulated in the Stellenbosch SDF as well as the strategic intent of the Integrated Transport Plan[4] pushing Stellenbosch' transport future towards sustainable transport modes, were used as a reference. The role and place of NMT users in the transport system are strongly influenced by the approach and intent of spatial and land use planning initiatives.

2.1 Stakeholder Consultation

Various stakeholders and role-players were approached to identify issues and concerns, as well as opportunities of NMT in SM. Consultation for this project was undertaken at various levels and included the following role-players

- Discussion with the various line departments of SM to discuss current integration with NMT and to identify future collaboration.
- Discussion with Province about pedestrian and cyclist treatment along provincial roads.
- Meetings with the Stellenbosch University.
- Workshop with the Stellenbosch NMT Forum including a site visit.
- Project Team Meetings with the client.
- Discussion of NMT Policy and Strategies at the Municipality's Transport Forum.

The form of consultation was impacted by the national lockdown due to Covid-19 and discussions were held virtual.

2.2 Desktop Study

Planning for pedestrians and cyclists in the SM has come a long way, which inter alia includes the SM NMT Master Plans (first prepared in 2009 and updated in 2015), the NMT Framework prepared by the Cape Winelands District (also 2009), the Cycle Plan for Stellenbosch town (2015), and the Stellenbosch University's (SU) Transport Plan (2017) and SU SDF (Draft 2020). The NMT Masterplan of 2020 presents the consolidated, reviewed and updated network of the previous work.

The following information was collected and served as informants:

- Stellenbosch Municipality: NMT Network Plan, 2015
- Stellenbosch Municipality: Cycle Plan for Stellenbosch town, 2015

[4] Stellenbosch Municipality, CITP, 2020 update - currently under review

- Western Cape Government and Stellenbosch Municipality: Non-Motorised Transport in Stellenbosch Municipality, NMT Inventory and Infrastructure and Upgrade Priorities (as part of the Provincial Sustainable Transport Programme (PSTP)), Draft Report, October 2018.
- Stellenbosch Municipality: Roads Master Plan, August 2019
- Stellenbosch Municipality: Transport Safety Master Plan, 2015
- Stellenbosch Municipality, Spatial Development Framework, November 2019
- Stellenbosch Municipality, Non-Motorised Facilities in Jamestown, May 2020 (prepared by AECOM)
- Stellenbosch Municipality: Disability Accessibility Study on Municipal Buildings, Infrastructures & Procedures, 2015
- Stellenbosch Municipality, Pedestrian and cyclist traffic counts of 2019.
- Stellenbosch Municipality: Housing pipeline, 2020
- Stellenbosch University: Spatial Masterplan, Draft May 2020
- Stellenbosch University: Integrated Transport Plan, 2017
- Stellenbosch Municipality: Neighbourhood Urban Design Guideline for Dennesig, August 2019
- Adam Tas Corridor Plans and other private development initiatives

2.3 Site Visits

Site visits were also undertaken on various occasions to identify the current state of infrastructure and the NMT desire lines. The Municipality had commissioned audits and assessments of all existing pedestrian and bicycle infrastructure, these audits were an important source of information when determining of the extent of the NMT network. The municipality is current in the process of documenting and mapping the type, condition, and location of all existing pedestrian and bicycle facilities.

3 CONTEXTUAL ANALYSES

3.1 Spatial Structure and the Crossing of Infrastructural Barriers

The legacy of apartheid spatial planning in SM is that of poor black and coloured communities are located on the periphery of Stellenbosch, resulting in long and unsafe travel distances to the places of work, schools, shops and recreational opportunities.

The highest pedestrian activity in Stellenbosch Town is observed **in and from the neighbourhoods of the historically disadvantaged communities situated on the outside of Stellenbosch** (Kayamandi, Cloetesville, Idas Valley) towards the CBD. They are located well within walkable distances (2-3km) from the CBD and streams of people can be seen walking to and from the CBD. The main pedestrian movements are predominantly commuters travelling towards the CBD thereby having to cross or walk along significant roads and intersections. Some of the critical intersections, which were highlighted as pedestrian hazardous location in the consulting process, are for example: the Adam Tas/ Bird Street intersection, the Helshoogte/ Cluver intersection, the pedestrian desire line from Kayamandi to the schools located in the nearby Cloetesville at the R304), and the Van Rheede/ Strand Rd (R44) intersection. People from Jamestown have to travel further (approx. 5km) and also have to walk along a major mobility route (Strand Road/ R44).

The pedestrian desire line from Kayamandi to the CBD and Bird Street, across the railway line, is currently the most direct route to get to the CBD. This route is along Rand Street and across the railway line, passing a local shopping hub, a local market, an informal public transport rank at Du Toit Station, making it very desirable. However, the informal crossing of the railway line is unsafe (refer to Figure 18). The alternative route is along the R304, but it is not aligned with the desire line and too far from where people need to be. The SM officials report that previously PRASA stated that they do not support the formalisation of pedestrian level crossings. However, as this is possibly the strongest pedestrian desire line in Stellenbosch, an improved solution is required to improve dignity to the people of Kayamandi.



Figure 3: Kayamandi: Main desire line crosses the (unsafe) at-grade crossing at Du Toit Station

The residential areas of Kayamandi, Cloetesville and Idas Valley are further separated by the R304 (Kayamandi and Cloetesville) and the R44 (Cloetesville and Idas Valley). People cross these roads to attend school, sportsfield and places of work. The people from Idas Valley has to cross Helshoogte Road to access schools, places of work, etc.

This pattern is also evident in Franschhoek with the residents of Groendal having to walk along the R45 towards Franschhoek CBD. A shared pedestrian and cycling footpath has been provided to provide a safe route.

3.2 Land use, Pedestrian Attractors and Generators

Within the wider Stellenbosch municipal area, **Stellenbosch Town** is the main core of activity mainly due to its heritage and touristic charm of the CBD embraced by a quaint street café culture, as well as the location of various work opportunities. Particularly the location of the main campus of Stellenbosch University (SU) has a significant impact on movement patterns. SU is with more than 30 000 students on campus the largest trip generator and one of the largest landowner within Stellenbosch Town.

Significant pedestrian attractors and generators in Stellenbosch Town include the following:

- Stellenbosch University and Coetzenburg sportsground
- Stellenbosch CBD area
- Stellenbosch rail station
- Provincial hospital
- School precincts located east and south of the CBD area
- Plankenburg industrial area
- Technopark

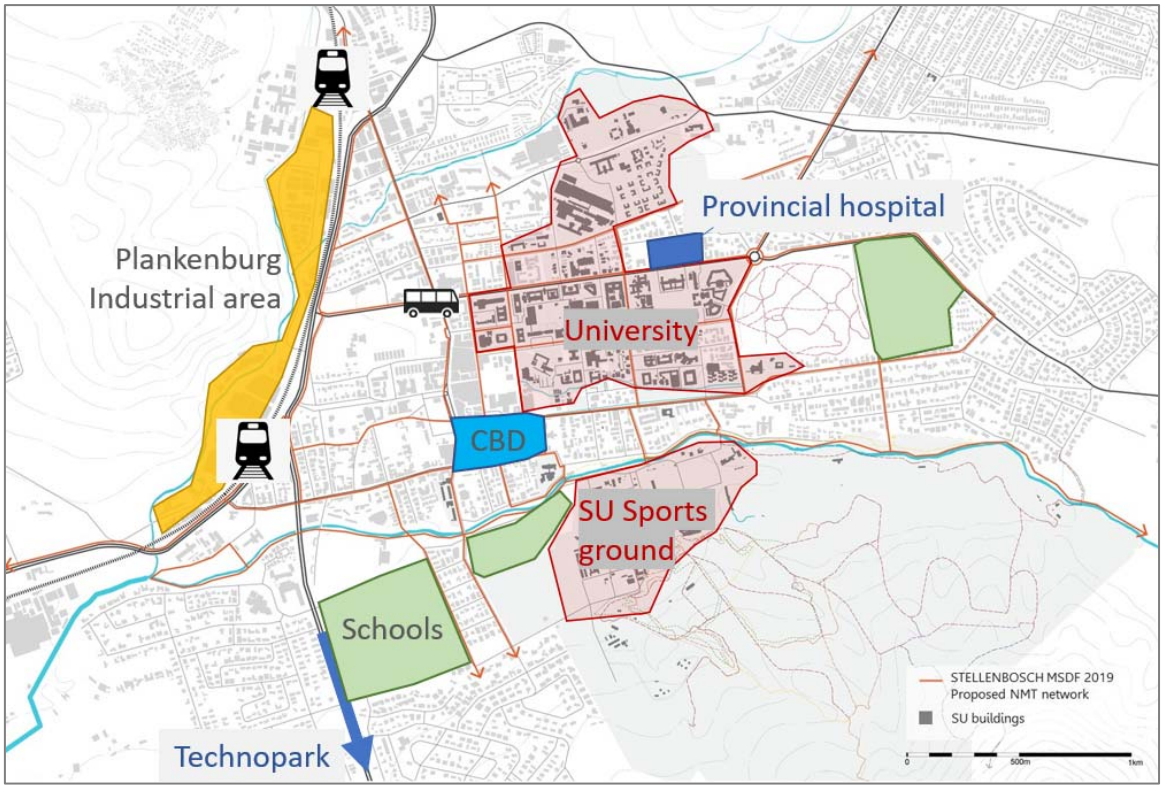


Figure 4: Stellenbosch Town: Land Use and Pedestrian Attractors & Generators

Central Stellenbosch therefore attracts large numbers of commuters, learners, students as well as local and international visitors. High levels of walking and cycling are especially generated from the previously disadvantaged communities.

Walking and cycling levels in the **other local settlements** within the Stellenbosch Municipality such as Pniel and Klapmuts, are predominantly internal and include learners walking to school, people walking to the nearest public transport (PT) stop, and people going to the local shop and/or clinic. Some pedestrian desire routes cross main arterials and railway lines, which is a safety risk. Refer to Figure 6 and Figure 8.

Franschhoek has a special status in that it is very popular with tourists displayed in high pedestrian volumes in the CBD area along the main road (see Figure 5).



Figure 5: Franschhoek: Raised pedestrian crossing in CBD



Figure 7: Klapmuts: Traffic calming in front of clinic



Figure 6: Koelenhof: Unsafe at-grade rail crossing



Figure 8: Vlottenburg: Pedestrian desire line across Polkadraai (M12) towards local shop

3.3 Integration with Public Transport

Many people have to make use of public transport to participate in economic activities. This is especially true for those who stay in rural areas of SM where walking distances to the various work places are too extensive. Walking is an important part of a PT journey as most people walk to and from the nearest PT stop on either side of their journey (in the absence of safe bicycle locking facilities and convenience to transport a bicycle on the vehicle). The integration of PT and NMT is therefore essential to result in a seamless journey experience. This inter alia refers to the location of PT stops, placement of (bus) shelters (to not obstruct sidewalk space), and adequate NMT paths that are wide enough and offer direct and safe routes to the final destination.

The minibus taxi (MBT) is the dominant public transport mode in SM primarily due to its flexibility and ability to adapt to different passenger demands between towns, neighbourhoods and more rural farm areas. Figure 11 depicts the MBT routes and the locations of formal ranks in Stellenbosch town, as well as the Stellenbosch railway station. It is evident that there is some kind of pedestrian infrastructure provided. From site visits it was however observed that sidewalk infrastructure is in most cases inadequate in terms of width, safety, and security.

PT integration in the local settlements are relatively poor as well, as the examples of Klapmuts and Wemmershoek indicate (refer to Figure 12 and Figure 13 respectively). Also see images of existing sidewalk infrastructure (Figure 9 and Figure 10).



Figure 9: Good example of pedestrian crossing at Stellenbosch station



Figure 10: Klapmuts taxi rank. Fence installed across full sidewalk width.

Most MBT routes in SM are either destined or originated from the main MBT facility called **Bergzicht MBT rank** which is located in the CBD area of Stellenbosch Town. As the majority MBT routes typically end at Bergzicht rank, large volumes of pedestrians are observed throughout the day. Adequate pedestrian accommodation is not reflected in the current operation and layout of the intersection at Merriman Ave/ Bird St. Improved management and pedestrian integration is required. The same is true for the **Kayamandi MBT rank** which is the second busiest PT hub in Stellenbosch Town. The rank is located just west of the R304 and north of the roundabout Masitandane Rd/ Rand St which is a frequented road, particularly used by heavy vehicles accessing the industrial area along G Blake St. Improved pedestrian infrastructure is required along Masitandane Rd.

The access to **Klapmuts** rail station is along an off-road pedestrian facility in the Klapmuts river bed. This majority of the route needs to be formalised and parts of the existing infrastructure need to be upgraded to adequately accommodate the high volumes of pedestrians. The recently built taxi rank north of the Klapmuts Community Centre requires designated pedestrian infrastructure that safely guides pedestrians and passenger with special needs to the pick-up/ drop-off areas.

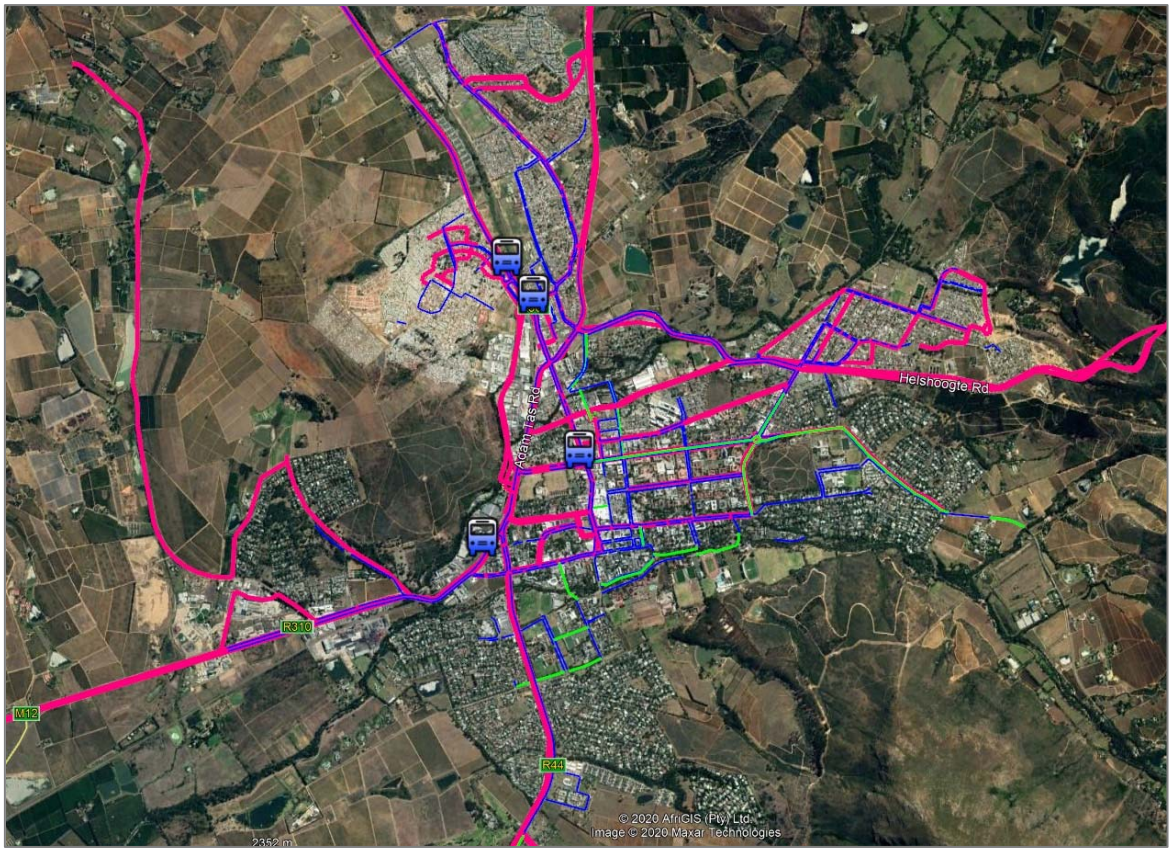


Figure 11: MBT routes & formal ranks (in pink) and integration with existing NMT facilities

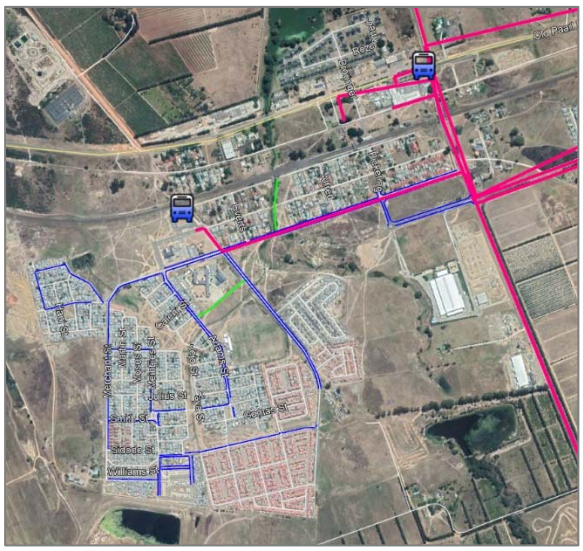


Figure 12: Klapmuts: Current integration with PT is poor



Figure 13: Wemmershoek: Current integration with PT is poor

There are seven railway stations which fall within the Stellenbosch Municipal area; namely: Klapmuts, Muldersvlei, Koelenhof, Du Toit (close to Kayamandi), Stellenbosch (Central), Vlottenburg and Lynedoch. There is an understanding that there has been a significant decline in rail usage over the past few years. This decline has been due to poor service and declining rolling stock and infrastructure. This modal shift has largely been to MBT.

Nonetheless, pedestrian routes to and from railway stations form important links. This is also against the backdrop of initiatives that recommend the upgrade of the current system to improve intra-municipal rail movement.

3.4 Learners and Schools

Children are specifically vulnerable and safe routes to school are essential to ensure the safety of learners. Attempts have been made by SM to provide physical infrastructure such as speed humps in front of schools and it was also observed from site visits that scholar patrol programmes are underway.

However, current limitations such as inadequate sidewalk width near school entrances, as well as safe crossing points at major roads need to be addressed. A local area network around schools is fundamental. The 2020 NMT Masterplan propose a number of interventions to enhance scholar safety.



Figure 14: Cloetesville: Sidewalks close to schools are too narrow



Figure 15: Koelenhof: Lack of safe crossing opportunity along desire line to/ from local school

3.5 Existing NMT Movement Patterns

3.5.1 Outlying areas to Stellenbosch CBD

Pedestrian counts undertaken in 2019 confirm the order of magnitude of NMT volumes. Refer to Figure 16. It is evident that the major NMT streams originate in the north-west of Stellenbosch Town. There are about 2 000 people walking from Kayamandi towards the CBD crossing at the Bird St/ R44 intersection. This is enormous and reflected in the high pedestrian casualties at this location[5]. There are also a high number of commuters and students arriving by train, on average 600 people walk from Stellenbosch Station towards the CBD. The majority thereof walks along Stasie St and Heynike Lane connecting to Mark Street. Residents of Cloetesville prefer to cross at Helshoogte Rd/ R44 which is also identified as a hazardous location. There are about 300 people crossing the road on their way towards the central parts of Stellenbosch. The volumes from Idas Valley are of similar order. Approximately 300 people cross at the formal crossing at Cluver/ Helshoogte Rd. It was observed that there is a significant informal crossing east of the formal crossing. Particularly learners cross here as it is the direct route towards the schools in Simonswyk.

Note that there is no count information available along the south access routes (from Jamestown) and along George Blake Rd towards Merriman Ave (alternative route from Kayamandi, specifically Enkanini settlement). Site visits confirmed that these are also significant NMT routes. Strong desire lines were observed north and south of the Kayamanid sports stadium

The overall cycling share of all four count locations was observed at 4%.

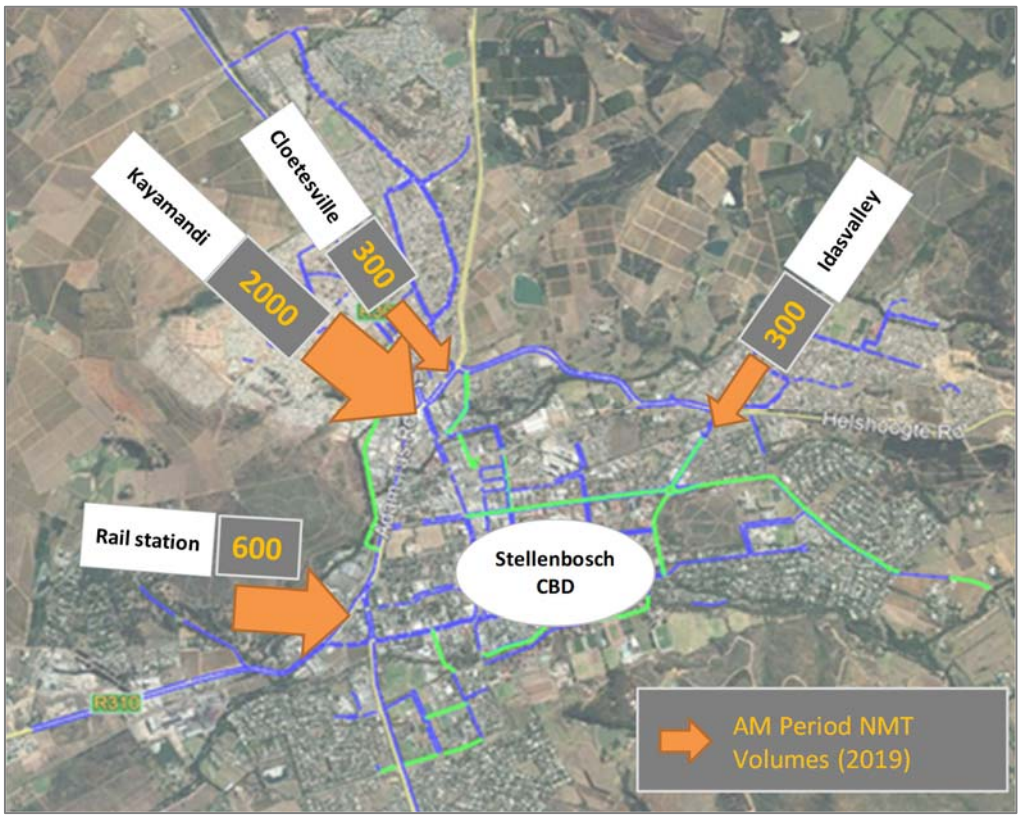


Figure 16: Extent of pedestrian volumes (AM peak period, 2019)

[5] Stellenbosch Municipality: Transport Safety Master Plan, 2015

3.5.2 Stellenbosch CBD

Stellenbosch CBD attracts high volumes of pedestrians mainly due to the large student population and due to its "old town" which has become a tourist hub. In particular, Dorp Street, Andringa Street and Church Street create a pedestrian-friendly atmosphere with many restaurants spilling over into the street.

The University of Stellenbosch (SU), responsible for the huge student population living in the town, encourages students to walk between campuses and residences. The main desire lines are from the Engineering faculty and residences north-east of the main campus towards the Central Campus. Currently there is no direct at-grade link provided but there is a pedestrian bridge which is however not UA accessible. Students prefer at-grade crossings and most of them cross at Merriman/ Bosman (signalised) and Merriman/De Beer. The latter one is only a unsignalised crossing which is very unsafe.

Other significant desire lines are observed from the sports grounds in the South to the main Campus (along Die Laan/ Bosman and Coetzenburg/ De Waal), as well as along Victoria St (sidewalk on the northern part is currently being upgraded), along Soetweide and along Ryneveld St.





Figure 17: Kayamandi: Rand St is a high activity route which requires pedestrian priority



Figure 18: Kayamandi: Main desire line crosses the (unsafe) at-grade crossing at Du Toit Station



Figure 19: Kayamandi: Informal path leading up to the higher lying areas



Figure 20: Stellenbosch town: Raised pedestrian crossing at Ryneveld St



Figure 21: Stellenbosch town: Crossing of Merriman Ave at De Beer St

3.5.3 Other local towns in the municipal area

The residents of the **other local towns in the municipal area** are often seen walking along major provincial roads. Particularly those NMT movements are from the poorer communities towards the town centre (e.g. Groendal and La Motte towards Franschhoek CBD). Currently strong NMT desire lines are also observed leading to the local MBT rank.

Site visits observed strong desire lines from the south of Klapmuts settlement towards the railway station and towards the shopping area located a bit further north at the intersection of the R44 with the Old Paarl Road (R101). People prefer to walk in the river bed of Klapmuts river, where portions of an off-road pedestrian facility have been formalised already. The total length of the desire line along the river is approximately 1km.



Figure 22: Klapmuts: Good example of existing off-road NMT facility

3.5.4 Cycling

Cycling is prominent in Stellenbosch but is dominated by recreational cycling, particularly by road cycling. These cyclists typically favour the high-order provincial roads – Stellenbosch Arterial, the R304, Helshoogte Road and the R45 towards Franschhoek. Portions of a cycle network is implemented along certain sections of roads by warning motorists that cyclists frequently use the shoulder to cycle in. However, there is no coherent cycling network.

3.6 Quality of Infrastructure

3.6.1 Overview

The construction of the pedestrian and cycle networks as per the CITP recommendations has been limited resulting in fragmented routes and slow roll-out times. Specifically, the cycling network in Stellenbosch CBD is incomplete. Also, people with special needs are confronted with a lack of dropped kerbs at crossings as well as a lack of tactile detection guidance surfaces at pedestrian crossings. This is of specific concern in CBD areas. Sidewalk space is also often obstructed by mis-placed street furniture.

Generally, walking and cycling is not safe with the ever-increasing traffic, which, if not moving, is a hindrance in terms of parked cars obstructing sidewalks. Intersections are in favour of vehicles and pedestrian crossing movements are not well addressed.

The priorities of modes in poorer neighbourhoods leans also towards vehicle movement, despite the fact that the majority of people living there are dependant on walking. The encroachment of houses up to the roadway forces pedestrians and children to walk in the road. From site visits it was also observed that the informal parts of low income areas extend high up towards the mountain side, which makes access very difficult, especially on a gravel path during the rainy season.

3.6.2 Stellenbosch Municipality

Sidewalks make up 80% of the existing NMT infrastructure in the **whole municipal area of Stellenbosch**. There are approximately 120km of sidewalks and 30km of cycle infrastructure. Of that, more than half is located in Stellenbosch town and surrounds. Refer to Table 1.

Table 1: Network Extent of pedestrian and cycle routes

	Whole Stellenbosch Municipality **Length (km)**	**Stellenbosch Town** (incl. Kayamandi, Jamestown) **Length (km)**
Existing Sidewalk	119	76
Existing Cycle Class 1	2	1
Existing Cycle Class 2	22	9
Existing Cycle Class 3	5	5
Total (km)	**148**	**91**

Note:
1) Cycle Class 1 is located outside of the road reserve and shared by pedestrians and cyclists.
2) Cycle Class 2 is located within the road reserve but separated from the roadway by level difference/kerb. Within SM ,Class 2 facilities are shared by pedestrians and cyclists.
3) Cycle Class 3 is a bicycle lane that forms part of the street or the carriageway and is marked accordingly. Refers to centreline length.

Roughly 30% of all roads in the **whole municipal area** have sidewalks at least on one side of the road. The condition of sidewalks varies quite significantly. It was observed that regular maintenance is a challenge. The majority of bicycle infrastructure is provided as shared facilities with pedestrians (approximately 75%). In most cases however, the sidewalks and cycle facilities are too narrow for the observed volumes and lack continuity (ito condition and connectivity). Figure 23 indicates the reasonably well coverage of sidewalk infrastructure in Pniel and Kylemore but also highlights missing links. For example, the connection from the local settlements of Wemmershoek and La Motte to the main road (R45) needs to be provided for.



Figure 23: Kylemore/Pniel/ Franschhoek area: Extent of existing cycle facilities (green) with existing sidewalk infrastructure (blue)

Improvements to the pedestrian and bicycle network of the **local towns of SM** area have been carried out but are limited to shared pathways with pedestrians. Most of the paths are however too narrow and are not well maintained. Especially in poorer communities, NMT infrastructure needs to synergise with adjacent public amenities such as play parks. Considering pedestrian priority streets in such areas will go a long way.



Figure 24: Wemmershoek: Informal path to school



Figure 25: Klapmuts: Off-road NMT facility provided but lack of lighting and insufficient width

3.6.3 Stellenbosch Town

Despite limited budget allocations and resources, Stellenbosch Municipality, along with parallel initiatives of the Western Cape Government and Stellenbosch University, has managed to implement some strategically important projects. Most notably, some of the more recent pedestrian and bicycle facility upgrades include inter alia the shared NMT facility along the R44 from Jamestown to Blaauwklippen Road, the NMT path along Marais Street and the widening of sidewalk space along Victoria Rd (still under construction). Further achievements include traffic calming around schools as well as in the CBD area and providing pedestrian signal priority at some intersections.

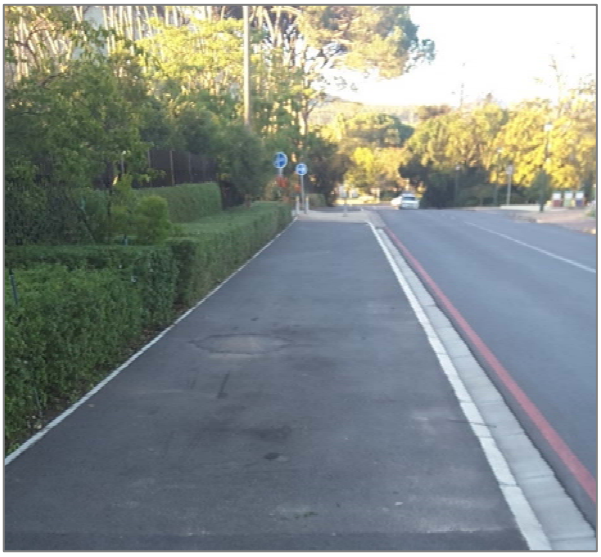


Figure 26: Stellenbosch town: Good example of a shared facility for pedestrian and cyclists that is of sufficient width (Marais St)



Figure 27: Jamestown: Recent upgrade of the NMT route along the R44 to the CBD



Figure 28: Good example of pedestrian walkway in a CBD environment (Eikestad Mall, Stellenbosch Town)

The majority of pedestrian and bicycle infrastructure investment has taken place in the town of Stellenbosch with limited facilities available in the suburbs located on the outskirts of the town (specifically in and around Kayamandi). Refer to the figures below. Figure 30 the lack of bicycle infrastructure in Stellenbosch Town.

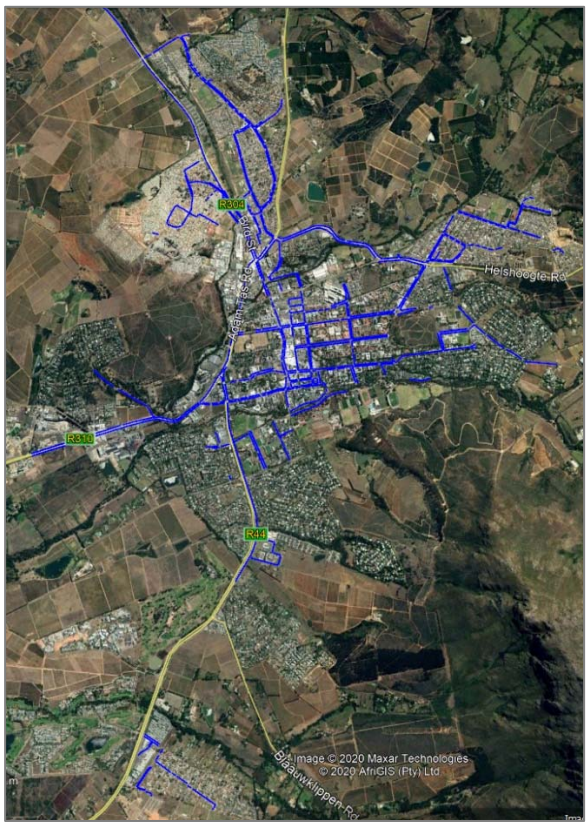


Figure 29: Extent of existing sidewalk infrastructure in Stellenbosch town and surrounds

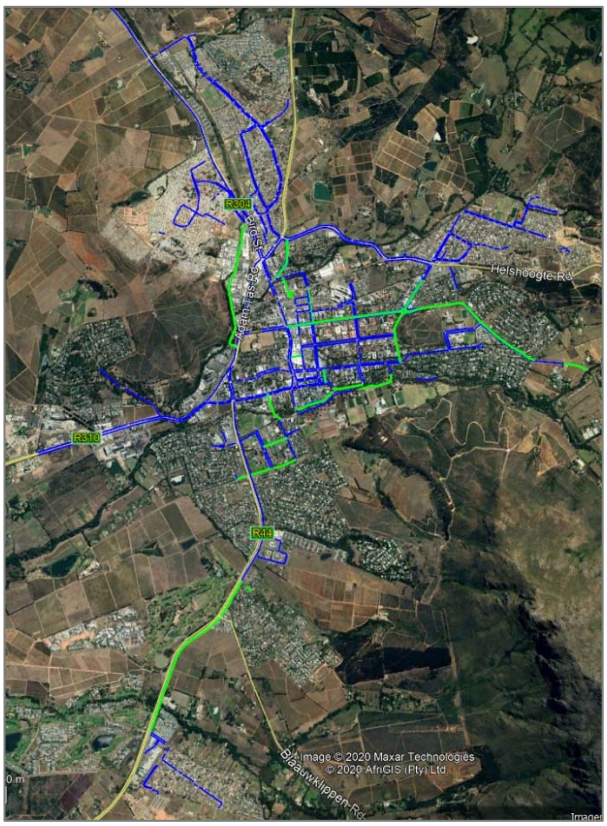


Figure 30: Overlay of existing cycle facilities (green) with existing sidewalk infrastructure (blue) in Stellenbosch town and surrounds

Along arterial routes into Stellenbosch, the extent and quality of provision for walking and cycling varies considerably (from outlying neighbourhoods into the CBD). Around Stellenbosch there some critical missing pedestrian and bicycle links that present serious concerns and prevent safe walking and cycling for a large population of Stellenbosch. Incomplete pedestrian and bicycle infrastructure, inadequate and missing links connecting Jamestown[6], Welgevondon and Vlottenburg to Stellenbosch town are the most critical that require urgent implementation. An investigation into the potential of cycling in Stellenbosch Town in 2015[7] indicated that the main barriers to cycling are traffic safety, the lack of cycling infrastructure and personal safety concerns. Only a complete urban network that provides safe and direct routes will have the impact to increase the status and utilisation of NMT, in particular cycling.

[6] The recent implemented segment from Jamestown still requires upgrading of the existing links further north towards the CBD.

[7] Stellenbosch Municipality, Cycle Plan for Stellenbosch Town, 2015.

3.7 Future Developments and NMT access

3.7.1 Integration with Future Developments

There are significant development proposals underway, that have the potential to positively impact NMT usage. Some of the more significant areas of future growth are described hereafter.

The redevelopment opportunity along **Adam Tas Corridor** (ATC) in Stellenbosch Town stands out by far. The corridor stretches from the Droë Dyke and the Old Sawmill sites in the west along Adam Tas Road and the railway line, to Kayamandi, the R304, and Cloetesville in the north (total extent of approximately 3.7km along Adams Tad Road/ R310). Refer Figure 31. One key proposal includes the reconfiguration of the corridor to obtain a balance between private vehicle, public transport and NMT access along and across the corridor. A specific focus is on improved pedestrian access. This can further be seen in the conceptual proposals for Kayamandi which is identified as Phase 1. The proposals include the formal activation of G Blake St/ Rand St as a commercial hub and to create a mixed-use hub linking Kayamandi with the rest of Stellenbosch. It further acknowledges the safety risk of the current at-grade link across the railway line and proposes a re-location of the station north of the taxi rank on the opposite side of the railway tracks (refer to Figure 32). These proposals are however medium to long term (specifically wrt relocation of the Du Toit station), which the 2020 NMT Masterplan addresses by highlighting short term measures.

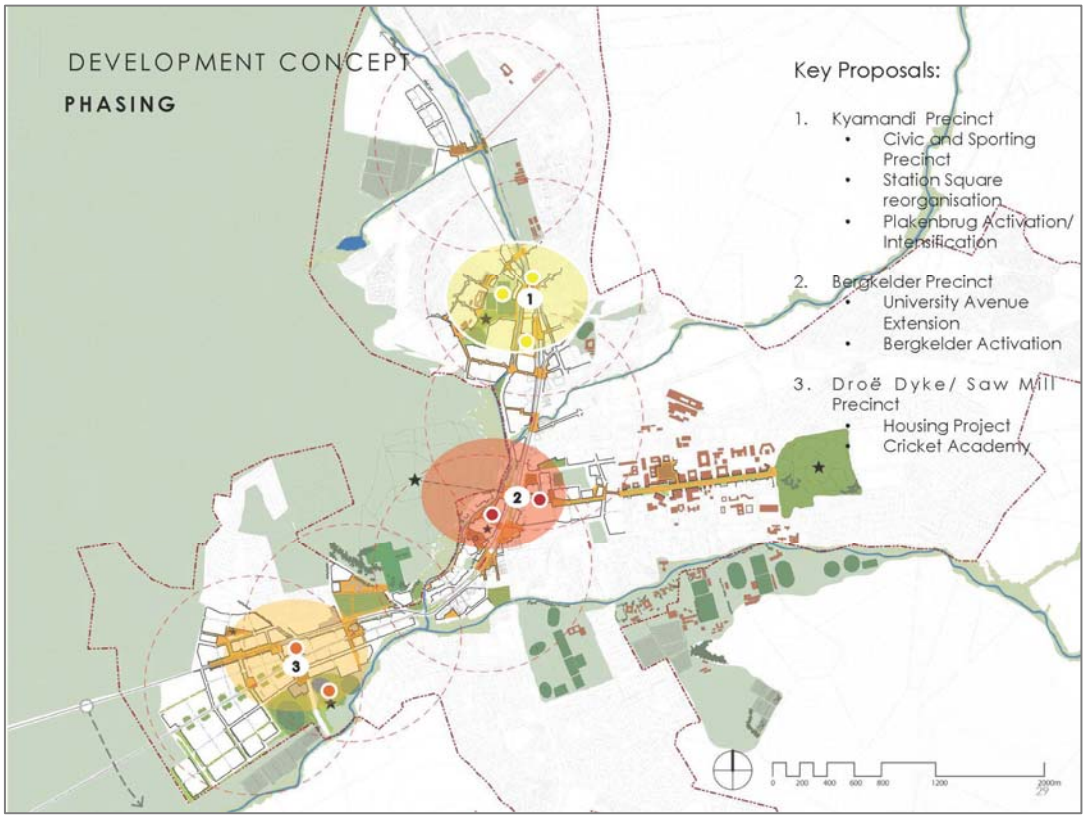


Figure 31: Adam Tas Corridor – Proposed Development Phasing (Source: GAPP 2019)

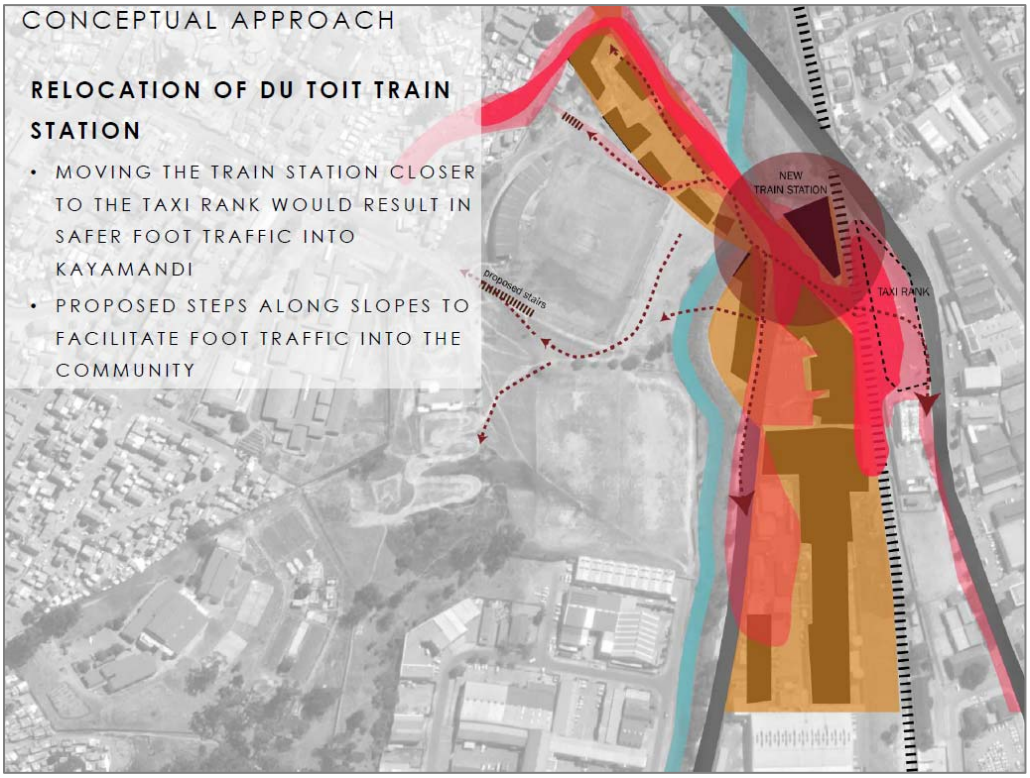


Figure 32: Renewal of Kayamandi as part of the ATC proposal, Phase 1 (Source: GAPP 2019)

Klapmuts has also been identified as a growth node with the following two major developments:

- Distell has relocated many of its operations to Klapmuts north of the N1. The project proposals also include commercial and mixed-use developments. This area forms part of Drakenstein Municipality and collaboration with SM is required to ensure that NMT routes connect.
- The Stellenbosch University, along with other private developers, plans to establish an innovative hub west of Klapmuts (Smart City developments). Due to the nature of those developments, significant NMT volumes are expected in future. It is important that those routes connect to the overall NMT Network for Klapmuts.

Overall, future densification efforts similar to that in Dennesig neighbourhood, will create a pedestrian friendly environment and should be encouraged.

3.7.2 Integration with Stellenbosch University

SU is a significant stakeholder in Stellenbosch Town and promotes the development of pedestrian and cycle routes. Figure 34 indicates the level of walkability between the different parts of the campus. It is evident that there is high potential for walking, but even more so for cycling and skateboarding as distances between faculties can be up to 2km-3km which is an ideal cycle distance. Cycling however is not very popular currently, with some of the reasons listed below:

- Relatively high levels of crime. This particularly relates to personal safety in the evening hours and the theft of bicycles.
- Bicycle parking is insufficient and needs to be expanded. This refers to the location and type of parking facility.
- Skateboards/ longboards are more frequently used, most probably due to their cool/hip status.

- Similarly, Uber rides are experienced as more convenient than walking or cycling.

SU also runs a shuttle service which addresses those longer trips. The service currently consists of a day and evening shuttle service (fixed routes, stops, schedules) which links the general parking areas on the edge of campus with the central campus but without crossing the central campus (Merriman Ave).

In discussion with the SU, it was indicated that (student) parking is of concern, specifically around the Central Campus. Often, sidewalks are blocked by parked cars. Refer to Figure 33. A lack of law enforcement was noted.



Figure 33: Stellenbosch town: Uncontrolled parking which results in unusable sidewalk space (Die Laan, image above) and unsafe parking manoeuvres (Marais Street, image to the right)

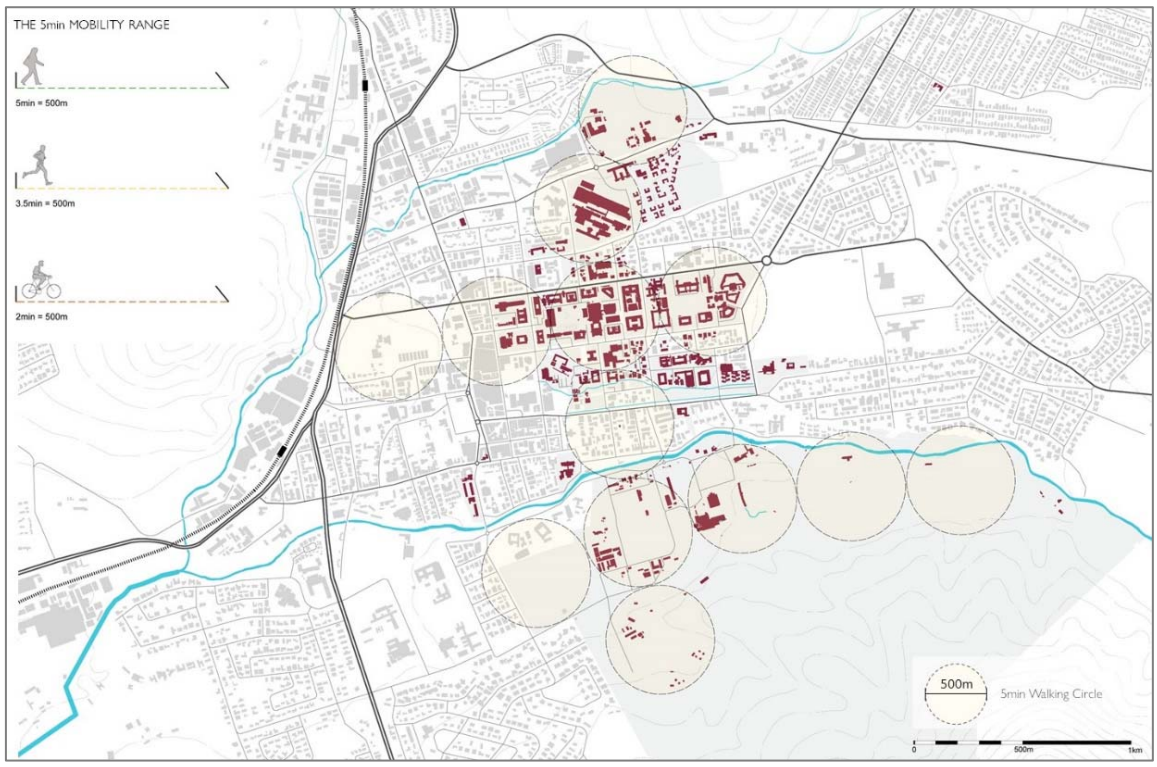


Figure 34: Stellenbosch University: Walkable Campus (Source: SU, 2020)

Despite the above mentioned challenges, the University plays an important role in the uptake of NMT and has identified three levels of routes that make up the SU NMT network. These routes were developed as part of their Spatial Development Framework (Status of report: Draft June 2020) and are categorised as: 1) internal primary, and 2) internal secondary routes on campus and 3) routes that run along municipal roads. Refer to Figure 35. The proposals include the pedestrianisation of some of the University's privately owned streets and providing slipways for UBER. The University indicated that the following municipal street links are of specific priority (in no particular order):

- Victoria Street, east of Bosman Street (upgrade of sidewalk currently underway to ensure UA compatibility)
- Victoria Street, west of Bosman Street (currently at project stage)
- Ryneveld Street (between Merriman and Victoria Street)
- Bosman Street (between Merriman and Banghoek Road)
- Crozier Street (important link to MBT rank)
- Joubert Street
- Marais Street
- Pedestrian crossing across Merriman Avenue (rationalisation of crossing points)
- Pedestrian crossing at Van Riebeeck/ Coetzenberg Street

Figure 35 also indicates the need to connect the Oude Libertas Campus[8] situated on the western side of the railway line with the main campus. This requires collaboration with SM. The 2020 Municipal NMT Masterplan incorporates the proposed internal SU routes so that an overall network is formed.

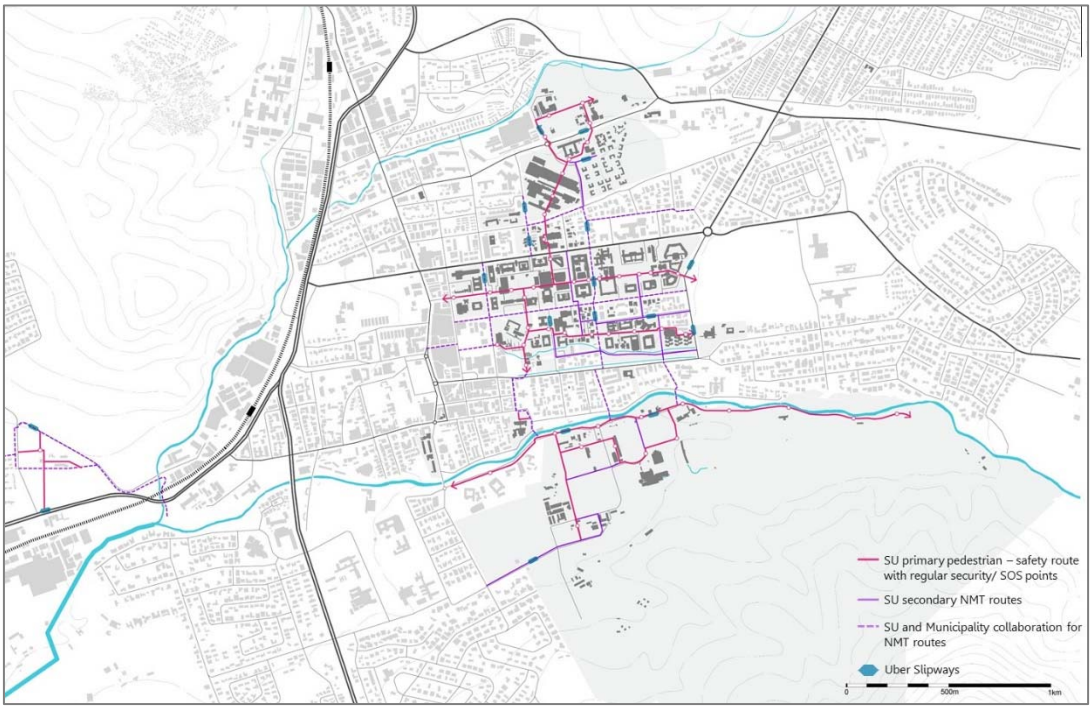


Figure 35: Stellenbosch University: Proposed NMT Routes and 'Uber' Stops (Source: SU, 2020)

[8] The new Stellenbosch University Business School will be developed on a part of the Oude Libertas site that Distell donated to Stellenbosch University.

3.7.3 SM Human Settlements Roll-Out Plan

Various largescale housing projects have been identified for future residential development in the SM. These housing sites may be mix-used developments, Upgrade of Informal Settlements, GAP market/ FLISP subsidies, BNG Housing/ subsidised housing (including backyarders), CRU/Social Housing or servicing of sites. Due to their nature of serving low income households, those development areas will require internal NMT routes and public transport accessibility. This implies that sidewalks are wide enough to accommodate the expected high volumes of pedestrians.

Currently, sidewalk infrastructure in recently developed low income settlements was observed to be too narrow as well as lacking connection to the main PT hub. Refer to Figure 36 for examples from Klapmuts and Groendal/ Langrug.



Figure 36: Groendal/ Langrug: Road infrastructure for future housing development lacks infrastructure for walking and cycling



Figure 37: Klapmuts: Provided sidewalks are too narrow

Within the municipal area, significant areas of housing development are identified in Klapmuts (1 500 du), Kylemore (200 du), La Motte (600 du) and Langrug (1 200 du). Figure 39 depicts the extent of low income housing in the wider Franschhoek area. The expected growth is substantial which will require appropriate pedestrian and cyclists route to and from those new neighbourhoods, integration with the existing network and identification of safe crossing opportunities (in this case the R45).

The main areas of growth within Stellenbosch Town are identified north of Kayamandi (approx. 6 000 du), south of Jamestown, and south of the R310 at Distell Libertas (Droë Dyke with approx. 4 000 du). Refer to Figure 38.



Figure 38: Stellenbosch Town: Future development areas incl. Housing Pipeline

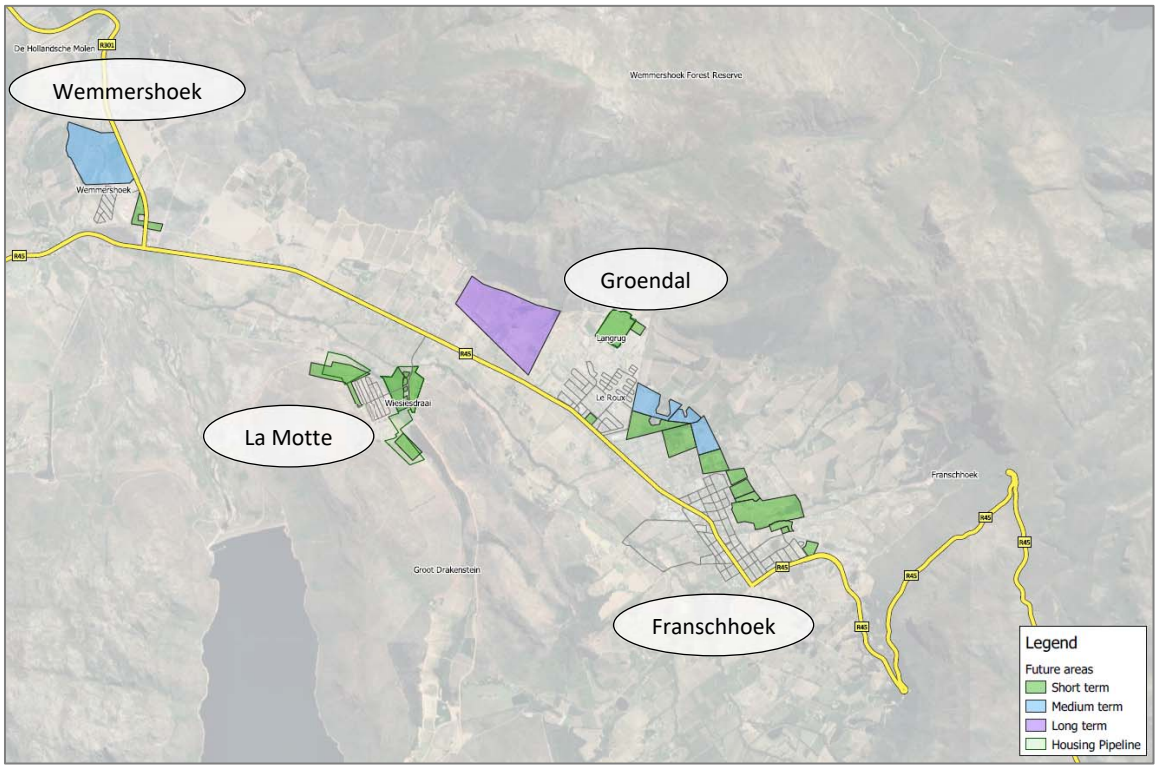


Figure 39: La Motte/ Groendal: Future development areas incl. Housing Pipeline

3.8 Summary: Challenges and Opportunities

The Status Quo Assessment identified a number of challenges which the updated 2020 NMT Network Plan addresses. In particular, of **concern** are:

- Spatial planning and barriers: Previously disadvantaged neighbourhoods are located beyond major roads relatively far away from work opportunities, which leads to long routes and unsafe crossing manoeuvres.
- Fragmented NMT facilities from outlying suburbs to CBDs: Pedestrian and cyclist facilities are incomplete and often not wide enough for the observed pedestrian volumes.
- Incomplete and limited cycling network in Stellenbosch CBD: Existing bicycle facilities are isolated routes and need improved connectivity.
- Public transport: PT interchanges lack good integration with pedestrian routes, and are especially poorly accessible for people with disabilities.
- Roughly 30% of all roads in the whole municipal area have sidewalks at least on one side of the road.
- Sidewalks and cycle facilities are too narrow and are not universally accessible: Cars are favoured in the streetscape which leaves limited space for pedestrians and cyclists. Often, sidewalks are also obstructed by parked cars and street furniture.
- Safety for pedestrians and cyclists: Of specific concern are the crossing of big intersection which primarily accommodate private vehicle movements.
- Role of provincial roads through CBD areas: Due to their mobility function, provincial roads such as Merriman Ave in Stellenbosch Town and the R45 through Franschhoek, attract regional traffic and are not very pedestrian friendly.
- Cycling along provincial roads is popular but road safety is a concern.
- Affordability of cycling and ability to cycle: Although there is high potential for cycling ito distances, there is the barrier of affordability. Theft of bicycles is also a major concern and hindrance. Also, especially women do not feel comfortable to cycle for various reasons; most probably due to being not able to cycle and because cycling is not being culturally accepted.

However, there are also a number of **opportunities,** which are listed hereafter:

- Walkable and cyclable distances: In Stellenbosch town, places of work and education can easily be reached by walking or cycling. Specifically, some streets in Stellenbosch CBD are already pedestrian friendly which can easily be extended to form a wider network (Andringa Street and Victoria Street).
- Potential of the CBD and old town tourist hub: The old town has the potential to embrace an even higher level of pedestrian routes and to emphasise pedestrian priority.

- Significant student population in Stellenbosch: The routes between the faculties, residences and sports ground are already well used by students and staff. If a coherent network of high standard is provided (with PT/uber integration), it will be possible to promote walking and cycling even more – considering that the student population represents 36% of the total population.
- (Road) Cycling is very popular and motorists are already more aware of cyclists. There is an opportunity to promote a broader range of cycling trips if safe routes are provided.
- The University's plans of pedestrianisation and efforts to make cycling a more viable mode has the potential to make a large portion of student/staff rethink their current travel arrangements.
- Strong civic advocacy groups such as the NMT Forum and Mobility Forum can support the efforts of the municipality.
- The planned redevelopment of the Adam Tas Corridor and integration of Kayamandi with Stellenbosch Central.
- Future expansion of local settlements, such as Klapmuts , are an opportunity to integrate NMT movements from the start and to provide designated space which is adequate in terms of width and directness.

It can be concluded that Stellenbosch Municipality and particularly Stellenbosch town has great potential for cycling due to the town's size, topography, student population and tourist appeal. It also offers a compact, thriving CBD where most commercial and retail needs can be satisfied, a culture of café shops and outdoor dining, which contribute to attractive public spaces for people to relax and explore. The CBD environment and surrounding residential areas are all within walkable distances with the university, residences, restaurants, shops, offices, located close to one another.

4 VISION AND STRATEGIES

4.1 Overarching Planning Framework

4.1.1 Integrated Transport Plan

Stellenbosch's vision is to be a Valley of Opportunity and Innovation with Strategic Focus areas that include being a Valley of Possibility, Green and Sustainable Valley, Safe Valley, Dignified Living with Good Governance and Compliance. In response the ITP highlighted the transport response to this and listed the following actions:

- Effective public transport and NMT systems for access to opportunities
- Public Transport, walking and cycling network and other improvements
- Road safety projects to improve safety practices
- Establish safe and secure public transport and NMT systems
- Implement public transport systems that are accessible and affordable for all

4.1.2 Recent NMT Planning Initiatives

NMT planning in the SM has come a long way and all plans conclude that Stellenbosch Municipality and particularly Stellenbosch town has great potential for cycling due to the town's size, topography, student population and tourist appeal. It also offers a compact, thriving CBD where most commercial and retail needs can be satisfied, a culture of café shops and outdoor dining, which contribute to attractive public spaces for people to relax and explore.

The University (SU) plays an important role in the uptake of the identified NMT. SU has plans in place to improve the bicycle infrastructure on campus and to align its NMT network with the objectives of the Municipality. The proposals include the pedestrianisation of some of their own private streets and providing slipways for UBER vehicles.

Stellenbosch Bicycle Plan

In 2015 a Cycle Plan for the town of Stellenbosch was developed. Very thorough analyses was undertaken resulting in a bicycle network plan for the town of Stellenbosch, as well as an approach for cycling in Stellenbosch. The latter included a vision for cycling, guiding principles, aspirational goals, a comprehensive program and an action plan. However, this plan was limited to the town of Stellenbosch and only focused on cycling, whereas the scope of this vision framework is inclusive of the entire Stellenbosch Municipality, including Franschhoek, Klapmuts and Pniel, as well as focuses on all modes of non-motorised transport.

Some key elements are extracted as it pertains to the Vision Framework for Stellenbosch Municipality.

The vision statement is "By 2030, cycling within and around Stellenbosch has become the popular form of mobility that is safe, convenient and is accepted and promoted by all." The following guiding principles are listed:

- Safety
- Accessibility and Integration
- Collaboration

The following Aspirational Goals are listed:

- Stellenbosch is recognised as the best cycling town in South Africa and one of the best cycling tourism destinations in the world;
- The cycling network allows people to move easily between home / places of residence and work, educational facilities, places of interest and other destinations or just for pleasure;
- Cycling in Stellenbosch is accepted as a safe means of transport with zero fatalities;
- Where all age groups, including children and the elderly, use cycling as a safe, convenient, relaxing and enjoyable mode of travel;
- Cycling is accepted as a key contributor to the local economy; and
- With a 15% modal share, cycling has resulted in a substantial reduction in congestion and GHG emissions within Stellenbosch.

Stellenbosch University

Stellenbosch University's Integrated Transport Plan proposes a nodal approach to manage transport on the Stellenbosch Campus with walking and cycling being the preferred mode. It also identifies that the movement desire lines overlap on municipal and university streets and property and that alignment is required. In support of the Matie Bike project it is also proposed that bicycle infrastructure on campus be improved and that collaboration is required with the municipality to improve pedestrian and cycling links to and from campus.

4.2 Vision Statement and Objectives

To arrest the gradual prioritisation of cars over people, certain strategies and policies have to be adopted to ensure that non-motorised transport users are prioritized in transport planning and street design. Stellenbosch Municipality has adopted the following vision for pedestrians and cycling:

"Stellenbosch Municipality will strive to develop walkable and cycle-able environments that are safe for all to use and contribute to the mobility needs, economic vibrancy and social health of communities."

This can be translated into the following **Strategic Objectives**:

Connect the outlying communities with the CBD in a safe and attractive manner and improve safety, access to opportunities and the dignity of these communities.

This requires safe connections for pedestrians and cyclists into the CBD and specifically the Kayamandi crossing of the railway line towards the CBD and across the R304 to the schools in Cloetesville and the Helshoogte/ Cluver Street crossing must be addressed. Similar in other towns such as Pniel, Klapmuts, and Franschhoek, safe and convenient routes for pedestrians and cyclists have to be provided that connect to the town center.

Strive towards car-free living in Stellenbosch CBD.

A traffic management approach that favours more vulnerable road users, the introduction of measures to reduce traffic flow in the CBD and develop more pedestrian-friendly or pedestrianized streets in the CBD, should be pursued. This approach can only really be successful if it is underpinned by a CBD public transport distribution service.

Achieve a modal shift in the Stellenbosch CBD towards public transport, walkability and cycle-ability.

The Stellenbosch Cycle Plan estimate that the current cycling modal share in Stellenbosch town is 2-2.5%. Achieving a modal shift towards public transport, walking and cycling will require that streets must be transformed into vibrant pedestrian-friendly spaces with supporting land use, sidewalks that are universally accessibility, traffic management in favour of pedestrians, cycling and public transport. Parking in the CBD reduced over time by introducing differentiated parking tariffs with more affordable parking on the outskirts of the CBD.

The Cycle Plan for Stellenbosch has set the scene for promoting cycling in the CBD towards its aspirational goal of being "*recognised as the best cycling town in South Africa and one of the best cycling tourism destinations in the world*", and a series of action plans have been identified.

Creating dignified living spaces in previously disadvantaged areas.

Pedestrian footways/ paths and cycle networks are required to connect people to civic amenities, schools, public transport facilities and markets. These should be quality environments, bringing dignity to the public space.

The following famous quote is usually attributed to Einstein - "*Insanity is doing the same thing over and over and expecting different results.*" Achieving this vision of walkable and cycle-able environments will require a move away from "*business as usual*" approach in transport planning and engineering. In support of this, clear principles, policies and strategies must be followed to guide officials and politicians of Stellenbosch Municipality in the implementation of transport infrastructure projects in the future, else nothing will change.

4.3 Key Principles

These key principles must serve as the foundation for the implementation of transport infrastructure to allow more pedestrian friendly and cycling environments to follow.

- **Integration between land use and transport** towards developing pedestrian friendly environments to reduce the demand for travel and the need for motorised transport. This is essential in reducing people's dependency on motorised transport.
- **Prioritizing vulnerable road users at conflict points** will improve road safety for pedestrians and cyclists and encourage people to walk and cycle more.
- **Outlying communities** are captive users of public transport and walking. These communities **must be prioritized and the environments for pedestrians and cyclists be improved** to encourage and support these modes.
- The development of sustainable transport solutions and pedestrian/ cycle friendly environments cannot sole be undertaken by the public sector. A **partnership** with the private and public sector towards furthering car-free living is required, including Stellenbosch University.
- **Roads and Streets for all**. This requires the re-prioritisation of road space to ensure that all the needs of all users of the street are adequately provided for. Where the needs of the various users are in conflict, the needs of the more vulnerable road user must receive priority.

4.4 Focus Areas

The creation of more livable environments are not sole the responsibility of infrastructure implementers. The transport environment is planned, designed and managed by various departments. Officials are all responsible for different focus areas within the transport environment. All these implementing agencies are responsible for creating liveable environments. Particular focus areas, along with their leaders, stakeholders and role-players, include the following:

- Planning
- Human Settlements
- Legal Framework
- Infrastructure
- Traffic
- Operations
- Awareness
- Partnerships

Accordingly, strategies are developed for each of these focus areas and these are discussed in more detail hereafter.

4.5 Target Market

The NMT Strategy targets all non-motorised transport users in Stellenbosch Municipality and includes **learners, recreational cyclists, commuters, students, people with special needs and pedestrians**.

In the Stellenbosch Cycling Plan **Low Income Residents** and the **Stellenbosch University** have also been identified as particular target areas with specific targeted strategies.

- Access to bicycles for lower income residents of all ages is a critical target market and priority for the cycling programme going forward. A high number of people can be seen walking from Kayamandi, Cloetesville and Idas Valley and this is either by choice or being forced to walk due to economic constraints.
- The Bicycle Plan also mentions that the student population is an important target market for cycling and can provide the required tipping point to increase cycling the CBD.

4.6 Strategies

A set of strategies have been developed for each focus area and along with that, a key principle for the particular focus area have been developed, as well as the lead implementing department/ stakeholder/ unit.

4.6.1 Planning

Principle: Integration and Liaison

Lead Implementer: Development Planning with a particular focus on private sector development, Province and the Planning & Economic Department

Encourage and foster an environment of institutional integration

Working together, pursuing similar goals across the various government institutions will increase the potential for successfully implementation of more pedestrian friendly and cycling environments. Officials, managers and politicians alike must encourage the integration between municipal departments, with significant role-players such as the Western Cape Department of Transport and Public Works as well the Stellenbosch University.

Encourage spatial integration of municipal projects

Along with institutional integration, spatial integration of infrastructure, communities, funding, etc will ensure that roads, pedestrian and cycle networks, urban improvements projects, human settlement projects, etc are ably integrated to allow for quality urban environments suited for people.

The Directorate Planning and Economic Development and the Directorate Infrastructure Services are specifically tasked to ensure that they work together to achieve the common vision.

- Through development frameworks for new housing projects, the public space environments should cater for all users, pedestrians, sidewalks, public transport, etc.
- Funding opportunities in the various departments must be identified and project implementation aligned.

Encourage the shared implementation of the NMT Network by the public sector and private sector alike.

- Development Planning must also ensure that private sector developments include pedestrian and cycle routes and provision for public transport, along with road upgrades. The mechanisms available is through the review and approval of the Site Development Plan (SDP) as well as through the development of the Site Transport Assessment and/ or Transport Impact Assessment, where required.
- Development Charges should be used for the implementation of portions of the NMT network.

4.6.2 Human Settlements

Key Principles:

- Integration between land use and transport
- Outlying communities must be prioritized and the environments for pedestrians and cyclists be improved.
- Partnership with stakeholders and role-players
- Roads and Streets for all

Lead Implementer: Human Settlement officials in Planning & Economic Department, Roads and Transport Units in Engineering Services

Discussions with the municipal officials responsible for human settlements planning and implementation highlighted the fact that pedestrians and public transport users are typically captive users of transport services and have no other options other than walking, cycling and using public transport, but yet due to funding constraints the necessary facilities are not provided. The unintended consequence is road safety concerns when pedestrians cross major roads, walk in roads, insufficient sidewalk widths or none at all and inadequate public transport services and infrastructure. Apart from funding constraints, the needs of pedestrians, cyclists and public transport users are not adequately identified and assessed during the Site Development Plan (SDP) process.

From this a series of strategies have been identified to ensure an appropriate level of NMT consideration during the project inception, SDP development and infrastructure design process, increase and improve the involvement of the Engineering Unit and to create/ generate funding opportunities for NMT and public transport infrastructure.

Identify and consider non-motorised transport impacts and remedial measures in the process of formulating a Site Development Plan and ensure that NMT and public transport remedial measures are appropriately included in the conditions of approval for human settlement developments.

This intervention must be undertaken at various stages of the implementation process.

- For human settlement projects undertake a high-level NMT impact screening at the Project Identification/ Inception stage with the focus on the following:
    - Alignment with the NMT Masterplan
    - Potential external pedestrian desire lines across major roads to schools, clinics, shops, in adjacent communities
    - Consider the implications of topography on pedestrian and cycling movement
    - Public transport services required (taxi rank, embayments, etc)
    - Road classes and road reserve widths required for various classes of roads and streets
- During the SDP development process undertake a Site Transport Assessment:
    - Identify land uses and the potential pedestrian desire lines to and from schools, clinics, places of work, shops, public transport facilities, etc
    - Locate land uses that are major pedestrian trip generators or attractors in such a manner that potential road crossings are safe. For example, do not locate a school gate on a class 2 road but rather a class 4 or 5 street. At the school entrance the road reserve should be wide enough to accommodate wide sidewalks (2m or wider), public transport embayments and stop and drop areas for parents to drop learners off). A pedestrian crossing must be provided along with traffic calming proposals.
    - Develop a local pedestrian and cycling network plan and align and connect with the NMT Masterplan, as well as existing facilities and services.
    - Identify routes to the nearest public transport service
    - Where relevant (for example mass housing projects), develop a local public transport network , identify locations for public transport ranks, embayment and stops.
    - Identify the existing pedestrian and cycling facilities and public transport infrastructure as well as the remedial measures required (sidewalks, cycle paths/ lanes, pedestrian crossings, road reserve widths, traffic calming measures) and ensure that the SDP adequately mitigates these potential impacts.
- In TIAs[9] for human settlement projects the emphasis should not be so much on the impact of private vehicles, but rather the impact of public transport, pedestrian desire lines and the infrastructural requirements and approval conditions for these.

[9] The COTO TMH16 Volume 2 South African Traffic Impact and Site Traffic Assessment Standards and Requirements Manual has clear guidelines how the impacts on pedestrians and cyclists (Chapter 13) and public transport users (Chapter 14) should be assessed as part of TIAs. It further distinguishes the requirements for TIAs and Site Traffic Assessments. However, although these guidelines exists, it is not applied rigorously by all transport engineers when undertaking TIAs. It is therefore recommended that the Planning & Economic Department highlights the need for TIAs and Site Transport Assessments to adequately address the impacts and remedial measures of pedestrians, cyclists and public transport users through including a Site Transport Assessment.

- TIAs should include the following:
    - Person trip generation of pedestrians and public transport users OR Where vehicle trip reduction factors are applied[10], determine the corresponding public transport users and pedestrians[11].
    - Where relevant discuss possible modal splits for with local transport officials, identify the existing pedestrian and cycling infrastructure and the public transport services and infrastructure.
    - Where a high number of public transport trips are generated, officials should assess whether a new taxi rank is required, and propose any additional operating license requirements or adjustments to existing operating licences.
    - Develop a pedestrian and cycle network and public transport network overlay to the SDP, along with traffic calming proposals, public transport and NMT infrastructure proposals.
- Include the pedestrian, cycling and public transport infrastructure proposals as conditions of approval, appropriately tied to funding sources.
- During the design process the pedestrian and cycling infrastructure should be in accordance with appropriate infrastructure guidelines.

Improve the participation of the municipal transport unit during the evaluation of the Site Development Plan, the TIA and the road designs.

The engineers and planners in the Engineering unit must have improved and structured participation during the various stages of the project to ensure appropriate pedestrian, cycling and public transport provision as listed in Table 2.

Table 2: Participation by Transport/ Roads Engineering Officials

PROJECT STAGE	PARTICIPATION BY TRANSPORT/ ROADS ENGINEERING OFFICIALS
Project Inception	Engineering officials must provide comment on the following: • Alignment with the NMT Masterplan • Identify any adjacent high-order roads and the potential for road safety concerns • Identify potential pedestrian desire lines across higher order roads to schools, clinics, etc in adjacent communities. • Need for a taxi rank
SDP Evaluation	• Review and comment on high-level NMT impact screening • Review and comment on the SDP. Check road reserve widths, public transport space/ rank/ embayment, alignment with NMT masterplan • Identify and road safety implications

[10] The COTO TMH16 Volume 2 South African Traffic Impact and Site Traffic Assessment Standards and Requirements Manual allows the reduction of trip generation rates for areas of low vehicle ownership, very low vehicle ownership, located along transport nodes or corridors and as part of mixed use developments.

[11] Very little information or guidelines are available for pedestrian and public transport trip generation. The only local available resource known to the author is the City of Cape Town, Guidelines for the public transport component of transport impact assessments, (A working document), Draft, December 2001

PROJECT STAGE	PARTICIPATION BY TRANSPORT/ ROADS ENGINEERING OFFICIALS
TIA Evaluation	• Review and comment on the TIA. • Ensure that the TIA appropriately assesses pedestrian, cycling and public transport impacts and identifies remedial measures. • Check the pedestrian and cycling networks plan, public transport network plan and infrastructural remedial measures • Draft conditions of approval
Infrastructure Design Evaluation	• Check that appropriate standards are used and that the requirements of the SDP and conditions of approval are met.

Create or generate funding opportunities for NMT and public transport infrastructure

- Funding from Development Charges (DCs) for BNG or GAP housing should be applied or NMT or PT infrastructure aligned with the NMT Masterplan.
- Liaise and coordinate with the Western Cape Dept of Transport and Public Works for grant funding for NMT infrastructure and pedestrian safety improvements on provincial roads and roads of joint significance.
- Implement NMT infrastructure as part of human settlements implementation as required through the National Housing Grant.
- NMT funding from the Municipalities other grant funding sources (Neighbourhood Infrastructure Grant, Municipality Infrastructure Grant, etc)
- Identify public transport infrastructure funding sources available and implement along with NMT infrastructure and networks
- Identify pedestrian safety funding sources to be used for public transport, pedestrian crossings, sidewalks and cycling facilities.

4.6.3 Infrastructure

Key Principle: ***Roads/ Streets for All***

Lead Implementer: ***Roads Unit in Engineering Services***

Connect outlying communities/ neighbourhoods with safe and continuous bike and pedestrian routes

As previously mentioned the routes from outlying communities towards the CBD is a particular focus area. These routes require special attention to be safe, attractive and in line with desire lines towards key destinations and connected with an overall network of pedestrian and cycling routes. Connections include the following:

- From Kayamandi across the R304 to the schools in Cloetesville
- From Kayamandi across the railway line at Du Toit Station and along Bird Street to the CBD
- From Idas Valley across Helshoogte towards Cluver into the CBD
- From Jamestown along the R44
- From Vlottenberg along and across the R310
- From Cloetesville along and across the R44

Apart from connecting these communities to the CBD, communities should also be able to cross the high-order provincial road in a safe manner. A series of pedestrian bridges are also proposed:

- From Kayamandi across the R304 to the schools in Cloetesville. The preliminary designs for this project has already been completed.
- From Kayamandi across the railway line at Du Toit Station. A gated pedestrian level crossing is proposed as an interim measure. However, there are concerns that PRASA might not support the proposal as they do not support the formalisation of level crossings.
- From Idas Valley across Helshoogte towards Cluver into the CBD
- From Cloetesville along and across the R44

Create pedestrian/ cycle -friendly streets/ pedestrianize in the CBD environments

The CBD is a particular focus point with the Stellenbosch University Campuses, the tourist hubs around Dorp Street and Church Street and public transport concentration points in Stellenbosch (Du Toit and Stellenbosch Stations with Bergzicht Taxi Rank). Similarly, Franschhoek CBD is a particular focal point with a strong pedestrianized culture. In Klapmuts, Pniel pedestrian activity is mostly focused around the main road through the town. Pedestrian friendly streets will improve the safety and attractiveness of non-motorised transport, attract more people to walk and cycling, encouraging the modal shift towards public transport, cycling and walking. Some key actions to be considered are:

- Pedestrian/ cycle safety to be prioritized at intersections in CBD and at conflict points (pedestrians, cyclists vs vehicles).
- Trade on-street parking for cycle lanes in a progressive manner and find a balance between parking provision and cycling.
- Provide pedestrian crossings.
- Introduce traffic calming for example Victoria Street and Andringa Street.
- Progressively roll-out a cycle network in Stellenbosch CBD (see below).

Create a network of pedestrian and cycle facilities, along with bicycle parking

Various studies have confirmed that cycling can only really be encouraged if a continuous network of cycling facilities exists. The directness, continuity, safety along the route will encourage cyclists and improve their prominence in the streetscape.

- Identify and implement a core cycling network in Stellenbosch CBD, connected to key institutions and the University Campuses.
- Identify continuous and direct route from outlying communities outside of Stellenbosch and create cycling space along the higher-order provincial roads and connect these routes to the CBD cycle network. Alternatively, provide separated cycle and pedestrian paths.
- In the communities of Pniel, Klapmuts and Franschhoek where strong desire lines typically are located along the higher order provincial road, provide separated pedestrian footpaths and cycle paths along these routes to connect to the urban nodes within these settlements, as well as to schools.
- Locate bicycle parking at appropriate locations depending on the need, demand, security and attractiveness. Private sector developments should also be encouraged to install bicycle parking. Locations to consider include:
    - Places of work, especially where employers are participating in a scheme to promote cycling with their employees. Employers should be encouraged to provide secure parking on site.
    - Schools, universities and colleges
    - Stadium entrances, gymnasiums and sports fields

- Shopping centres
- Civic facilities – community halls, clinics, hospitals, libraries, etc.
- Public transport facilities such as interchanges, rail stations, etc.

The public sector and the private sector alike should be encouraged to install bicycle parking facilities.

As safety is a key consideration, safe cycling facilities should be provided at key locations. The Stellenbosch University has various nodes across campus (Admin Building, Residences, etc) and will also implement bicycle parking along with its other infrastructure in support of multi-modal transport options.

The municipality should encourage the implementation of bicycle parking facilities at civic nodes (libraries, community centres, etc). Bicycle parking should also be provided as part of private developments.

Develop universally accessible streets

A recent audit completed by Jeremy Hazell indicated that the streets in the CBD are not universally accessible and hampers the mobility of people in wheelchairs. The Municipality should encourage that all new infrastructure being implemented through private sector and public sector role-players be universal accessible.

Create space for cyclists and pedestrians along provincial roads in the CBD

The provincial roads running through the CBD is a particular area of concern. Sections running through the CBD include *Adam Tas, Helshoogte,* the *R304,* the *R44* and *Merriman Avenue*. These roads should be managed to become more pedestrian-friendly over time by considering the following:

- Use the shoulder for cycling and separate it from vehicle traffic.
- Use bulb-outs to decrease the crossing distances at major intersections
- Provide sidewalks and footpaths where required, along with pedestrian bridges and pedestrian crossings.
- Set traffic signal phasing in favour of pedestrians where significant amounts of pedestrians are crossing.

Investigate ways and means with the Province to enable cycling along the provincial roads in the municipality

The provincial roads within the Stellenbosch Municipal area are well-known for recreational cycling, especially *Baden Powell Drive, Stellenbosch Arterial, Helshoogte, the R304 and the R45*. These roads typically have shoulders but have high operating speeds, 80km/ hr and higher. However, cyclists do use these roads and cycle along the shoulder. Cyclists Warning Signs have been installed along some of the roads, but cycling along the provincial roads should be further explored in discussions with the Province.

Possible options include the following:

- Cyclist Warning Signs along the routes
- Warning signs, along with cyclist guidance signs and road markings, along the shoulder
- Provision of a high-quality cycle path located in the road reserve but separated from the roadway

Use various municipal budgets to implement portions of the network

The implementation of facilities for cyclists and pedestrians should not be the sole responsibility of the Roads and Transport division at Stellenbosch Municipality. Promoting cycling and pedestrian movements must become a Municipal priority. Various funding sources (capital, operational and grant funding) should be utilised, and where appropriate and sourced from various other departments, such as Planning & Economic and Community Services etc.

Implementation by private sector developers and the Stellenbosch University

Similarly, private sector developers should also contribute/ implement sidewalks, cycle paths/ lanes and public transport embayments as part of the role-out of remedial infrastructure measures through the use of Development Charges.

Implement cycle routes in CBDs (cycle lanes and paths (sidewalk or off-street))

A continuous cycle network should be developed in the CBD that enables people to cycle from point A to B in the most direct manner, along a continuous network of lanes, paths and routes. In the same way that pedestrians can navigate across the CBD. Various tools are available to achieve this and some actions include the following:

- Trade parking for cycle lanes.
- Share sidewalks with pedestrians but do not attempt to squeeze all users on a sidewalk if there is insufficient space. Note that a cyclists need 1.4m effective clear space. If this space is not available due to conflicting pedestrians and street furniture, cyclists will start to use the road again.
- Bicycle priority/ accommodation at intersections.
- Share wide pedestrian routes and public space.
- Dropped kerbs at all level changes.

Decluttering of sidewalks

Sidewalks are typically obstructed by the clutter of urban street furniture such street lighting poles, road signs, traffic light poles, advertisement and distribution boxes. These are typically located in such a manner that it obstructs the flow of pedestrians and the cluttering of sidewalks reduces the effective widths for pedestrians, cyclists and those people using wheelchairs.

An audit of existing road signage can be undertaken to determine to what extent it can be rationalised. In this manner the effective width of sidewalks can be increased in a relatively cost-effective manner.

Safe routes to schools

Schools have been identified as a particular focus area as well.

Routes in close proximity, approximately 250m around schools, should be identified. However, more vulnerable schools (rural schools and schools located in poor communities) should be prioritized. Examples of some infrastructure interventions at the accesses to schools include the following, but more detailed on-site investigations are required to determine the most appropriate infrastructure measures / improvements.

- As far as possible school accesses should be located on lower order class 4 or 5 roads.
- The speed limit sign of 40km/ hr must be introduced around schools.
- Proposed infrastructure interventions include the following:

- Sidewalks on both sides of the road for at least 100m on either side of the entrance(s) to the school or to the closest side streets if spaced closer than 100m. Alternatively, implement low cost interventions such as widening the walking space by demarcating some road space for pedestrians as well or using the drop-off area for vehicles for pedestrian space as well at schools where vehicular drop-off and collection is limited or completely absent.
- Yield Raised pedestrian crossings in combination or without scholar patrol or signalised pedestrian crossing if warranted. An alternative layout is to have speed humps spaced 100m apart on either side of the pedestrian crossing. In this instance, the pedestrian crossing is not raised. Alternatively, flat tables could be used either side of a yield raised pedestrian crossing to make motorists more aware of the pedestrian crossing ahead.
- Appropriate road signs and markings, including a speed limit zone of 40km/h surrounding the school, once approved and adopted.
- Drop-off locations in front of the school in both directions at locations where it is required. It is important to consider the modal split at schools as some learners will primarily walk; others might use public transport or personal transport. Depending on the dominant mode, a drop-off facility should be provided. Site-specific assessments are needed at the various schools, incorporating traffic circulation, parking needs and movement of scholars. If the road reserve width is not wide enough to accommodate drop-off facilities, inclusive of NMT facilities, the school should be consulted to avail land.
- Dropped kerbs at appropriate crossing locations

4.6.4 Legal Framework

Key Principle: Roads and Streets for all

Lead Implementer: Head of Engineering Services

Align the municipal by-laws for streets with the IDP's strategic focus areas.

A clear set of policies and by-laws are required to support the principles, strategies and projects proposed. An approved policy will provide the municipal officials with the mandate to implement more sustainable transport solutions, design and implement in favour of more vulnerable road users.

Further update the municipal by-laws for streets to be in support of promoting sustainable transport solutions and acknowledging the priority of the more vulnerable road users and regulating an approach of Roads/ Streets for all.

4.6.5 Traffic Operations

Key Principle: Prioritizing vulnerable road users at conflict points, Roads/ Streets for all

Leader Implementer: Traffic Engineering Unit

Reduce traffic in CBD towards creating more liveable environments

It is the reality that in CBD environments, space is limited. This implies that any one user prioritized over another, comes at the expense of another. The approach to creating more liveable environments implies that it will come at the expense of the priority that motorised transport currently enjoys. In more simplistic terms; road space must be shared with non-motorised transport users and traffic be

reduced in the CBD. It is only through reducing traffic in the CBD that non-motorised transport can feel safe, enjoy priority and environments become more attractive.

Actions that should be pursued are as follows:

- As the Stellenbosch University is a significant land holder in the CBD, as well as one the major traffic attractors in the CBD, the Stellenbosch University should introduce travel demand measures and a university transport shuttle to reduce traffic in CBD.
- Other corporates located in the CBD should also introduce travel demand measures (shared ride schemes, preference for high occupancy vehicles, limiting parking provision in CBD sites, etc).
- The proposed Western Link between the R310 (Adam Tas) and Technopark, connecting the R310 with Technopark, will reduce through traffic the R44 through Stellenbosch. The possible extension of the link road, from Adam Tas, past Devon Valley and along the back of Kayamandi will further alleviate congestion in the CDB as well as along the Adam Tas Corridor.
- The location of parking garages and sites also play a significant role in directing incoming and exiting traffic away from CBD environments with high pedestrian and cycling activity. The municipality should purse the implementation of parking garages on the periphery of the CBD or encourage the private sector to develop parking garages at strategically located sites.
- Adam Tas Road, running north-south pass the Stellenbosch CBD, can function as a multi-modal corridor allowing traffic (freight, buses and taxis, private vehicles) to pass the CBD without entering the CBD; freeing up some of the north-south streets in the CBD.

Introduce pedestrian-friendly phasing at signalised intersections.

Traffic signal phasing is generally developed to maximize the throughput of vehicles with a minimum green time allowed for the pedestrian crossing phase. Stellenbosch Municipality should employ exclusive pedestrian phases at key intersections with significant pedestrian volumes.

Prioritize pedestrian movements around nodal points (schools, public transport facilities,etc)

The urban environment around public nodal points such as schools, public transport facilities, hospitals, clinics should also become pedestrian friendly through the implementation of the following:

- Wide pedestrian and cycle facilities around the nodal points because of the significant concentration of people
- Traffic calming to slow down traffic or by-pass traffic
- Universal accessible facilities

4.6.6 Transport Systems and Operations

Key Principle: **Integration between land use and transport**

Lead Implementer: Portfolio Committee Member for Engineering Services along with the Head of Engineering Services

Develop CBD public transport service in Stellenbosch CBD integrated with pedestrian and cycle networks and parking opportunities

Achieving the desired modal shift away from private vehicle usage and over time, with a move towards car-free living, will require significant interventions towards sustainable transport operations by Stellenbosch Municipality. This includes the implementation of an inner-town/CBD public transport distribution service, promoting walking and cycling as transport modes as preferred mobility options

in Stellenbosch CBD, and to manage the provision of parking in the CBD as excessive parking provision can further encourage private car usage.

Possible options include:

- Public transport distribution service in the Stellenbosch CBD, along with a Stellenbosch University Shuttle service and a Park & Ride
- Bicycle parking implemented by the public and private sector
- Support for bicycle –rental schemes
- Municipal institutional support for pedi-cabs and e-scooters

4.6.7 Partnerships

Key Principle: Partnership

Lead Implementer: Portfolio Committee Member for Engineering Services along with the Head of Engineering Services

Successful implementation of initiatives in support of car-free living will require partnerships with key stakeholders and role-players.

Form partnerships/ alliances with key role-players and stakeholders to co-implement the strategy

The following key role-players/ stakeholders have been identified:

- The Transport Forum
- The NMT Working Group
- Other municipal departments, especially Planning and Economic Development
- Private Sector
- Stellenbosch University
- Western Cape Dept of Transport and Public Works, Roads Branch
- Stakeholders identified through the Municipality's IDP processes

Approach donor/ corporate funders for funding

Various organisations have a mandate to support projects that identify and nurture sustainable transport solutions. The Non-Motorised Transport plan can be used as a sound platform to approach potential donors to fund the design of projects or the implementation of capital projects. Possible organisations include:

- Stellenbosch University
- Various corporate organisations based in Stellenbosch CBD
- Various international and national donor funding organisations that promotes the implementation of sustainable transport/ green transport solutions

Stellenbosch Municipality should also approach the larger corporations based in Stellenbosch CBD to finance projects in support of sustainable transport solutions such as the implementation of the NMT network. This could be in the form of implementation as part of developments, implementation on behalf of the Municipality or creating a fund for implementation.

5 NETWORK DEVELOPMENT

5.1 Approach

The approach to the development of the NMT Network Plan included the following:

- Firstly, we developed a sound understanding of pedestrian desire lines based on land use planning (existing and proposed), barriers to pedestrian movement, safety hazard locations, major pedestrian generators and attractors as well as the role of public transport and learner movement.
- Review of the existing NMT and Cycle Network: We overlaid both networks, identified missing links, correct possible misalignment of routes, provide direct routes to connect to recently built developments and propose connections to future development initiatives.
- NMT Routes were proposed at two levels: (1) Ensure that a higher-order network around the town is provided that offers a certain level of cycling and pedestrian mobility, as well as (2) creating a local cycling and pedestrian networks in neighbourhoods that connect key land uses such as schools, public transport stops/ ranks, CBD area etc.
- A high-level identification of existing facilities was undertaken. This served as an informant to identify upgrades of existing facilities and to determine cross-section details per road segments. The latter was important to identify available widths for future bike lanes, shared footpaths, off-road facilities, and areas for pedestrian prioritisation.
- The proposed network was workshopped with the client.

As a subsequent step, short-term projects were identified based on:

- Review of priority projects identified in the previous NMT & Cycle Plan (2015) and update thereof as required.
- Incorporate projects identified by the Provincial Sustainable Transport Programme (2018).
- Ensure pedestrian safety hotspots are addressed (as identified through discussions with officials and in reviewing the Transport Safety Master Plan, 2016).
- Identify locations where pedestrian bridges and safe crossings at railway line and major roads are required.
- Identify the areas with high NMT activity and identify the need to make those areas more NMT friendly and safer.
- Addressing existing NMT desire lines through the upgrade and/or new infrastructure.
- Upgrade current informal links to be weather-resistant and accessible throughout the year.
- Addressing future NMT desire lines (in line with confirmed short-term development initiatives and identified growth nodes in the municipal area as per the SDF).

5.2 Principles

One overall principle of the NMT Network Plan is to achieve a safe environment for pedestrians and cyclists. Proposed measures are described in more detail hereafter.

5.2.1 Pedestrian Priority

It is essential that more space is allocated for pedestrians and that their safety is improved. The NMT Masterplan proposed three levels of pedestrian intervention, namely:

- Pedestrianisation in a CBD environment
- Traffic calming and Woonerf Zones
- Safe Routes to School

Pedestrianisation in the CBD requires the transformation of streets in areas or routes with high pedestrian volumes so that pedestrians have priority or have an increased share of available road space. This entails, that the street design is favoured towards the needs of pedestrians by significantly extending sidewalk space and restrict travel volumes and reduce travel speeds. Basically, transform streets into spaces that are human centred and an extension of public space. This also includes providing more space to outside dining, which is has become very popular with locals and tourists.

In the past, SM had several initiatives to pedestrianise Church Street and a portion of Andringa Street (between Church and Plein Streets). To date, unfortunately, this was only implemented as part of temporary events and needs be further pursued. The portion of Andringa Street between Plein and Victoria Streets have also been transformed through traffic calming and restaurants resulting in an environment where pedestrians have priority.

The intent is to overtime transform more streets in the CBD like this, in parallel with adequate parking solution and traffic accommodation – one step closer towards SM's vision of car-free living. Refer to the images below which display Andringa Street with and without pedestrian priority intervention.



Figure 40: Stellenbosch CBD, Andringa St: Unfriendly pedestrian environment (August 2020)



Figure 41: Stellenbosch CBD, Andringa St: Café spilling over into sidewalk and road space during Transport week in October 2017

Pedestrian priority within neighbourhoods is proposed to be done in the form of **traffic calming and creation of Woonerf Zones.** Woonerf zones are identified as an essential element in the urban restructuring process of making the inner town more pedestrian friendly. According to the South African Roads Traffic Signs Manual (SARTSM), pedestrians have right of way in Woonerfs, and only local vehicular access is allowed with speeds below 30km/h. Pedestrian and Cycle routes that are proposed in residential streets should preferably be implemented by the means of physical interventions such as narrowing roadway width, off-set parking, and landscaping, to create a shared space environment. Examples of possible street transformation in local neighbourhoods can be found in the Dennesig Neighbourhood Urban Design Guideline Report (August 2019)[12]. There are a range of measures illustrated, which need to be tailored to the local situation and to potential budget constraints. Refer to Figure 42 for a woonerf proposal for Hofman Street.



Figure 42: Woonerf proposal for Hofman St as part of the Dennesig Densification Precinct

Safe NMT infrastructure around schools is one key element in creating liveable neighbourhoods. This can be done in many ways but ideally includes the extent of walkable space in front of schools and along the main routes to school, safe pedestrian crossings as well as reduction of travel speeds. Favourably would also be to investigate if one-way traffic zones can be implemented or that a short section of a street is closed completely for cars.

[12] The Guideline provides the following definition: "A woonerf a street typology that subverts the movement of vehicles in favour of pedestrian movement and is often called a "living street". The space is characterised by shared space between pedestrians and vehicles, slow vehicle speeds and traffic calming measures. The space is often well-landscaped which integrates planting into road calming measures."



Figure 43: Krigeville: Example of a existing raised pedestrian crossing in front of a school



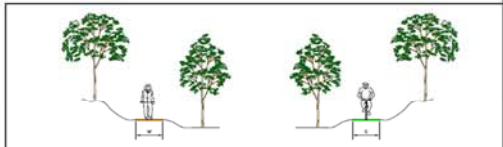
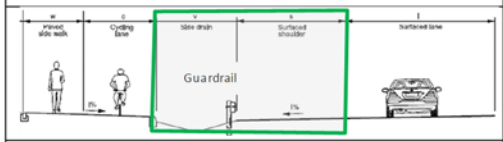
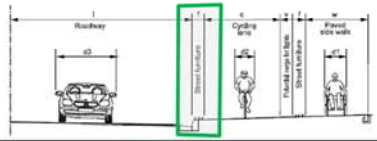
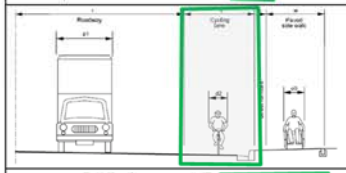
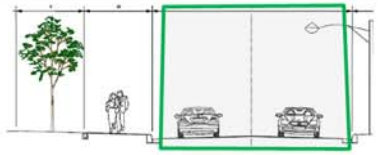
Figure 44: Cloetesville: Extension of sidewalk space and possibly reduction of drop-off area at schools if not needed

5.2.2 Safe and Convenient Cycling

The Status Quo assessment revealed that sections of cycling infrastructure have been provided but in a fragmented manner. Discussions with the NMT Forum also identified that "paint is no protection" (referring to bicycle lanes without physical separation to motorists).

The NMT Facility Guideline (2015) emphasises that the degree of separation between the NMT facility and vehicles is one of the most important elements of safety of NMT facilities. Six Degrees of Separation are recommended which are illustrated in Table 3.

Table 3: NMT Facilities and respective Degree of Separation

	Degree of Separation		Design Criteria (Width)			Cycle Facility Classification
	NMT Separation	NMT Facility Description	NMT Facility [1]	Recommended minimum	Optimal	
	**NMT Only**	The NMT facility is separate and removed from vehicular traffic over most of its extent. Reserved for either cyclist only, pedestrians only or shared by pedestrians and cyclists.	Pedestrian walkway	1,5m	2,5m	NA
			Bicycle lane (two way)	1,8m	2,5m	Class 1
	**Total**	A heavy barrier or sufficient space separation between motorised traffic and NMT facility.	Pedestrian walkway	1,5m	2,0m	Class 2
	**Partial**	Separation by means of level difference between the travelled ways such as a kerb and sidewalk or by means of light barriers.	Shared ped & cycle facility	3m	3,5m	Class 2
			Pedestrian walkway	1,5m	3,0m	NA
	**Marked Separation**	Motorised and NMT traffic run on the same surface but are separated by means of continuous road marking and signage to identify the lane as a bicycle lane or pedestrian walkway.	Bicycle lane (one way)	1,8m	1,8m	Class 3
	**Priority**	A section of road where NMT has priority and slow speeds are mandatory - no continuous road markings only signage.	Priority Streets	Shared space. No continuous road markings, only signage. Slow speeds are mandatory.		Class 4
	**Mixed (None)**	Cyclists compete with motorised vehicles for space on the road. Pedestrians must still use the sidewalk or gravel shoulder.	Mixed shoulder	No continuous road markings, only signage.		Class 4

Note:

1) List of facility types/ combinations thereof is not intended to be exhaustive.

2) Own table based on recommendations of the SA NMT Facility Guideline (2015).

The NMT Network Plan for Stellenbosch acknowledges the Degree of Separation to distinguish between the types of proposed NMT infrastructure but also differentiates between four classes of bicycle facilities. The latter is a recommendation of the previous NMT Guidelines (2003)[13]. The four bicycle classes are briefly described below:

- Class 1: Located along an independent separate alignment outside of the road reserve and reserved for either cyclist only or shared by pedestrians and cyclists. This is commonly referred to as a cycle path.
- Class 2: Path which is located within the road reserve, located adjacent to the road way on the same alignment, but separated from the road way by level difference and / or kerb and reserved for either cyclists only or shared by pedestrians and cyclists. This is commonly referred to as a cycle path.

  Note that in the Stellenbosch NMT Network Plan, a Class 2 facility is a proposed NMT facility of partial/ total separation that runs parallel to a walkway. Facilities can either be segregated or integrated (shared between pedestrians and cyclicts).
- Class 3: Bicycle path that forms part of the street or the carriageway and is marked accordingly. This is commonly referred to known as a cycle lane.
- Class 4: Located on a low-volume street to serve as a feeder link in a cycle network of cycle paths and lanes. The route is indicated by signs and markings. This is commonly referred to as a cycle route.

NMT facilities are required to be provided within the right of way of all roads where NMT users are significant. While designs should strive to achieve total separation, particularly along high classes of road, this is not always possible.

While it is important to ensure that cycle intervention is appropriate for the street type, it is also important to provide continuity for cyclists along a route. A strategic overview of a route is required to ensure cycling provision is seamless across street type boundaries.

The proposed network for SM is quite extensive, which is in detail described in Section 6.3. Due to the extent of implementing such a network, it is most likely that this will happen through a range of projects. When portions of the network are constructed, the start and finish as well as access to these facilities must be logical and connected to a wider system. Another important feature for the success of any bicycle road network is how crossings are treated. These are also normally the locations where access is gained to the bicycle path. It is vital that access be effortless and the transitions smooth.

The contextual analysis revealed that bicycle parking is insufficient and needs to be expanded. Therefore, strategically located bicycle parking needs to be provided especially in Stellenbosch CBD. Locations have to be aligned with the initiatives of the University. It is also important that locker facilities are robust and provided in a safe environment to reduce the risk of theft.

[13] Department of Transport, Pedestrian and Bicycle facility Guidelines, 2003.



Figure 45: Existing u-rack bicycle parking at Eikestad Mall which is safe but in this location partially blocked by cars



Figure 46: Existing bicycle parking on campus which does not allow for both the wheel and frame to be secured which can lead to increased theft

5.3 Network Extent

The overall extent of the proposed NMT network for SM is detailed in Table 4. The network proposals are extensive with a total length of 280km. Of that, 70% of the proposed infrastructure is located with the wider Stellenbosch Town area. The proposed NMT network is depicted in a series of maps for Stellenbosch and surrounds, Klapmuts, Pniel, Lanquedoc, Franschhoek and Raithby. Refer to Figure 47 - Figure 57. For better quality images refer to Annexure A.

Table 4: Extent of proposed NMT network

	Whole Stellenbosch Municipality **Length (km)**	**Stellenbosch Town** (incl. Kayamandi, Jamestown) **Length (km)**
Proposed Sidewalk	31	11
Proposed NMT Only Class 1	26	17
Proposed NMT facilities with Partial Separation Class 2	172	103
Proposed bicycle lanes (Partial or Marked Separation) Class 3	14	14
Proposed cycling in local street (Mixed Shoulder) Class 4	32	28
Proposed Pedestrian Priority Street	4.2	3.8
Total (km)	**279**	**176**

Note:
1) Cycling in shoulder is excluded from this list.
2) All lengths refer to centreline length, except for Sidewalks.
3) Intersection upgrades are excluded from the length summary.

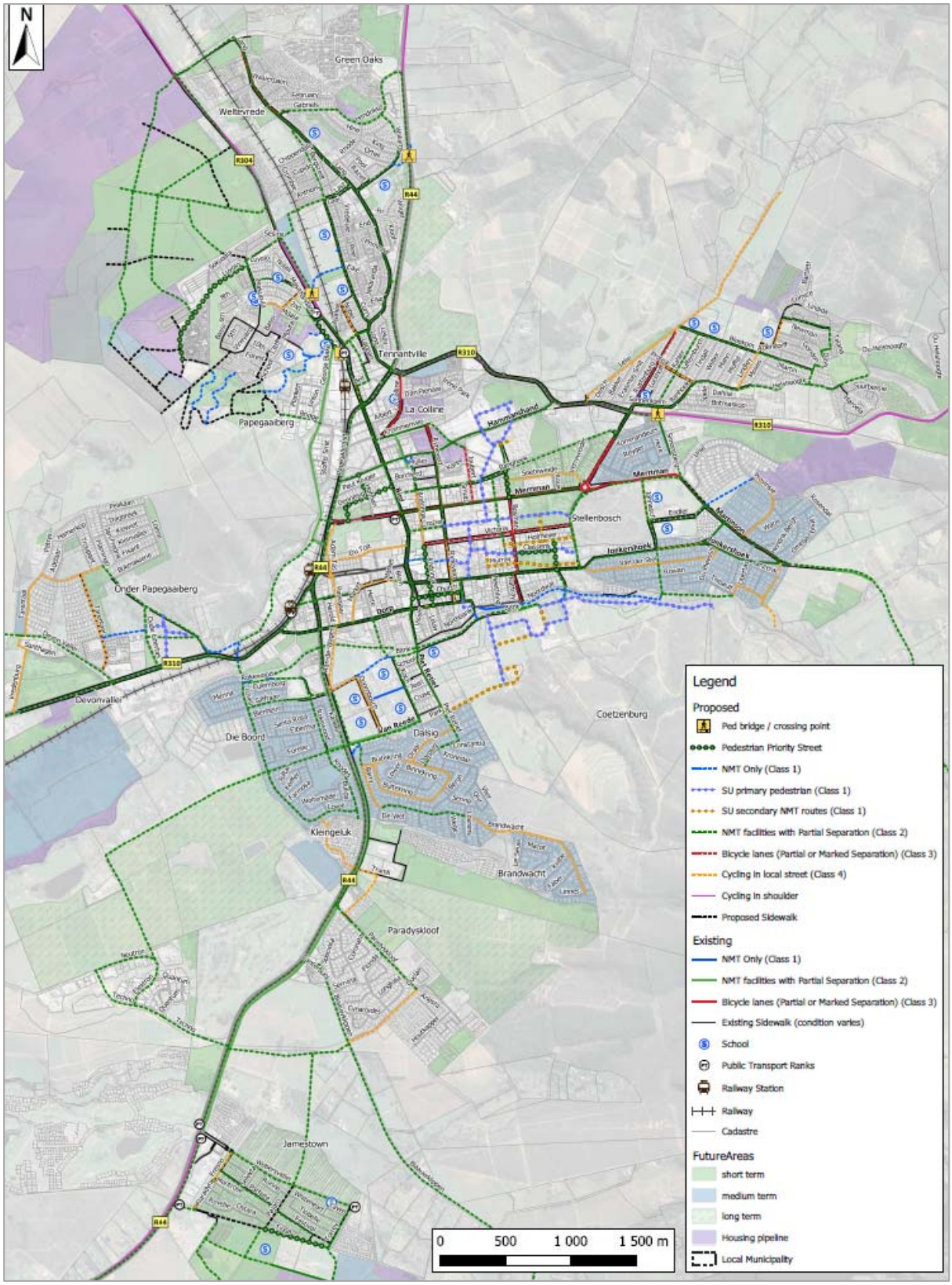


Figure 47: Stellenbosch Town: Proposed NMT Network

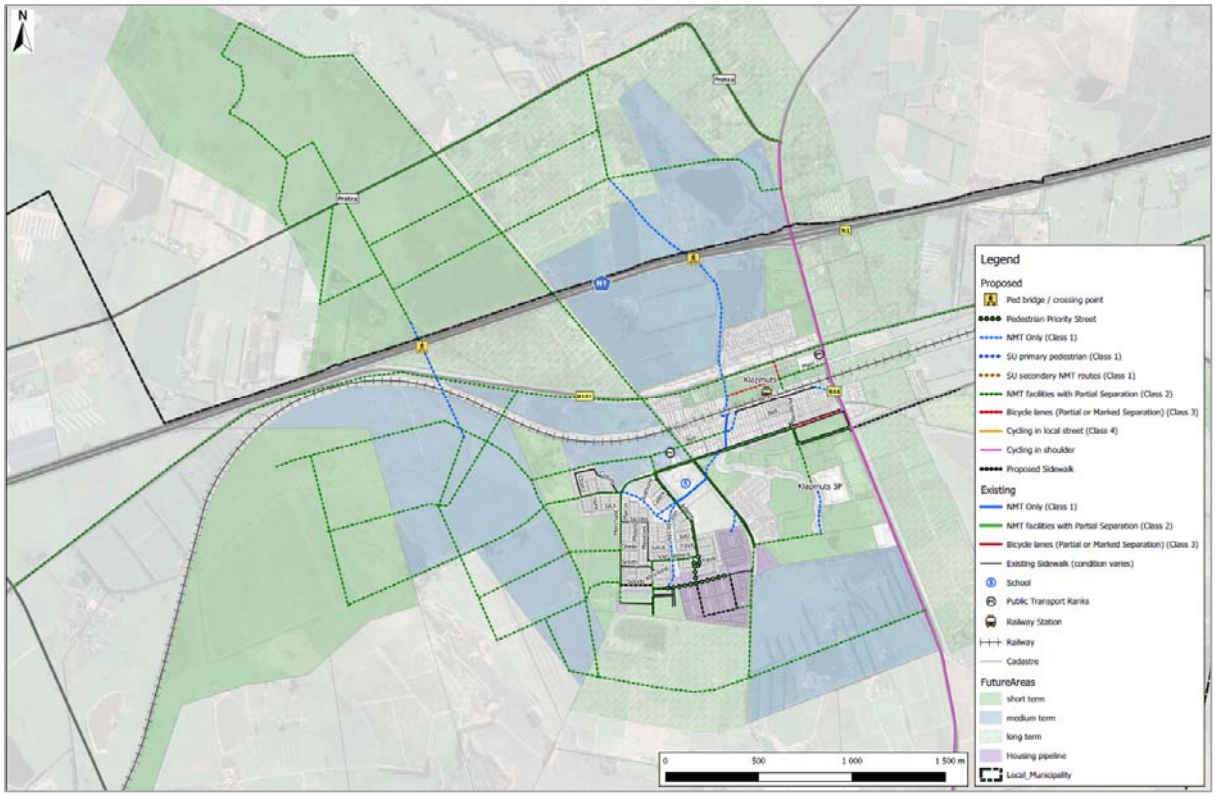


Figure 48: Klapmuts: Proposed NMT Network

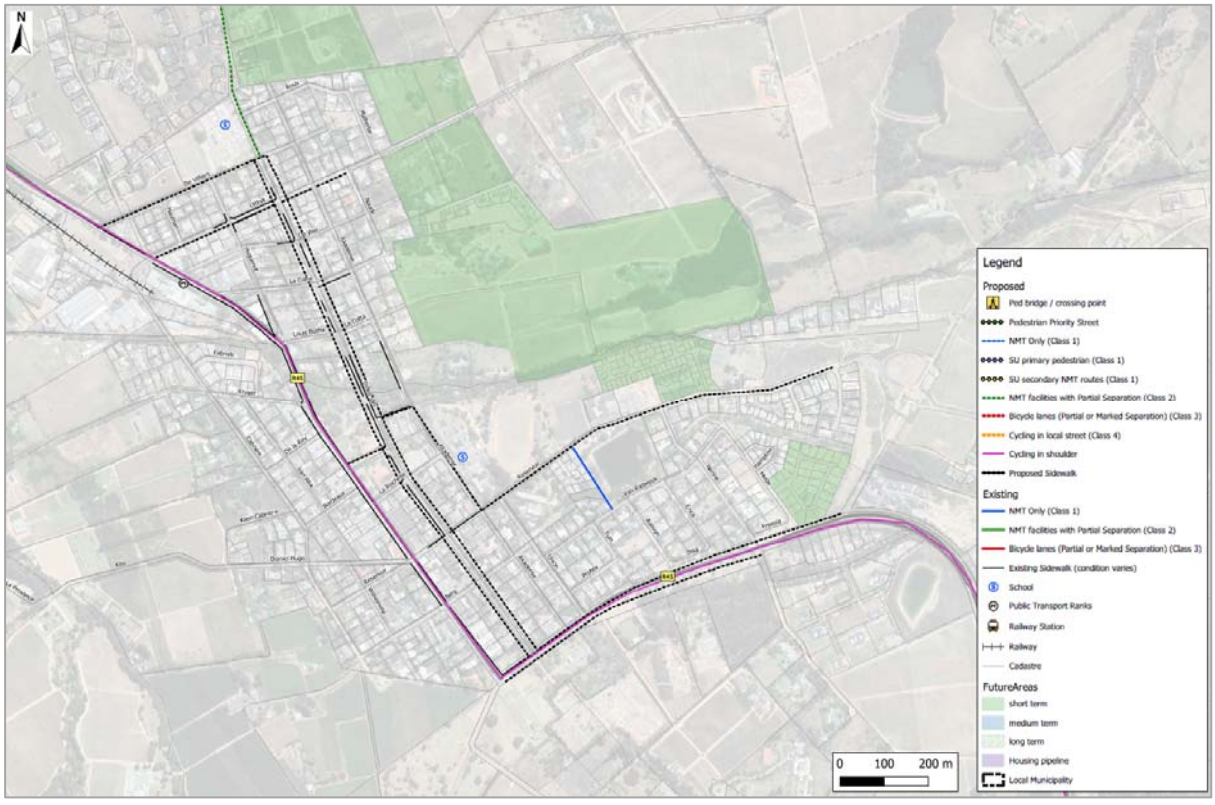


Figure 49: Franschhoek: Proposed NMT Network

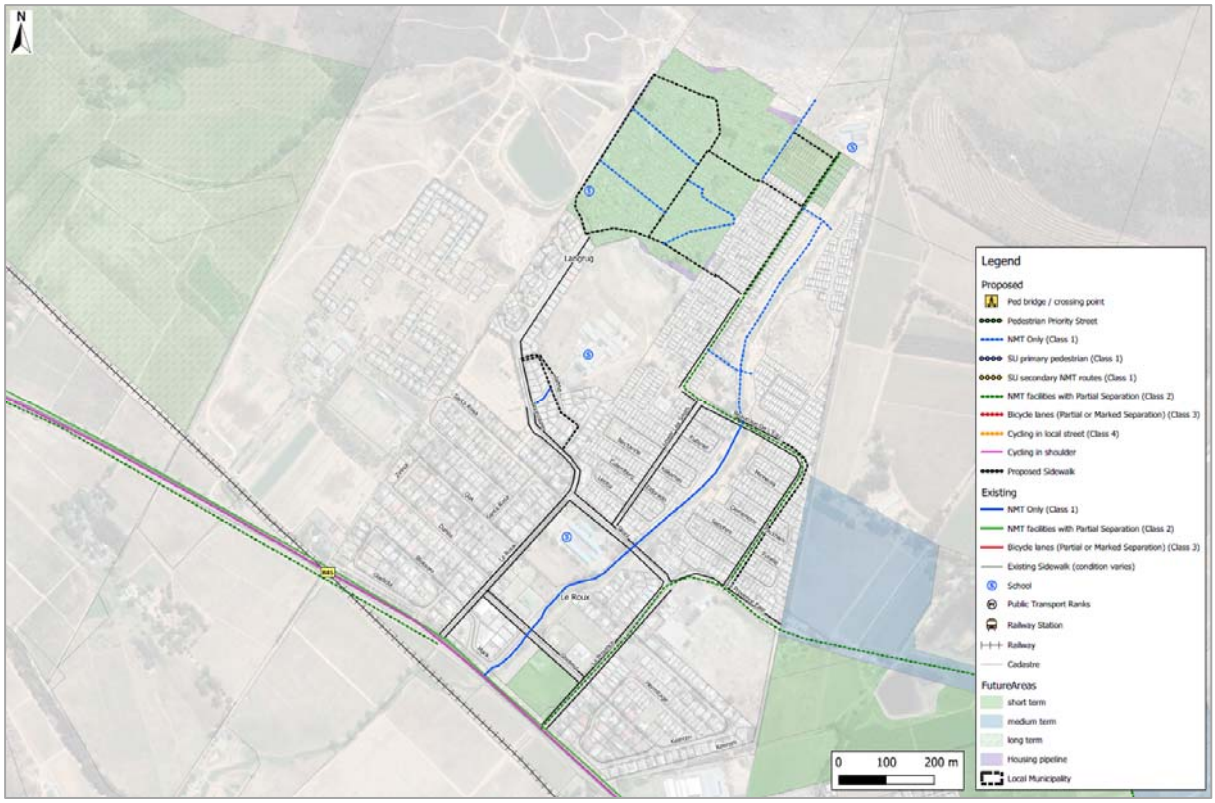


Figure 50: Groendal: Proposed NMT Network

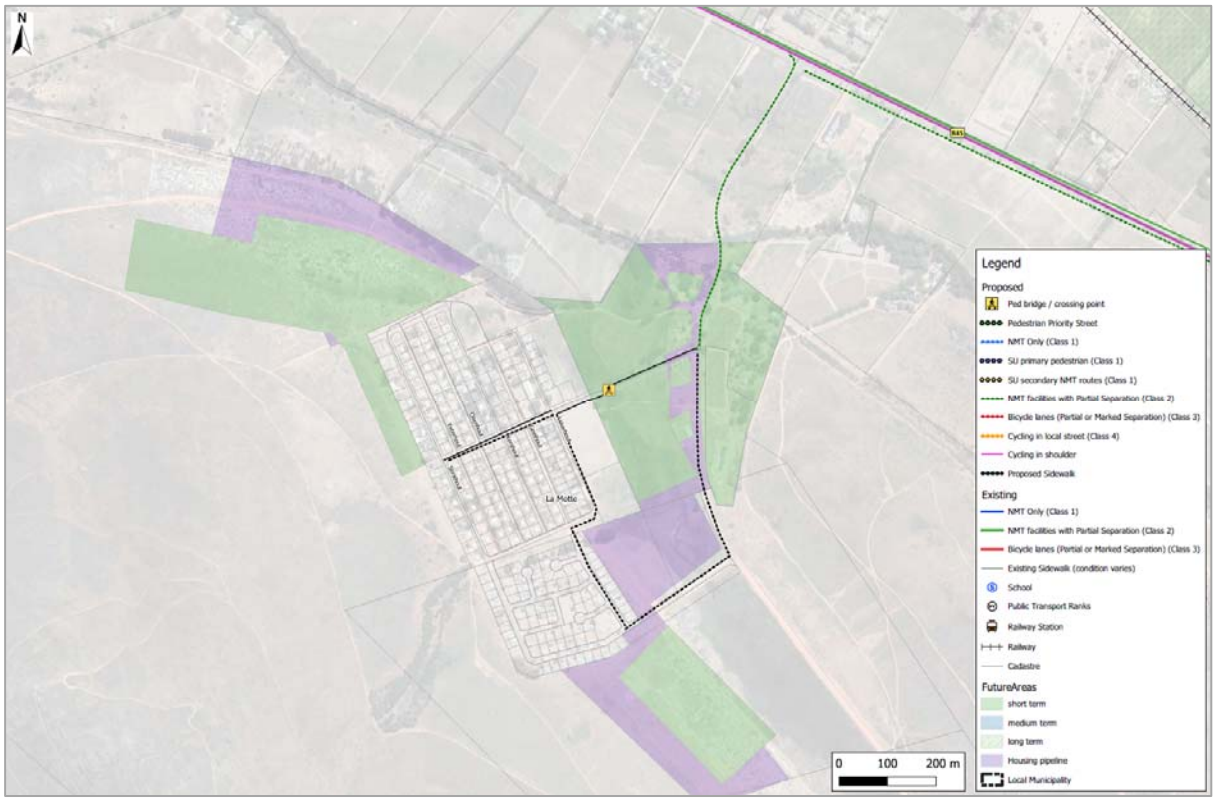


Figure 51: La Motte: Proposed NMT Network

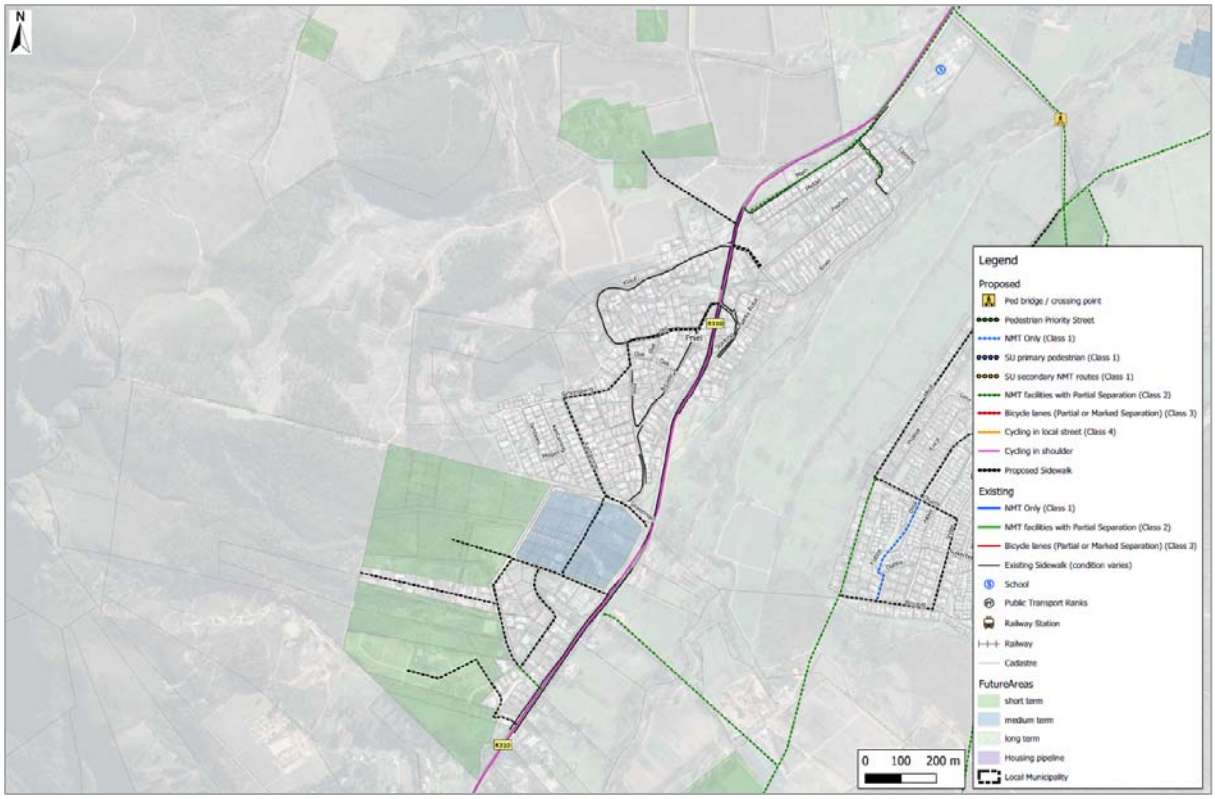


Figure 52: Pniel: Proposed NMT Network

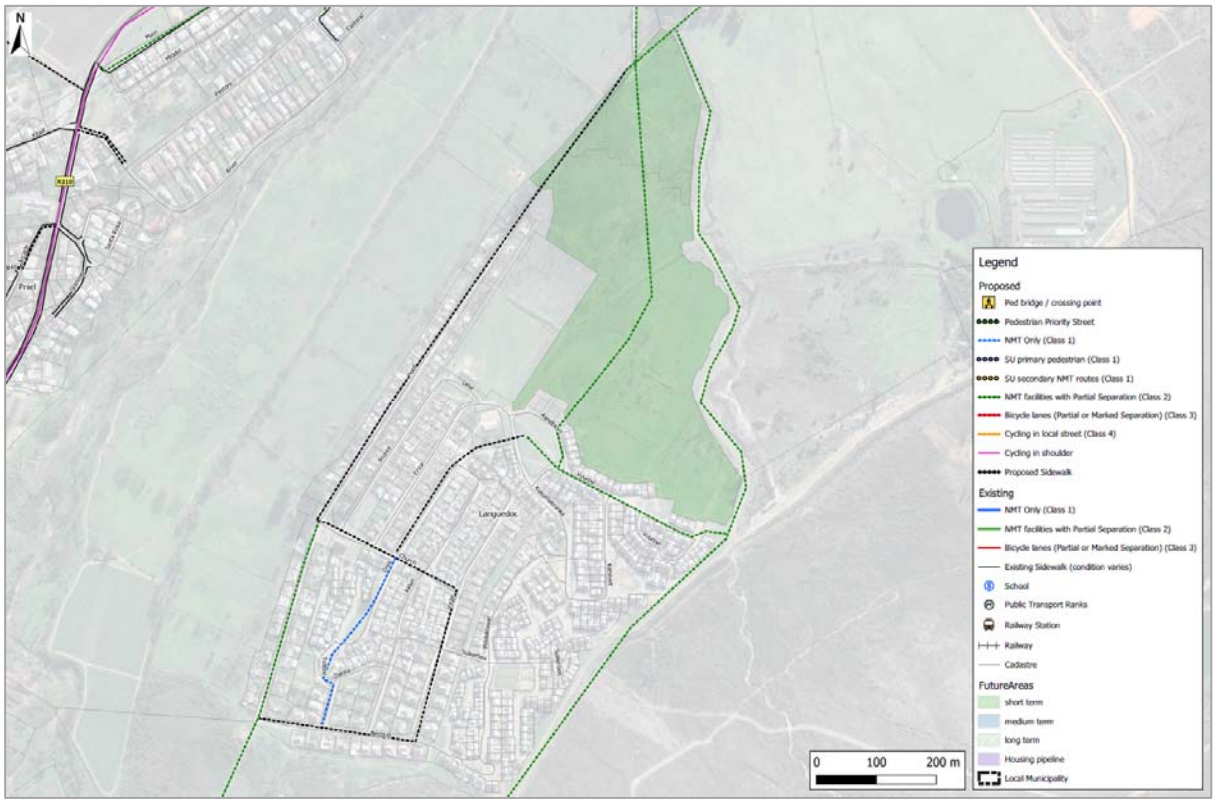


Figure 53: Lanquedoc: Proposed NMT Network

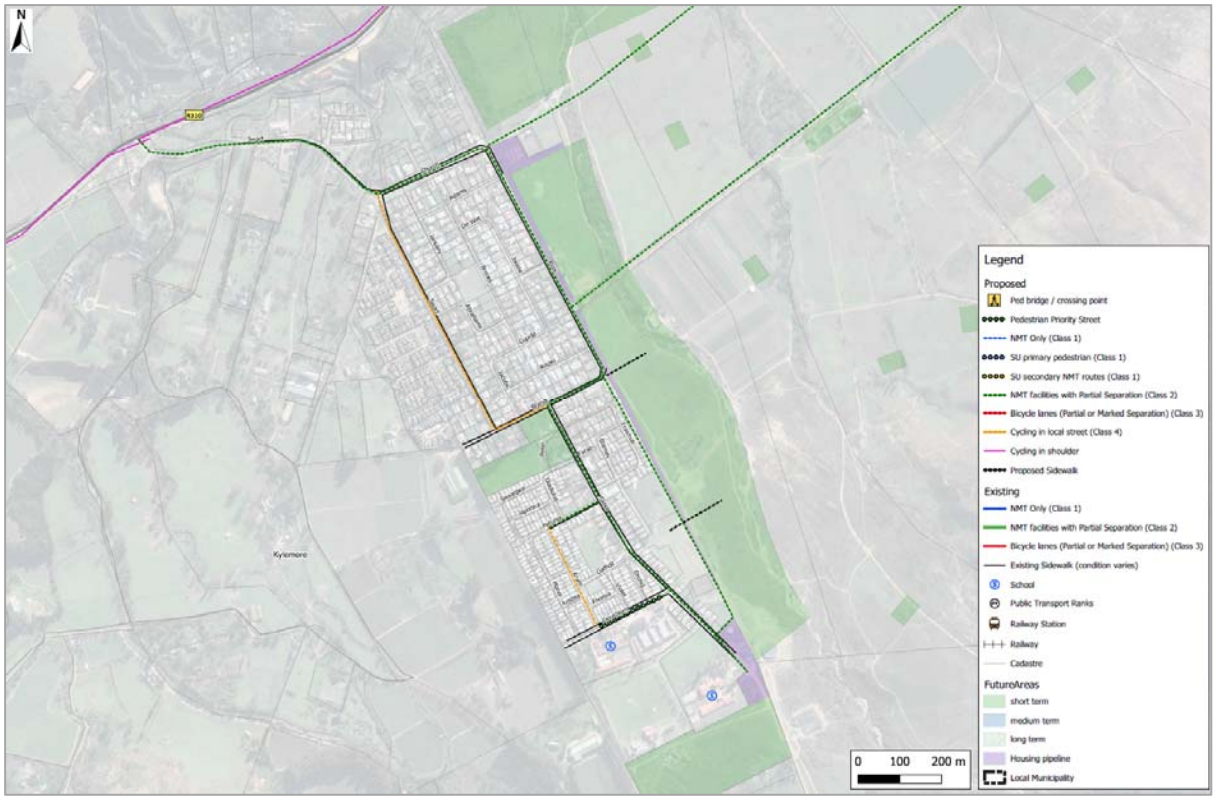


Figure 54: Kylemore: Proposed NMT Network

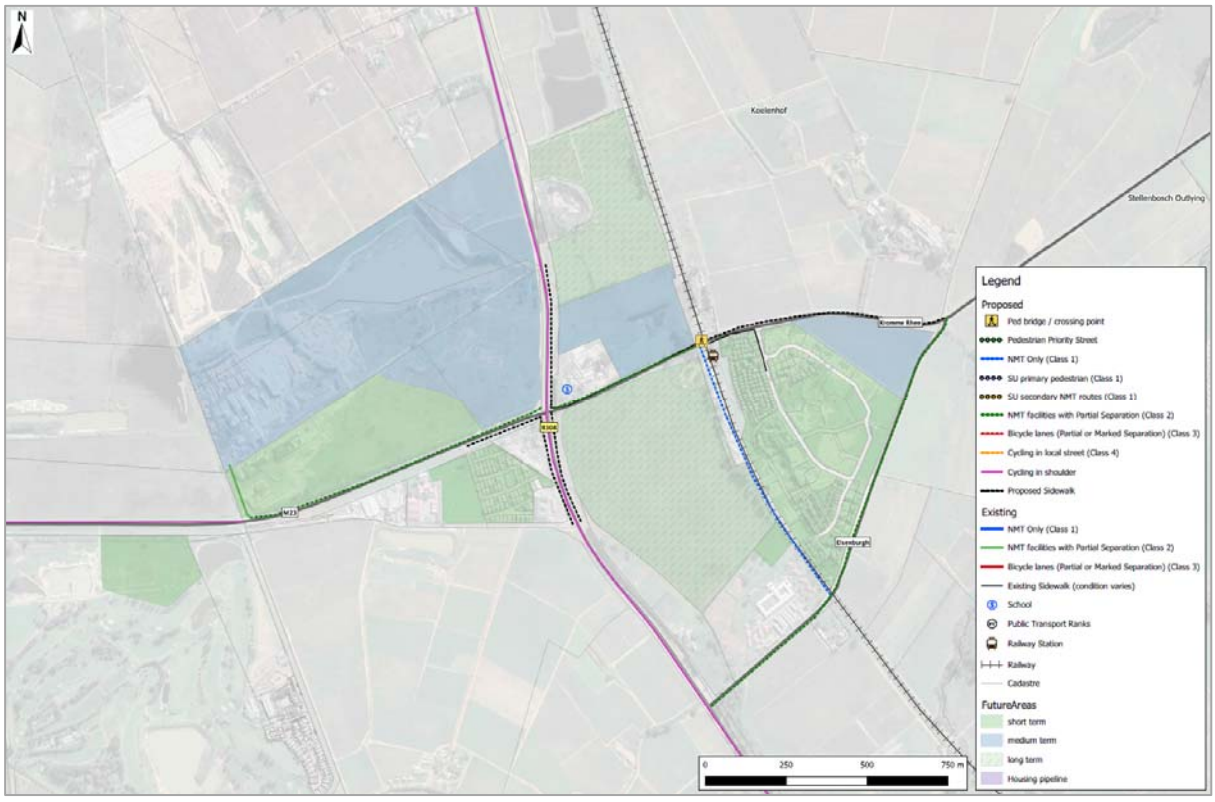


Figure 55: Koelenhof: Proposed NMT Network

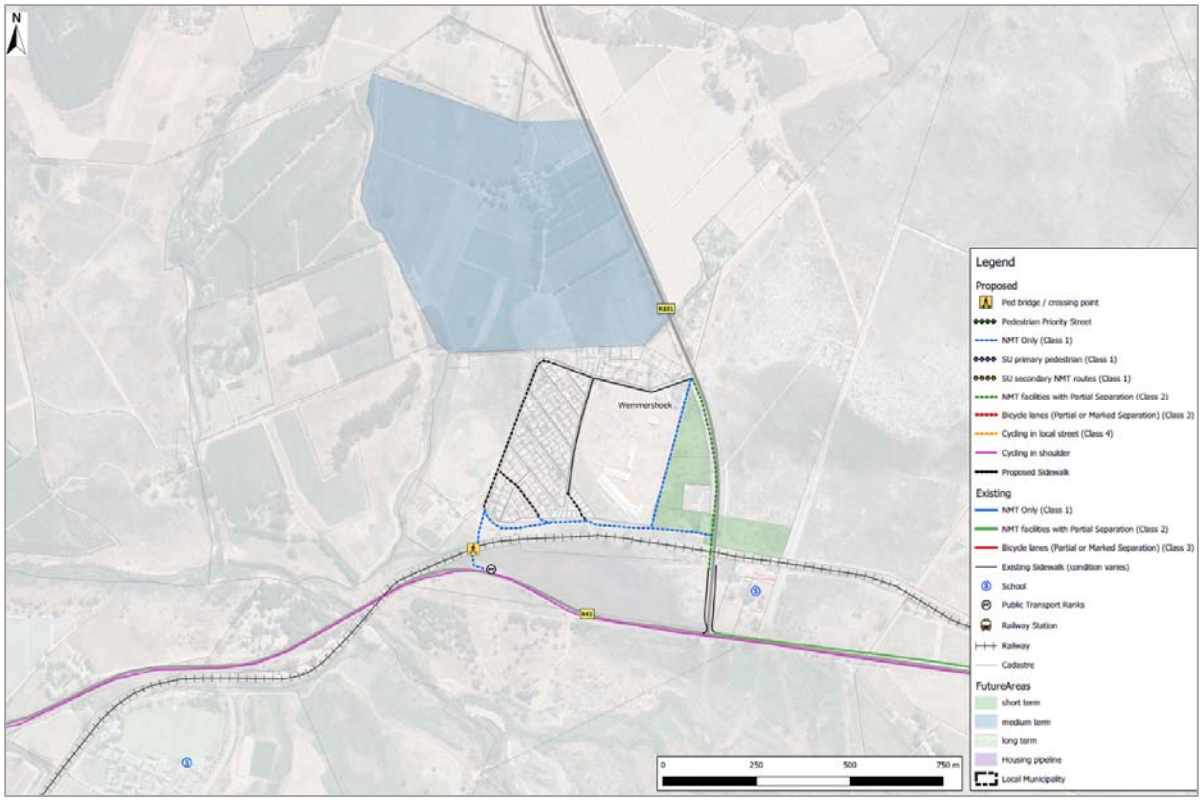


Figure 56: Wemmershoek: Proposed NMT Network

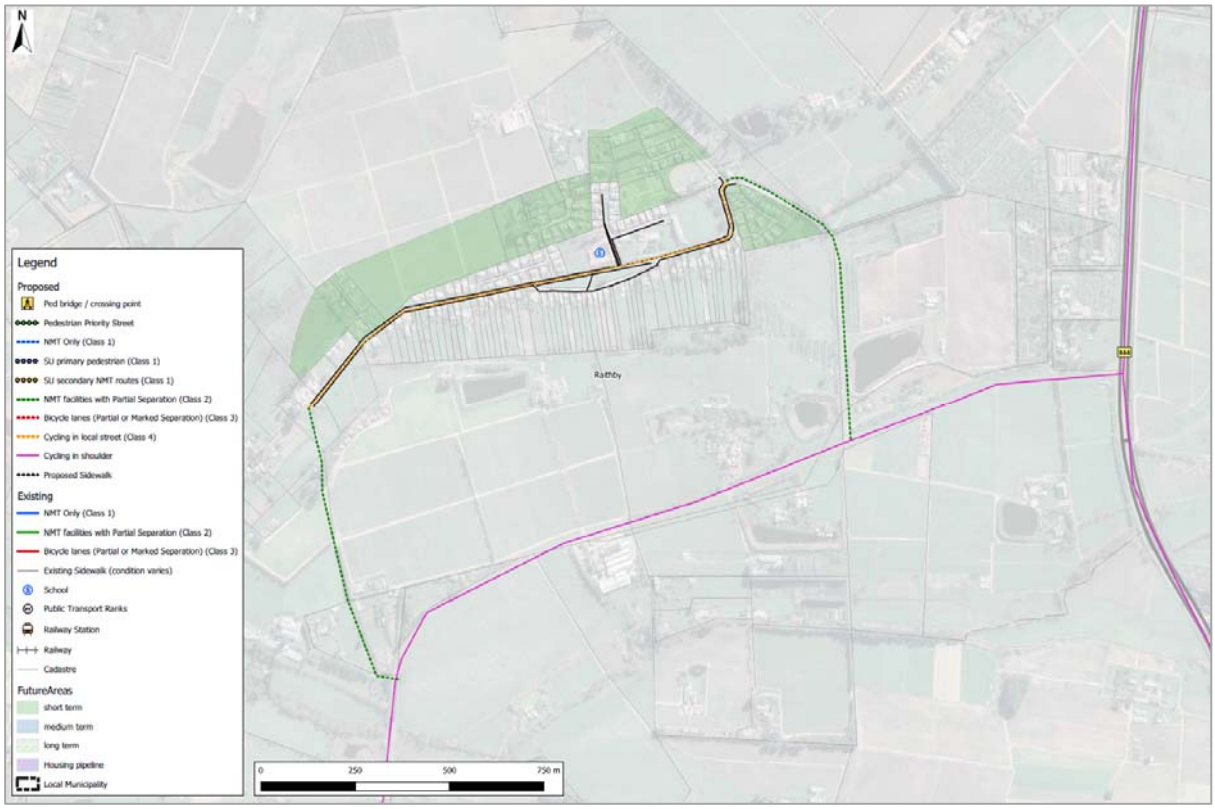


Figure 57: Raithby: Proposed NMT Network

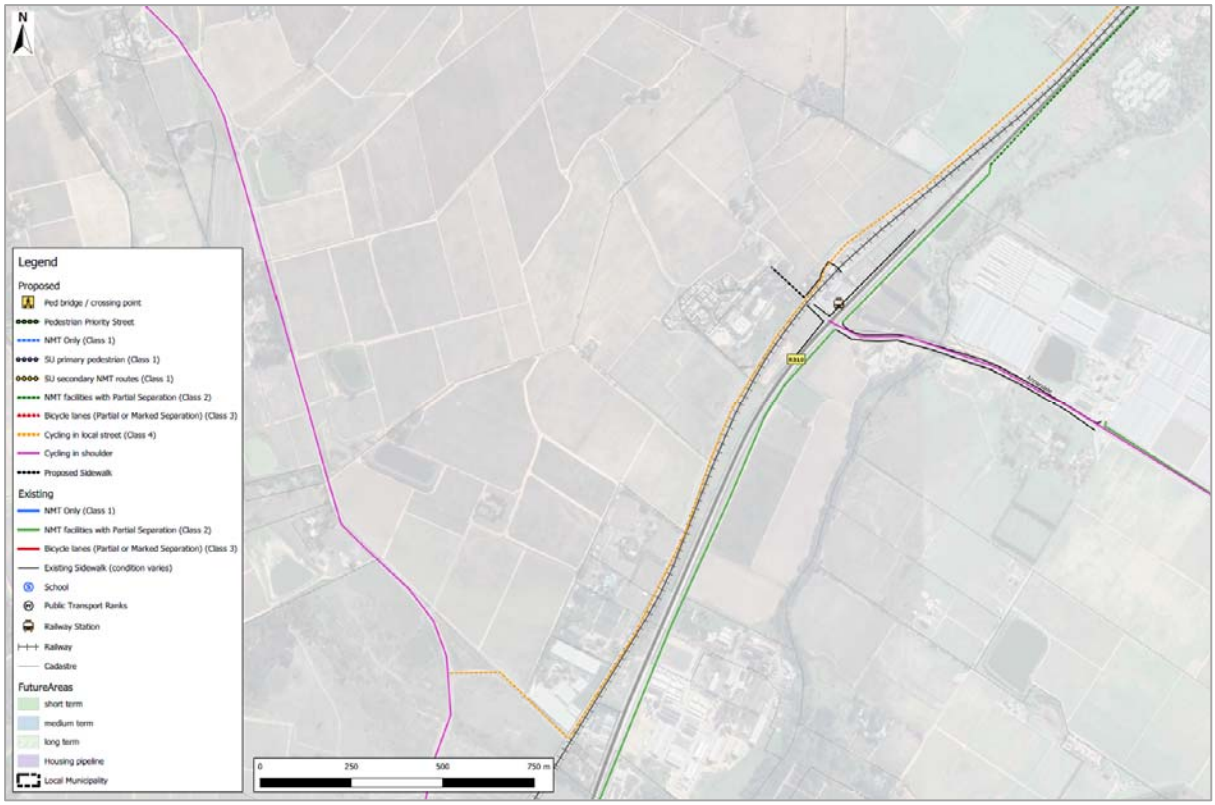


Figure 58: Lynedoch: Proposed NMT Network

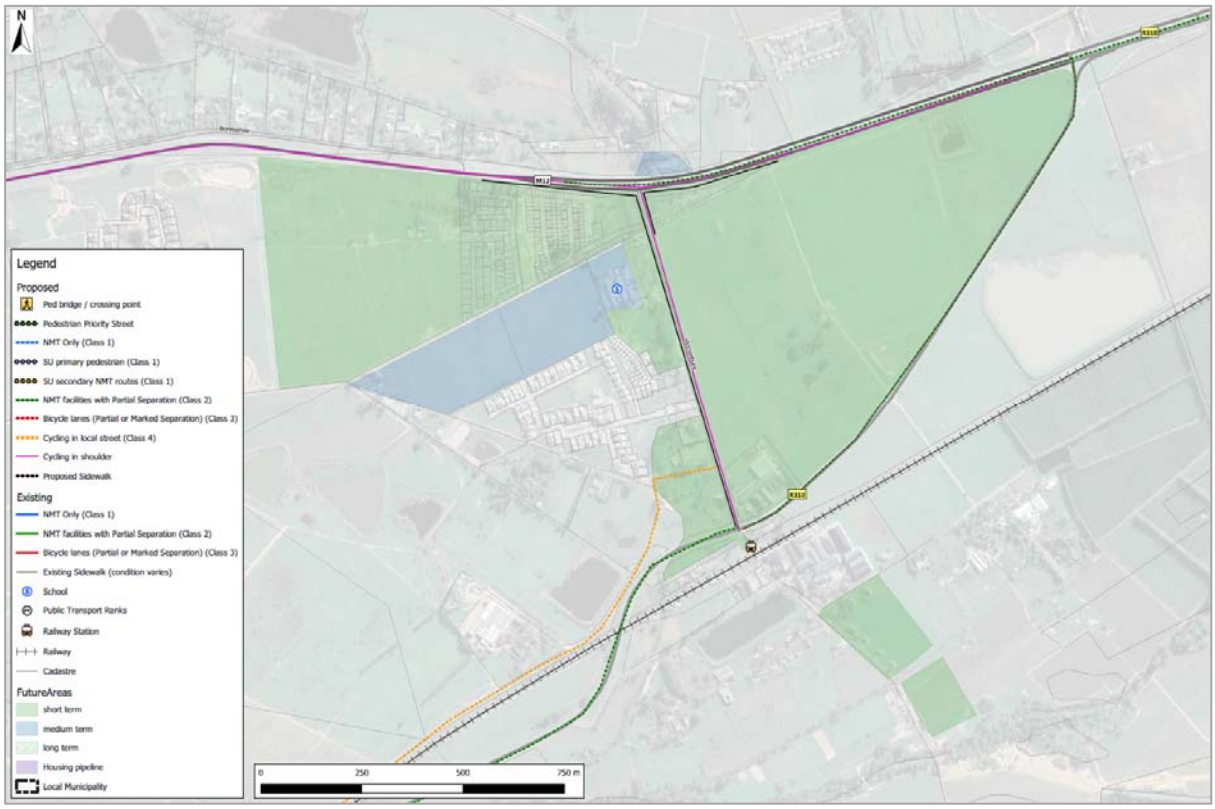


Figure 59: Vlottenburg: Proposed NMT Network

6 IMPLEMENTATION PLAN

6.1 Short-Term Projects

Considering the current municipal budget constraints and the phasing of implementation, only short-term proposals were extracted from the overall NMT Network, and cost estimates prepared. The short-term projects were further refined into (1) essential and (2) desirable NMT interventions. **Only these short-term projects were included in the Implementation Plan.**

The extent of the proposed short-term pedestrian and cycle routes amount to 28km (10% of the total network of 280km). Of that, 70% of the proposed infrastructure is located in the wider Stellenbosch town area. Over time as the portions of the route are implemented, it will ultimately form a coherent NMT Network.

Table 5: Extent of proposed NMT network

	Whole Stellenbosch Municipality **Length (km)**	**Stellenbosch Town** (incl. Kayamandi, Jamestown) **Length (km)**
Proposed Sidewalk	31	11
Proposed NMT Only Class 1	26	17
Proposed NMT facilities with Partial Separation Class 2	172	103
Proposed bicycle lanes (Partial or Marked Separation) Class 3	14	14
Proposed cycling in local street (Mixed Shoulder) Class 4	32	28
Proposed Pedestrian Priority Street	4.2	3.8
Total (km)	**279**	**176**
Short-term - Essential	10	7
Short-term - Desirable	18	13
Total short-term	**28**	**20**

Note:
1) Cycling in shoulder is excluded from this list.
2) All lengths refer to centreline length, except for Sidewalks.
3) Intersection upgrades are excluded from the length summary.

The following projects form part of the NMT short-term proposals (listed in Table 6). Also refer to Figure 60 - Figure 64, which display the short-term proposals on a map.

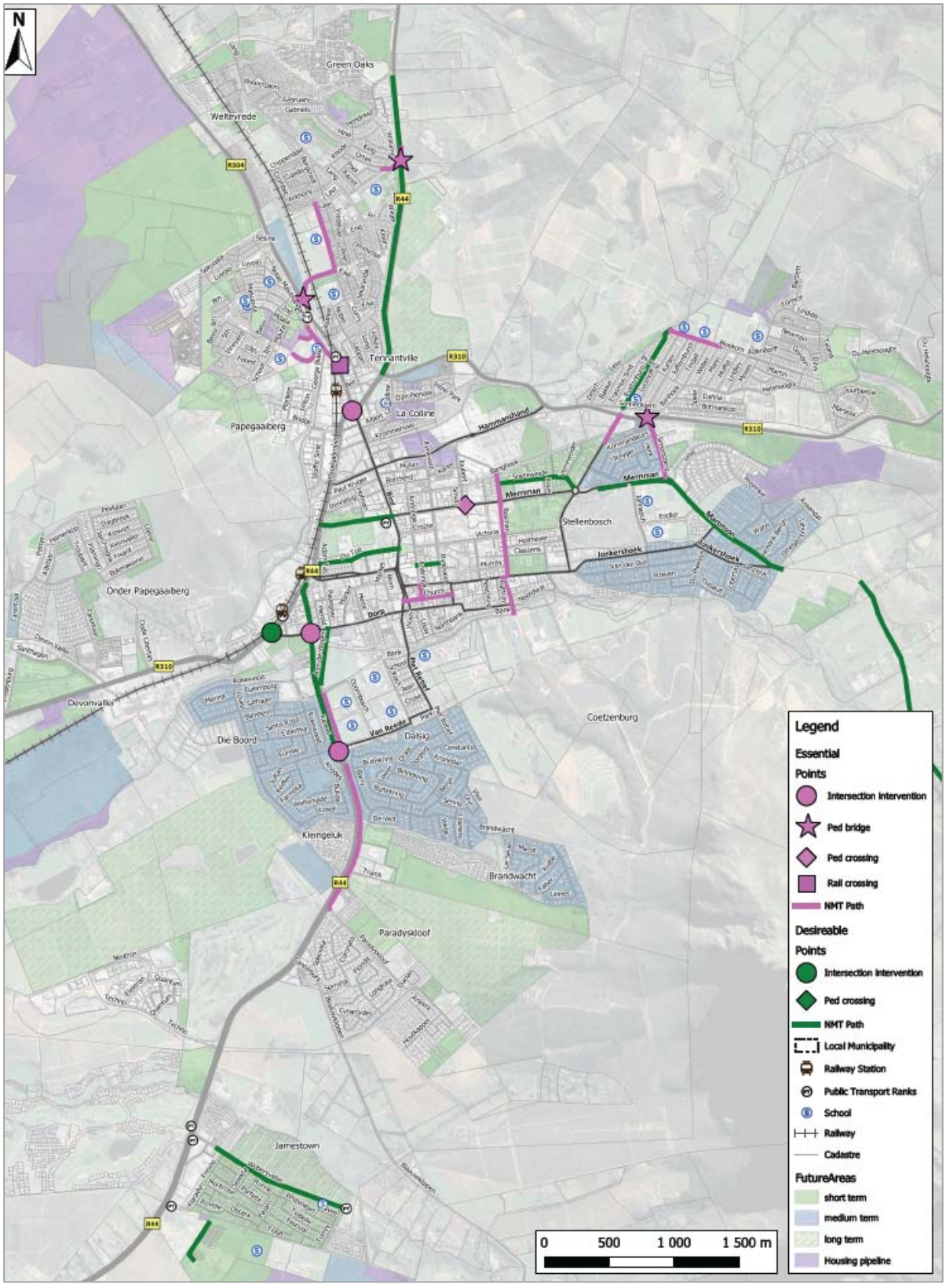


Figure 60: Wider Stellenbosch Town: Short-Term Proposals

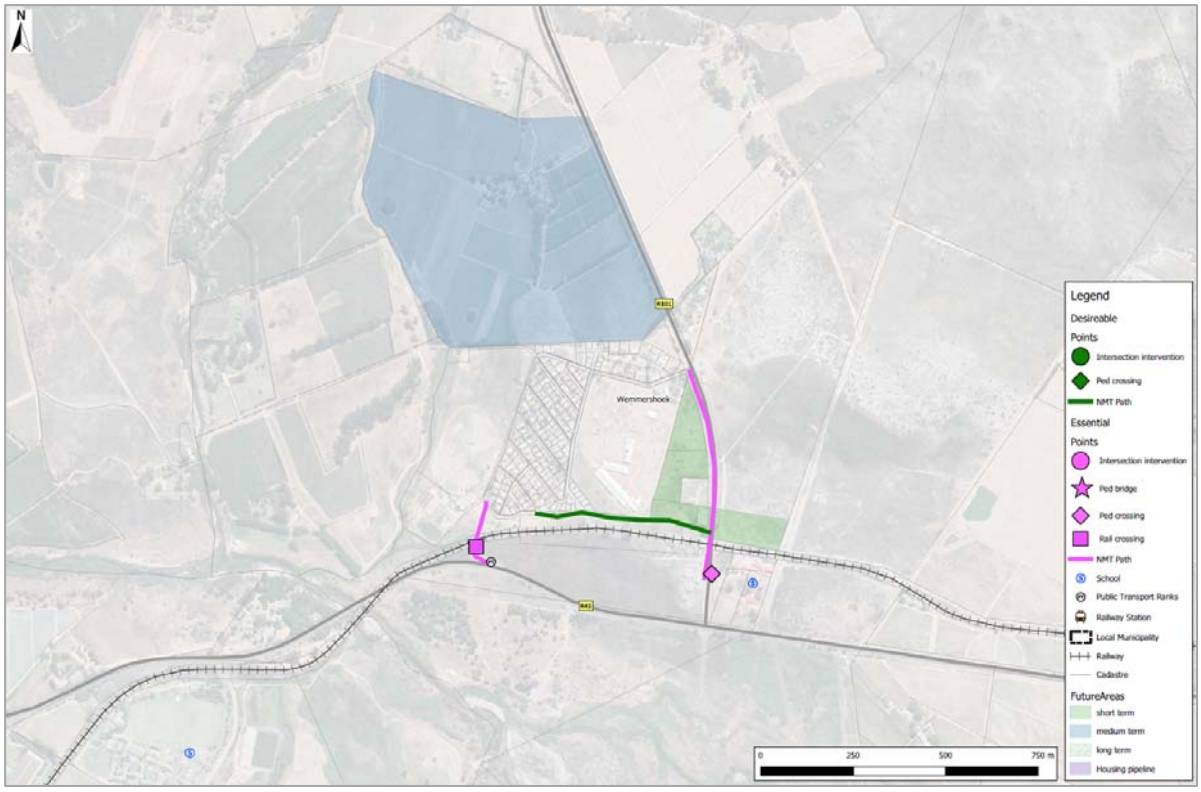


Figure 61: Wemmershoek: Short-Term Proposals

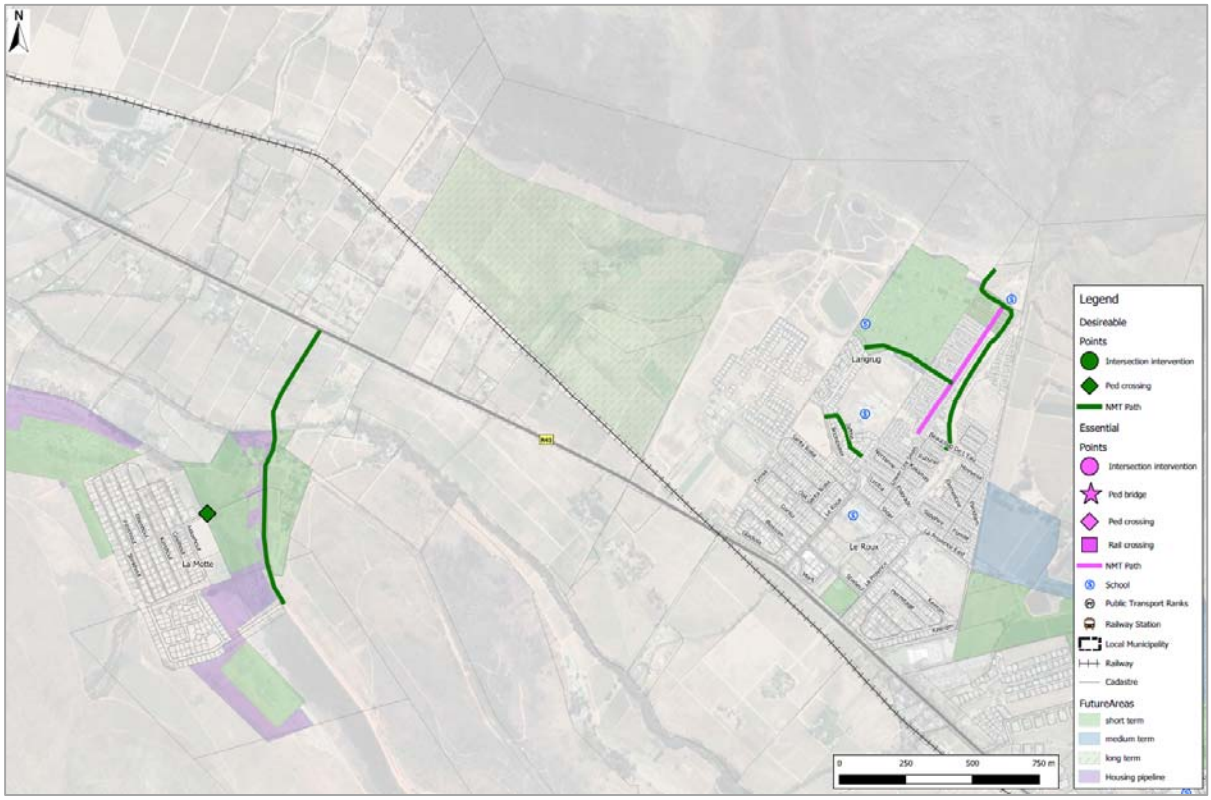


Figure 62: La Motte/ Groendal: Short-Term Proposals

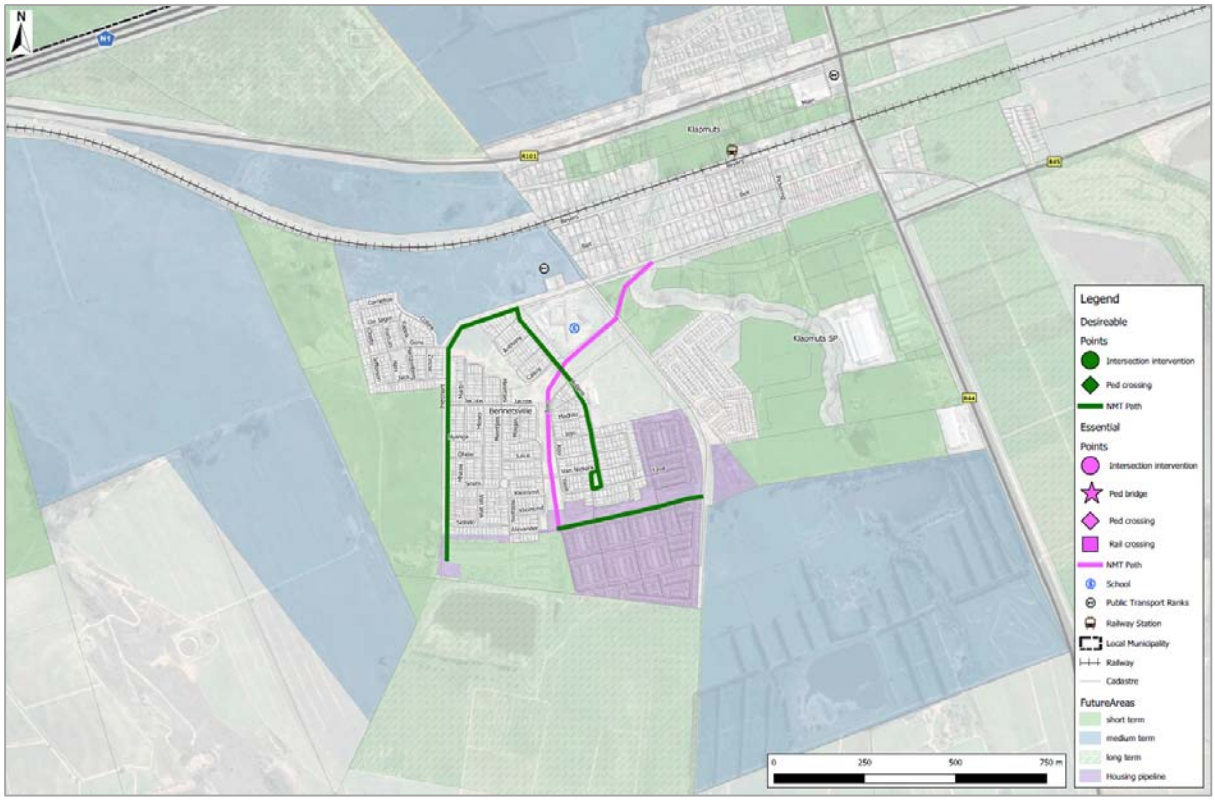


Figure 63: Klapmuts: Short-Term Proposals



Figure 64: Kylemore: Short-Term Proposals

Table 6: Details of NMT Short-Term Projects for SM

Project No.	Projects
1	Pedestrianisation of Church St and Andringa St
2	Decluttering of street furniture in Stellenbosch CBD and dropped kerb standardisation
3	Roll-out of bicycle network in Stellenbosch CBD (Continuity of cycle routes, road markings, bi-directional cycling in one way streets, bicycle parking)
4	Pedestrian bridge across R304 & rail line linking Kayamandi and Cloetesville
5	Kayamandi Rand St: Pedestrian priority, restrict heavy vehicle access, narrow road to 6,5m (from ~9m wide black top), raised ped crossing; Brick pave 4m wide NMT route up to to railway crossing
6	Kayamandi: Safe ped link across railway line at Du Toit Station (grade separated crossing; either pedestrian bridge or crossing as part of Kayamandi mall upgrade)
7	Kayamandi: Staircases parallel to Rand Rd north-east of stadium
8	Kayamandi: Staircases west of stadium and 3m wide footpath up to Rand St (market area)
9	Pedestrian bridge across Helshoogte Rd (R310) at Simonsberg St to provide safe crossing for scholars
10	Bosman St: Extend effective sidewalk width and provide bi-directional cycle lane (Phase 1 between Banhoek and Merriman, Phase 2 Merriman and Van Riebeeck)
11	Soeteweide St: Restrict access to local traffic only and provide safe pedestrian space
12	Merriman Ave: Investigation into ped crossing to mitigate current safety concerns
13	Merriman Ave: Extension of existing cycle lane up to Adam Tas
14	Die Laan: Extend effective sidewalk width and provide bi-directional cycle lane
15	R44: Provide 3m wide footpath on western side of the R44 (from Lang Rd to Welegevonden)
16	R44: Provide footpath (Extension of Ortell Rd in Cloetesville to the east) and bridge over R44
17	Curry Rd: Extend sidewalk space on eastern side by 1) widening existing sidewalk and by 2) reducing drop-off area by installing delineated kerb
18	Bloekom St: Improved traffic calming in front of school and extend existing sidewalk
19	Extend Bicycle Lane from Cluver Rd along Rustenberg Rd and extend sidewalk where space allows
20	Cluver Rd: Provide smooth transition of bicycle lane onto sidewalk space on both sides of the road, widen sidewalk to convert into Bicycle Class 2
21	Upgrade NMT route through Eikestad Mall outside parking area; investigate re-arrangement of parking
22	Aan die Wagenweg: Upgrade of bicycle path and sidewalk space
23	Van Rheede/ R44 Intersection: Improve pedestrian safety
24	R44: Provide footpath on eastern side of the R44 (from Doornbosch to Dorp) incl. ped bridge over Eerste River
25	R44: Upgrade footpath on eastern side of the R44 (from Paradyskloof to Doornbosch)
26	Merriman Ave: Proposed shared footpath on southern side of the road (from Cluver to Simonsberg)
27	Simonsberg Rd: Provide shared facility & Implementation of traffic calming measures
28	Martinson Rd: Narrowing of road with a separate two-way bicycle facility (4m wide Class 3) on southern side between Omega Rd and Simonsberg Rd; incl. gateways and sidewalk on northern side
29	Jonkershoek Rd: Upgrade of shared footpath (widen and resurface southside path where space allows) and provide lighting
30	Bird St/ Adam Tas (R44) Intersection: Improve pedestrian safety
31	Strand St. R44/ Dorp St Intersection: Improve pedestrian safety
32	Adam Tas (R301)/ Dorp St Intersection: Improve pedestrian safety

Project No.	Projects
33	Jamestown Webbersvallei Rd: Provide 3m wide shared facility on northern side
34	Jamestown Drakensberg Rd: Provide shared NMT Facility
35	Koelenhof: Investigation into safe ped crossing at railway line
36	Kylemore Swart Rd: Extend existing sidewalk up to Helshoogte Road
37	Kylemore Gousblom St: Widen pedestrian space at school entrance
38	Kylemore Petunia St: Widen existing sidewalk on southern side, potentially convert into one-way street
39	Lanquedoc: Provide shared NMT facility as part of Class 2 as part of the Upgrading of the Lanquedoc Access Road (SRMP078)
40	Klapmuts: Shared NMT path along Klapmuts River (off-road)
41	Klapmuts Adams St: Widen existing sidewalk on western side
42	Klapmuts Alexander St: Widen existing sidewalk and traffic calming measures
43	Klapmuts Merchant St: Widen existing sidewalk on eastern side (use full effective width) and convert into shared NMT facility
44	Groendal Upper Lea Smit Rd: Upgrade sidewalks and introduce traffic calming
45	Groendal Stiebeuel River: Provide shared NMT facility along river on western side from existing NMT path to Dalubuhle school
46	Groendal Jafthas St: Sidewalk along Jafthas St from Boonzaaier to Groendal High School (including ped crossing)
47	Groendal Davids St: Extend sidewalk by means of delineated kerb
48	Groendal: Provide staircase and NMT route from higher lying informal area down to Dalubuhle Primary School
49	La Motte Robertsvlei Rd: Provide 3m wide shared facility on western side of Robertsvlei Rd (to be included in SRMP033)
50	La Motte Main Rd: Provide pedestrian crossing
51	Franschhoek Main Road (R45): Upgrade existing pedestrian crossing points
52	Wemmershoek: Rail crossing - Formalise path to PT stop on R45
53	Wemmershoek: Formalise footpath on the western side of the R301 up to Wemmershoek access and pedestrian crossing at school access road
54	Wemmershoek: Formalise footpath on southern end of Wemmershoek up to school

Note:

1) Projects 1-34 are located within the wider Stellenbosch town area.

6.2 Possible Design Solutions

Various design solutions/ interventions were considered based on the following assumptions.

- **Low Cost Infrastructure**: Considering the vast extent of the proposed network, it is essential to ensure that implementation is done in a relatively cost-effective manner. It inter alia includes the extension of sidewalk space by means of a delineated kerb. The cost estimates incorporate those solutions at suitable locations. Refer to Figure 65 and Figure 66.
- **Safe cycling:** In places where a bicycle lane in the road is proposed, and there is sufficient space available in the roadway, and a painted separation is not a safe option; a delineated kerb can be installed to provide a safe cycling environment. It additionally reduces informal parking on-street or on the sidewalk. Refer to Figure 68.

- **Direct Access**: Where there are strong pedestrian desire lines across steep terrain (Kayamandi and Groendal, Franschhoek), a staircase with a wheeling ramp can be considered (see Figure 70). This is a cost-efficient option and if aligned correctly, can improve access to a large portion of people. Refer to Figure 69 which shows the existing desire line in Kayamandi up to Enkanini (8 000 – 10 000 residents).
- **Safe Crossing Points**: Provide safe crossing points for pedestrians across major arterials and railway lines. In most places where high NMT activity is observed, a pedestrian bridge is proposed. Signalisation improvements are also essential elements in addressing pedestrian safety.



Figure 65: Example: "Pedestrian lane" – Extend sidewalk space close to schools, along local streets



Figure 66: Potential location of a "Pedestrian lane" in Groendal, Franschhoek



Figure 67: Physical separation between a bi-directional bicycle route and the roadway (Example: Nairobi in Kenya)



Figure 68: Local example of delineated kerb separation (R27 towards Melkbosstrand)



Figure 69: Kayamandi: Existing desire line to reach higher lying settlements (towards Enkanini)



Figure 70: Proposed staircases with wheeling ramp to formalise access at locations of a steep slope gradient



Figure 71: Illustration of potential staircase connection & walkway in Kayamandi serving the pedestrian desire line from Mjandana St east of the stadium towards Rand St/ G Blake St

An indicative cost estimate of the NMT proposals is provided in Section 7.3. The cost estimate is based on unit rates and is based on the above-mentioned assumptions and input parameters.

6.3 Cost Estimate of Short-Term Projects

The proposed short-term NMT linkages cover 28km and their construction costs are estimated at **R114.5 million**. This is inclusive of contingencies (15%), PGEs (20%), landscaping (10%), and signage (5%). The total short-term project costs amount to R126.3 million which includes 10% for professional fees. The above is the total cost of short-term projects, i. e. including essential and desirable projects.

Continuous maintenance of NMT infrastructure is critical and visual inspections must be done annually. Therefore, 10% of the construction costs was added for annual maintenance. Refer to Table 7 for the breakdown of the Project Cost Estimate per local area. A more detailed breakdown per individual project is provided in Annexure B.

Table 7: Project Cost Estimate of short-term projects per area

			5%	10%	20%	15%		10%	
	Length (m)	***Cost***	Roadmarkings and Signage	Landscaping	Prelim & General Expenses	Contingencies	***TOTAL CONSTRUCTION COST***	Professional fees	***Total project costs incl fees***
CBD Stellenbosch Town	13 318	R8 186 532	R409 327	R818 653	R1 637 306	R1 227 980	R38 682 768	R4 208 922	**R42 891 691**
Kayamandi	425	R7 877 516	R393 876	R787 752	R1 575 503	R1 181 627	R29 998 074	R2 999 827	**R32 997 901**
Cloetesville	3 330	R6 141 047	R307 052	R614 105	R1 228 209	R921 157	R16 480 037	R1 648 012	**R18 128 048**
Idasvalley	1 455	R6 174 726	R308 736	R617 473	R1 234 945	R926 209	R9 262 089	R926 209	**R10 188 298**
Jamestown	1 450	R3 149 260	R157 463	R314 926	R629 852	R472 389	R4 723 891	R472 389	**R5 196 280**
Koelenhof	0	R51 172	R2 559	R5 117	R10 234	R7 676	R76 757	R7 676	**R84 433**
La Motte	1 305	R1 795 972	R89 799	R179 597	R359 194	R269 396	R2 693 957	R269 396	**R2 963 353**
Groendal	2 835	R3 791 881	R189 594	R379 188	R758 376	R568 782	R5 687 822	R568 782	**R6 256 604**
Franschhoek	0	R95 226	R4 761	R9 523	R19 045	R14 284	R142 839	R14 284	**R157 123**
Wemmershoek	1 168	R1 909 957	R95 498	R190 996	R381 991	R286 494	R2 864 935	R286 494	**R3 151 429**
Kylemore	505	R259 734	R12 987	R25 973	R51 947	R38 960	R389 601	R38 960	**R428 561**
Lanquedoc	*Included in the Roads Masterplan Project List*								
Klapmuts	2 358	R2 338 257	R116 913	R233 826	R467 651	R350 739	R3 507 386	R350 739	**R3 858 125**
TOTAL SM	**28 149**						**R114 510 157**	R11 791 689	**R126 301 846**

add OPEX Maintenance: R11 451 016 per annum estimated

Note:

1) Costs are 2020 Rand.
2) Maintenance is costed at 10% of Total Construction Cost.
3) Professional Fees are estimated at 10% of the Total Construction Costs..

The cost per infrastructure element is depicted in Figure 72 as well as in Table 8. The construction of safe crossing points and provision of shared pedestrian and cycle facilities comprise the bulk of the Total Construction Costs and amount to 43% and 39% respectively of the Total Construction Costs. Pedestrian specific infrastructure such as sidewalks and pedestrian streets accounts for 11% of the Total Construction Costs and designated bicycle infrastructure amounts to 7%.

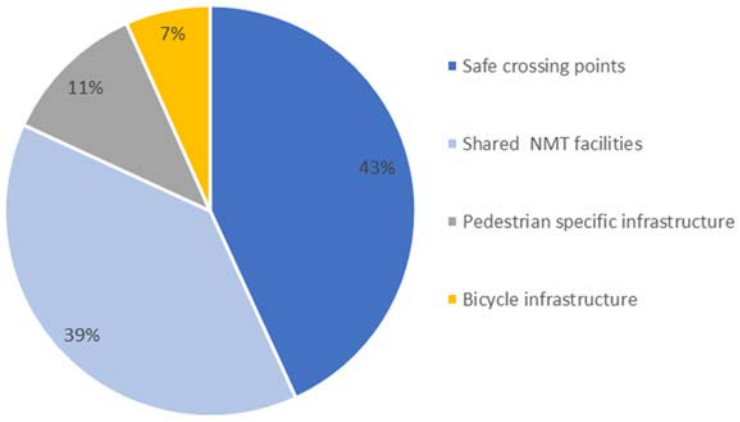


Figure 72: Cost breakdown per infrastructure intervention (whole SM)

Table 8: Cost breakdown per infrastructure intervention (whole SM, construction costs)

		STELLENBOSCH MUNICIPALITY ***TOTAL CONSTRUCTION COST***		
Shared NMT facilities	NMT Only - Bicycle Class 1	R10 050 922	R44 336 050	39%
	Partial Separation - Bicycle Class 2	R34 285 128		
Bicycle infrastructure	Bicycle Class 3	R3 644 067	R7 644 067	7%
	CBD bicycle network	R4 000 000		
Pedestrian specific infrastructure	Sidewalk	R7 574 860	R13 108 724	11%
	UA corrections	R4 642 839		
	Pedestrian Street	R891 025		
Safe crossing points	Pedestrian bridge	R34 274 925	R49 421 316	43%
	Pedestrian crossing	R7 120 429		
	Rail crossing	R8 025 962		
		R114 510 157	**R114 510 157**	

The above reflects the total cost of short-term projects, i.e. including essential and desirable projects. If only the **essential projects** are extracted, the Total Construction Cost **amount to R65.7 million**. This represents close to 60% of the cost to implement all short-term projects. The cost breakdown per area is as follows (refer to Table 9). Refer to Figure 73 for the locations of the proposed interventions.

Table 9: Project Cost Estimate of short-term projects per area – Essential projects only

			5%	*10%*	*20%*	*15%*		*10%*	
	Length (m)	***Cost***	Roadmarkings and Signage	Landscaping	Prelim & General Expenses	Contingencies	***TOTAL CONSTRUCTION COST***	Professional fees	***Total project costs incl fees***
CBD Stellenbosch Town	4 503	R2 580 902	R129 045	R258 090	R516 180	R387 135	R13 310 262	R1 621 660	**R14 931 922**
Kayamandi	425	R7 877 516	R393 876	R787 752	R1 575 503	R1 181 627	R29 998 074	R2 999 827	**R32 997 901**
Cloetesville	1 000	R6 141 047	R307 052	R614 105	R1 228 209	R921 157	R9 211 570	R921 157	**R10 132 727**
Idasvalley	810	R5 567 972	R278 399	R556 797	R1 113 594	R835 196	R8 351 957	R835 196	**R9 187 153**
Jamestown	*Included in the Roads Masterplan Project List*								
Koelenhof	0	R51 172	R2 559	R5 117	R10 234	R7 676	R76 757	R7 676	**R84 433**
La Motte	*Included in the Roads Masterplan Project List*								
Groendal	1 200	R651 172	R32 559	R65 117	R130 234	R97 676	R976 757	R97 676	**R1 074 433**
Franschhoek	*No essential projects identified*								
Wemmershoek	708	R1 170 707	R58 535	R117 071	R234 141	R175 606	R1 756 060	R175 606	**R1 931 666**
Kylemore	505	R259 734	R12 987	R25 973	R51 947	R38 960	R389 601	R38 960	**R428 561**
Lanquedoc	*Included in the Roads Masterplan Project List*								
Klapmuts	613	R1 118 120	R55 906	R111 812	R223 624	R167 718	R1 677 179	R167 718	**R1 844 897**
TOTAL SM	**9 764**						**R65 748 219**	R6 865 475	**R72 613 694**

add OPEX Maintenance: R6 574 822 per annum estimated

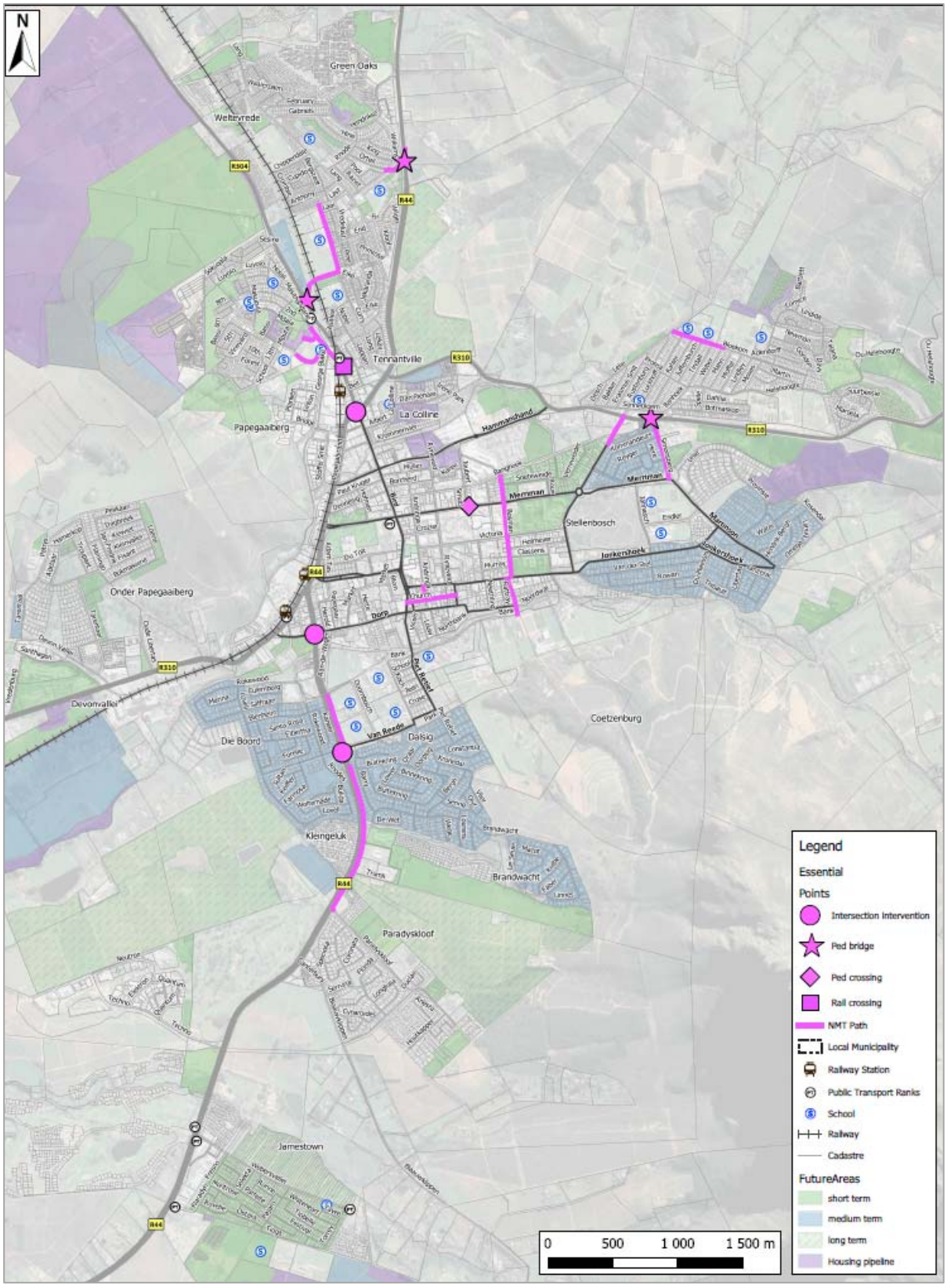


Figure 73: Stellenbosch Town: Essential short-term projects

7 CONCLUSIONS

Further to the assessments undertaken as part of this project the following conclusions are made.

7.1 Definition of NMT

NMT includes all forms of movement that do not rely on an engine or motor for movement. This includes but is not limited to, walking, cycling and animal-drawn vehicles and wheelchairs[14]. Walking and cycling are the more common forms of NMT usage in Stellenbosch and this is reflected in the municipal NMT Masterplan of 2020. People with 'special categories of need' are also considered[15]. Skateboarding/ longboarding has recently gained popularity among students and is incorporated. The use of animal-drawn carts such as donkey-carts is not an expected transport mode within the urban area of Stellenbosch and is therefore not addressed. There has been an increase in the popularity of electrically assisted cycles and electrically powered personal vehicles such as electric bicycles[16] and e-scooters. Worldwide such mobility devices with a supportive power unit have become part of the urban streetscape.

7.2 Project Objectives

The primary scope and objective of the project is the consolidation of Stellenbosch's NMT Masterplan and Cycle Plan (both prepared in 2015), the update thereof and the development of an implementation plan, as well as the preparation of NMT/Cycle strategies and policies.

7.3 Walking and Cycling in Stellenbosch currently

Stellenbosch Municipality has adopted a vision towards car-free living and has adopted an approach to encourage public transport, walking and cycling. Some towns in this area, especially Stellenbosch CBD, has a rich culture of walking and cycling and is displayed in the significant amount of walking in the CBD, the public spaces, the street cafes and restaurants. However, this rich urban vibrancy is under threat of being diluted by an ever-increasing dependency on private car usage with streets prioritizing the needs of vehicles over that of pedestrians.

There are many factors that are advantageous for Stellenbosch in ensuring that this culture is retained.

- The historically disadvantaged communities situated on the outside of Stellenbosch (Cloetesville, Kayamandi, Idas Valley) are located well within walkable distances, from the CBD and streams of people can be seen walking to and from the CBD.
- The University of Stellenbosch responsible for the huge student population living in the town and also encourages students to walk between campuses and residences.
- Stellenbosch CBD also has the "old town" that has become the tourist hub and is primarily centred along Dorp Street with many restaurants spilling over into the street, creating a very pedestrian-friendly atmosphere. Similarly, Franschhoek CBD is also very pedestrian-friendly.
- The CBD environment and surrounding residential areas are all within walkable distances with the university, residences, restaurants, shops, offices, located close to one another.

[14] Department of Transport, NMT Facility Guidelines, 2015.
[15] National Land Transport Act, 2009.
[16] The term electric bicycle is generic and includes pedelecs, e-bikes and combinations of these types. Pedelec refers to a bicycle with a motor that only functions on condition the cyclist pedals, whilst e-bike means a bicycle with a motor that functions by turning the throttle, so irrespective of the cyclist pedalling.

- Stellenbosch Municipality has already implemented various street improvements to calm traffic such as Andringa Street, Victoria Street and the extent to which pedestrians use these streets are prime examples of what can be achieved if the street design of some streets are favoured towards the needs of pedestrians.

However, the roads and streets being used by pedestrians and cyclists are more and more being orientated in favour of vehicles, resulting in unsafe environments for pedestrians and cyclists. In particular, certain focus areas are worth mentioning:

- The pedestrian desire line from Kayamandi to the CBD and Bird Street, across the railway line, is currently the most direct route to get to the CBD. This route is along Rand Street and across the railway line, passing a local shopping hub, a local market, an informal public transport rank at Du Toit Station, making it very desirable. However, the informal crossing of the railway line is unsafe. The alternative route is along the R304, but it is not aligned with the desire line and too far from where people need to be.
- The previously disadvantaged communities on the outskirts of Stellenbosch town (Cloetesville, Kayamandi, Idas Valley) are located beyond major roads; a typical apartheid spatial planning arrangement. The result is that people walking to town has to cross or walk along significant roads and intersections that due to their function, prioritizes the mobility needs of vehicles. For example, the Adam Tas/ Bird Street intersection, the Helshoogte/ Cluver intersection, the pedestrian desire line from Kayamandi to the schools located in the nearby Cloetesville. People from Jamestown also have to walk along the congested Strand Road/ R44. Similarly, the people in Groendal and La Motte in Franschhoek, Pniel, Klapmuts have to walk along major provincial roads to get to the local towns.
- The CBD is fairly pedestrian-friendly with wide sidewalks along most routes, but walking and cycling is not safe with the ever-increasing traffic and parking in the CBD and the old street infrastructure with no dropped kerbs are not suitable for people in wheelchairs, people using trolleys, skateboarders and cyclists.
- Cycling is prominent in Stellenbosch but it dominated by recreational cycling. These cyclists typically favours the high-order provincial roads – Stellenbosch Arterial, the R304, Helshoogte Road and the R45 towards Franschhoek. Portions of a cycle network is implemented along certain sections of roads, but there is no coherent cycling network.

An investigation into the potential of cycling in Stellenbosch town[17] indicated that the main barriers to cycling are traffic safety, the lack of cycling infrastructure and personal safety concerns. The Bicycle Plan further also cites access to bicycles as a barrier for people in lower-income communities. However, not only cyclists are faced with significant dangers along their route, but also pedestrians – particularly in Stellenbosch town - as sidewalks tend to be too narrow, lack continuity and are often obstructed (street furniture, parked cars, etc.). Safe crossing opportunities are also of concern. People with special needs are also confronted with a lack of dropped kerbs at crossings as well as a lack of tactile detection guidance surfaces at pedestrian crossings.

The majority of NMT infrastructure investment has taken place in the town of Stellenbosch with limited facilities available in the suburbs located on the outskirts of the town (specifically in and around Kayamandi). Sidewalks make up the majority of existing NMT facilities. Improvements to the

[17] Stellenbosch Municipality, Cycle Plan for Stellenbosch Town, 2015.

NMT network of the local towns of SM area have been carried out but are limited to shared pathways with pedestrians.

7.4 Vision Statement, Objectives and Strategies

To arrest the gradual prioritisation of cars over people, certain strategies and policies have to be adopted to ensure that non-motorised transport users are prioritized in transport planning and street design. Stellenbosch Municipality has adopted the following vision for pedestrians and cycling:

"Stellenbosch Municipality will strive to develop walkable and cycle-able environments that are safe for all to use and contribute to the mobility needs, economic vibrancy and social health of communities."

This can be translated into the following **Strategic Objectives**:

- Connect the outlying communities with the CBD in a safe and attractive manner and improve safety, access to opportunities and the dignity of these communities.
- Strive towards car-free living in Stellenbosch CBD.
- Achieve a modal shift in the Stellenbosch CBD towards public transport, walkability and cycle-ability.
- Creating dignified living spaces in previously disadvantaged areas

The creation of more livable environments are not sole the responsibility of infrastructure implementers. The transport environment is planned, designed and managed by various departments, officials all responsible for different focus areas within the transport environment. All these implementing agencies are responsible for creating liveable environments. Particular focus areas, along with their leaders, stakeholders and role-players, include the following:

- Planning
- Human Settlements
- Legal Framework
- Infrastructure
- Traffic
- Operations
- Awareness
- Partnerships

ta.

7.5 Legislative and Policy Framework

The legislative framework for NMT policy, planning and implementation in South Africa and in Stellenbosch in particular, is contained in the following:

- National Land Transport Act
- Department of Transport Draft White Paper on Roads Policy including the national NMT Policy
- Draft Revised White Paper on National Transport Policy
- South African Road Traffic Act

- Western Cape Provincial Road Traffic Administration Act
- Stellenbosch Municipality Streets By-law
- The NMT Facility Guideline

These were all considered, but although the strategic role of forms of NMT are highlighted in various pieces of legislation and Amendment Bill, the current provisions in the Road Traffic Act regulations are not broad enough to include a wider definition of NMT users of the sidewalk. The National Road Traffic Act Regulations are very restrictive about the use of sidewalks and it is limited to pedestrians and people in a wheelchair. Cyclists cannot use the sidewalk and bikes with a motor cannot use the street either. Furthermore, the micro mobility options such as sedgeways, scooters and skateboarders are also excluded from using the sidewalks.

It should also be noted that regulation 311 (7) state that *"Whenever a portion of a public road has been set aside for use by persons riding pedal cycles, no person shall ride a pedal cycle on any other portion of such road*". This has implications for the provision of cycling infrastructure and cyclists. Once cycle lanes and paths are provided in the road or on the sidewalk, then cyclists are compelled to use it, including recreational and training cyclists who generally would prefer cycling at higher speeds typically achieved while cycling in the road.

7.6 Network Development

The overall extent of the proposed NMT network are extensive with a total length of 280km. Of that, 70% of the proposed infrastructure is located with the wider Stellenbosch Town area. The proposed NMT network is depicted in a series of maps for Stellenbosch and surrounds, Klapmuts, Pniel, Lanquedoc, Franschhoek and Raithby.

7.7 Implementation Plan

Considering the current municipal budget constraints and the phasing of implementation, only short-term proposals were extracted from the overall NMT Network, and cost estimates prepared. The short-term projects were further refined into (1) essential and (2) desirable NMT interventions. **Only these short-term projects were included in the Implementation Plan.**

The extent of the proposed short-term pedestrian and cycle routes amount to 28km (10% of the total network of 280km). Of that, 70% of the proposed infrastructure is located in the wider Stellenbosch town area. Over time as the portions of the route are implemented, it will ultimately form a coherent NMT Network.

ANNEXURE B

FRIENDS OF STELLENBOSCH MOUNTAIN (FSM)



FRIENDS OF STELLENBOSCH MOUNTAIN

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Comments on the draft August 2019 Roads Master Plan (RMP) June 2020 Comprehensive Integrated Transport Plan ("CITP") December 2020 NMT Master Plan (NMTMP) as respectively approved for comment or accepted at the Stellenbosch Municipality Council Meeting of 2021-04-28

2021-06-14

BY EMAIL to engineering.services@stellenbosch.gov.za

AND TO the SMF (Stellenbosch Sustainable Mobility Forum) email list

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Friends of Stellenbosch Mountain
Comments on the draft
August 2019 Roads Master Plan (RMP)
June 2020 Comprehensive Integrated Transport Plan ("CITP")
December 2020 NMT Master Plan (NMTMP)
as respectively approved for comment or accepted at the Stellenbosch Municipality Council Meeting of 2021-04-28

2021-06-14

1 Status of the 2021 "Comprehensive Integrated Transport Plan"

1.1. Reason for inclusion of comments on the 2021 "CITP"

1.1.1 A draft Roads Master Plan ("RMP") and a draft NMT Master Plan ("NMTMP") were tabled respectively under Items 11.5.3 and 11.5.4 at the Council meeting of 28 April 2021. They were approved for advertisement within a public participation process. Also included in Item 11.5.5 of the same Council agenda was a "Request for approval of the Comprehensive Integrated Transport Plan" (CITP).

1.1.2 Of course a proper CITP can and must be compiled as a matter of urgency, and of course a proper CITP must also be implemented rather than just shelved or ignored, as Stellenbosch Municipality (SM) has been doing ever since the 2016 CITP was approved.

1.1.3 We will show in the remainder of these comments that the 2021 "CITP" as accepted on 28 April 2021 is neither an "Update" as claimed in Item 11.5.5 of said council agenda, nor is it a proper CITP in its own right. It is an attempt to smuggle in fundamental changes in direction into the existing 2016 CITP while pretending that they merely constitute an "Update". We hence call the 2021 "CITP" in these comments, with the quote marks pertinently added to indicate its dubious status.

1.1.4 No public participation was requested or approved for the 2021 "CITP"; instead, the 2021 "CITP" was simply accepted by Council. The claimed "targeted consultation" was nothing like real public participation. The present comments must therefore necessarily be included as a part of the RMP and NMTMP public comment period. We do so only under protest, because the 2021 "CITP" should have had a separate public participation process or preferably should not have been tabled at all.

1.1.5 At its meeting of 26 February 2020, Council had earlier approved a so-called Section 78(3) report entitled *Providing Bulk Parking for Stellenbosch Municipality* ("BPSM"). The contents of that report will also be relevant within the present comments.

1.2. On the primacy of Integrated Transport Plans

1.2.1 Transport legislation attaches primary importance to the compilation and implementation of a CITP or, for smaller municipalities, an ITP. A simplified diagram setting out this hierarchy is shown in Figure 1 below.

1.2.2 The legal hierarchy of importance is clear:

> **The CITP or ITP is the legal instrument for transport planning, in conjunction with the IDP, the MSDF and the EMF. The RMP has no status in law on its own; it is at best a subordinate sectoral plan**

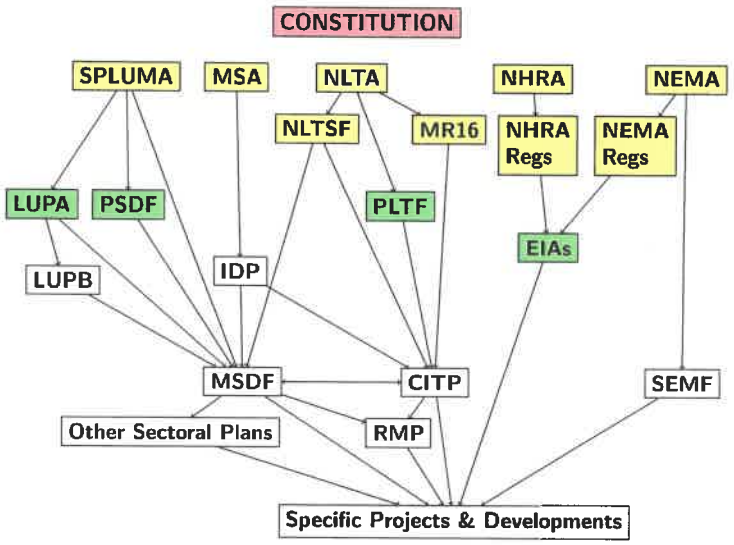


Figure 1: Simplified diagram of legislation pertaining to transport. The CITP is governed by, and must comply with, the national and provincial legislation (NLTA, NLTSF, MR16, PLTF), guided by the local IDP and MSDF. The RMP is a low-level sectoral plan with no legal status. The CITP determines and prescribes the content of the RMP, not vice versa. See Appendix A for a more detailed explanation of all the acronyms.

which is supposed to implement a particular aspect of the strategy and plans set out in the CITP. The CITP and MSDF set the agenda, not the RMP.

In fact, not one of the laws or regulations on national level even mention a Roads Master Plan; it is simply not part of the prescribed planning structure. This has been pointed out many times in emails, previous comments, newspaper articles and at the Stellenbosch Mobility Forum.

1.2.3 It is therefore irrational and contrary to the legal hierarchy to request public comment on a low-level sectoral plan such as the RMP while the 2021 "CITP" itself is not scrutinised and commented on. The RMP issue is taken up again in Sections 2 and 5 below.

1.2.4 As set out in the subsections below, the 2021 "CITP" which was finalised in June 2020 but appears in the Council agenda of 28 April 2021 in itself is beset with serious procedural and content problems. It is therefore imperative to comment on, and point out, on these serious deficiencies and the seriously flawed process which led to its tabling and adoption by Council.

1.2.5 The remainder of this section considers the lawfulness of the 2021 "CITP" and its acceptance by Council in terms of the 2021 "CITP" contents, the council agenda item and in context with earlier versions.

1.3. The various CITP versions: Basics and Timeline

1.3.1 A "Comprehensive Integrated Transport Plan 2016–2020" was prepared by external consultant *Royal HaskoningDHV* and published in four parts which comprised (with title pages) 94, 105, 93 and 86 pages for a total of 378 pages. The final version is dated 12 February 2016.

1.3.2 Item 8.1 of the agenda of the 39th Council meeting of 30 March 2016 tabled and approved the said 2016 CITP compiled by Royal HaskoningDHV to be submitted to the MEC for approval (see Pages 303 to 400 of that agenda). Only the table of contents plus comments on the draft were included in that agenda.

1.3.3 The 2016 Royal HaskoningDHV CITP was subsequently submitted to then MEC Donald Grant for approved on 31 May 2016. It is therefore the official and legally valid Stellenbosch CITP which we call the "2016 CITP".

1.3.4 A document entitled *Update - Stellenbosch Comprehensive Integrated Transport Plan* with date October 2018 and authored by consultant *Kantey & Templer* was never made public by SM. For reference purposes, we shall call it the "2018 KT Report" below. The 2018 KT Report was not tabled for approval by Council. Only after the Stellenbosch Mobility Forum meeting of 31 May 2021 has this document suddenly been made available to FSM. It does not appear in a google search as of 12 June 2021, the date of these FSM comments, and so is not available to the public at large at this stage. The 2018 KT Report may nevertheless have been submitted to the MEC for approval, as if it was a CITP Update, without the public's knowledge or input.

1.3.5 A document entitled *Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality*, authored by *Innovative Transport Solutions* (ITS), was tabled along with an introductory agenda item (Item 11.5.5 of the agenda) at the Council meeting of 28 April 2021. It was finalised in June 2020. We call this document the 2021 "CITP".

1.3.6 To our knowledge, no other update of the 2016 CITP was tabled at any Council meeting in the period between March 2016 and April 2021. In summary, we have therefore three versions before us, the 2016, 2018 and 2021 versions, of which in our view only the original 2016 CITP is lawfully compliant.

1.3.7 If, as we claim and set out below, only the 2016 CITP is legitimate, the approval by Council in April 2021 of the 2021 "CITP" was inappropriate and does not hold up to scrutiny. It may have been unlawful.

1.3.8 The three CITP versions are far too large to be appended in full to this analysis. Full versions of the 2016 and 2021 versions are available on the internet, these and the 2018 version can be supplied by FSM on request.

1.4. Relevant wording of Item 11.5.5 of Council meeting of 2021-04-28

Item 11.5.5 of the Agenda of the 42nd Meeting of the Council of Stellenbosch Municipality held on 28 April 2021 is entitled REQUEST FOR APPROVAL OF THE COMPREHENSIVE INTEGRATED TRANSPORT PLAN. This item contains in its Annexure A the 2021 "CITP". The text of Item 11.5.5, comprising Pages 767 to 770 of said council agenda is attached in Appendix B below.

1.5. Some relevant sections in transport legislation

1.5.1 Section 11(1)(c) of the National Land Transport Act (NLTA) is reproduced in Appendix C which sets out the responsibilities for the municipal sphere of government. We highlight here and in the appendix the following relevant parts:

(i) incorporation of spatial development policies (MSDF, IDP, SPLUMA, PSDF etc);
(iv) ensuring the **implementation** of its policies;
(v) financial planning;
(xi) marketing and promoting public transport;
(xvi) applying traffic management techniques (see also (xxii));
(xvii) manage municipal roads (of course);
(xviii) **planning, implementation and management of modally integrated public transport networks and travel corridors for transport**;
(xix) to achieve subsection (iv), conclude **service level planning for passenger rail on a corridor network basis**;
(xxii) formulating and applying **travel demand management measures**.

1.5.2 We refer below to the *Minimum Requirements for the Preparation of Integrated Transport Plans*, GNR 881 of 2016 ("MR16"). As stated in Section 2 of MR16, the provisions are a *minimum* with which planning authorities (Stellenbosch Municipality) *must* comply.

1.5.3 Regarding ITP updates, MR16 states that *5. FREQUENCY OF PLAN PREPARATION AND UPDATE: ITPs are prepared for a five-year period, thus a new ITP must be prepared every five years. On an annual basis, updating of selected aspects must be carried out. The minimum frequency of plan preparation and updating is shown in Table 1.*

1.6. Hence the question arises: **Is the 2021 "CITP" really an "Update" or an attempted "5-year Overhauled" CITP?**

1.7. We have undertaken a reasonable study of the 2021 "CITP" within the available time. Details of that study can be found in Appendix D. Based on that study as well as on the detailed analysis of the funding requirements of Section 12 of the 2021 "CITP" as set out in Section 2, our answer is this:

> **The 2021 "CITP" is neither an update nor a 5-year overhaul as specified in the Minimum Requirements 2016 regulations. Instead, it constitutes a major departure from the MSDF, IDP, the MR16 and Section 11(1)(c) of the NLTA.**

1.8. Even a cursory inspection of the 2021 "CITP" will reveal that it cannot possibly be a standalone 5-year overhaul of the 2016 CITP. While it tries to keep to the chapter headings prescribed in MR16, its content is highly incomplete. The 2016 CITP comprises 378 pages; the 2021 "CITP" comprises 185 pages or 172 pages if you exclude the extraneous powerpoint slides and maps. The 2016 CITP contains 95 figures; the 2021 "CITP" contains 34 figures. Enough said.

1.9. Item 11.5.5 of the council agenda makes multiple claims that the 2021 CITP is an *annual update*, that a five-year review (ie a *comprehensive update*) is to follow in a year's time, that full stakeholder participation as required by MR16 did not happen but is planned for the future. The resulting recommendations in Item 11.5.5 also refer unambiguously to an *annual update*.

1.10. Contrary to that item's text, the 2021 "CITP" is not an update for the following reasons:

1.10.1 Firstly, the 2021 "CITP" in its sections 3.13 to 3.18, 7.1, 7.2 and in particular in its Section 12, all related to road-related issues, constitutes a major departure both from the principles and specifics of the 2016 CITP.

1.10.2 The requirements of any CITP, update or not, to comply with the existing IDP and MSDF have not been satisfied by the 2021 "CITP".

1.10.3 Not only is the 2021 "CITP" a major departure from the 2016 CITP, but is constitutes a major departure from many of the subsections of the NLTA S11(1)(c) highlighted above.

1.10.4 The overwhelming focus on, and financial bias towards, car-related travel also represents a major departure from stated government goals to alleviate poverty and reduce inequality. The proposed major road-building programme as proposed by the RMP and 2021 "CITP" subsidises the rich and fleeces the poor: see Section 3 below.

1.10.5 In addition, the 2021 "CITP" does not fulfil the MR16 requirements on what an update should be and contain. See the exact wording of what an annual update should be in Paragraph 5.1 of the MR16 as reproduced in Appendix E. That Paragraph contains five subparagraphs itemized by bullets as follows:

Bullet 1 The 2021 "CITP" does to some extent satisfy the first bullet point (new data collection).

Bullet 2 The 2021 "CITP" fails to describe any progress with implementing the ITP in the previous year or at best describes only some minor road improvements.

Bullet 3 The 2021 "CITP" does not document which contracts have been awarded or which have expired, and says nothing about changes or additions to the proposed contracted services network.

Bullet 4 The 2021 "CITP" does satisfy this requirement of reporting on the updated database of Operating Licences.

Bullet 5 This bullet point pertains exactly to the projects, programmes and budgets of Chapter 12 of a CITP which has been scrutinised in detail in Section 2. That analysis has shown conclusively that Section 12 of the 2021 "CITP" is completely contradictory to the intent and specifics of the 2016 CITP and, of course, the underlying legislation. **Spending more than ninety percent of all funding on road and parking infrastructure is incompatible with the 2016 CITP and overarching policy and legislation.**

1.11. **Item 11.5.5 therefore misled Council into believing (a) that the 2021 "CITP" as appended was an annual update when, in fact, it is neither an update nor a five-year overhaul, and (b) that the changes made in the 2021 "CITP" compared to the 2016 CITP were minor when in fact they were drastic.**

1.12. Not only the text of Item 11.5.5 but also the 2021 "CITP" itself is misleading in content:

1.12.1 The funding numbers provided to Council in the 2021 "CITP" are not only unbalanced, but simply wrong in critical aspects; see Section 2.

1.12.2 In particular, it is not a triviality to simply "lose" or "forget" R126 million in spending, as the 2021 "CITP" has done in Table 12.1. Neither is it permissible to compare "apples with oranges", i.e. planning-only costs with planning-plus-construction costs, as the 2021 "CITP" has done.

1.12.3 Important figures in the 2021 "CITP" were simply left blank; see Appendix D.

1.12.4 As already set out, the 2021 "CITP" represents a major departure from multiple requirements, but none of that is made clear in the 2021 "CITP" document itself or the accompanying item.

1.13. Misleading Council is an offence in terms of the *Code of Conduct for Municipal Staff Members.* In Schedule 2 of the Municipal Systems Act of 2000 we read that

> *7(h) A staff member of a municipality may not — (b) mislead or attempt to mislead the council, or a structure or functionary of the council, in its consideration of any matter;*

1.14. The misleading in question is not minor in nature. If correct information had been supplied to Council in Item 11.5.5, no doubt there would have been much greater scrutiny of the entirely new content, vision, change in strategy and funding allocations of the 2021 CITP by Council. Approval of the 2021 CITP was therefore based on insufficient scrutiny which in turn was based on the misleading wording of Item 11.5.5 as well as the silence of the 2021 "CITP" itself.

1.15. In the question of misleading, intentionality is irrelevant. It does not matter whether such misleading was deliberate or the result of an oversight, personal stress or coercion, miscommunication or any other factors. Process, compliance and content are crucial, not intention.

1.16. Given that the 2021 "CITP" is fatally flawed and was approved on misleading premises, Council should rescind its decision to approve the 2021 "CITP".

2 Budget imbalance

2.1. In this section, we show that there is an overwhelming imbalance in the planned and projected capital spending on "sustainable mobility and transport" (SMT) as compared to "individual car- and road-related" (CRR) spending. For practical purposes, we will at times lump the categories *Integrated Planning*, *Public Transport* plus *NMT* into the SMT (sustainable transport) supercategory, while joining categories *Roads Infrastructure* and *Parking Infrastructure* into the CRR (car-related) supercategory.

2.2. We will use here numbers derived from Section 12 of the 2021 "CITP" rather than the RMP and NMTMP, because the 2021 "CITP" is more up to date than the 2018 estimates of the RMP and supposedly (?) uses consistent methodology across the different categories.

2.3. For reference purposes, we reproduce in Table 1 the original Table 12.1 of the 2021 "CITP" as also shown on "Page 928" in Appendix F. All amounts are in millions of Rands.

	Project Budgets Per FY in R Million					
Project Category	2020/21	2021/22	2022/23	2023/24	2024/25	Total
Integrated Planning	4.00	3.80	5.60	22.60	1.70	37.70
Public Transport	36.80	15.25	27.00	18.50	7.50	105.05
NMT						126.30
Roads Infrastructure	25.31	244.40	242.40	758.20	112.10	1382.41
Total (R million)	66.11	263.45	275.00	799.30	131.30	1525.16

Table 1: *Copy of the original 2021 "CITP" Table 12.1 as it appears in the 2021 "CITP".*

2.4. This original table is seriously wrong in a number of ways:

2.4.1 Firstly, of the 5-Year totals marked in red, the orange amount of R1525.16 million is incorrect; it should be R1651.46 million. The calculation omitted the R126.30 million of the NMT total.

2.4.2 Secondly, the costs of parking infrastructure were omitted even though these are much larger than the three SMT categories combined.

2.4.3 Thirdly, the numbers are "comparing apples with oranges" in that some projects are costed only with respect to their planning phases, while others are costed for the entire sequence of planning, design, construction and contingencies (called "PDC" in Section 12 of the 2021 "CITP", below and in the appendices).

2.4.4 In addition, many projects are not costed at all in Section 12 of the 2021 "CITP"; see Appendix F. The numbers in the RMP Table 8-2 appear outdated and in some cases significantly underestimated. Notably, only one of the three legs of the proposed **Western Bypass** (projects SRMP001, SRMP002, SRMP003) were costed in the 2021 "CITP", and the necessary intersections were also left out (SRMP022 to SRMP025). Similarly, the controversial **Eastern Link Road** (SRMP052) was not taken into account in the calculations leading to Table 12.1.

2.5. It is impossible to correct the above deficiencies in detail. All that can be done is to take educated guesses and apply ad hoc correction factors so as to at least obtain some rough estimate of the true state of affairs. We therefore apply the following ad hoc corrective measures, in the knowledge that these are estimates and incomplete:

2.5.1 The incorrect amount of R1525.16 is easily fixed. It is disconcerting, however, that R126.30 million was simply "forgotten" in this critical Table 12.1 and that no one noticed the error. Did anyone apply their minds or was the 2021 "CITP" just signed off?

2.5.2 To estimate parking infrastructure costs, we made use of numbers taken from Table 5.4 of the February 2020 Section 78 Parking Report; see Appendix G.

2.5.3 To compare "apples with apples", in this case fully PDC-costed projects, we used heuristic information that planning and design costs are typically 14 to 20 percent of the total costs. This is done by means of correction factors of 7 (for a 14.3 percent case) and 5 (for a 20 percent case), called "Maximum" and "Minimum" below and also in Appendix H.

2.5.4 Short of re-costing every single of the many uncosted project items, we simply took some ballpark guesses for the missing parts of the Western Bypass. We also used a guesstimate of R120million for the set of projects which would include a purported Eastern Link Road and other uncosted projects, without trying to subdivide this guess into individual components. Many other roads projects uncosted in Section 12 of the 2021 "CITP" were still left out.

2.5.5 In addition, we tried to quantify the effect of including only high-priority projects or of also including medium-priority projects with some weighting factor as set out below.

2.6. In summary, we have done our best to arrive at realistic estimates for SMT versus CRR funding estimates. A first result of these corrections appears in Table 2 below. In this Table, the minimum and maximum costing factors were applied to entire project categories without trying to look at individual underlying projects. The results are devastating: in this scenario, SMT projects would get 2–3 percent of the total funding, while 97-98 percent would go towards CRR.

Project Category	5-Y Total Minimum	5-Y Total Maximum	Percent Minimum	Percent Maximum
Integrated Planning	37.70	37.70	0.47	0.35
Public Transport	105.05	105.05	1.32	0.98
NMT	126.30	126.30	1.59	1.18
Road Infrastructure	6912.05	9676.87	86.82	90.22
Parking Infrastructure	780.45	780.45	9.80	7.28
Grand Total (R million)	7961.55	10726.37	100.00	100.00
Sustainable mobility	269.05	269.05	3.38	2.51
Car- and road-related	7692.50	10457.32	96.62	97.49
Grand Total (R million)	7961.55	10726.37	100.00	100.00

Table 2: *2021 "CITP" Table 12.1 (All costed projects) corrected by factoring in estimated construction costs. Numbers from the 2020 Parking Report have been added. "Total Minimum" assumes that "Planning and Design" amounts to 20% of total costs (i.e. that Construction amounts to 80%). Likewise, "Total Maximum" assumes that "Planning and Design" amount to 14.3% of total costs. A complete version of this table appears in Appendix I.*

2.7. It must be noted that, of the total amount of R105.05 million over 5 years for "Public Transport" R69.55million is earmarked for taxi ranks and associated infrastructure, leaving just R35.50 million to be spent on public transport infrastructure outside of minibus taxis. As a percentage of the totals shown above, this is miniscule. This directly violates the spirit and letter of the NLTA, MR16, IDP and MSDF.

2.8. The above calculations were refined by reverting to the level of individual projects as set out in Tables 12.2 to 12.5 of the 2021 "CITP". These tables are reproduced in their original form in Appendix F.

2.9. A suitably corrected table appears in Appendix H. The uncosted Western Bypass and Eastern Link Road are marked as green cells in those tables, and an educated (and very conservative) guess of costs based on similar other roads was made at R100million for SRMP003 planning and R120million for Eastern Link SRMP052 et al planning respectively.

2.10. On the other hand, as shown in the appropriate columns of the original tables in Appendix F, not all projects listed have high priority, i.e. not all medium- and low-priority items listed will actually be built.

2.11. To take this uncertainty into account, we weighted Medium-priority costs by a factor of 50 percent and High-priority ones by 100 percent in calculations shown in Appendix H while still factoring in construction costs where appropriate.

2.12. Making these reasonable assumptions leads to the results shown in Table 3 below.

Project Category	H + M Minimum	H+0.5M Minimum	H + M Percent	H+0.5M Percent
Integrated Planning	140.90	89.65	1.68	1.68
Public Transport	181.05	181.05	2.16	3.40
NMT	126.30	98.82	1.50	1.85
Road Infrastructure	7170.41	4182.26	85.37	78.43
Parking Infrastructure	780.45	780.45	9.29	14.64
Grand Total (R million)	8399.11	5332.23	100.00	100.00
Sustainable mobility	448.25	369.12	5.34	6.93
Car- and road-related	7950.86	4962.71	94.66	93.07
Grand Total (R million)	8399.11	5332.23	100.00	100.00

Table 3: *Calculations based on full high-plus-medium priority and on high-plus-halfweighted medium-priority ("H+0.5M") projects only, omitting low-priority items altogether. For the full calculations using numbers from individual projects as supplied by Tables 12.2 to 12.5 in the 2021 "CITP", see Appendix H. "Minimum" again refers to a construction factor of 5.0 being applied rather than 7.0.*

2.13. **The above are all estimates, but they show unambiguously that the overwhelming fraction — always over 90 percent — of projected funding is to be applied towards CRR (roads and parking).**

2.14. For the purposes of these determinations, the **source of funding** is irrelevant. Budgetary constraints are well known, and so any funding from any source which is directed towards roads and parking will thereby not be available for the sustainable transport components.

2.15. **Private donations** would of course be welcomed. However, there may be no *quid pro quo*. Stellenbosch Municipality would be guilty of corruption were it to alter its policy and plans so as to favour such donors directly or indirectly. Private donations must come with no strings attached.

3 Poverty, roads, and subsidising the rich

This section is in parts a verbatim repetition of comments already made in a 2018 appeal against the so-called "upgrading" of the R44 between Somerset West and Stellenbosch town. There is a strong correlation between personal income, choice of mode (NMT, public transport, private vehicle) and the implications for mobility planning and funding.

3.1. There is consensus among experts worldwide that there is a **strong correlation between income level and Private Vehicle (PV) use: the higher the income, the higher the percentage of PV use.** Put plainly, **poor people walk, cycle and use minibus taxis** and, where possible, **trains and buses**, while those who can afford to use a PV do so due to the convenience and time savings.

3.2. All legislation since 1994, from the National Development Plan downwards, has emphasised the principles of sustainability and specifically reducing poverty; see for example Section 4.3.6 of the NLTSF and, by example, in its Executive Summary,

> *Proper monitoring and review of the KPIs* (Key Performance Indicators) *will ensure a balanced view at the national, regional and local levels of* ***the critical role of transport services in reducing poverty****, facilitating growth and contributing to achievement of key development targets and sustainability.*

and in its Section 3.2.1

> *The low income people in South Africa spend about 40% of their income on transport. The big cost of mobility and the constraint it places on the lower income earners limits their ability to access healthcare, social and economic opportunities (Statistics South Africa 2013). Mobility has a profound effect on poverty where incidence of low mobility and unaffordable public transport would restrict entire households from economic opportunities.*

3.3. The correlation between income and PV use is apparent in the mobility figures for commuter trips into and within Stellenbosch. The following figure is taken from a 2018 presentation by Transport Futures consultants. On the one axis is the length of the trip, on the other the type of transport used ("modal split"). Heights represent the number of users. Green=walking, Brown=cycling, Blue=rail, Khaki=schoolbus, Yellow=minibus taxis, Red=car-sharing, Black=cars, MBT= Minibus taxis. See also Section 4.6.3 of the RMP.

3.4. It is clear that low-income commuters, so-called "captive users", overwhelmingly rely on walking, minibus taxis and rail (the green, blue and yellow bars in the lefthand panel), while the more well-off "choice users" overwhelmingly use private vehicles (the red and black bars in the righthand panel).

3.5. Figure 4-6 of the RMP conveys the same message: the high-income occupancy rate is 1.1, while the low-income occupancy ratio is 2.6. Poor people do not cause congestion on roads; rich people do. For the purposes of traffic, anyone who can afford to own and operate a light vehicle and regularly travel alone in it is called "rich". The income required to achieve this standard of living is beyond most South Africans.

3.6. Of course minibus taxis make use of roads. Using that as a motivation for spending on new road construction is misleading, however, because 87 percent of road users are cars ("light vehicles") and so the congestion is caused not by the poor being transported in taxis but by the rich who mostly travel alone in their cars and thereby take up too much road space.

4 Railway transport and the Adam Tas Corridor

4.1. The Adam Tas Corridor (ATC) project has been touted as the largest opportunity within Stellenbosch town planning for decades. It has the potential to make or break the proper urban structure in the coming decades. On the one hand, if it is built around Transit Oriented Development — as set out as principle in the MSDF — then many problems of Stellenbosch town planning will automatically be solved. If, on the other hand, the ATC becomes just another opportunity for reckless road- and traffic-driven urban sprawl, then the problems of Stellenbosch will multiply.

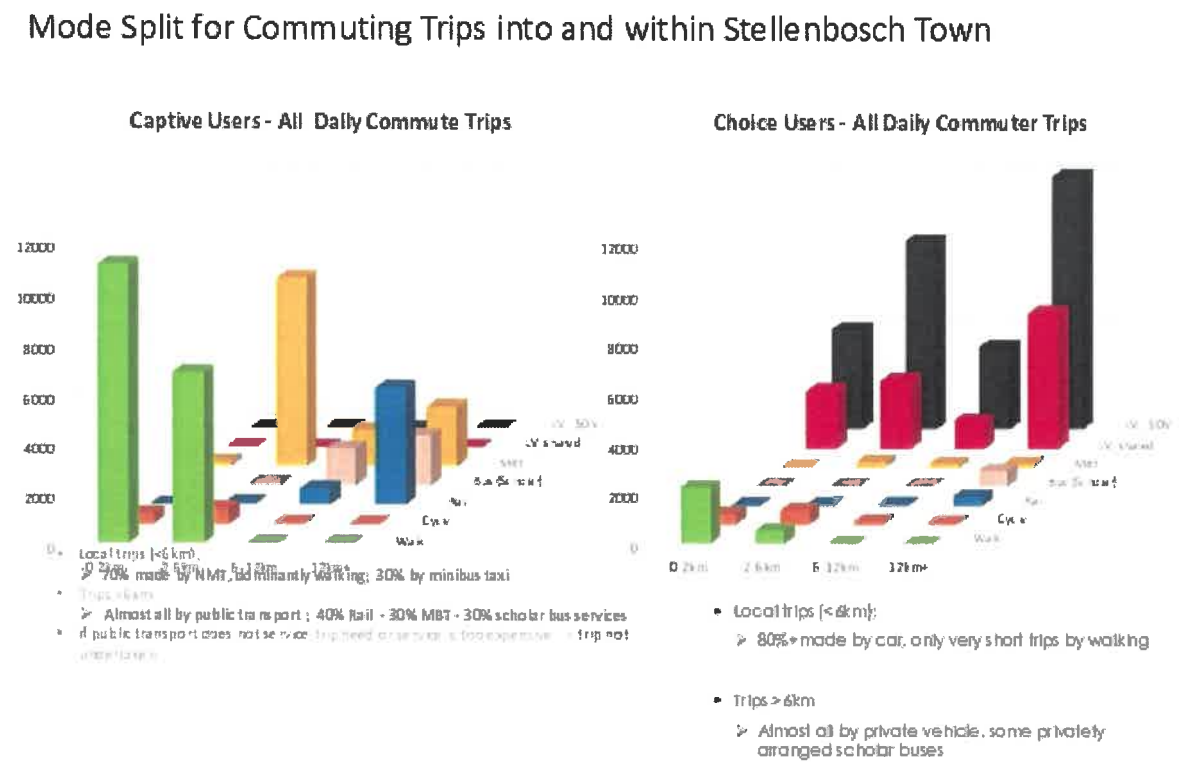


Figure 2: Poor people ("Captive Users") use public transport and NMT; rich people ("Choice Users") use cars. Figure showing "modal split" as a function of distance i.e. how many people use which type of transport.

4.2. The ATC is centered on two railway stations, namely Stellenbosch Main Station and Du Toit Station, and in its extended form would encompass railway stations both along the south-west and northwards rail route.

4.3. Rail transport is the backbone of Transit-Oriented Development. The ATC will only fulfil its potential of that backbone is properly connected to the other modes through **modal interchanges** at these stations, especially Public Transport (buses, taxis, light rail connectors) and to NMT facilities in the town centre.

4.4. It is therefore of utmost concern that neither the 2021 "CITP" nor the RMP nor even the NMT MP take the central role of these modal interchanges into account.

4.5. On that count alone:

> **In failing to assign in their planning concepts a central importance to rail transport and to the railway stations and surrounding precincts, and in failing to understand or address the dire need for concomitant investment, the 2021 "CITP" and RMP have fundamentally failed to fulfil their most important task.**

4.6. This failure is almost invisible since the ATC and rail occupies almost no space in the 2021 "CITP" and none in the RMP. We also note that the Adam Tas Corridor project is not costed at all in the extensive list of projects. In other words, Section 12 of the 2021 "CITP" simply omits the single most important project in all of Stellenbosch town planning.

4.7. Council has passed several resolutions in support of the ATC, the last one at its meeting of 2020-07-29. Given the acceptance of the 2021 "CITP", Council has set itself up to sabotage the very project which it purports to be supporting.

5 Comments on the draft Roads Master Plan

5.1. As already set out in Section 1, a Roads Master Plan (RMP) in any form is a subordinate and unnecessary document. The primary planning instruments are the CITP and MSDF. These instruments should drive any road infrastructure planning and construction rather than being driven by them. The RMP therefore constitutes a back-to-front approach where the tail is wagging the dog.

5.2. Stellenbosch Municipality has chosen to put out for comment only the RMP and NMTMP while not requesting comment or meaningful input into the critically important CITP. FSM does not accept this policy and submits the present RMP comments only under protest and conditional on all the issues raised in previous sections.

5.3. Section 2 on the overwhelming imbalance in planned capital spending is directly relevant to the RMP, and all comments made there are hereby included in the comments on the RMP also. We have shown that 93 to 97 percent of budget totals is planned to be spent on road construction and parking infrastructure.

5.4. The exclusive focus on private cars as the exclusive quantity to be is therefore pro-rich and anti-poor; see Section 3. The fact that only a few percent of total funding towards those transport modes most needed by the poor proves this without a doubt.

5.5. Figure 4-6 of the RMP tells the same story: the high-income occupancy rate is 1.1, while the low-income occupancy ratio is 2.6. Poor people do not cause congestion because they travel in groups; rich people do because they travel alone.

5.6. There is so far no data on the average total kilometres travelled annually as a function of household income. It is reasonable to assume that poor people traverse fewer kilometres than rich people do.

5.7. If the proper and prescribed process had been followed, the CITP would have prioritised capital spending on Public Transport, with far more projects beyond basic minibus taxi items being planned and costed. The CITP would, if it had been done correctly, of course also have taken into account roads and road planning also — but as part of the integrated TOD- and TDM-driven approach.

5.8. Serious doubt must be cast on the traffic modelling which forms the basis for many conclusions in the RMP. As Section 4.6 of the RMP makes clear, the EMME model is aware of and makes use of vehicle occupancies. Yet the occupancy numbers are merely used as **constants** as an input into calculating the number of cars on a particular route. **This is a fundamental error. Occupancies are not supposed to be unchanged constants but variables. Changing from low to high occupancy is a primary task of traffic planning; it is a major component of TDM. If the RMP models are ignorant of this fundamental flaw in their model, their results cannot be taken seriously.**

5.9. **Specifically, to earn its large fees for producing any results, any traffic modeller should at a minimum be required — by the Terms of Reference — to produce a complete sensitivity analysis of their modelling results as a function of changing occupancy from, say, 1.1 to 2.0.**

5.10. The fact that a sensitivity analysis as a function of occupancy appears to have been missing from the Terms of Reference for the RMP is a fundamental error and negligence on the part of the Department of Infrastructure Services.

5.11. Because all modelling results depend strongly on the numeric values of occupancy used, **not one of the numerous modelling results is credible.** The EMME model results accept as inevitable that very number (the occupancy) which is supposed to be the prime subject and target of traffic planning.

5.12. Once again it must be repeated what has been said numerous time already.

> **In Summary: Occupancies and traffic growth rates are not constants but variables whose effect must be understood and which must be changed.**

5.13. On the basis of the failure of the RMP to take this into account, it is necessary to state unequivocally that

> **The RMP needs to present results, and show graphical figures equivalent to all those shown at present, for a substantially higher occupancy level and lower traffic growth rates.**

5.14. Furthermore, not only must the sensitivity be understood, but the RMP should be led by legislation and the CITP and fall into the overall TDM strategy:

> **Until there is a credible strategy and a serious implementation effort in place to increase vehicle occupancies and lower traffic growth rates, not one of the motivations for new road construction in the RMP is credible.**

5.15. While the above primitive just-test-sensitivity approach is a good start, a proper analysis would take into account not only simple changes in parameter values for occupancy and growth rates, but implement a time-variable growth or attenuation scenario for these variables.

5.16. Given these weaknesses of the current modelling,

> **Any reference to congestion as a motivation for road construction is invalid until the above variables have been properly and honestly modelled.**

5.17. Within a proper TOD- and TDM-prioritised approach, some of the 84 projects listed in Table 12.5 of the 2021 "CITP" and the RMP would of course be incorporated and funded. Given the fundamentally wrong current approach, it is not conducive to even argue individual projects. **The entire planning project should be reset and restarted under the correct basic premises and fundamentals.**

5.18. The comments and issues raised in the October 2018 comments by FSM on the RMP, MSDF and CITP are incorporated into these comments as they are still relevant. See Appendix J for the title page. The full 2018 FSM comments are available as a separate file.

6 Comments on the draft NMT Master Plan

6.1. There was no time to scrutinise the NTMMP and to comment on its merits.

6.2. The analysis of funding as presented in Section 2 shows, of course, that NMT project funding is ridiculously low compared to road- and parking-related infrastructure, coming in at the percentile level. Section 2 is hereby incorporated into the comments on the NMTMP.

6.3. While the consultants ITS have failed to compile a proper CITP, at least they have done a decent job in the NMT Master Plan.

6.4. The problem lies not so much in the details of the NMTMP, but in its narrow vision and low ambition. That can only be fixed, however, once the fundamental problems of the CITP and RMP have been addressed, which would make available much more funding also for NMT.

6.5. FSM recommends that the NMTMP be accepted for the moment, but that it be revisited once the fundamental flaws in the overall CITP strategy have been addressed with a view to a greatly expanded role not only for NMT but for all sustainable modes of transport.

6.6. NMT should of course be fully included in the planning for larger modal interchanges (stations, park-and-ride, secure NMT storage etc).

A Article in Eikestadnuus on subordinate role of RMP

Why the Roads Master Plan has no status in law

HC Eggers
16 October 2018

The draft Roads Master Plan (RMP) presented at the Mobility Forum in September complies with none of the legislation and should hence be withdrawn. At best, it can serve as partial input into a new Roads Sectoral Plan.

The reasons for this claim requires some legal context. South African legislation is hierarchically structured in two ways:

The first hierarchy pertains to the sphere of government: national, provincial and municipal (local) government. Theoretically district government also exists but it does not play a large role. National laws govern provincial ones, and both in turn govern municipal ones. The lowest level of the hierarchy are so-called Sectoral Plans.

The second hierarchy pertains to the type of law. Acts at the top of the hierarchy often result in subordinate Frameworks. Acts and Frameworks together govern Regulations, Policies and Plans, and all together determine so-called Standard Operating Procedures and implementation.

The hierarchical structure is crucial: instances higher up in the hierarchy are mandatory for those lower down. A low-level Plan which contradicts a high-level Act or Regulation thereby becomes unlawful.

Where, then, does the Roads Master Plan appear in the hierarchy? The diagram sets out the relevant legislation. At the peak, we have the Constitution. The main national acts, shown in green, are SPLUMA (Spatial Land Use and Management Act), MSA (Municipal Systems Act), NLTA (National Land Transport Act), NEMA (National Environmental Management Act) and NHRA (National Heritage Resources Act). Relevant on national level are also the NLTSF (National Land Transport Strategic Framework) and MR16 (Minimum Requirements for drawing up an integrated transport plan).

On provincial level, LUPA (Land Use Planning Act) and PSDF (Provincial Spatial Development Framework) shown in green are directly relevant because they are required by SPLUMA. Similarly, the PLTF (Provincial Land Transport Framework) is required by the national NLTA.

The chief planning instrument on local-government level is the IDP (Integrated Development Plan) as required by the national MSA. The key municipal spatial planning instrument is the MSDF (Municipal Spatial Development Framework). It is required and governed both by spatial planning (SPLUMA, LUPA, PSDF, LUPB) and by transport planning (NLTSF), and of course the IDP. On the transport side, the key municipal planning instrument is the Comprehensive Integrated Transport Plan (CITP); it is mandatory in terms of the NLTSF, and the MR16 sets out in detail the type of contents of a CITP.

No Roads Master Plan is even mentioned in this hierarchy. It therefore cannot exist on its own; it is either illegal or it must have an optional place within these hierarchies. There is no doubt that the only lawful place for an RMP is that of a Sectoral Plan at the lowest level of the hierarchy. It is governed by all of the higher legislation and should therefore be called a Roads Slave Plan.

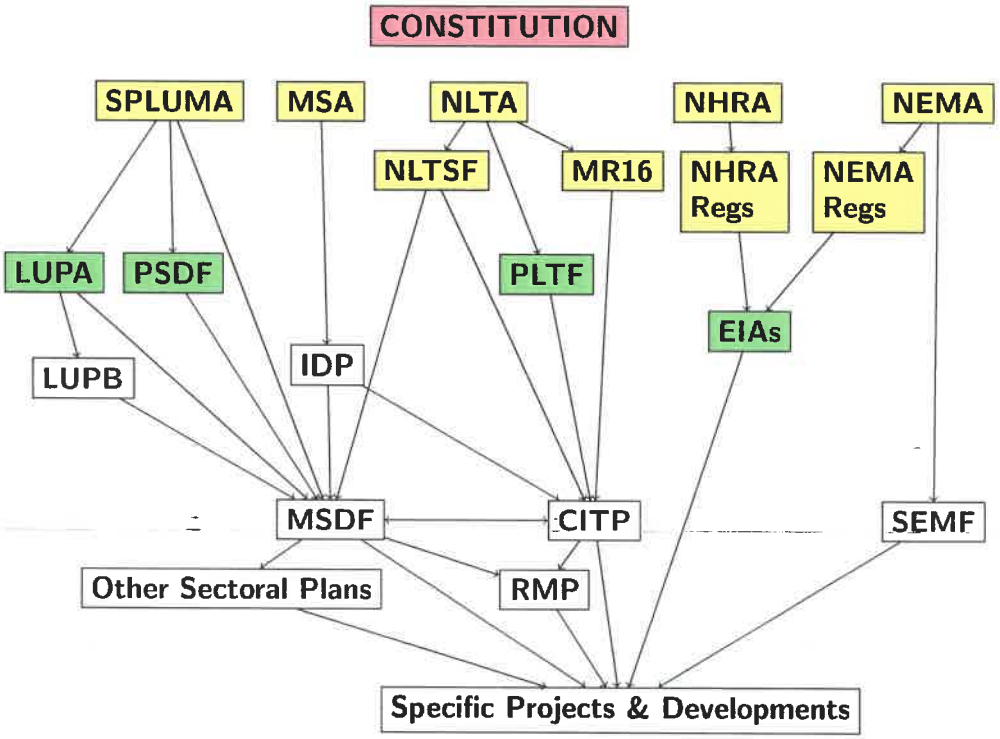
By contrast, the CITP is mandatory under the NLTA, and the MSDF is mandatory under multiple pieces of legislation. The principles and strategies of higher-order legislation, including the CITP and MSDF are binding on any RMP. The CITP and MSDF determine what a

RMP should contain and not vice versa. Naturally, funding priorities are also set not by the RMP itself.

Specific projects are at the very bottom of the hierarchy. Any and all new road construction must be considered within the parameters set by all of the above. A Roads Slave Plan has no freedom to pick and choose specific projects.

What type of projects does the legislation prefer? **The entire hierarchy of legislation is unambiguous that the future lies not in construction of more and wider roads but in densification and public transport.** By law, public transport and NMT must hence form the focus of the MSDF and CITP Project Teams and the Intergovernmental Steering Committees while road construction should be perpetually on the back burner. Any Roads Slave Plan should be an afterthought or not appear at all.

Traffic congestion by itself is not a valid ground for new road construction. All of the above legislation is well aware of congestion but nevertheless is unanimous and strident in requiring densification, public transport and NMT rather than road construction.



B Item 11.5.5 of Council Agenda, 28 April 2021

11.5.5	REQUEST FOR APPROVAL OF THE COMPREHENSIVE INTEGRATED TRANSPORT PLAN

Collaborator No: 702614
IDP KPA Ref No: Good Governance and Compliance
Meeting Date: 14 April 2021 and 28 April 2021

1. SUBJECT: REQUEST FOR APPROVAL OF THE COMPREHENSIVE INTEGRATED TRANSPORT PLAN

2. PURPOSE

That Council approves the 2019-2020 Update of the Comprehensive Integrated Transport Plan (CITP).

3. DELEGATED AUTHORITY

Municipal Council.

4. EXECUTIVE SUMMARY

The 2016 Comprehensive Integrated Transport Plan (CITP) is valid for a five year period, with annual updates each year and the full review every 5 years.

The draft 2019-2020 update of the CITP have highlighted important strategies and focuses on a common vision for transport.

The Municipality's transport vision and objectives were updated to ensure:

- Connecting of the outlying communities with the CBD in a safe and dignified manner ensuring access to opportunities.
- Strive towards car-free living and modal shift in Stellenbosch CBD, towards public transport, walkability and cycle-ability.
- Support and advance social and inclusive economic development.
- Alignment with the key imperatives of poverty alleviation and reduced inequality.
- A road network to support the Municipality's transport vision.

The draft 2019-2020 update of the CITP also takes into account the recently approved Spatial Development Framework (SDF), and proposes a more effective approach to improve transport (including freight), public transport and NMT (non-motorized transport).

5. RECOMMENDATIONS

(a) that the content of this Comprehensive Integrated Transport Plan annual update be noted;

(b) that Council notes that, for this update, targeted consultation was carried out, and for the (5 yearly) review of the 2016 CITP (to be undertaken during 2021), a full public participation process will be carried out; and

(c) that the Draft 2019-2020 Comprehensive Integrated Transport Plan Update, attached as **ANNEXURE A**, be accepted.

6. DISCUSSION / CONTENTS

6.1 Background

The Stellenbosch Municipality (SM) last Comprehensive Integrated Transport Plan (CITP) was approved by the Provincial Minister of Transport and Public Works in terms of section 36(4) of the National Land Transport Act (NLTA), Act 5 of 2009 in October 2018. The annual update of Stellenbosch's CITP, was carried out in accordance with the regulations published by the Minister dated 29 July 2016, Minimum Requirements (MR) for the Preparation of Integrated Transport Plans, 2016 no 881.

6.2 Discussion

The 2019-2020 update of the CITP makes provision for the recently approved Spatial Development Framework (SDF), including proposed housing developments. Detailed assessments of the current transport system was carried out, international case studies of similar university towns were undertaken and improvements to the transport system are recommended.

The following chapters were updated:

Chapter 1: Introduction provides a brief overview of the project, the study area and the project methodology

Chapter 2: Transport Vision and Objectives describes the position and policy statements guiding transport for Stellenbosch Municipality.

Chapter 3: Transport Register summarises the various types of transport in Stellenbosch Municipality.

Chapter 4: Spatial Development Framework provides an overview of the spatial structure and land use framework which will influence the transport for Stellenbosch Municipality.

Chapter 5: Transport Needs Assessment discusses the transport needs identified for the area.

Chapter 6: Public Transport Plan describes the components identified to improve public transport for the municipality.

Chapter 7: Transport Infrastructure Strategy summarises the strategy to improve transport infrastructure for various modes of transport.

Chapter 8: Travel Demand Strategy provides an overview of the interventions to manage the travel demand better towards more sustainable transport.

Chapter 9: Non-Motorised Transport summarises the strategies and plans toward more sustainable modes of walking and cycling.

Chapter 10: Freight Transport Strategy summarises the goods and hazardous substances networks as other strategies to support effective freight movement.

Chapter 11: Other Transport Related Strategies summarises the improvements proposed for other transport including public transport safety and security, road user safety, law enforcement, tourism and accessible transport.

Chapter 12: Funding Strategy and Summary of Programmes provides a description of the extent of funding, funding sources as well as the list of programmes per transport sector strategy.

Chapter 13: Stakeholder Consultation describes the extent of participation and consultation that was undertaken to prepare the CITP update.

In addition, the following aspects were earmarked as focus areas:

- Public Transport including MBT, bus and rail as well as local and inter-municipal commuter services.
- Public transport such as long distance or cross-border, transport for learners, meter-taxis or other e-hailing services.
- NMT (walking and cycling) as a more sustainable mode of transport.
- Improvements to infrastructure networks and services which supports the movement of its people and goods, as part of a vibrant economy.

6.3 Financial Implications

Cost estimates are carried out once a proposal is identified for further assessment or implementation. The cost estimates / funding analysis will determine the financial implications and the most appropriate funding source / model will be selected. The implementation of proposals may be phased to coincide with available funding. Examples of sources of funding are: Municipal Capital Funding, Development Contributions, Provincial Roads Authority and Infrastructure Grants.

6.4 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation. The minimum requirements for Integrated Transport Plans were published on 30 November 2007 in the Government Notice No 1119. The MEC Transport and Public Works, has recommended that the Stellenbosch Municipality be classified as a Type 1 Planning Authority based on classification criteria contained in the Government Notice. The Municipality is therefore required to compile a CITP every 5 years and update the CITP annually. The CITP and its annual updates must be submitted to the MEC for approval.

6.5 Staff Implications

This report has no staff implications to the Municipality.

6.6 Previous / Relevant Council Resolutions

Previous CITP's and annual updates had been approved by Council, as well as the Transport MEC.

6.7 Risk Implications

This report has no risk implications for the Municipality.

RECOMMENDATIONS FROM INFRASTRUCURE SERVICES COMMITTEE MEETING TO THE EXECUTIVE MAYOR: 2021-03-04: ITEM 5.1.3

(a) that the content of this Comprehensive Integrated Transport Plan annual update be noted;

(b) that Council notes that, for this update, targeted consultation was carried out, and for the (5 yearly) review of the 2016 CITP (to be undertaken during 2021), a full public participation process will be carried out; and

(c) that the Draft 2019-2020 Comprehensive Integrated Transport Plan Update, attached as **ANNEXURE A**, be accepted.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2021-04-14: ITEM 7.5.5

(a) that the content of this Comprehensive Integrated Transport Plan (CITP) annual update be noted;

(b) that Council notes that, for this update, targeted consultation was carried out, and for the (5 yearly) review of the 2016 CITP (to be undertaken during 2021), a full public participation process will be carried out; and

(c) that the Draft 2019-2020 Comprehensive Integrated Transport Plan Update, attached as **ANNEXURE A**, be accepted.

ANNEXURES

Annexure A: Draft CITP UPDATE 2020

FOR FURTHER DETAILS CONTACT:

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REPORT DATE	***15 February 2021***

C Section 11(1)(c) of the National Land Transport Act

11(1)(c) The **municipal sphere of government is responsible for** —

(i) developing land transport policy and strategy within its area based on national and provincial guidelines, which includes its vision for the area and incorporates **spatial development policies** on matters such as **densification** and infilling as well as **development corridors**;

(ii) promulgating municipal by-laws and concluding agreements, as appropriate, in the municipal sphere;

(iii) ensuring co-ordination between departments and agencies in the municipal sphere with responsibilities that impact on transport and land use planning issues, and bringing together the relevant officials;

(iv) in its capacity as planning authority, **preparing transport plans** for its area, **ensuring the implementation thereof** and **monitoring its performance** in achieving its goals and objectives;

(v) **financial planning** with regard to land transport within or affecting its area, with particular reference to transport planning, infrastructure, operations, services, maintenance, monitoring and administration, with due focus on rehabilitation and maintenance of infrastructure;

(vi) managing the movement of persons and goods on land within its area by co-ordinating such movement;

(vii) encouraging and promoting the optimal use of the available travel modes so as to enhance the effectiveness of the transport system and reduce travelling time and costs;

(viii) developing, implementing and monitoring a strategy to prevent, minimise or reduce any adverse impacts of the land transport system on the environment in its area;

(ix) developing, operating and maintaining a land transport information system for its area;

(x) encouraging, promoting and facilitating public consultation and participation in the planning, regulation and implementation of public transport, and applying the requirements of the Systems Act in that regard;

(xi) **marketing and promoting public transport** and promoting publicity associated with the public transport system;

(xii) providing information to users or potential users of public transport;

(xiii) promoting safety and security in public transport:

(xiv) ensuring there is provision for the needs of special categories of passengers in planning and providing public transport infrastructure, facilities and services to meet their needs, in so far as possible by the system provided for mainstream public transport;

(xv) liaising on a continuous basis with the South African Police Service, Road Traffic Management Corporation, the relevant provincial and municipal law enforcement authorities or agencies, and the inspectors appointed under the Cross-Border Act, with a view to ensuring co-ordinated transport law enforcement within its area;

(xvi) applying **traffic management techniques** aimed at improving road traffic movement;

(xvii) undertaking functions relating to **municipal roads**, as well as measures to limit damage to the road system;

(xviii) the **planning, implementation and management of modally integrated public transport networks and travel corridors for transport** within the municipal area and liaising in thal regard with neighbouring municipalities;

(xix) in relation to the planning functions contemplated in paragraph (iv) include **service level planning for passenger rail on a corridor network basis** in consultation with the South African Rail Commuter Corporation;

(xx) introducing, establishing or assisting in or encouraging and facilitating the establishment of integrated ticketing systems, the managing thereof including through-ticketing and determining measures for the regulation and control of revenue-sharing among operators involved in those systems;

(xxi) subject to standards set by the Minister under section 5(5), if any, set standards for interoperability between fare collection and ticketing systems in its area;

(xxii) formulating and apply **travel demand management measures** for its area;

(xxiii) in the case of gross cost contracts for subsidised services, determining fare structures and fare levels and periodically adjusting fares after publishing the proposed adjustment for public comment;

(xxiv) determining concessionary fares for special categories of passengers in the prescribed manner;

(xxv) exercising control over service delivery through —

(i) the setting of operational and technical standards and monitoring compliance therewith; and

(ii) the monitoring of contracts and concessions;

(xxvi) concluding subsidised service contracts, commercial service contracts, and negotiated contracts contemplated in section 41(1) with operators for services within their areas;

(xxvii) developing and managing intelligent transport systems for their areas in the prescribed manner; and

(xxviii) performing the other functions of municipalities in terms of this Act.

D An annotated guide to contents and compliance of the 2021 "CITP"

D1. The draft presented **and accepted by Council** is sloppy and incomplete. The photographs and figures which precede the title page should have been incorporated into the main body of the document itself. Crucial information such as the maps of proposed developments are missing. The 2021 "CITP" as accepted has empty pages instead of maps in Figure 4.4 (purportedly a *Map of Development Proposals Stellenbosch Municipality*), Figure 4.5 (proposals grouped by area), 4.6 (proposals in Klapmuts), 4.7 (in Franchhoek (sic)), 4.8 in Pniel. No information is provided as to the status of these purported proposals.

D2. **Public Transport:**

D3. Progress on taxi ranks is reported. That was easy.

D4. The 2021 "CITP" reports no progress on other public transport at all but instead only offers the excuse that *Adequate funding to realise transport projects listed in the ITP is always a concern. Typically the lack of progress on transport projects listed in the previous ITPs can be specifically attributed to this factor* (Agenda page 871). This is in stark contrast to the billions which apparently are being considered realistic for road construction; see Section 2.

D5. The 2021 "CITP" "review of the nature of key transport elements for other university towns" (Section 2.2) amounts to nothing but a few photographs and maps. No Stellenbosch-relevant or Stellenbosch-specific lessons are drawn and no resulting actions are proposed. As it stands, these figures and maps are just padding.

D6. *Vision Transport Elements* (Section 2.1) immediately goes to roads. No mention is made of the actual 2016 CITP Vision and its implications. The 2021 "CITP" thereby contradicts the Vision and Objectives of the 2016 CITP.

D7. Regarding the *Public Transport Plan* which in the MR16 occupies a central role, the 2021 "CITP" just expresses some hope for progress in the far future but reports no progress in the past or hope for the near future; see e.g. Page 827. In other words, the section on *Public Transport Plans* in the 2021 "CITP" offers nothing new.

D8. The 2021 "CITP" offers an adequate assessment on NMT, which is hardly surprising since the same consultant wrote both the NMTMP and the 2021 "CITP", but budget spending is minimal.

D9. Section 3.6 on Minibus Taxis comes nearer to being an actual update. At least here newer data on a 2019 Ranks Survey is included and some route change and consolidation is proposed. However, compared to the major reorganisation and needs of public transport, these improvements are minimal.

D10. Section 3.7 entitled *Commuter Bus* contains a trivial update.

D11. Section 3.8 on *Rail* has nothing new: the rail line maps had already been contained in the 2016 CITP. The table on p854 of "current fares" shown in the 2021 "CITP" is six years old and is a copy of the identical table appearing on page 48 of the 2016 CITP. The table on p855 on "boarding and alighting passengers" is nine years out of date.

D12. Section 3.9 Long-distance and cross-border transport: This section consists of padding, trivialities and plagiarised figures. The information provided is not new. Greyhound has ceased operating. Figure 3.7 of the 2021 "CITP" is an exact copy of the same Figure 3-33 of the 2016 CITP. Likewise, Fig 3.8 of the 2021 "CITP" is an exact copy of Fig 3-34 of the 2021 CITP.

D13. Section 3.10 Non-Motorised Transport: Given that ITS also compiled the NMT Master Plan, this section provides an acceptable update. Little to no information is, however, provided on the *progress made in the NMT sector* in the five years since detailed proposals were made in the 2016 CITP's Section 11.1.

D14. Section 3.11 on "Health Transport Services" is new but hardly important in the bigger context.

D15. Section 3.12 is trivial.

D16. In stark contrast to the triviality or minimal new information of the previous sections, Sections 3.13 to 3.19 regarding *Roads and Traffic* are long, detailed and uses fairly recent data. Most of that is derived from the RMP.

What is called an "Update" on Roads and Traffic in the 2021 "CITP" comprises ten pages with an entirely new emphasis on roads compared to the 2016 CITP. The 2016 CITP had merely mentioned three alternatives for two or three road routes which should be investigated. Instead of limiting itself to those two routes, the 2021 "CITP" has taken it upon itself to include a list of 84 road-related projects, taken directly from the RMP, of which most have no mention in the 2016 CITP or relevance within its overall strategy.

D17. **As measured by its Sections 3.13–3.18 on Roads and Traffic and its Sections 7.1 and 7.2 on "Transport Infrastructure Strategy", the 2021 "CITP" is therefore not an update but an entirely new document.**

D18. **The complete departure from the 2016 CITP is even more obvious in Section 12.1 ("Funding Requirements") which is dealt with in Section 2. The wholesale incorporation of a list of eighty four (84) specific roads projects into the funding requirements constitutes a wholesale departure from the MR16 requirements and the principles and specifics of the 2016 CITP.a**

D19. The mention on Page 874 of "Donations" as source of funding raises an important question: How much funding exactly has during the past five years been contribued by private *development contributions* towards road infrastructure? How much exactly has been "donated" in the past five years by private entities towards road building? By whom, exactly?

D20. Section 5 of the 2021 "CITP" is new and appropriate in that it reflects the results of 2019 public participation. Remarkably, the needs expressed by the public have very little in common with the Roads Master Plan but on the contrary express the urgent need for public transport and NMT. Like the RMP, the 2021 "CITP" fails to make any use of this information.

D21. The 2021 "CITP"'s Sections 6.1 to 6.3 (the purported "Public Transport Plan") offer nothing new except excuses why nothing has been done and vague proposals without any costing or timeframes.

D22. Section 6.4 (Operating Licences Plan) is relevant and a valid update.

D23. The 2021 "CITP"'s Section 7 *Transport Infrastructure Strategy* shows the extreme bias towards road projects and road building. Section 7.2 contains a three-page very long and very detailed list of road projects, taken of course from the RMP, while the corresponding list of projects in Section 7.3 (*Public Transport Infrastructure* consists of just seven items. All seven are related directly to minibus taxis and taxi ranks.

D24. **In other words, the 2021 "CITP" proposes exactly zero projects for public transport outside of minibus taxis. This represents the exact opposite of the legislation, the MSDF and the 2016 CITP.**

D25. The same disregard is continued in the 2021 "CITP"'s Section 8 (*Travel Demand Strategy*), which is a pathetic 1.5 page collection of generalities with no specifics. The 2016 CITP's Section 9 already contained detailed proposals, strategies, recommendations and proposals over ten pages. None of that is even mentioned in the 2021 "CITP", and it is easy to see why: There has been no progress to report and no proposed projects or funding for TDM in the last five years. The 2021 "CITP" not only fails to describe this failure in implementation, but itself has nothing to offer to improve this situation.

D26. As already mentioned, the NMT part of the 2021 "CITP" (Section 9) is based on the separate NMT Master Plan and looks acceptable. However, the amounts budgeted for NMT are miniscule compared to those being requested for road-related projects (less than one percent for planning and construction). Also, many of the listed projects are nothing more than sidewalks which are now routinely built when new roads are constructed. See Section ***.

D27. The key to the entire 2021 "CITP" lies in its Section 12, *Funding Strategy and Summary of Programmes*. This is dealt with at length in Section 2.

D28. Figure 4.1 of the 2021 "CITP" is incorrect and misleading and out of date since it dates back to 2013. The 2019 MSDF Figure 24 (*Consolidated Concept* of development) should have been used instead. **In using the incorrect key spatial plan in its Figure 4.1, the 2021 "CITP" is misleading and not compliant with the MSDF.**

D29. A CITP should in any case be governed by the MSDF overall concept, not by some communication by the Department of Planning and not by individual development proposals whose status and compatibility is unknown at best. Table 4.1 roughly corresponds to the 2019 MSDF, but Table 4.2 has no traceable ancestry in the MSDF. Likewise, Table 4.3 (Proposed industrial and commercial developments) has no place in the CITP unless it first appears in the MSDF.

D30. Section 4.4 of the 2021 "CITP" *Current and Proposed Trips* and Table 4.5 likewise have no relationship to the MSDF itself. They are taken not from the MSDF but from the Roads Master Plan, which has no status in law and cannot be used in this context or to claim that it represents the MSDF.

E NLTA Minimum Requirements 2016

GOVERNMENT NOTICES • GOEWERMENTSKENNISGEWINGS

DEPARTMENT OF TRANSPORT

NO. 881 **29 JULY 2016**

NATIONAL LAND TRANSPORT ACT, 2009 (ACT NO. 5 OF 2009)

MINIMUM REQUIREMENTS FOR THE PREPARATION OF INTEGRATED TRANSPORT PLANS, 2016

I, Elizabeth Dipuo Peters, the Minister of Transport hereby, in consultation with the MECs, publish the Minimum Requirements in the Schedule in terms of section 8(1)(q), (r) and (s) and section 36(1) and (2) of the National Land Transport Act, 2009 (Act No. 5 of 2009).



.....

Elizabeth Dipuo Peters

Minister of Transport

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MEC relates only to matters listed in section 36(4) of the Act, such as procedures and financial issues that affect the province. ITPs must be submitted to the Minister for approval of the rail component where there is one. All ITPs must be made available to the National Public Transport Regulator (NPTR) and the relevant Provincial Regulatory Entity (PRE) by planning authorities and they must make recommendations to them relevant to applications for new operating licences. In the case of LITPs, they will be submitted to the MEC as part of the relevant DITP and not separately. In addition, these transport plans also need to become part of the integrated development plans (IDPs) of the applicable metropolitan, district and local municipalities as required by section 31 of the Act.

LITPs will thus be included in a summarised format by the district municipalities in their transport plans, and will also serve as input into the IDPs of the applicable local municipality and district municipality.

5. FREQUENCY OF PLAN PREPARATION AND UPDATE

ITPs are prepared for a five-year period, thus a new ITP must be prepared every five years. On an annual basis, updating of selected aspects must be carried out.

The minimum frequency of plan preparation and updating is shown in Table 1.

TABLE 1: MINIMUM FREQUENCY OF PLAN PREPARATION AND UPDATE

PLAN	FREQUENCY		COMMENTS
	PREPARATION	UPDATE	
1. Comprehensive ITP (CITP) and District ITP (DITP)	Total overhaul every 5th year	Annual update of selected aspects, in synchronisation with IDP	Update to focus on action programme and budget. Prerogative of PA to do more comprehensive update
2. Local Integrated Transport Plan (LITP)	Prepare every five years, as input to new DITP in the case of local authorities that fall within a district municipality	Update the budget and programme for the following year annually, in synchronisation with IDP	
3. Transport Register (forms part of ITP)	Total overhaul every 5th year	Update the TR if any significant new data collection occurs. GIS, databases and information systems to be updated on an ongoing basis as and when new information is collected	Update to concentrate on gaps and information of poor quality
4. Public Transport Plan (forms part of ITP)	Total overhaul every 5th year	Report annually on contracts that have been awarded or which have expired and any changes or additions to the proposed contracted services network. Database of operating licences should be updated on an ongoing basis as OLs are awarded, lapse, or are renewed.	

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5.1 Overhauling the plan

The overhauling of a plan every fifth year means that every aspect of the plan must be re-examined to see if it is still up to date, revised and updated where necessary, and relevant new aspects must be added. A new Transport Register must be prepared every five years, ahead of the new five-year ITP, and this needs to be reflected in Chapter 3 of the new ITP. Revisions to the municipality's Spatial Development Framework must be reflected. Stakeholder engagement must be carried out, and the needs assessment updated accordingly.

The Public Transport Plan must be revised to plan for any new contracts that will be issued over the next five years and to reflect the sequencing of any proposed restructuring of the network. The new ITP should reflect progress made in the previous five years with the implementation of the various strategies and programmes, and update all strategies and programmes for the next five years. DITPs that reflect LITPs must be updated to summarise the new five-year LITPs of its constituent local municipalities.

The list of projects, programmes and budgets in Chapter 12 must be completely revised for the next five year period of the new plan, and a detailed budget and programme prepared for the following year.

5.1 Annual updates

On an annual basis, the ITP should be updated where necessary, and this may take the form of a supplementary annual report, rather than the issuing of a new ITP document each year.

The annual updating of the plan must at least involve the following:

- Update the TR if any significant new data collection occurs. The transportation GIS, databases and information systems must be updated on an ongoing basis as and when new information is collected.
- Describe progress with implementing the ITP in the previous year (e.g. new infrastructure built and contracts awarded).
- Document which contracts have been awarded or which have expired and any changes or additions to the proposed contracted services network. In municipalities that have prepared a CITP in particular, the annual plan submitted in support of the PTNG grant and other national funding must be documented.
- The database of operating licences, where a municipality has established such, should be updated on an ongoing basis as OLs are awarded, lapse, or are renewed. Any adjustments necessary to the Operating Licences Plan based on representations or new developments should be documented.
- Revising and updating the projects, programmes and budgets in Chapter 12, so that a three-year period ahead is maintained, along with a detailed programme and budget for the next financial year. The expected sources of revenue to fund the budget must be documented. This chapter will serve as the basis for the municipality's annual transport sector component of the Integrated Development Plan (IDP). The budget and programme for the following year contained in each LITP must also be updated by the local municipality concerned, in synchronisation with the preparation of the annual IDP.

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F Original tables from Section 12 of the 2021 "CITP"

12 FUNDING STRATEGY AND SUMMARY OF PROGRAMMES

12.1 Funding Requirements

Table 12.1 provides a summary of the total budgets estimated to be required for the full list of projects by the various project categories. Project values are shown in **millions of Rands**.

Table 12.1: Project Budget Totals per Category

Project Category	Project Budgets Per FY in **Million Rands R'000 000**					
	2020/21	2021/22	2022/23	2023/24	2024/25	Total
Integrated Planning	R4.00	R3.80	R5.60	R22.60	R1.70	R37.70
Public Transport	R36.80	R15.25	R27.00	R18.50	R7.50	R105.05
NMT (Walk/Cycle)						R126.30
Road Infrastructure	R25.31	R244.40	R242.40	R758.20	R112.10	R1 382.41
TOTALS **(Millions Rands)**	R66.11	R263.45	R275.00	R799.30	R121.30	R1 525.16

Note project costs are in Million Rands.

Table 12.2, Table 12.3, Table 12.4 and Table 12.5 summarises the list of projects for SM by type of project category. The list of proects has been sub-divided into the following categories:

- Integrated Planning Projects
- Public Transport Projects
- NMT/Walking and Cycling Projects
- Roads Infrastructure Projects

Projects have been assigned over the next five financial years:

- Years 1 – FY 2020/21
- Year 2 – FY 2021/22
- Year 3 - FY 2022/23
- Year 4 – FY 2023/24
- Year 5 - FY 2024/25.

It also gives an indication of the stage of the projects

- Planning
- Design
- Construction

The priority of projects have also been indicated.

- High – first 1-2 years
- Medium 3-5 years
- Low – beyond 5 years

In additional an indication has been given as to its contribution to the various strategic focus areas listed in the IDP:

- Valley of Possibility
- Green and Sustainable
- Safe Valley
- Dignified Living
- Good Governance and Compliance

The proposed Priority NMT linkages cover 28km and their implementation costs are estimated at approximately R126 million. The list of NMT projects have been costed but not year of implementation allocated yet. Thus for now, only the total budgets for NMT are reflected and not the budgets by financial year.

The project numbering from the Roads Masterplan projects have been carried through.

Also note, that some of the Roads Projects that are still in early planning stages, costs have not been provided for these.

Table 12.2: List of Infrastructure Transport Planning Projects

Project No.	Projects	Financial Year Project Budget (Million Rands) 2020/21	2021/22	2022/23	2023/24	2024/25	Type	Funding Source	Strategic Focus Areas: Valley of Possibility	Green and Sustainable	Safe Valley	Dignified Living	Good Governance	Priority
1	Comprehensive Transport Plan (CITP)	R1.00	R1.10	R1.40	R1.30	R1.10	Planning	SM/WCG	✓	✓	✓	✓	✓	High
a	Overview	R0.30	R0.30	R0.30	R0.30	R0.30	Planning	SM/WCG	✓	✓	✓	✓	✓	High
b	Public Transport Strategy	R0.70			R0.30		Planning	SM/WCG	✓	✓	✓	✓	✓	High
c	Transport Demand Management (TDM) Strategy			R0.50			Planning	SM/WCG	✓	✓	✓	✓	✓	High
d	Freight Strategy		R0.60				Planning	SM/WCG	✓	✓	✓	✓	✓	High
e	Law Enforcement Strategy		R0.20				Planning	SM	✓	✓	✓	✓	✓	High
f	Operating Licensing Plan Review (OLP)			R0.30		R0.30	Planning	SM/WCG	✓	✓	✓	✓	✓	High
g	NMT Strategy			R0.30			Planning	SM/WCG	✓	✓	✓	✓	✓	High
h	Universal Access Strategy				R0.70		Planning	SM/WCG	✓	✓	✓	✓	✓	High
2	Update Traffic Model			R0.60			Planning	SM	✓	✓	✓	✓	✓	High
3	Parking and loading standards guidelines			R0.30			Planning	SM	✓	✓	✓	✓	✓	High
4	Park and Ride Feasibility Study		R0.60				Planning	SM	✓	✓	✓	✓	✓	High
5	Road Transport Safety Master Plan			R0.70			Planning	SM	✓	✓	✓	✓	✓	High
6	Traffic Calming Master Plan			R0.70			Planning	SM	✓	✓	✓	✓	✓	High
7	New Development Transport Analysis						Planning	SM	✓	✓	✓	✓	✓	High
8	Du Toit Street Relocation						Planning	SM	✓	✓	✓	✓	✓	TBC
9	Adam Tas Corridor						Planning	SM	✓	✓	✓	✓	✓	TBC
10	Parking Development	R1.00	R1.00				Planning	SM	✓	✓	✓	✓	✓	High
11	Traffic Signal Optimization Programme						Planning	SM	✓	✓	✓	✓	✓	TBC
12	Kayamandi Extention Transport Network Plan						Planning	SM	✓	✓	✓	✓	✓	TBC
13	Klapmuts Transport Network Plan						Planning	SM	✓	✓	✓	✓	✓	TBC
14	Ben du Toit Extension: Trumali Street / Paradyskloof Road			R0.50	R20		Planning	SM	✓	✓	✓	✓	✓	Medium
15	Jamestown South Transport Network	R1.00					Planning	SM	✓	✓	✓	✓	✓	High
16	Botmanskop Transport Network						Planning	SM	✓	✓	✓	✓	✓	TBC
17	Droedyke Transport Network						Planning	SM	✓	✓	✓	✓	✓	TBC
TOTAL (Rands Per Million)		**R4.00**	**R3.80**	**R5.60**	**R22.60**	**R1.70**								

Table 12.3: List of Public Transport Projects

Project No.	Projects	Financial Year / Project Budget (Million Rands) 2020/21	2021/22	2022/23	2023/24	2024/25	Type	Funding Source	Strategic Focus Areas: Valley of Possibility	Green and Sustainable	Safe Valley	Dignified Living	Good Governance and Compliance	Priority
1	Kayamandi Taxi Rank	R13.00					Construction	SM	✓	✓	✓	✓	✓	High
2	Franchhoek Taxi Rank - Phase 2	R12.00					Construction	SM	✓	✓	✓	✓	✓	High
3	Klapmuts Taxi Rank - Phase 2	R10.00					Construction	SM	✓	✓	✓	✓	✓	High
4	Long distance MBT Rank - Kaymandi		R0.25	R2.00	R6.50	R6.50	Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
5	MBT Shelters	R0.30	R1.00	R1.00	R1.00	R1.00	Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
6	Bergzicht Rank Upgrades			R10.00			Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
7	Pound upgrade/ infrastructure		R3.00	R2.00			Planning, Design and Construction	WCG	✓	✓	✓	✓	✓	TBC
8	Public Transport system Feasibility Study	R1.00	R1.00				Planning	SM, Net	✓	✓	✓	✓	✓	High
9	Businees Model and Operator Liaison			R1.00	R1.00		Planning	SM, Net	✓	✓	✓	✓	✓	High
10	Short-Term Interventions	R0.50	R5.00	R5.00			Planning, Design and Construction	SM, WCG	✓	✓	✓	✓	✓	High
11	Feasibility of a Transport Operating Company		R2.00				Planning and Investigation	SM	✓	✓	✓	✓	✓	High
12	Public Transport Policy		R1.00				Planning and Investigation	SM	✓	✓	✓	✓	✓	High
13	Re-design of Bergzicht Public Transport Facility		R1.00	R5.00			Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
14	Tour Bus Parking Stellenbosch/Franschoek		R1.00	R1.00	R10.00		Planning	SM	✓	✓	✓	✓	✓	High
TOTAL (Rands Per Million)		**R36.80**	**R15.25**	**R27.00**	**R18.50**	**R7.50**								

Table 12.4: List of NMT (Walking and Cycling) Projects

Project No.	Projects	Total project costs incl fees	Financial Year Project Budget (Million Rands) 2020/21	2021/22	2022/23	2023/24	2024/25	Type	Funding Source	Strategic Focus Areas: Valley of ssibility	Green and stainable	fe Valley	Dignified Living	Good Governance d Compliance	Priority
1	Pedestrianisation of Church St and Andringa St	R0.49						Planning, Design and Construction	SM		✓	✓	✓		High
2	Re-cluttering of street furniture in Stellenbosch CBD and dropped kerb standardisation	R5.00						Planning, Design and Construction	SM		✓	✓	✓		Medium
3	Roll-out of bicycle network in Stellenbosch CBD (Continuity of cycle routes, road markings, bi-directional cycling in one way streets, bicycle parking)	R4.40						Planning, Design and Construction	SM		✓	✓	✓		High
4	Pedestrian bridge across R304 & rail line linking Kayamandi and Cloetesville	R20.00						Planning, Design and Construction	SM		✓	✓	✓		High
5	Kayamandi Rand St: Pedestrian priority, restrict heavy vehicle access, narrow road to 6,5m (from ~9m wide black top), raised ped crossing; Brick pave 4m wide NMT route up to to railway crossing	R0.61						Planning, Design and Construction	SM		✓	✓	✓		High
6	Kayamandi: Safe ped link across railway line at Du Toit Station (grade separated crossing; either pedestrian bridge or crossing as part of Kayamandi mall upgrade)	R8.42						Planning, Design and Construction	SM		✓	✓	✓		High
7	Kayamandi: Staircases parallel to Rand Rd north-east of stadium	R1.83						Planning, Design and Construction	SM		✓	✓	✓		High
8	Kayamandi: Staircases west of stadium and 3m wide footpath up to Rand St (market area)	R2.14						Planning, Design and Construction	SM		✓	✓	✓		High
9	Pedestrian bridge across Helshoogte Rd (R310) at Simonsberg St to provide safe crossing for scholars	R8.42						Planning, Design and Construction	SM		✓	✓	✓		High
10	Bosman St: Extend effective sidewalk width and provide bi-directional cycle lane (Phase 1 between Banhoek and Merriman, Phase 2 Merriman and Van Riebeeck)	R0.99						Planning, Design and Construction	SM		✓	✓	✓		High
11	Soeteweide St: Restrict access to local traffic only and provide safe pedestrian space	R0.95						Planning, Design and Construction	SM/ WCG		✓	✓	✓		Medium
12	Merriman Ave: Investigation into ped crossing to mitigate current safety concerns	R0.62						Planning, Design and Construction	SM/ WCG		✓	✓	✓		High
13	Merriman Ave: Extension of existing cycle lane up to Adam Tas	R0.10						Planning, Design and Construction	SM		✓	✓	✓		Medium
14	Die Laan: Extend effective sidewalk width and provide bi-directional cycle lane	R0.49						Planning, Design and Construction	SM		✓	✓	✓		High
15	R44: Provide 3m wide footpath on western side of the R44 (from Lang Rd to Welegevonden)	R8.00						Planning, Design and Construction	SM/ WCG		✓	✓	✓		Medium
16	R44: Provide footpath (Extension of Ortell Rd in Cloetesville to the east) and bridge over R44	R9.29						Planning, Design and Construction	SM/ WCG		✓	✓	✓		High

Project No.	Projects	Total project costs incl fees	Financial Year Project Budget (Million Rands) 2020/21	2021/22	2022/23	2023/24	2024/25	Type	Funding Source	Strategic Focus Areas: Valley of ssibility	Green and stainable	fe Valley	Dignified Living	Good Governance d Compliance	Priority
17	Curry Rd: Extend sidewalk space on eastern side by 1) widening existing sidewalk and by 2) reducing drop-off area by installing delineated kerb	*R0.85*						Planning, Design and Construction	SM		✓	✓	✓		High
18	Bloekom St: Improved traffic calming in front of school and extend existing sidewalk	*R0.56*						Planning, Design and Construction	SM		✓	✓	✓		High
19	Extend Bicycle Lane from Cluver Rd along Rustenberg Rd and	*R1.00*						Planning, Design and Construction	SM		✓	✓	✓		Medium
20	Cluver Rd: Provide smooth transition of bicycle lane onto sidewalk space on both sides of the road, widen sidewalk to convert into Bicycle Class 2	*R0.21*						Planning, Design and Construction	SM		✓	✓	✓		High
21	Upgrade NMT route through Eikestadt Mall outside parking area; investigate re-arrangement of parking	*R0.42*						Planning, Design and Construction	SM		✓	✓	✓		Medium
22	Aan die Wagenweg: Upgrade of bicycle path and sidewalk space	*R0.89*						Planning, Design and Construction	SM		✓	✓	✓		Medium
23	Van Rheede/ R44 Intersection: Improve pedestrian safety	*R2.20*						Planning, Design and Construction	SM		✓	✓	✓		High
24	R44: Provide footpath on eastern side of the R44 (from Doombosch to Dorp) incl. ped bridge over Eerste River	*R10.31*						Planning, Design and Construction	SM		✓	✓	✓		Medium
25	R44: Upgrade footpath on eastern side of the R44 (from Paradyskloof to Doombosch)	*R1.22*						Planning, Design and Construction	SM		✓	✓	✓		High
26	Merriman Ave: Proposed shared footpath on southern side of the road (from Cluver to Simonsberg)	*R1.05*						Planning, Design and Construction	SM		✓	✓	✓		Medium
27	Simonsberg Rd: Provide shared facility & Implementation of traffic calming measures	*R1.22*						Planning, Design and Construction	SM		✓	✓	✓		High
28	Martinson Rd: Narrowing of road with a separate two-way bicycle facility (4m wide Class 3) on southern side between Omega Rd and Simonsberg Rd; incl. gateways and sidewalk on northern side	*R2.72*						Planning, Design and Construction	SM		✓	✓	✓		Medium
29	Jonkershoek Rd: Upgrade of shared footpath (widen and resurface southside path where space allows) and provide lighting	*R4.87*						Planning, Design and Construction	SM/ WCG		✓	✓	✓		Medium
30	Bird St/ Adam Tas (R44) Intersection: Improve pedestrian safety	*R1.65*						Planning, Design and Construction	SM/ WCG		✓	✓	✓		High
31	Strand St. R44/ Dorp St Intersection: Improve pedestrian safety	*R1.65*						Planning, Design and Construction	SM/ WCG		✓	✓	✓		High
32	Adam Tas (R301)/ Dorp St Intersection: Improve pedestrian safety	*R1.65*						Planning, Design and Construction	SM/ WCG		✓	✓	✓		Medium

Project No.	Projects	Total project costs incl fees	Financial Year Project Budget (Million Rands) 2020/21	2021/22	2022/23	2023/24	2024/25	Type	Funding Source	Strategic Focus Areas: Valley of ...issibility	Green and ...tainable	...fe Valley	...nified Living	Good Governance ...d Compliance	Priority
33	Jamestown Webbersvallei Rd: Provide 3m wide shared facility on northern side	*R4.65*						Planning, Design and Construction	SM		✓	✓	✓		Medium
34	Jamestown Drakensberg Rd: Provide shared NMT Facility	*R0.55*						Planning, Design and Construction	SM		✓	✓	✓		Medium
35	Koelenhof: Investigation into safe ped crossing at railway line	*R0.08*						Planning	SM		✓	✓	✓		High
36	Kylemore Swart Rd: Extend existing sidewalk up to Helshoogte Road	*R0.12*						Planning, Design and Construction	SM		✓	✓	✓		High
37	Kylemore Gousblom St: Widen pedestrian space at school entrance	*R0.15*						Planning, Design and Construction	SM		✓	✓	✓		High
38	Kylemore Petunia St: Widen existing sidewalk on southern side, potentially convert into one-way street	*R0.16*						Planning, Design and Construction	SM		✓	✓	✓		High
39	Lanquedoc: Provide shared NMT facility as part of Class 2 as part of the Upgrading of the Lanquedoc Access Road (SRMP078)	*R0.00*						Planning, Design and Construction	SM		✓	✓	✓		High
40	Klapmuts: Shared NMT path along Klapmuts River (off-road)	*R1.84*						Planning, Design and Construction	SM		✓	✓	✓		High
41	Klapmuts Adams St: Widen existing sidewalk on western side	*R0.43*						Planning, Design and Construction	SM		✓	✓	✓		Medium
42	Klapmuts Alexander St: Widen existing sidewalk and traffic calming measures	*R0.83*						Planning, Design and Construction	SM		✓	✓	✓		Medium
43	Klapmuts Merchant St: Widen existing sidewalk on eastern side (use full effective width) and convert into shared NMT facility	*R0.75*						Planning, Design and Construction	SM		✓	✓	✓		Medium
44	Groendal Upper Lea Smit Rd: Upgrade sidewalks and introduce traffic calming	*R1.07*						Planning, Design and Construction	SM		✓	✓	✓		High
45	Groendal Stiebeuel River: Provide shared NMT facility along river on western side from existing NMT path to Dalubuhle school	*R1.84*						Planning, Design and Construction	SM		✓	✓	✓		Medium
46	Groendal Jafthas St: Sidewalk along Jafthas St from Boonzaaier to Groendal High School (including ped crossing)	*R0.40*						Planning, Design and Construction	SM		✓	✓	✓		Medium
47	Groendal Davids St: Extend sidewalk by means of delineated kerb	*R1.01*						Planning, Design and Construction	SM		✓	✓	✓		Medium
48	Groendal: Provide staircase and NMT route from higher lying informal area down to Dalubuhle Primary School	*R1.93*						Planning, Design and Construction	SM		✓	✓	✓		Medium

Project No.	Projects	Total project costs incl fees	Financial Year Project Budget (Million Rands) 2020/21	2021/22	2022/23	2023/24	2024/25	Type	Funding Source	Strategic Focus Areas: Valley of ssibility	Green and stainable	fe Valley	Dignified Living	Good Governance d Compliance	Priority
49	La Motte Robertsvlei Rd: Provide 3m wide shared facility on western side of Robertsvlei Rd (to be included in SRMP033)	*R2.94*						Planning, Design and Construction	SM		✓	✓	✓		Medium
50	La Motte Main Rd: Provide pedestrian crossing	*R0.02*						Planning, Design and Construction	SM		✓	✓	✓		Medium
51	Franschhoek Main Road (R45): Upgrade existing pedestrian crossing points	*R0.16*						Planning, Design and Construction	SM		✓	✓	✓		Medium
52	Wemmershoek: Rail crossing - Formalise path to PT stop on R45	*R0.33*						Planning, Design and Construction	SM		✓	✓	✓		High
53	Wemmershoek: Formalise footpath on the western side of the R301 up to Wemmershoek access and pedestrian crossing at school access road	*R1.60*						Planning, Design and Construction	SM		✓	✓	✓		High
54	Wemmershoek: Formalise footpath on southern end of Wemmershoek up to school	*R1.22*						Planning, Design and Construction	SM		✓	✓	✓		Medium
TOTAL (Rands Per Million)		**R126.30**	**R0.00**	**R0.00**	**R0.00**	**R0.00**	**R0.00**								

<u>Note:</u>

Projects 1-34 are located within the wider Stellenbosch town area.

This list includes short-term projects of High (essential) and Medium (desireable) importance.

Costs are Total Project Costs incl. fees. Annual Maintenance to be added.

Funding source to be confirmed.

Table 12.5: List of Roads Infrastructure Projects

Project No.	Projects	Financial Year Project Budget (Million Rands) 2020/21	2021/22	2022/23	2023/24	2024/25	Type	Funding Source	Strategic Focus Areas: Valley of Possibility	Green and Sustainable	Safe Valley	Dignified Living	Good Governance and Compliance	Priority
SRMP001	New Link Road between R310 and R304 (Western bypass - Portion north of Adam Tas Road)			R115.40			Feasibility	SM/WCG	✓	✓	✓	✓	✓	Medium
SRMP002	New Link Road between R44 (Techno Park) and R310 (Adam Tas Road). Western Bypass - interim portion south of the R310.	R1.00	R95.10				Planning	SM/WCG	✓	✓	✓	✓	✓	High
SRMP003	New road between R44 (near Annandale Road) and R310 (Adam Tas). Western Bypass, ultimate portion south of the R310.						Concept	WCG	✓	✓	✓	✓	✓	TBC
SRMP004	Kromme Rhee Road				R50.30		Planning	WCG	✓	✓	✓	✓	✓	Medium
SRMP006	R44 / Merriman Street		R2.00		R30.00		Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
SRMP007	Bottelary Road / R304 / Devonvale Rd (Blumberg Dr)				R33.20		Roundabout completed	SM	✓	✓	✓	✓	✓	
SRMP008	R44 /R310 (Helshoogte Road)	R2.00	R1.80	R5.00			Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
SRMP009	R44 / Alexander Street / Adam Tas	R2.00	R2.70		R30.00		Planning, Design	SM	✓	✓	✓	✓	✓	High
SRMP010	R44 / Winery Road		R34.10				Planning	WCG	✓	✓	✓	✓	✓	High
SRMP011	R44 / Annandale Road						Complete	WCG	✓	✓	✓	✓	✓	
SRMP012	R45 (Huguenot Rd) / Le Roux Street	R1.00	R1.00	R10.00			Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
SRMP013	R45 (Huguenot Rd) / La Provence Road						Planning	SM	✓	✓	✓	✓	✓	TBC
SRMP014	R45 (Huguenot Rd) / Uitkyk Street						Planning	SM	✓	✓	✓	✓	✓	TBC
SRMP015	R45 (Huguenot Rd) / Louis Botha Road						Planning	SM	✓	✓	✓	✓	✓	TBC
SRMP016	R45 (Huguenot Rd) / Lambrechts Road						Planning	SM	✓	✓	✓	✓	✓	TBC
SRMP017	R45 (Lambrechts Road) / Nerina Street						Planning	SM	✓	✓	✓	✓	✓	TBC

SRMP018	R44: Techno Road to Van Reede Road intersections	R2.00					Planning	SM/WCG	✓	✓	✓	✓	✓	High
SRMP020	R44: IRT Infrastructure						Planning	WCG	✓	✓	✓	✓	✓	Medium
SRMP021	R310: Stellenbosch Arterial / Polkadraai Road						Planning	WCG	✓	✓	✓	✓	✓	Low
SRMP022	Western Bypass: Full length of Western Bypass						Concept	WCG	✓	✓	✓	✓	✓	TBC
SRMP023	Western Bypass / R304 intersection						Concept	WCG	✓	✓	✓	✓	✓	TBC
SRMP024	Western Bypass / R310 intersection						Concept	WCG	✓	✓	✓	✓	✓	TBC
SRMP025	Western Bypass / R44 intersection						Concept	WCG	✓	✓	✓	✓	✓	TBC
SRMP027	Portion of R45 between N1 and Helshoogte Road				R96.10		Planning	WCG	✓	✓	✓	✓	✓	Medium
SRMP028	Portion of R304 from N1 to R310/R44				R165.30		Planning	SM/WCG	✓	✓	✓	✓	✓	Medium
SRMP028	Portion of R304 from R44 to Kyamandi						Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
SRMP030	Welgevonden Boulevard: New road between Lang Road and R44		R1.00	R10.00		R12.30	Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP033	Robertsvlei Road: DR1343 / DR1351 / MR191		R66.70				Planning	WCG	✓	✓	✓	✓	✓	High
SRMP034	Groenfontein Road from R44 to Protea Road					R74.20	Planning	SM/DC	✓	✓	✓	✓	✓	Medium
SRMP035	R44 / George Blake Road / Merriman Avenue		R2.00	R2.00	R30.00		Planning, Design	SM	✓	✓	✓	✓	✓	Medium
SRMP037	MR166: Road and intersection upgrades						Planning	WCG	✓	✓	✓	✓	✓	Low
SRMP038	R101: Portion of Old Paarl Road from the R304 to Bloekombos			R9.80			Planning	WCG	✓	✓	✓	✓	✓	Medium
SRMP039	Portion of M12 from existing dualling to R102			R9.80			Planning	WCG	✓	✓	✓	✓	✓	Medium
SRMP045	Macassar Road to Winery Road, extension of Main Road				R11.40		Planning	WCG	✓	✓	✓	✓	✓	Medium

SRMP047	New road link near Stellenrust Roundabout ot the R44				R2.00		Planning	SM	✓	✓	✓	✓	✓	High
SRMP049	New Jamestown South Access Road				R63.50		Planning	SM/WCG	✓	✓	✓	✓	✓	Medium
SRMP050	New School Street: Jamestown	R3.00	R5.00				Planning and construction	SM	✓	✓	✓	✓	✓	High
SRMP051	Pajaro Avenue extension north and south to connect Stellenrust Road to Blaauwklippen Road				R50.00		Design and Construction	SM	✓	✓	✓	✓	✓	Medium
SRMP052	Wildebosch Road between R44 and Blaauwklippen Road						Concept	SM	✓	✓	✓	✓	✓	TBC
SRMP053	Wildebosch Road between Paradyskloof Road and the extension of Van Reede Road						Concept	SM	✓	✓	✓	✓	✓	TBC
SRMP054	Van Reede Road Extention - West			R22.10			Planning, Design	SM	✓	✓	✓	✓	✓	Medium
SRMP055	Van Reede Road Extention - East			R5.80			Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP056	Suidwal Road			R2.50			Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP057	Rokewood Road / Stellentia Road				R2.00		Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP058	Pastorie Road (Noordwal Wes Rd) link to Suidwal Street				R29.90		Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP062	R44 / Sandringham Road (R101)				R64.40		Planning	SM/DC	✓	✓	✓	✓	✓	Medium
SRMP063	Helshoogte Road / Simonsberg Street				R20.20		Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP064	Helshoogte Road / Sonnestraal Street				R37.60		Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP066	Main Road / Simonsberg Ext				R28.80		Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP067	Dirkie Uys Street				R13.50		Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP068	New access road from the R45 to existing local access road (OP5618)					R10.60	Planning	SM	✓	✓	✓	✓	✓	Low
SRMP069	The Avenue / Suidwal Street					R15.00	Planning	SM	✓	✓	✓	✓	✓	Low
SRMP072	MR172 (Johannesdal-Eastern Link Intersection						Concept	SM	✓	✓	✓	✓	✓	TBC
SRMP073	Stellenrust Road						Complete	WCG	✓	✓	✓	✓	✓	Low

SRMP077	Schuilplaats Rd: Trumali Street / Paradyskloof Road	R4.00					Construction	SM	✓	✓	✓	✓	✓	High
SRMP078	Lanquedoc Access Road and Bridge	R0.50	R0.50	R30.00			Construction	SM	✓	✓	✓	✓	✓	High
1	Ben du Toit Extension: Trumali Street / Paradyskloof Road						Planning	SM	✓	✓	✓	✓	✓	TBC
2	Jamestown (South) road network	R1.00					Planning	SM	✓	✓	✓	✓	✓	High
3	Distillery Road Bridge	R5.00	R30.00				Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
4	Jamestown Pedestrianization of School Street	R3.00	R2.00				Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
5	Jamestown: Pajero Street Sidewalks Implementation	R0.81	R0.50				Construction	SM	✓	✓	✓	✓	✓	High
6	Vlottenburg Road Realignment			R20.00			Planning, Design	SM/DC	✓	✓	✓	✓	✓	TBC
TOTAL (Rands Per Million)		**R25.31**	**R244.40**	**R242.40**	**R758.20**	**R112.10**								

G February 2020 Parking Report: First phase costing

Table 5.4: Costing of four Projects to catered for on First Phase of Parking Provision

	Closed Garage equivalent in US, 5 levels at avg 400 vehicles per level	Prposed size of Garage	R150 000 per parking bay for Multi Story Parking; R1500 per bay for single level open parking	R6750 operating cost per parking bay	Avg parking tariff per hour	% of time that a vehicle is parked on a park space over 24 hours	Parking income over 260 work days per annum at the chosen occupancy rate based on 24 hours	Annual Revenue minus Annual operating Cost	Bond repayments over 20 years at 10% interest rate	Net Revenue minus Annual Debt Coverage (parkin rate has been raised to the nearest cent to make this value positive
Site	Description	Parking Spaces	Total Bond Issue Amount	Annual Operating Costs	Parking Tariff/ hour	Occupancy Rate	Annual Revenue	Net Revenue	Annual Debt Service & Coverage	Net Income Surplus/ (Deficiency)
Van der Stel Area	5 levels (2.5 below grade)	2000	R 300 000 000	R 13 500 000	R 7.74	50%	R 48 297 600	R 34 797 600	R 34 740 768	R 56 832
Eikestad Mall	4 levels (1.5 below grade(	2000	R 300 000 000	R 13 500 000	R 6.45	60%	R 48 297 600	R 34 797 600	R 34 740 768	R 56 832
Techno Park Area	5 levels (2.5 below grade)	1200	R 180 000 000	R 8 100 000	R 7.74	50%	R 28 978 560	R 20 878 560	R 20 844 456	R 34 104
Klapmuts	Only Ground Level – Open parking	100	R 150 000	R 675 000	R 2.22	50%	R 692 640	R 17 640	R 17 364	R 276
Franschoek	Only Ground Level – Open parking	200	R 300 000	R 1 350 000	R 2.22	50%	R 1 385 280	R 35 280	R 34 740	R 540
TOTAL		5500	R 480 000 000	R 21 600 000			R 77 276 160	R 55 676 160	R 55 585 224	R 90 936

6.5 Legal Implications

a. The Constitutional, Act 108 of 1996, as amended, States under Schedule 5B, inter alia:

Part B

The following local government matters to the extent set out for provinces in section 155(6)(a) and (7):

- Traffic & Parking

b. The Municipal System Act, Act 32 of 200, has reference and in Particular:

i. Section 78(3) and (4)

ii. Section 76, 77

These sections are discussed under Item 5.1

6.6 Staff Implications

An External Mechanism of the Provision and Operations of Parking Garages to be used as well as an External mechanism of operating open parking space. There wold therefore be no impact on Municipal Staff

6.7 Risk Implication

The risk of inadequate parking and unhealthy components thereof, are reduced.

6.8 Previous / Relevant Council Resolutions:

6.8.1 Section 78(1) commencement

H Cost estimation based on corrected "CITP" Tables 12.2 to 12.5

Replication and correction of "Funding Strategy" numbers of the 2021 "CITP" Section 12 and corresponding calculations

Tables 12.2 to 12.5 of 2021 "CITP" corrected and augmented with calculations plus Parking Report Numbers

FRIENDS OF STELLENBOSCH MOUNTAIN 14 JUNE 2021

SRMP Number	Table and Project No	Project description	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	All-FY Total	TBC Estim	Priority	Priority Factor	High + Medium Priority Total	Type	Construction Factor	Total incl Constr uction	H+M Priority Total incl Constr uction
											0.5			5.00		
	GRAND TOTAL	Rmillion						2,432.91				1,851.43			8,460.46	5,393.58
	% PUBLIC TRANSPORT + NMT							11.10				12.55			6.02	7.99
	% ROADS PLUS PARKING							88.90				87.45			93.98	92.01
	% TOTAL							100.00				100.00			100.00	100.00
	Table 12.2: Infrastructure Transport Planning Projects															
	12.2.01a		1.00	1.10	1.40	1.30	1.10	5.90		H	1	5.90	P	5.00	29.50	29.50
	12.2.01b		0.30	1.30	0.30	0.30	0.30	2.50		H	1	2.50	P	5.00	12.50	12.50
	12.2.01c		0.70			0.30		1.00		H	1	1.00	P	5.00	5.00	5.00
	12.2.01d				0.50			0.50		H	1	0.50	P	5.00	2.50	2.50
	12.2.01e			0.60				0.60		H	1	0.60	P	5.00	3.00	3.00
	12.2.01f			0.20				0.20		H	1	0.20	P	5.00	1.00	1.00
	12.2.01g				0.30		0.30	0.60		H	1	0.60	P	5.00	3.00	3.00
	12.2.01h				0.30			0.30		H	1	0.30	P	5.00	1.50	1.50
	12.2.02					0.70		0.70		H	1	0.70	P	5.00	3.50	3.50
	12.2.03				0.60			0.60		H	1	0.60	P	5.00	3.00	3.00
	12.2.04				0.30			0.30		H	1	0.30	P	5.00	1.50	1.50
	12.2.05			0.60				0.60		H	1	0.60	P	5.00	3.00	3.00
	12.2.06				0.70			0.70		H	1	0.70	P	5.00	3.50	3.50
	12.2.07				0.70			0.70		H	1	0.70	P	5.00	3.50	3.50
	12.2.08							0.00				0.00	P	5.00	0.00	0.00
	12.2.09							0.00				0.00	P	5.00	0.00	0.00
	12.2.10		1.00	1.00				2.00		H	1	2.00	P	5.00	10.00	10.00
	12.2.11							0.00				0.00	P	5.00	0.00	0.00
	12.2.12							0.00				0.00	P	5.00	0.00	0.00
	12.2.13							0.00				0.00	P	5.00	0.00	0.00
	12.2.14				0.50	20.00		20.50		M	0.5	10.25	P	5.00	102.50	51.25
	12.2.15		1.00					1.00		H	1	1.00	P	5.00	5.00	5.00
	12.2.16							0.00				0.00	P	5.00	0.00	0.00
	12.2.17							0.00				0.00	P	5.00	0.00	0.00
	TOTAL (Rmillion)		4.00	4.80	5.60	22.60	1.70	38.70				28.45			193.50	142.25
	% of GRAND TOTAL							1.59				1.54			2.29	2.64
	Table 12.3: Public Transport Projects															
	12.3.01		13.00					13.00		H	1	13.00	C	1.25	16.25	16.25
	12.3.02		12.00	–				12.00		H	1	12.00	C	1.25	15.00	15.00
	12.3.03		10.00					10.00		H	1	10.00	C	1.25	12.50	12.50
	12.3.04			0.25	2.00	6.50	6.50	15.25		H	1	15.25	PDC	1.00	15.25	15.25
	12.3.05		0.30	1.00	1.00	1.00	1.00	4.30		H	1	4.30	PDC	1.00	4.30	4.30
	12.3.06				10.00			10.00		H	1	10.00	PDC	1.00	10.00	10.00
	12.3.07			3.00	2.00			5.00		H	1	5.00	PDC	1.00	5.00	5.00
	12.3.08		1.00	1.00				2.00		H	1	2.00	P	5.00	10.00	10.00
	12.3.09				1.00	1.00		2.00		H	1	2.00	P	5.00	10.00	10.00
	12.3.10		0.50	5.00	5.00			10.50		H	1	10.50	PDC	1.00	10.50	10.50
	12.3.11			2.00				2.00		H	1	2.00	P	5.00	10.00	10.00
	12.3.12			1.00				1.00		H	1	1.00	P	5.00	5.00	5.00
	12.3.13			1.00	5.00			6.00		H	1	6.00	PDC	1.00	6.00	6.00
	12.3.14			1.00	1.00	10.00		12.00		H	1	12.00	P	5.00	60.00	60.00
	TOTAL (Rmillion)		36.80	15.25	27.00	18.50	7.50	105.05				105.05			189.80	189.80
	% of GRAND TOTAL							4.32				5.67			2.24	3.52
	Table 12.4: NMT Projects															
	12.4.01							0.49		H	1	0.49	PDC	1.00	0.49	0.49
	12.4.02							5.00		M	0.5	2.50	PDC	1.00	5.00	2.50
	12.4.03							4.40		H	1	4.40	PDC	1.00	4.40	4.40
	12.4.04							20.00		H	1	20.00	PDC	1.00	20.00	20.00
	12.4.05							0.61		H	1	0.61	PDC	1.00	0.61	0.61
	12.4.06							8.42		H	1	8.42	PDC	1.00	8.42	8.42
	12.4.07							1.83		H	1	1.83	PDC	1.00	1.83	1.83
	12.4.08							2.14		H	1	2.14	PDC	1.00	2.14	2.14
	12.4.09							8.42		H	1	8.42	PDC	1.00	8.42	8.42
	12.4.10							0.99		H	1	0.99	PDC	1.00	0.99	0.99
	12.4.11							0.95				0.00	PDC	1.00	0.95	0.00
	12.4.12							0.62		H	1	0.62	PDC	1.00	0.62	0.62
	12.4.13							0.10		M	0.5	0.05	PDC	1.00	0.10	0.05
	12.4.14							0.49		H	1	0.49	PDC	1.00	0.49	0.49
	12.4.15							8.00		M	0.5	4.00	PDC	1.00	8.00	4.00
	12.4.16							9.29		H	1	9.29	PDC	1.00	9.29	9.29
	12.4.17							0.85		H	1	0.85	PDC	1.00	0.85	0.85

	12.4.18							0.56		H	1	0.56	PDC	1.00	0.56	0.56
	12.4.19							1.00		M	0.5	0.50	PDC	1.00	1.00	0.50
	12.4.20							0.21		H	1	0.21	PDC	1.00	0.21	0.21
	12.4.21							0.42		M	0.5	0.21	PDC	1.00	0.42	0.21
	12.4.22							0.89		M	0.5	0.45	PDC	1.00	0.89	0.45
	12.4.23							2.20		H	1	2.20	PDC	1.00	2.20	2.20
	12.4.24							10.31		M	0.5	5.16	PDC	1.00	10.31	5.16
	12.4.25							1.22		H	1	1.22	PDC	1.00	1.22	1.22
	12.4.26							1.05		M	0.5	0.53	PDC	1.00	1.05	0.53
	12.4.27							1.22		H	1	1.22	PDC	1.00	1.22	1.22
	12.4.28							2.72		M	0.5	1.36	PDC	1.00	2.72	1.36
	12.4.29							4.87		M	0.5	2.44	PDC	1.00	4.87	2.44
	12.4.30							1.65		H	1	1.65	PDC	1.00	1.65	1.65
	12.4.31							1.65		H	1	1.65	PDC	1.00	1.65	1.65
	12.4.32							1.65		M	0.5	0.83	PDC	1.00	1.65	0.83
	12.4.33							4.65		M	0.5	2.33	PDC	1.00	4.65	2.33
	12.4.34							0.55		M	0.5	0.28	PDC	1.00	0.55	0.28
	12.4.35							0.08		H	1	0.08	PDC	1.00	0.08	0.08
	12.4.36							0.12		H	1	0.12	PDC	1.00	0.12	0.12
	12.4.37							0.15		H	1	0.15	PDC	1.00	0.15	0.15
	12.4.38							0.16		H	1	0.16	PDC	1.00	0.16	0.16
	12.4.39							0.00		H	1	0.00	PDC	1.00	0.00	0.00
	12.4.40							1.84		H	1	1.84	PDC	1.00	1.84	1.84
	12.4.41							0.43		M	0.5	0.22	PDC	1.00	0.43	0.22
	12.4.42							0.83		M	0.5	0.42	PDC	1.00	0.83	0.42
	12.4.43							0.75		M	0.5	0.38	PDC	1.00	0.75	0.38
	12.4.44							1.07		H	1	1.07	PDC	1.00	1.07	1.07
	12.4.45							1.84		M	0.5	0.92	PDC	1.00	1.84	0.92
	12.4.46							0.40		M	0.5	0.20	PDC	1.00	0.40	0.20
	12.4.47							1.01		M	0.5	0.51	PDC	1.00	1.01	0.51
	12.4.48							1.93		M	0.5	0.97	PDC	1.00	1.93	0.97
	12.4.49							2.94		M	0.5	1.47	PDC	1.00	2.94	1.47
	12.4.50							0.02		M	0.5	0.01	PDC	1.00	0.02	0.01
	12.4.51							0.16		M	0.5	0.08	PDC	1.00	0.16	0.08
	12.4.52							0.33		M	0.5	0.17	PDC	1.00	0.33	0.17
	12.4.53							1.60		H	1	1.60	PDC	1.00	1.60	1.60
	12.4.54							1.22		M	0.5	0.61	PDC	1.00	1.22	0.61
	TOTAL (Rmillion)		0.00	0.00	0.00	0.00	0.00	126.30				98.82			126.30	98.82
	% of GRAND TOTAL							5.19				5.34			1.49	1.83

Table 12.5: Roads Infrastructure Projects

SRMP001	12.5.01	W/Bypass			115.40			115.40		M	0.5	57.70	P	5.00	577.00	288.50
SRMP002	12.5.02	W/Bypass	1.00	95.10				96.10		H	1	96.10	P	5.00	480.50	480.50
SRMP003	12.5.03	W/Bypass						0.00	100.00	M	0.5	0.00	P	5.00	500.00	250.00
SRMP004	12.5.04					50.30		50.30		M	0.5	25.15	P	5.00	251.50	125.75
SRMP005	12.5.05	Missing ???						0.00				0.00	PDC	1.00	0.00	0.00
SRMP006	12.5.06			2.00		30.00		32.00		H	1	32.00	P	5.00	160.00	160.00
SRMP007	12.5.07					33.20		33.20				0.00	P	5.00	166.00	0.00
SRMP008	12.5.08		2.00	1.80	5.00			8.80		H	1	8.80	PDC	1.00	8.80	8.80
SRMP009	12.5.09		2.00	2.70		30.00		34.70		H	1	34.70	P	5.00	173.50	173.50
SRMP010	12.5.10			34.10				34.10		H	1	34.10	P	5.00	170.50	170.50
SRMP011	12.5.11	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP012	12.5.12		1.00	1.00	10.00			12.00		H	1	12.00	PDC	1.00	12.00	12.00
SRMP013	12.5.13	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP014	12.5.14	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP015	12.5.15	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP016	12.5.16	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP017	12.5.17	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP018	12.5.18		2.00					2.00		H	1	2.00	P	5.00	10.00	10.00
SRMP019	12.5.19	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP020	12.5.20	Unbudgeted						0.00		M	0.5	0.00	P	5.00	0.00	0.00
SRMP021	12.5.21	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP022	12.5.22	W/Bypass						0.00	5.00	M	0.5	0.00	P	5.00	25.00	12.50
SRMP023	12.5.23	W/Bypass						0.00	5.00	M	0.5	0.00	P	5.00	25.00	12.50
SRMP024	12.5.24	W/Bypass						0.00	5.00	M	0.5	0.00	P	5.00	25.00	12.50
SRMP025	12.5.25	W/Bypass						0.00	5.00	M	0.5	0.00	P	5.00	25.00	12.50
SRMP026	12.5.26	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP027	12.5.27					96.10		96.10		M	0.5	48.05	P	5.00	480.50	240.25
SRMP028	12.5.28	Double				165.30		165.30		M	0.5	82.65	PDC	1.00	165.30	82.65
SRMP028	12.5.28	counting??						0.00		H	1	0.00	P	5.00	0.00	0.00
SRMP029	12.5.29	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP030	12.5.30			1.00	10.00		12.30	23.30		M	0.5	11.65	P	5.00	116.50	58.25
SRMP031	12.5.31	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP032	12.5.32	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP033	12.5.33			66.70				66.70		H	1	66.70	P	5.00	333.50	333.50
SRMP034	12.5.34						74.20	74.20		M	0.5	37.10	P	5.00	371.00	185.50
SRMP035	12.5.35			2.00	2.00	30.00		34.00		M	0.5	17.00	P	5.00	170.00	85.00
SRMP036	12.5.36	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP037	12.5.37	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP038	12.5.38				9.80			9.80		M	0.5	4.90	P	5.00	49.00	24.50
SRMP039	12.5.39				9.80			9.80		M	0.5	4.90	P	5.00	49.00	24.50
SRMP040	12.5.40	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP041	12.5.41	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP042	12.5.42	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP043	12.5.43	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP044	12.5.44	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP045	12.5.45					11.40		11.40		M	0.5	5.70	P	5.00	57.00	28.50

SRMP046	12.5.46	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP047	12.5.47					2.00		2.00		H	1	2.00	P	5.00	10.00	10.00
SRMP048	12.5.48	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP049	12.5.49					63.50		63.50		M	0.5	31.75	P	5.00	317.50	158.75
SRMP050	12.5.50		3.00	5.00				8.00		H	1	8.00	PDC	1.00	8.00	8.00
SRMP051	12.5.51					50.00		50.00		M	0.5	25.00	P	5.00	250.00	125.00
SRMP052	12.5.52	East Link Rd						0.00	120.00	M	0.5	0.00	P	5.00	600.00	300.00
SRMP053	12.5.53	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP054	12.5.54				22.10			22.10		M	0.5	11.05	P	5.00	110.50	55.25
SRMP055	12.5.55				5.80			5.80		M	0.5	2.90	P	5.00	29.00	14.50
SRMP056	12.5.56				2.50			2.50		M	0.5	1.25	P	5.00	12.50	6.25
SRMP057	12.5.57					2.00		2.00		M	0.5	1.00	P	5.00	10.00	5.00
SRMP058	12.5.58					29.90		29.90		M	0.5	14.95	P	5.00	149.50	74.75
SRMP059	12.5.59	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP060	12.5.60	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP061	12.5.61	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP062	12.5.62					64.40		64.40		M	0.5	32.20	P	5.00	322.00	161.00
SRMP063	12.5.63					20.20		20.20		M	0.5	10.10	P	5.00	101.00	50.50
SRMP064	12.5.64					37.60		37.60		M	0.5	18.80	P	5.00	188.00	94.00
SRMP065	12.5.65	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP066	12.5.66					28.80		28.80		M	0.5	14.40	P	5.00	144.00	72.00
SRMP067	12.5.67					13.50		13.50		M	0.5	6.75	P	5.00	67.50	33.75
SRMP068	12.5.68						10.60	10.60				0.00	P	5.00	53.00	0.00
SRMP069	12.5.69						15.00	15.00				0.00	P	5.00	75.00	0.00
SRMP070	12.5.70	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP071	12.5.71	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP072	12.5.72	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP073	12.5.73	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP074	12.5.74	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP075	12.5.75	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP076	12.5.76	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP077	12.5.77		4.00					4.00		H	1	4.00	P	5.00	20.00	20.00
SRMP078	12.5.78		0.50	0.50	30.00			31.00		H	1	31.00	P	5.00	155.00	155.00
1	12.5.79	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
2	12.5.80		1.00					1.00		H	1	1.00	P	5.00	5.00	5.00
3	12.5.81		5.00	30.00				35.00		H	1	35.00	PDC	1.00	35.00	35.00
4	12.5.82		3.00	2.00				5.00		H	1	5.00	PDC	1.00	5.00	5.00
5	12.5.83		0.81	0.50				1.31		H	1	1.31	PDC	1.00	1.31	1.31
6	12.5.84				20.00			20.00				0.00	P	5.00	100.00	0.00
	TOTAL (Rmillion)		25.31	244.40	242.40	758.20	112.10	1382.41	240.00			838.56			7170.41	4182.26
	% of GRAND TOTAL							56.82				45.30			84.75	77.54
Parking provision: First phase estimates from February 2020 Section 78 Parking Report																
Taken from Table 5.4 of the Section 78 Parking Report accepted by Council on 2020-02-26																
	5.4.1	Vd Stel						300.00		H	1	300.00	PDC	1.00	300.00	300.00
	5.4.2	Eikestad Mall						300.00		H	1	300.00	PDC	1.00	300.00	300.00
	5.4.3	Techno Park						180.00		H	1	180.00	PDC	1.00	180.00	180.00
	5.4.4	Klapmuts						0.15		H	1	0.15	PDC	1.00	0.15	0.15
	5.4.5	Franschhoek						0.30		H	1	0.30	PDC	1.00	0.30	0.30
	TOTAL (Rmillion)		0.00	0.00	0.00	0.00	0.00	780.45				780.45			780.45	780.45
	% of GRAND TOTAL							32.08				42.15			9.22	14.47

I Augmented cost table, also correcting serious errors in original Table 12.1

Replication and correction of "Funding Strategy" numbers of the 2021 "CITP" Section 12 and corresponding calculations														
Table 12.1 of 2021 "CITP" corrected and augmented														
FRIENDS OF STELLENBOSCH MOUNTAIN 14 JUNE 2021														
									MINIMUM **	**MAXIMUM *****	**MINIMUM**	**MAXIMUM**	**MINIMUM**	**MAXIMUM**
Project Budgets per FY in Rmillion (CITP Version where only the NMT Total is provided)						**Total**	**Total**	**Correction factors to account for construction**		**Corrected totals Rmillion**		**Corrected percentages**	
Category	**2020/21**	**2021/22**	**2022/23**	**2023/24**	**2024/25**	**Rmillion**	**Percentages***						
Integrated Planning	4.00	3.80	5.60	22.60	1.70	37.70	1.55	1.00	1.00	37.70	37.70	0.47	0.35
Public Transport	36.80	15.25	27.00	18.50	7.50	105.05	4.32	1.00	1.00	105.05	105.05	1.32	0.98
NMT	25.26	25.26	25.26	25.26	25.26	126.30	5.19	1.00	1.00	126.30	126.30	1.59	1.18
Road Infrastructure	25.31	244.40	242.40	758.20	112.10	1,382.41	56.84	5.00	7.00	6,912.05	9,676.87	86.82	90.22
Parking Infrastructure	156.09	156.09	156.09	156.09	156.09	780.45	32.09	1.00	1.00	780.45	780.45	9.80	7.28
Totals	**247.46**	**444.80**	**456.35**	**980.65**	**302.65**	**2,431.91**	**100.00**			**7,961.55**	**10,726.37**	**100.00**	**100.00**
						The total R1525.16 in the CITP is wrong!!							
Planning+Transport+NMT	66.06	44.31	57.86	66.36	34.46	269.05	11.06			269.05	269.05	3.38	2.51
Roads+Parking	181.40	400.49	398.49	914.29	268.19	2,162.86	88.94			7,692.50	10,457.32	96.62	97.49
Totals	**247.46**	**444.80**	**456.35**	**980.65**	**302.65**	**2,431.91**	**100.00**			**7,961.55**	**10,726.37**	**100.00**	**100.00**
* These percentages still compare "apples with oranges" ie "Planning and Construction" for non-road categories with "Only Planning" for roads													
** "Minimum" assumes that planning and design constitutes 20% of the total cost													
*** "Maximum" assumes that planning/design constitutes 14.3% of the total cost													

J October 2018 comments by FSM on RMP, MSDF, CITP

Comments were submitted by FSM on 5 October 2018 on the Roads Master Plan and the then MSDF; only Page 1 to 6 is reproduced here. Many of those comments made in 2018 apply word for word in the present 2021 comments. A complete version is available on request.

FRIENDS OF STELLENBOSCH MOUNTAIN



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Public Benefit Organisation No. 930049434

To the
Executive Mayor, Ald. G. van Deventer
and the
Municipal Manager, Adv. G. Mettler
Stellenbosch Municipality

5 October 2018

BY HAND AND EMAIL

Re: Legal and planning considerations regarding the Draft Roads Master Plan, MSDF, CITP and Farm 372/1/2/3

Dear Mayor van Deventer, dear Municipal Manager Mettler,

we write to both of you as respectively the Executive Mayor and Appeal Authority in terms of the Stellenbosch Land Use By-law and the CEO of the Stellenbosch Municipality administration and Chairperson of the Project Committee. Friends of Stellenbosch Mountain (FSM) wish to bring to your attention the matters set out below for your kind consideration. Documents supporting the statements below can be found in the various municipal agendas and minutes, the Farm 372 applications, and to some extent at the website `http://www.physics.sun.ac.za/~eggers/fsm/docs18/`

1. **Summary**

   1.1 There appears to be no basis in law for the Roads Master Plan of 2012 and the Draft Roads Master Plan as presented to the Stellenbosch Municipality Mobility Forum on 14 September 2018. The Draft Roads Master Plan is therefore noncompliant with spatial planning and transport legislation and its use is probably unlawful. There is no statutory or mandatory requirement for the preparation of a roads plan outside of a Comprehensive Integrated Transport Plan.

   1.2 Remuneration and expenses paid to date for consulting work focused exclusively on the Draft Roads Master Plan rather than integrated spatial and transport planning must hence be construed as fruitless and wasteful expenditure.

   1.3 FSM therefore respectfully requests that the Draft Roads Master Plan should be withdrawn before the start of the IDP/MSDF 2018/19 public participation processes in the coming weeks.

1.4 Promotion of roads and private vehicles without proper integration with all other modes contravenes Section 5(4) of the National Land Transport Act of 2009 ("NLTA") and the corresponding sections in the Minimum Requirements for preparation of ITPs of 2016 and the Provincial Land Transport Framework ("PLTF").

1.5 As a result, IDP and MSDF public participation process presentations must concern themselves with the central legal instruments (the IDP itself, the MSDF, and the CITP) and reflect the integrated approach and topics as required. Presentations concentrating on roads alone rather than the full transport picture are unlawful.

1.6 Likewise, the Draft Roads Master Plan cannot serve as a direct input into the workings of the Project Committee(s) and the Intergovernmental Steering Committee as defined in LUPA and the Stellenbosch Land Use By-law. Rather, the Project Committee(s) work must take into account integrated spatial and transport situation and goals in their entirety and consider all policy goals and Key Performance Indicators rather than just road infrastructure. Roads form a small component both of the MSDF and CITP.

1.7 No new road construction should be approved even in principle before the issue of traffic and the road network has been properly integrated into the MSDF and the Comprehensive Integrated Transport Plan and the present revisions of the MSDF and CITP have been completed and approved in May 2019. The moratorium includes the R44 between Stellenbosch and Somerset West, a possible link of Paradyskloof Road to Trumali Road, and any other segment of any new road in the municipal area.

1.8 The Environmental Impact Assessment ROD approval regarding the Farm 372 development applications pertains only to the extension of Schuilplaats Road. Approval of any other road link between Paradyskloof Rd and Trumali Rd such as L3b and L3c on Figure 1 would therefore require another Environmental Impact Assessment.

1.9 Unwarranted and possibly unlawful interference and conflicts of interest on the part of external parties involved in municipal spatial and transport planning should be stopped.

2. On the lawfulness of isolated road planning versus integrated development and transport planning

2.1 There are many indications that unlawful antecedence and priority is being given to planning, funding and construction of new road infrastructure over and above integrated spatial and transport scenarios featuring compact, mixed use and denser land use activity. Planning of roads and public parking is being prioritised over the promotion of travel demand management solutions, public transport development and non-motorised transport.

2.2 The meeting of 13 September 2018 of the Stellenbosch Municipality Mobility Forum ("SMMF") provided a telling example in at least three ways.

(a) The agenda of the SMMF meeting was changed. A balanced initial version which was sent out 7 August for a meeting on 4 September included a range of important topics such as Transit-Oriented Development, NMT, "Traffic Problems" etc, while no mention was made of a Roads Master Plan ("RMP"). That meeting was cancelled. Later, a revised agenda was sent out which contained just the single agenda item of the (Draft) Roads Master Plan. The explanation provided for exclusive concentration on the RMP was unconvincing, especially in the light of the urgency of other issues with a view to the current 2018/19 IDP/MSDF processes and the peripheral status of the RMP within these processes.

(b) While the RMP has not yet been released and should not be released, the details and maps presented at the SMMF meeting show unbroken 20th century silo thinking

and a determination to proceed with a purely roads- and urban-sprawl-driven based development model with no regard or respect for the legislation and the Stellenbosch IDP and MSDF. We set out the details below.

(c) The zeal and urgency of the RMP-related processes contrast with the marked lack of urgency regarding transport matters and the Mobility Forum itself. While critical parameters are being laid down in the months September–November 2018, the next SMMF meeting is scheduled only for January 2019.

2.3 Specifically, the presentation to the SMMF on 13 September 2018 —

(a) concentrated exclusively on what was called the *Western Bypass* and the so-called *Eastern Link Road*,

(b) made no mention of the governing principles and legislation or of the approved Stellenbosch IDP/MSDF policies which are supposed to form the basis for spatial and transport planning,

(c) made no mention of the critically important alternative scenario which would involve *Transit Oriented Development* along with *Travel Demand Management*, including a major shift of trips to various forms of shared travel, cycling and public transport with extensive park and ride operations, along with the some realignment and improvement of the Adam Tas transport corridor to increase passenger throughput,

(d) presented as fact a set of transport modelling outputs for the proposed bypass roads, whose assumptions and input parameters have not, as had previouly been agreed, been shared with other transport planning experts and are therefore in dispute,

(e) prioritised an eastern link between Paradyskloof Rd and Trumali Road based only on car traffic modelling and without providing any legislation- SDF-, transport- or other principle-based grounds for such prioritisation.

2.4 It has since emerged that **the Stellenbosch Municipal Roads Master Plan in all its forms has no basis in the relevant national, provincial and municipal legislation or policy.** There appears to be no reference to the requirement of a municipal Roads Master Plan in any legislation or policy applicable to Stellenbosch Municipality.

2.5 Rather, there is multiple, unequivocal and explicit reference to integrated land use and transport planning in all of the above. Exclusive concentration on road infrastructure therefore amount to unfair administrative action.

2.6 Simple incorporation of the current RMP into the CITP does not thereby make it lawful. Road network planning is subject to transport legislation. Section 5 of the National Land Transport Act of 2009 ("NLTA") explicitly requires the national minister to promote public over private transport. Derivative legislation which implements this includes the Minimum Requirements for preparation of ITPs of 2016 ("MR16") and Section 6.2 of the Provincial Land Transport Framework ("PLTF") in terms of Provincial Key Performance Indicators (KPIs) (Section 13 of PLTF). Corresponding Municipal KPIs appear in Section 2.6 of the Stellenbosch Comprehensive Integrated Transport Plan ("CITP").

2.7 A RMP "reborn" as part of the MSDF also remains subject to spatial planning legislation. Comparison of the 2018 approved MSDF with the RMP make clear that RMP contents do not comply with, at a minimum, the MSDF itself or the principles of Chapter 2, Section 12(1), 12(5) and Section 21 of the Spatial Land Use and Management Act ("SPLUMA"). It also likely does not comply with the principles of Section 7 of SPLUMA, including spatial justice, spatial sustainability, efficiency, resilience (flexibility) and good administration: witness the dichotomy between the Department of Engineering and the Department of Planning.

2.8 As set out in the appeal by Eggers against the proposed R44 upgrade, new road construction subsidises private vehicle owners while disadvantaging the poor and those using public transport and NMT. This contravenes the above SPLUMA principles.

2.9 Even if one were to stay within the narrow ambit of road infrastructure, the Roads Master Plan did not fairly consider all alternatives. Apart from the public transport/NMT priority already mentioned, the Stellenbosch CITP in Section 8.3 explicitly lists three alternatives. Of these, only the two bypass routes have been assessed in any detail so far, while the other alternatives are being ignored. These include capacity improvements of existing arterial roads and a link road between Adam Tas and Plankenbrug Roads on the western side of the railways, as researched in detail in a 2015 Royal Haskoning report on Transit Oriented Development.

2.10 Within the narrow ambit of roads, modelling of traffic is a critical input into decisionmaking. The Municipality is currently using only one modelling consultant and is refusing to share parameters and data with other consultants to check assumptions and results.

2.11 It is clear to most observers that there is a strong dichotomy between the approaches taken by Stellenbosch Municipality Department of Engineering Services on the one hand and the Department of Planning and Economic Development on the other. To quote, for example, from the minutes of 4 May 2018 of the Municipal Planning Tribunal ("MPT"):

> *Mr Rabie stated that it seems that there is not a lot of coordination between the departments of Council for example between the Planning department and the Engineering Department. Mr Rabie stated that departments can't work in isolation. Chairperson agreed with Mr Rabie and stated that this is one organisation which must work together.*

Apart from paralysing the planning and all processes, such dichotomy is unlawful as, for example, per Section 7(e) of SPLUMA.

2.12 Given that the RMP appears to have no standing in law, given the clear directives of the legislation, and given the KPIs and alternatives in the existing Stellenbosch CITP, it is inexplicable why Stellenbosch Municipality has commissioned and continues to propagate a standalone revision of the Draft Roads Master Plan by, for example, giving it priority at the Mobility Forum over more important and pressing issues in the CITP and MSDF.

2.13 It is likewise inexplicable why, during the 2017/18 IDP/MSDF public participation process, the RMP and its details were given broad coverage both by municipal officials and consultants while the legally mandatory Integrated Transport Plan and its many issues was hardly mentioned. Furthermore, written questions by FSM regarding the planned road infrastructure were answered by irrelevant statements, months after the IDP process had concluded.

2.14 It is inexplicable why the municipality approved spending of hundreds of thousands of Rands in several MTREF budgets for the revision of the 2012 Roads Master Plan. The RMP is a luxury, not a necessity.

2.15 It is furthermore inexplicable that an overwhelming fraction of the grants requested and received from Western Cape provincial agencies for infrastructure projects relate to road infrastructure only.

3. The RMP and public participation processes

3.1 At least two public participation processes are required by the legislation; see for example the LUPB and Section 12(1)(o) of SPLUMA. Naturally such processes should reflect those sectoral plans and processes which are prescribed by law.

3.2 The RMP is not required by law, but Integrated Spatial and Transport Planning is. It should hence be self-evident that the RMP has no place in official IDP/MSDF public presentations. These should give priority to, and focus on, exactly those spatial and integrated transport plans which are identified and prescribed by the law.

3.3 Not focusing on the essential and required components of the MSDF and CITP in favour of irrelevant and extraneous matters would be in violation of the relevant sections of the Promotion of Administrative Justic Act.

4. The role of DTPW

4.1 The role of the Western Cape Department of Transport and Public Works ("DTPW") in the MSDF and specifically the RMP must also be examined. It is well known in Stellenbosch that the *Road Network Management* branch or section of DTPW is playing an inordinately large role in influencing and, it would seem, skewing policy and practice in this municipality towards roads, while the DTPW sections *Transport Management* and *Strategy, Planning and Coordination* seem to play a subordinate role.

4.2 For example, the role of DTPW Road Network Management in propagating the controversial upgrade proposals of the R44 between Stellenbosch and Somerset West is well known and documented.

4.3 Among many other examples, a letter written on 6 April 2017 by said Road Network Management regarding the proposed Farm 372 developments (see below) convey the level of influence wielded. While the Farm 372 matter at hand related merely to the question of a local extension of Schuilplaats Road, the DTPW letter interferes directly with the work of the Project Committee and the IDP/MSDF processes by attempts to directly prescribe the detail of the large-scale road network:

> *7. This Branch strongly supports the suggested extension of Wildebosch Road to link with the extension of Trumali Road and should be a priority for implementation by the Municipality which will together with the extension of Wildebosch Road to the Techno Park access on the R44 alleviate congestion at the Blaauwklippen Road and Paradyskloof Road on the R44. The extension of Wildebosch further north should also be considered to provide a parallel alternative to the R44.*

4.4 Please refer to Figure 1 for a partial map of the "suggested extensions" which in reality amount to a complete change of the entire spatial planning of the region south of the Eerste River — all outside of the legally prescribed principles and processes.

4.5 The 6 April 2017 DTPW letter is being quoted within the Farm 372 development applications (see below) as stating a fact. There is also no doubt that the various meetings between the developer consultants and DTPW led to an alignment of the respective proposals.

4.6 Similar issues and arguments apply to the so-called Western Bypass and its components, including the so-called *Western Priority Link* propagated by the presentation at the SMMF meeting of 13 September 2018.

5. Consultants and conflicts of interest

5.1 Stellenbosch has a history of consultants acting in conflict of interest, being simultaneously remunerated for promoting specific development applications and for consulting for the municipality itself which adjudicates development applications.

5.2 The latest example is the iCE Group (Pty) Ltd ("ICE"), which has been acting as consultant for the developers of Farm 372 since at least 2017. Among others, ICE did the traffic

impact assessment for Portions 2 and 3 as well as writing a number of letters and opinions on various questions as reflected in the Farm 372 EIA and appeal documents. ICE also met with DTPW on 15 December 2016, following which the Schuilplaats extension was propagated by all these parties.

5.3 On the other hand, ICE had been strongly involved in the 2017/18 MSDF process. ICE director Piet van Blerk gave one of the primary presentations at the November 2017 MSDF public meetings.

5.4 ICE has played a large role in the Western Bypass. See for example a letter dated 23 April 2017 from ICE to the Municipality entitled *STELLENBOSCH WESTERN BYPASS — STATUS REPORT*. A four-page list of questions pertaining to this presentation and the bypass submitted in writing by FSM to ICE was ignored. Months later, the IDP office sent a two-paragraph reply which did not even attempt to address the questions.

5.5 ICE was furthermore used as consultant during the compilation of the Stellenbosch Development Contribution policies, amongst other drawing up a map of future roads entitled *FUTURE ROAD INFRASTRUCTURE STELLENBOSCH*, document number TCO2203–R–02, which formed part of the May 2017 MTREF documents.

5.6 There is therefore no doubt that ICE has a conflict of interest: ICE is acting on behalf of private developers while at the same time influencing and in some case writing Stellenbosch-wide policy, specific road planning and even budgets.

5.7 We note that TV3 Architects and Town Planners have acted on behalf of one of the Farm 372 development applications as well as numerous other development applications in the past decades. To prevent conflicts of interest, TV3 cannot therefore consult for Stellenbosch Municipality in any way. Both ICE and TV3 may, of course, participate as Interested and Affected Parties.

5.8 No legal persona may act in conflict of interest, including councillors, administration officials, consultants and service providers. We assume that this Municipality is serious about eliminating all possible conflicts of interest.

6. The Farm 372 Portions 1, 2 and 3 development applications

6.1 We refer to the application for development of Portions 1, 2 and 3 of Farm 372, the resulting decisions of the Municipal Planning Tribunal ("MPT") and the controversy regarding the alignment of any connecting road between Paradyskloof Rd and Trumali Rd, which are shown in red in Figure 1 below. We would like to bring to your attention that the Environmental Impact Assessment and the corresponding Record of Decision dated 2017–11–24 authorises only the extension of Schuilplaats Road. Approval of any other road link between Paradyskloof Rd and Trumali Rd such as L3b and L3c on Figure 1 would therefore require another Environmental Impact Assessment. The ICE Group letter of 2018–07–27 similarly notes that the links L3b and L3c would require a new environmental impact assessment. For that reason alone, it would be very unwise to approve or require one of the road alternatives L3b and L3c of Figure 1.

6.2 Not approving alternatives L3b or L3c does not automatically imply approval of alternative L3a, the Schuilplaats Rd extension. Of course levels of service along the R44 are bad and will worsen even more. Yet, as set out multiple times in all the legislation, development should be driven not by car-traffic modelling and developer- and demand-driven road construction but by proactive intervention to reduce the use of private motor vehicles.

6.3 We note that neither the development applications nor any of the traffic impact assessments or the letters by consultants (ITS, ICE, TV3 et al) or DTPW even attempts to

STELLENBOSCH RATEPAYERS ASSOCIATION (SRA)

Appendix "A"

Comment on the draft Stellenbosch Municipality Roads Master Plan (RMP), the Non-motorised Transport Master Plan (NMTMP) and the Comprehensive Integrated Transport Plan (CITP) by a technical working group of the Stellenbosch Ratepayers Association (SRA)

14 June 2021

Summary

The Roads Master Plan (RMP), the Non-motorised Transit Master Plan (NMTMP) and the Public Transport Plan (PTP) complement the Comprehensive Integrated Transport Plan (CITP). The CITP aligns with the Integrated Development Plan (IDP) and the Municipal Spatial Development Framework (MSDF). These plans must also align with Provincial and National policies and strategies and should not ignore relevant connections to plans of neighbouring municipalities.

Comment on the RMP and the NMTMP makes sense only when the analysis also considers the overall CITP. On 28 April 2021, the Council approved that the August 2019 RMP and the December 2020 NMTMP be released for public comment and accepted the June 2020 CITP.

The 2021 CITP should have been included for comment with the RMP and the NMTMP. The Council, however, accepted it as an update of the 2016 CITP, which it is not. The 2021 CITP barely mentions the 2016 CITP and does not mention an internal 2018 update at all. This represents a break with the approach and principles of the 2016 CITP. The 2016 CITP emphasised transit-oriented development (TOD) and the potential future use of rail infrastructure and other plans for public transport. The draft 2021 CITP focus overwhelmingly on roads and cars.

Comment on the RMP is thus complicated, as the 2021 CITP breaks with the principles and approach of the 2016 CITP.

Thus, within the context of the relevant associated plans, the 2021 RMP is problematic in terms of:

- Procedure and good governance
- Underlying principles
- Non-alignment with relevant other plans and policies
- Content.

These issues are discussed in more detail in paragraphs 1 to 4 below.

The SRA also recommends that the Municipality should not accept the Roads Master Plan. The Municipality should also rather release the new, flawed 2021 Comprehensive Integrated Transport Plan for public comment.

1. Procedure and governance

Good governance requires that the public should be able to comment on the 2021 CITP as it is a comprehensive new plan that constitutes a break with the TOD approach of the 2016 CITP. It also creates the framework for consideration and execution of the RMP. Finally, the financial figures in the budget do not make sense.

2. Underlying principles

The underlying principles of the 2021 CITP, which serves as a guideline for the RMP, are not clear.

The 2021 CITP declares the vision and objectives to be as follows:

- Connect outlying communities with the CBD in a safe and dignified manner, ensuring access to opportunities.
- Strive towards car-free living and a modal shift in Stellenbosch CBD towards public transport, walkability and cycle-ability.
- Support and advance social and inclusive economic development.
- Align with the critical imperatives of poverty alleviation and reduced inequality.
- Create a road network to support the Municipality's transport vision.

Except for the last objective, the CITP does not develop the cursory mention of its goals into an explicit vision that guides and underpins the plans that follow.

The implicit vision is that of a maximised road network. The contents of the CITP and RMP emphasise road-related issues and projects a private car driven future, both in connectivity to and from the main urban centres in the Municipality and within Stellenbosch. The documents record a predominance of road infrastructure, parking and related agendas. About 90% of the budget is for planning these facilities; the rest seems to be for planning and construction of NMT and public transport.

In other words, the plans appear to be based on a projection of an exacerbated current state into the future. There is not a future ideal that provides a basis for paradigm-shifting. There are no meaningful results of evidence-based planning. The plan stands in opposition to the 2016 CITP and TOD approach and the underlying principles of the National Land Transport Act.

3. Non-alignment with relevant plans

The alignment and integration with the MSDF and IDP are not explicit within the proposed 2021 CITP or the RMP. It seems impossible that the CITP and projected RMP could claim the same or even remotely similar principles as the MSDF, which is explicitly guided by principles for inclusive democracy, balanced, livable neighbourhoods, public transport, innovation and economic growth.

The MSDF and IDP emphasise innovation and are oriented towards the future. The proposed 2021 CITP projects an exacerbated current state of traffic into the future. The CITP and the RMP appear as reactive tactical plans rather than strategic plans.

The Municipality must consider and clarify this apparent discrepancy between different municipal policies and plans and between the CITP and RMP and the National Land Transport Act. The CITP and RMP should also clarify the potential future links to the transport plans of the provincial government and neighbouring municipalities.

4. Content

Stellenbosch Municipality did commendable work with the recent upgrade of taxi ranks and with the NMTMP. In this, and many others respects, the SRA will continue to support the Municipality.

Nevertheless, plans for new roads and cars represent perhaps 90% of the projected mobility expenditure, with little left for public transit, non-motorised transit, plans for better use of existing rail infrastructure, professionalisation of taxi's or any of several potential electronic or other innovations.

The plans are not balanced.

The SRA also notes the following aspects:

Lack of clarity regarding prioritisation and time frames: The RMP appears to be weak on prioritisation and time framing. From the plans, it seems, implicitly, that a Western Bypass

is set up as an alternative to a link between the R44 and the Adam Tas Corridor. Though present evidence does not support it, there could be a need to build a bypass at some future point. Meanwhile, a link between the R44 and the Adam Tas Corridor and a focus on TOD would be cheaper and result in rapid and inclusive economic growth. All decision-makers and not only the Municipality, require clear time frames and a proper understanding of interim measures to deal with the projected increase in pressure over the mid-term horison instead of the longer-term, twenty years plus horizon. In this regard, putting the linking of the R44 to the Corridor as an implicit alternative to the Western Bypass may be misleading. The link could be an interim and more affordable step with less environmental and a more sustainable and immediate economic impact.

The future role of public transport is inadequately explored: Public Transport as a significant part of the future urban mobility system appears to be lost in the thinking about the future. The current private car-based reality projection seems to provide the basis on which the end is modelled. The place and role of e-hailing, improved para-transit sector supply and much more are not explored as part of the future mobility system. Parking for private cars appears to be higher on the agenda than staging facilitates e-haling services, and downtown private car parking seems more critical than peripheral park-and-ride facilities that link to scheduled public transport services. For additional funding from other government tiers, the plan would have to present apparent alternatives that cannot be the usual. Spending more than 90% of the transport budget on strategies that proceed from unexamined assumptions and perpetuate a cycle that appears to be unsustainable, seems like potential wasteful expenditure.

The resourcing model is not transparent: Very few, if any, municipalities have adequate resources to address the type of infrastructure required to implement the recommendations outlined in the RMP. This, coupled with an unclear prioritisation framework, puts decision-makers who provide additional funding in a difficult position to consider the "alternatives" they are presented with in terms of this plan. At the very least, the budget should be correct, and it should also be projected graphically and be understandable. At present it is excessively complicated, with a great deal of administrative detail.

The cost of road infrastructure vs the expense of other infrastructure: The recommended RMP and related costs need to be considered in the context of other priority infrastructure spending. The plan and municipal officials recently promoting the program seem to argue that 'if you build it, they will use it'. This appears to be a passive and risky road to success. In this, the local consultants who compiled the plan seem to be at odds with the more careful and responsible evidence-based arguments of their company colleagues in the UK (see the technical report that follows). One should also note the bi-partisan support in the 2021-2022 US budget before Congress for a budget item of $20 billion to demolish highly used highways which have destructive effects on communities, the environment, and local economies. This unexamined equation of roads with economic growth has been progressively interrogated for at least the past five decades.

And even if the SRA accepts the broad assumption behind the recommendations in the RMP, such plans will still need to be considered in relation to other infrastructure commitments in the same time frames.

To Conclude

Stellenbosch claims to be innovative, and it does attract talent and creative energy. The RMP and CITP plans for more and bigger roads for privately owned vehicles will, however, keep moving people further and further from work opportunities and are not aligned with the IDP and MSDF. Stellenbosch should and needs to do the right things, right.

Appendix "B"

Comment on the draft Stellenbosch Municipality Roads Master Plan (RMP) and Non-motorised Transport Master Plan(NMTMP).

Transport Technical Working Group, Stellenbosch Ratepayers Association

14 June 2021

1. CITP 2019-2020 update document is a major revision to vision and key policy objectives of the approved 2015-2020 5-year CITP

At the 28 April 2021 Council Meeting the CITP (2019-2020 update), RMP (2018 Update) and the NMT plans were submitted. A period for public comment was provided for on the RMP and the NMT plans. However, the Municipality refers to the CITP document as approved without the need for consultation, with the reason given that this version of the CITP was an update and not a full review. The IDP 2017-2022 Fourth Review of May 2021 has been released and references the CITP as an *"approved"* document.

We wish to draw to the Municipality's attention that critical content, aspects of the approach and key recommendations presented in the CITP (2019-2020 update), which are referenced in the points below, represent a significant departure from the 2015-2020 CITP (valid for 5 years) and that this document cannot be considered as merely a technical update. Therefore, on grounds of consistency and due process we object to the CITP being approved without challenge and formally request a process for comment and review.

Additionally, the CITP is the governing plan for both the RMP and the NMT, which are currently out for comment. It follows then that the CITP, which contains recommendations from these sub-sector plan inputs and shapes the CITP, must be similarly open for assessment and comment.

2. On core strategic approach and important key principles, the 2020 CITP document is not aligned with the MSDF and IDP, nor with the 5-yr CITP.

Stellenbosch's fully reviewed and updated SDF was adopted in November 2019. Recently the Stellenbosch IDP 2017-2022 Fourth Review, May 2021, was approved. The IDP along with the SDF are the first level plans which govern municipal level vision and set the policy framework, key overarching priorities, and land allocations. All sector level plans, including transport & the Comprehensive Integrated Transport Plan (CITP), must be in alignment with the IDP and the SDF.

However, there are major discrepancies between the CITP document and the comprehensively updated SDF. The most significant relate to recommendations made in the CITP that are based on road modelling forecasts undertaken as part of the RMP. There are assumptions about future housing and employment development locations within Stellenbosch and future private vehicle trip generation rates in the CITP (RMP) that are in direct conflict with, and contrast dramatically to the principles of, the SDF (See Note 1). Furthermore, many major road developments as proposed within the CIPT and RMP would effectively prevent the approved spatial development strategy from being fulfilled.

Therefore, as it currently stands approval of the existing CITP document would constitute a major transgression of the Municipal Systems Act 32 of 2000. The work undertaken to make such significant change within the CITP that has not followed due process has effectively resulted in fruitless and wasteful expenditure. Any advancement of recommendations made in the CITP would further constitute wasteful expenditure.

3. Inconsistent treatment of different transport elements within the CITP update

In the case of roads development, the CITP document takes giant leaps making recommendations for new road connections and road expansion on the basis of seriously flawed technical arguments (see 4.) that are in direct conflict with Stellenbosch's integrated development, spatial and transport policy objectives and directives (Note 1 & Note 2). The authors and promoters of the plan have not questioned the assumptions behind the modelling projections for vehicle traffic growth and are content to make recommendations for major budget requests for the construction of roads justified through a road planning exercise undertaken in isolation from integrated transport assessment.

Meanwhile, on the aspect of public transport developments and constraining private vehicle trip-making, the CITP document concedes that no meaningful recent improvements have been achieved due to the complexities involved in doing so. It recommends that a comprehensive public transport plan be urgently developed, which will detail a way forward (CITP P825).

There is no doubt that changing travel patterns and behaviours is a complex and involved process and must be driven by a clear integrated planning approach. This is reason for the **strong calls that have repeatedly been made for an overarching transport plan(1, 2)** (Note 3) which tests scenarios against key objectives and principles to effectively and sustainably manage travel demands while facilitating and enabling the appropriate future sustainable development of Stellenbosch.

4. Flawed technical argument: representation of road capacity

Section 7 (P904) of the CIPT document, under 7.1 Road Infrastructure, states:

(i)...sections of the road network are at capacity during peak hours. There is no scope to accommodate any growth (in through traffic) and more so any increase in land use. This will be the case ***regardless of any improvements to public transport service and/or making the town more walking/cycling friendly***

and

*(ii)...****to ensure the 'survival' of Stellenbosch as a "functional town", extra road space must be created****, in conjunction with the other transport solutions such as an effective public transport system, car-free, less walkable and cyclable areas and strategically locating parking areas to effectively remove vehicles from the car-free areas*

These same statements are included in Chapter 2: Transport Vision and Objectives for Stellenbosch Municipality as the first section, implying that the provision of new roads and extra road space for Stellenbosch is ***the*** overriding objective and forms the basis of the transport strategy for Stellenbosch.

The statements in (i & ii) are acutely incorrect and dangerously misleading. Certainly, the vehicle capacity of key parts of the road network at peak period is reached and traffic congestion results. This is due to the vehicle mix of predominantly private cars with the vast majority being single occupant vehicles. The potential passenger capacity of Stellenbosch's arterial roads and the Adam Tas link is many times greater than current levels without road expansion or new road development.

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[1] Provincial Sustainable Transport Programme, 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

[2] Provincial Sustainable Transport Programme, A 10 Point Plan for Transport in Stellenbosch Draft for Discussion, April 2018

The majority of these low occupancy car-based trips are commuters travelling into or within Stellenbosch, university trips and school drop-off traffic. The central aim of approved policy is to shift many of these trips to shared travel solutions, improved public transport and to active travel means (cycling & walking) helping to release major network constraints. This will greatly increase the efficiency of existing road corridors and promote the density of activity which drives agglomeration and spatial integration that the SDF seeks to achieve. Hence the statements in (i) and (ii) are comprehensively at odds with approved transport policy and approach.

5. CITP document recommendations on future funding strategy and proposed allocations across the transport sector.

Section 12 of the CITP document sets out the proposed funding strategy and budget allocation for the full list of projects by category over the coming 4-year period. Based on table 12.2 over 90% of the funding request is being allocated to road infrastructure development, at a requested total of almost R1.4bn. Irrespective of whether there is the opportunity to secure this level of funding, the funding strategy is comprehensively misaligned to the policy priorities for transport in Stellenbosch **(see Notes 1, 2 and 4)**. If Stellenbosch were to follow along the lines of this proportional funding split it would effectively prevent achievements in line with approved policy and lock out a sustainable transport approach.

What is also unclear from the listing of project allocations is whether the road budgets in the tables include estimated costs for construction costs or are only for planning and design as many entries indicate. If the latter is the case, then adding in for construction implies that the Municipality is proposing a funding strategy, which would allocate probably more than 98% of secured budget to roads!

6. The CITP document and the RMP represent irresponsible and negligent planning

WSP, the authors of the RMP document, were also the authors of the *UK Department for Transport's report: Latest Evidence on Induced Travel Demand.*[3] Induced demand is the term used to describe the increment in new vehicle traffic that would not have occurred without the increase in the network capacity. This follows general economic theory, whereby a reduction in the price of a good or service, results in an increase in demand. The WSP report concludes:

> *A 10% increase in road capacity could lead to 2% induced demand on the network. Induced demand is likely to be higher for capacity improvements in urban areas or on highly congested routes. In scheme evaluation, unless induced traffic is correctly taken account of, significant errors in benefit estimation can be made.*

Induced travel consequences of road network expansion are accepted worldwide today as standard considerations for any transport assessment. The evidence clearly confirms that responding to rising congestion and anticipated growth in travel demands (e.g. through development and housing growth) by road network expansion is highly likely to perpetuate low occupancy private vehicle traffic growth. Furthermore, if road network expansion projects continue and funding and planning effort is not rebalanced, this will lock out the opportunity for sustainable shifts, therefore setting in place a self-fulfilling vicious cycle of decline. These aspects have not been flagged as a key risk, nor even reflected on, within the work undertaken.

[3] Department for Transport latest evidence on induced travel demand: an evidence review, May 2018

7. The cost of road infrastructure vs the expense of other infrastructure

The recommended RMP and related costs need to be considered in the context of other priority infrastructure spending. The plan and municipal officials recently promoting the program seem to argue that 'if you build it, they will use it'. This appears to be a passive and risky road to take. In this, the local consultants who compiled the plan seem to be at odds with the more careful and responsible evidence-based arguments of their company colleagues in the UK (see point 6 *and footnote 3*). One should also note the bi-partisan support in the 2021-2022 US budget before Congress for a budget item of $20 billion to demolish highly used highways with destructive effects on communities, the environment and local economies. And even if were to accept the broad assumption behind the recommendations in the RMP, those plans still need to be considered with other infrastructure commitments in the same timeframes.

8. For the RMP exercise there was no assessment undertaken against approved key principles and policy objectives.

The CIPT update is making recommendations and seeking approval on road projects that are detailed in the RMP without any assessment against the key principles and objectives which must drive decision making for transport interventions and integrated spatial development.

The RMP lists a range of projects and project options which have been motivated based solely on having some claimed improvement to traffic conditions / level of congestion reduction. Even on these grounds alone, this is strongly disputed (See 6). When one then considers many of the larger road projects set against transport policy direction and guiding principles for comprehensive transport assessment (See Notes 5, 6), these schemes would fail.

Subjecting these projects to the broader principles and policy objectives - as set out within the SDF and the IDP- would undoubtably mean most of the larger road building projects would fail and act directly against intended aims.

However, none of this assessment has been carried out and so these projects as yet have no basis beyond being part of a list.

9. What sits behind the road transport modelling and forecasts in the RMP? What assumptions are made?

Transport modelling is undertaken to make predictions of future situations and hence various assumptions must be made in order to forecast a future state. At its simplest, traditional traffic modelling, which is what the RMP document is based on, makes estimations within 4 sub models (4-step modelling) of:

a) *Trip generations* – how many trips are produced and from where;
b) *Trip distribution* - where are the trips destined for;
c) *Modal split*; and
d) *Assignment* - how will the journey be made, and which route is chosen.

Each of these sub-models is fed by assumption *types* fitting into one or a combination of the following:

i. Projections based on past trends and/or current situation: e.g. population growth, rate of car ownership, trip-rate growths, housing & employment distribution,, (...and may

forecast forward declining rate of public transport, low rates of utility cycling, etc. hence self-fulfilling a cycle)

ii. Projections based on moving towards a policy-driven future end-state. This would therefore align with the broader objectives, for example as set out in **Note 1 & 9** and reflected in the SDF and the IDP.

iii. Policy non-compliant end-state driven, where for example a different pattern of trip making or future housing distribution drives transport flows. (**See Notes 7 & 8**).

Increasingly, modelling for systems which are largely human-controlled, is now strongly rejecting Type (i) modelling, since these assumptions simply perpetuate past trends and are therefore policy-blind [known as *project and provide*]. Type (ii) modelling aims to reflect and chart the path towards the policy required situation and Type (iii) modelling should only be undertaken to illustrate or test the implications of a non-policy led path.

Little detailed information is explicit in the report on assumptions around the EMME modelling undertaken for the RMP. It appears to largely combine Type (i) and elements of Type (iii) and there is little to indicate the required Type (ii) modelling. This is a critical failing and shortcoming of the modelling. If the results are being recommended to take forward with significant budgets attached to further planning, design and possibly implementation, then this would amount to wasteful expenditure.

The outputs for the modelling exercise should instead be regarded as selective scenario planning outcomes, which may have a useful planning purpose, but only when set against and compared with Type (ii) modelled scenarios and certainly not for taking forward and committing major funding at this stage.

In the RMP document the authors relate to sophistication of the modelling tool, etc. They are typically referring to the speed and the accuracy of the model convergence, the quality of the graphics and the interchangeable formats of outputs. It does not relate explicitly to how effectively the tool is able to make accurate predictions of the future. This, as indicated, is input and assumption controlled.

10. Public transport excluded from the road network modelling.

The RMP modelling leaves out public transport modes and proposals, stating:

> *The future provision of a public transport system and services will impact the requirements for road infrastructure. It was the intention to model the Municipality's public transport proposals as part of the EMME modelling process to test the impact of the proposals. However, the available information is too high-level and with an unknown implementation framework and was not incorporated in the modelling.*

This is a major exclusion which completely skews a picture of the future, purely planning for roads and cars. On this basis it is even more firmly stated that the outputs from the models quite clearly cannot be used as a basis for any recommendations through the CITP and any budgetary allocations that are made will most certainly constitute wasteful expenditure.

11. Provincial and Municipal Roads

Where proposed roads and expansions are Provincial Roads proposed schemes, the Municipality should still be assessing these on the same basis given that they could potentially make traffic conditions worse for the town of Stellenbosch, and/or they may not

align with the SDF or IDP, and resources should be redirected towards the approved approach.

12. The future role of public transport, active travel and shared travel is inadequately explored.

Public transport, active travel and shared travel solutions, as significant elements of the future urban mobility system, appear to be lost in the thinking about the future. The place and role for cycling and walking for shorter local area trips, e-hailing, improved para-transit sector supply, and much more are not explored as part of the future mobility system. Parking for private cars appears to be higher on the agenda than staging facilitates for e-hailing services, and downtown private car parking seems more critical than town centre urban realm improvements enabled through peripheral park-and-ride/walk facilities that link to scheduled public transport services.

For additional funding from other government tiers, the plan would have to present apparent alternatives that closer align with policy intent and cannot be the usual. Spending more than 90% of the transport budget on strategies that proceed from unexamined assumptions and perpetuate a cycle that seems unsustainable again appears like potential wasteful expenditure.

13. Post Covid-19 situation – travel patterns have changed permanently

Travel patterns have changed dramatically worldwide and even after the threat from the Covid-19 abates, local trip-making for many employees has been altered permanently. With much higher levels of home/remote working the reduced rates of trip generation during peak periods requires a review in assumptions for any modelling and forecasting work. Given that public transport volumes have also been significantly impacted, the recovery post Covid-19 is a critical focus for transport and infrastructure planners.

Note 1

Key Relevant Extracts from the SDF

Stellenbosch Municipality, Spatial Development Framework Approved by Council on 11 November 2019

The Role of the SDF, Page 14

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.

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?"

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

We cannot afford to lose more nature and agricultural land, develop at low densities, and prioritise building roads for private cars more than public transport. If we do that, the system will fail.

...focus energy on a few catalytic areas that offer extensive opportunity and address present risk

the MSDF gives an indication of where and how the municipality intends to channel public investment, influence, and other resources at its disposable. 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.

The Relationship between Spatial and Transport Planning, Page 111

On the integration of spatial and transport planning Paragraph 6.6.2.1 states:

..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.

and Paragraph 6.6.2.3 states

..To align with both broader transport policy objectives this growth [in travel demands] must be rigorously managed such that resulting transport patterns do not undermine broader spatial and development goals.

Note 2

Transport that serves all in Stellenbosch - Guiding Principles for Sustainable Transport in Stellenbosch

Towards A Sustainable Transport Strategy for Stellenbosch Municipality[4]

The Table below describes eight principles proposed as the basis for developing the Vision and Objectives for Transport in Stellenbosch. These principles have been derived from Stellenbosch's 5 Strategic Themes[5] together with key objectives from national and provincial transport and spatial policy.

Sustainable Transport - Guiding Principles

	Principle	Description
1	**Equity & Efficiency**	Ensure most efficient & cost-effective solutions to all. Strive to ensure social, inter-generational equity, meeting the basic transportation-related needs of all people with emphasis on the poor and disadvantaged.
2	**Access & Spatial Justice**	All people should be afforded reasonable access to opportunity (work, education, etc.) and the satisfaction of basic needs.
3	**Containing Land Use Resources & Urban Growth**	Transportation systems must make efficient use of land and other natural resources while ensuring the preservation of vital habitats and other requirements for maintaining biodiversity. Transport responses to urban growth pressures must ensure optimum solutions and improved efficiency in the use of existing infrastructure and systems – through specific consideration of Public and Non – motorised Transport modes.
4	**Policy Led Integrated Planning**	Planning and transportation decision-makers: • must develop and adhere to policy-driven approaches • have a mandated responsibility to ensure planning approaches are both integrative and integrated.
5	**Comprehensive Impact Assessment**	Transportation decision-makers must develop and move toward full impact assessment and full cost-accounting, reflecting the true social, economic and environmental costs of alternatives.
6	**Health & Safety**	Transportation systems should be designed and operated in a way that protects the health, safety & well-being of all and enhances the quality of life in communities. Transportation needs must be met without generating externalities and emissions that threaten public health, climate, diversity or essential ecological processes.
7	**Growing Employment Opportunities**	Transport system decisions should reflect the direct and indirect employment impacts of alternative courses of action and strongly align with choices which provide the highest employment impacts
8	**Responsibility**	All individuals and organisations have a responsibility to protect the natural environment, to act responsibly and to make sustainable choices (where choices exist), with regard to personal movement and consumption.

[4] Provincial Sustainable Transport Programme, *Reflections on the Current Situation, a Vision for the Future and a Way Forward for Alignment and Adoption. Summary Report, December 2017*

[5] Stellenbosch Municipality: Fourth Generation IDP, May 2017 (2017-2022)

1 Alignment on Vision and Strategic Approach

1.1 Programme Interventions

A) Develop and agree the broad Vision for the future of Stellenbosch which the appropriate transport (and land use) responses must serve

B) Agree the key principles around which transport planning and transport implementation must advance, and align on a future Vision for Transport in Stellenbosch.

C) Establish an integrated planning and advisory task team for transport and spatial development for Stellenbosch with a high level of consultation, coordination and cooperation, This team should consist of senior officials across Local and Provincial government spheres and key local stakeholders including the university, business and civil society representatives

D) Develop and agree the framework for the advancement of transport strategy (See Fig 1.1 for the essential components).

1.2 Motivation

There must be broad agreement around the economic, social and spatial development of Stellenbosch that aligns with sustainable development principles with mechanisms put in place to ensure these principles are adhered to. Previous versions of the Integrated Development Plan for Stellenbosch have laid out strong principles but implementation in practice has fallen a long way short.

Within a clear vision for the future development of Stellenbosch, the approach for addressing transport and spatial development issues can align. Addressing transport challenges is a complex undertaking. Trip making and travel patterns are influenced by many factors including past policy decisions, employment location, land use, travel choices, the safety and security situation, etc.

Managing transport effectively is a shared responsibility with the vast majority of the limited available public funding currently resting at the provincial level. Planning and funding focusses at a regional mobility level with local transport and accessibility issues often being overlooked This practice must change and it is crucial that an advisory and decision making body across levels of government be in place. Large institutions including the University, businesses and schools as major trip attractors must assume certain obligations to support a common sustainable approach to transport.

1.3 Impact

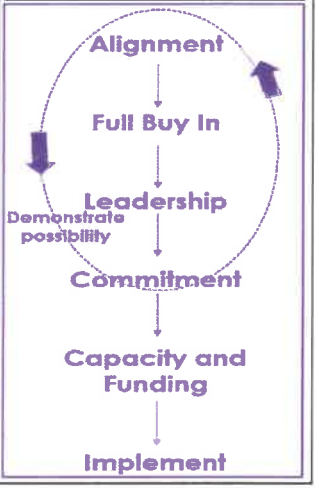
The establishment of an agreed, integrated and progressive way forward for the management of transport that has full buy-in from all stakeholders represents the essential foundation for the advancement of sustainable transport solutions in Stellenbosch. With this in place all the other interventions set out in this 10 point plan can advance. Without this broad alignment any subsequent activity will be diluted, to some extent misaligned and often be counter to the required responses.

Figure 1.2 illustrates the steps towards effective implementation in complex systems, and highlights the importance of demonstrating impact and behaviour change through trial projects to progressively gain buy-in.

Figure 1.1: *Framework for Advancement of Transport in Stellenbosch*

- *Agree principles, vision and goals*
- *Assessment of current and required future performance of the transport system*
- *Foster a strong shift towards more sustainable modes and practices*
- *Clear implementation plan for short term and long term*
- *Horizontal and vertical integration & participatory approach*
- *Monitoring, review, reporting on local transport situation*

Figure 1.2 Process for the Successful implementation of Strategy

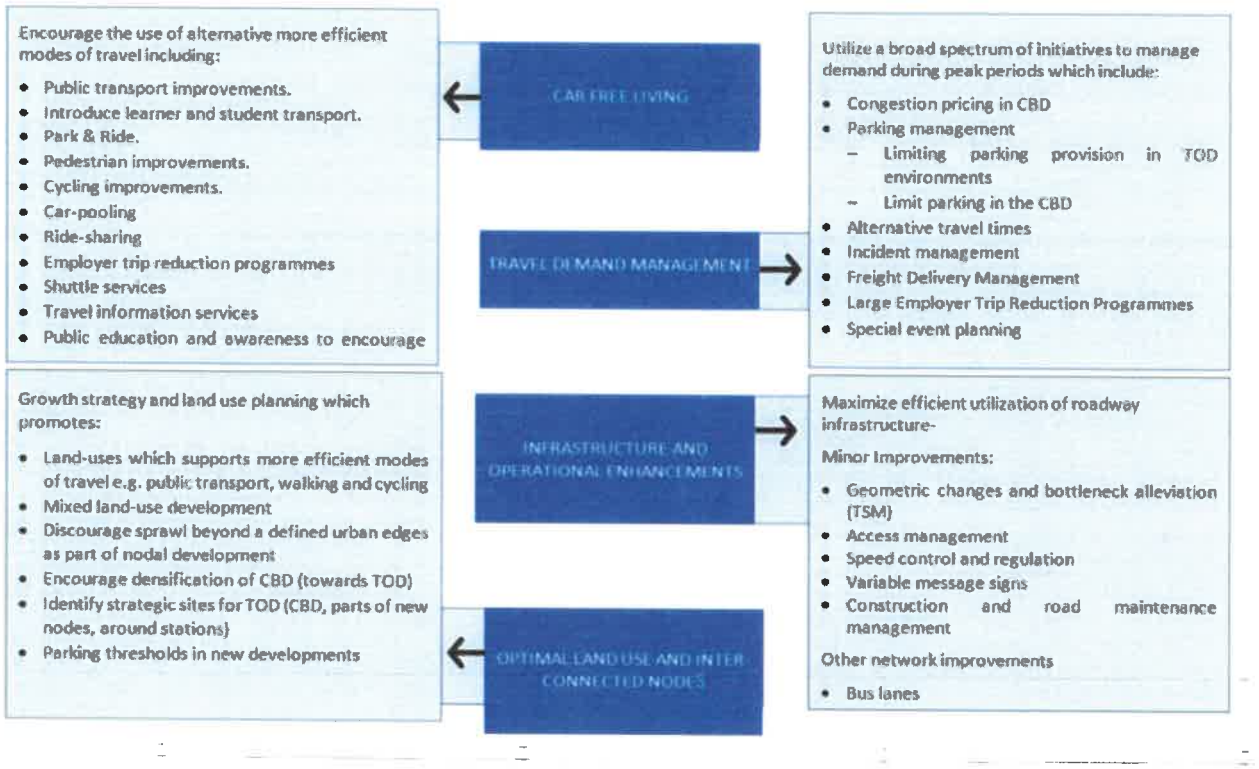


Note 4

Integrated Development Plan 2017-2022
2nd Review, March 2019

Strategic Interventions within the CITP, P138

Strategic Interventions reflected in the IDP



The following areas of strategic intervention have been proposed for Stellenbosch:

"Towards Car Free Living" which refers to strategies that encourage more effective modes of travel such as public transport, NMT and other mechanisms to increase the number of passengers per vehicle;

"Travel Demand Management" which refers to strategies that manage overall demand for travel during peak periods such congestion pricing and parking management;

"Infrastructure and Operational Enhancements" which refer to capacity improvements to transport infrastructure but only as part of the overarching transport philosophy in Stellenbosch. Therefore, it could include infrastructure interventions such as by-passes or bus/high occupancy lanes; and

"Optimal Land-Use and Interconnected nodes" which refers to integrated land use and transport planning which supports and promotes transit orientated development (TOD).

Note 5

Integrated Development Plan 2017-2022
4th Review, May 2021

Table 34.

Ensure a balance approach to transport in SM, that appropriately serves regional mobility needs and local level accessibility improvements.

- Actively promote compact, dense, mixed use development which reduces car dependence and enables and promotes use of public and NMT.
- 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 are gradually achieved from existing transport infrastructure.
- Proactively allocate resources to improve NMT in the municipal area.
- Strengthen the role played by rail based public transport, including advocating for a new, lighter, frequent rail service on the Eerste River / Klapmuts rail line as backbone of transport movement along the Baden Powell-Adam TasR304 corridor.
- 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 rout

Note 6

2015-2020 CITP Vision

A sustainable transport system that provides for the basic mobility needs of individuals, supports a vibrant economy and operates seamlessly within and across the municipal boundaries.

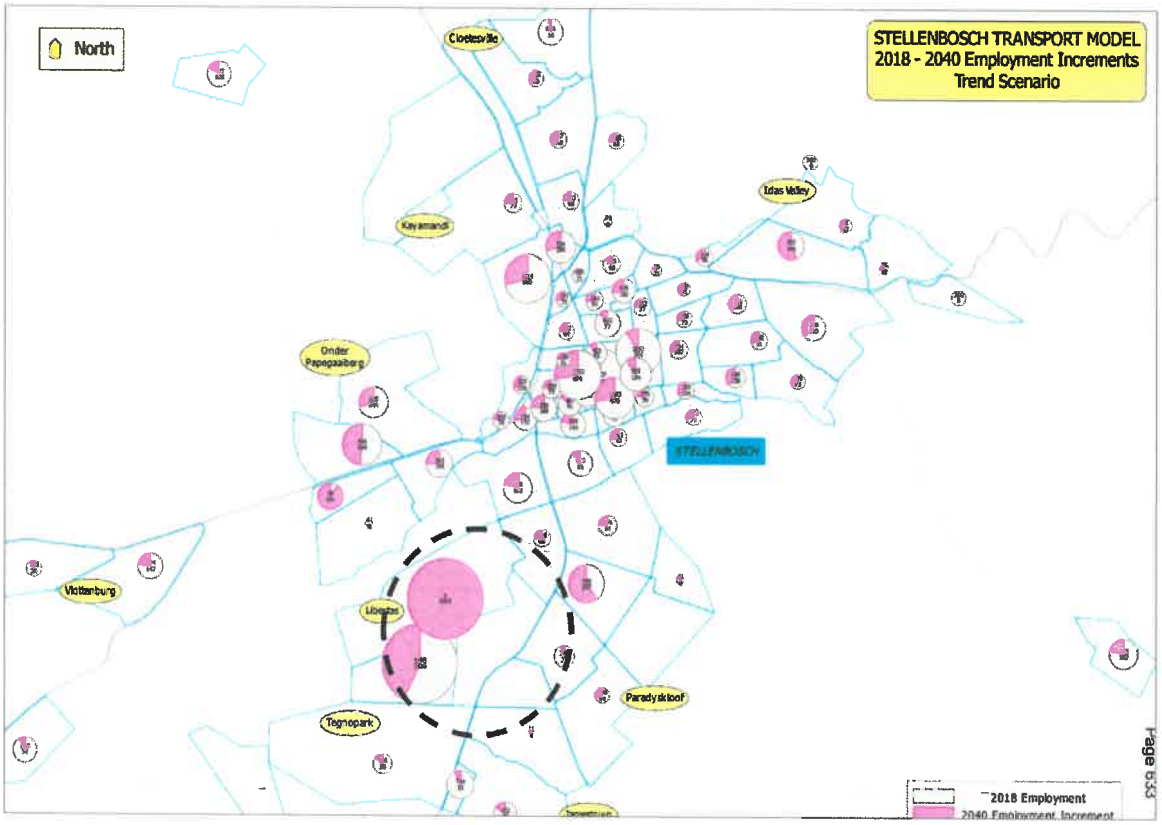
Key strategic objectives

A much-improved sustainable public transport system with better and safe access, more frequent and higher quality services and facilities to an agreed standard;

- significant reduction in road fatalities;
- greater mobility options, particularly for those who do not have a car;
- safer and easier cycling and walking;
- better infrastructure, link and interchange with other means of transport;
- an improved and better maintained road and rail network;
- improved journey time reliability on all modes;
- different travel patterns and transport usage and, where appropriate, reduced need to travel by motor vehicles from having achieved an integrated land use and transport system;
- a transport system that is consistent with the real needs of people living in different parts of South Africa and with differing abilities to afford travel;
- a transport system that charges the traveller a fair reflection of the costs of making a journey;
- a transport system that supports focused funding of transport priorities;
- developed sufficient institutional human capital to drive the vision of transport -

Note 7

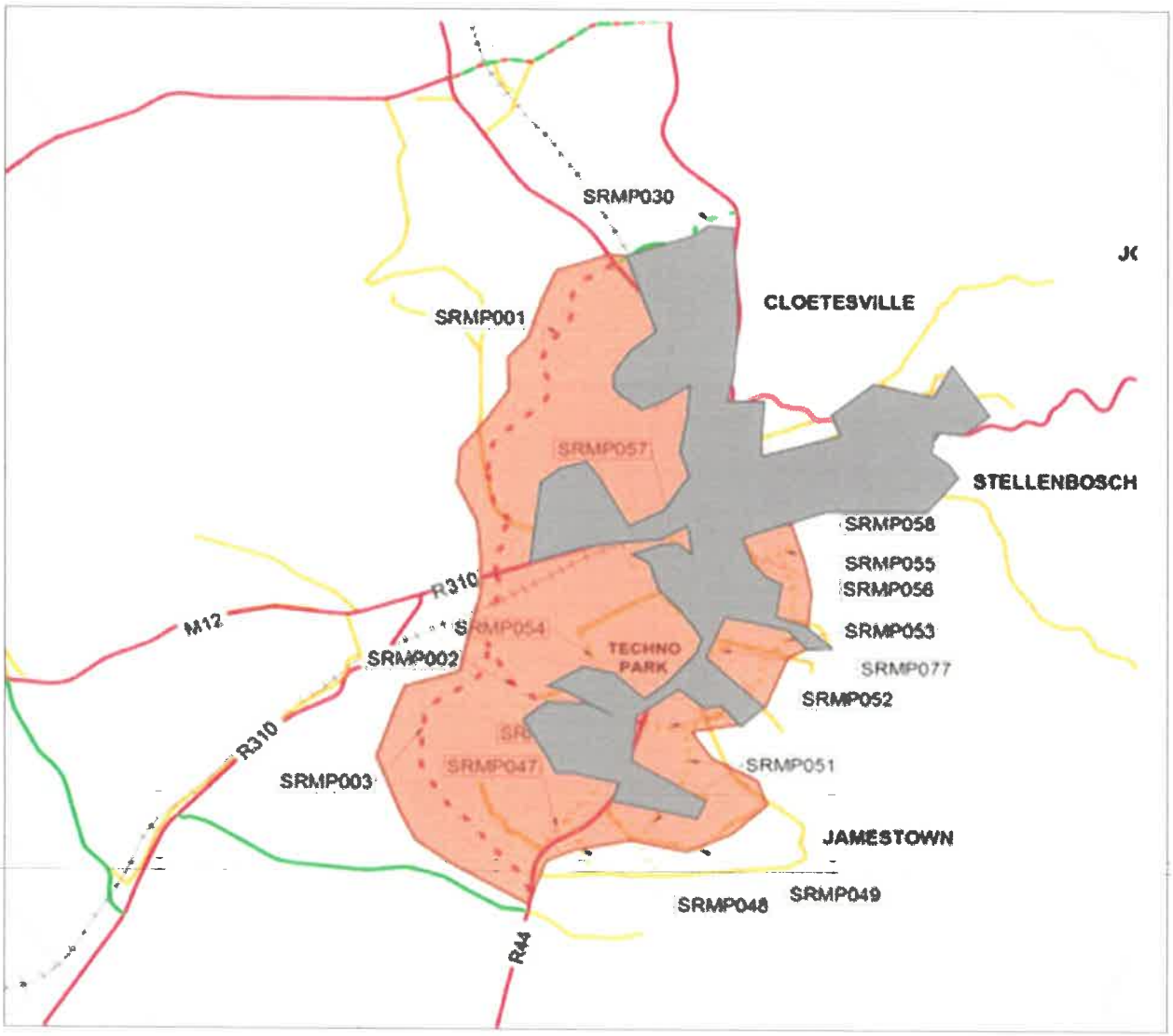
Road Master Plan. Future Housing and Employment: Trend Scenario



Scenario within the RMP places major future employment into an area that does not align with, and hence conflicts with, the SDF.

Note 8

Stellenbosch Town Built up Area and area under Development Threat if Road Development Plans Progress.



Risk of extensive future sprawl development if indications of major new road plans proceed.

Note 9

Extract:
Integrated Development Plan 2017-2022
4th Review, May 2021

4.15 Catalytic Initiatives. 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 a process of re-imagining and re-purposing the land around the Adam Tas Road within the Stellenbosch town to enable maximum potential of this space. This will entail the redevelopment of the Adam Tas Corridor which includes, the area stretching along the R310 and R44 along the foot of Papegaaiberg, from the dis-used Cape Sawmills site to the west of Kayamandi and Cloetesville along the north part of this corridor.

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 was historically utilised for light industrial and manufacturing purposes. It includes the dis-used Sawmill site, the government owned Droë Dyke area, Distell's Adam Tas facility, Oude Libertas, various Remgro property assets, Bosman's Crossing, the rail station, Bergkelder complex, Van der Stel sports complex, the George_Blake Road area, and parts of Kayamandi and Cloetesville. Under-utilised and dis-used 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 residentially-led with a strong mixed use basis, high density and should favour non-motorised ("NMT") access to the centre of Stellenbosch Town. It is estimated that Adam Tas Corridor through a preliminary development conceptual framework that the ATC will produce approximately 3 million square metres of bulk within a 293ha area, with 69% earmarked for residential usage.

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 enable ease of access within the corridor concept, with passengers transferring via public transport, cycling and walking to reach destinations within the town of Stellenbosch.

BELANGEGROEP STELLENBOSCH
INTEREST GROUP (SIG)

Belangegroep Stellenbosch Interest Group

14 June 2021

Director: Infrastructure Services
Mr Deon Louw (engineering.services@stellenbosch.gov.za)
Stellenbosch Municipality
Plein Street
STELLENBOSCH

Dear Mr Louw

COMMENT ON THE DRAFT NON-MOTORISED TRANSPORT (NMT) POLICY FOR STELLENBOSCH

The Stellenbosch Interest Group (SIG) refers to the following three documents, concerning the above, which were released for public comment on 14 May 2021 calling for comment by 14 June 2021:

- Non-motorised transport policy - draft version 1 - January 2021
- Review, Update and Consolidation of the Stellenbosch NMT Masterplan & Cycle Plan - Project Report - December 2020
- Annexure A & B Network Maps & Implementation Plan

The SIG commends the Municipality for embarking on a NMT policy initiative. The successful implementation thereof remains to be seen.

Although the SIG is in principle in agreement with the overarching ideals of the draft policy are we of the opinion that the actual Network Maps (specifically the one for Stellenbosch) are ill-conceived for the following reasons.

- In the draft policy it is stated: **6.3 Pedestrian-friendly streets in the CBD: All streets in Stellenbosch CBD will be managed in such a way that they become more pedestrian-friendly and prioritize the needs of more vulnerable road users.**
Yet. if one looks at the Network Map not ALL the streets will have some form of intervention. This needs to be clarified.

✉ 2217, Dennesig 7601 **021 886 4741** info@stellenboschinterestgroup.org

- There is nowhere in any of the documents a description of the Network Maps' legend/categories for the "proposed" and "existing" types. Ideally there should be a map for "proposed" and a separate map for "existing" because the overlay map is confusing and some of the information apparently disappears. For example, key streets in the CBD and surrounds are marked as "NMT facilities with Partial Separation (Class 2)". What does this mean? How will it be introduced in, for example, Dorp, Merriman or Bird Street? One is left guessing as to what is meant by partial separation. The SIG's understanding is that if a street such as Dorp Street, for example, should be partially separated it will imply that the street be converted into a one-way street (in the one lane) and the other lane be used as a cycling lane. Is this what is proposed?

- Although the SIG is not opposed to pedestrianization of streets in the historic core (in fact the SIG would like to see the pedestrianized street network expanded across the historic core) as the logic behind pedestrianising Church and Andringa Streets is at present perplexing. These streets are the "calmest" streets in the core where cyclists and pedestrians feel most comfortable and safe in moving about. The problem with these streets is, however, that they are cluttered with parking bays, while the sidewalks are cluttered with café and restaurant furniture. By removing all the parking bays in these streets without closing off the streets will go a long way in creating a better public space experience to be enjoyed. The roads can then be divided into cycling/walking and driving lanes.

In the Review, Update and Consolidation of the Stellenbosch NMT Masterplan & Cycle Plan on p. 20 it is stated

- **"An investigation into the potential of cycling in Stellenbosch Town in 2015 indicated that the main barriers to cycling are traffic safety, the lack of cycling infrastructure and personal safety concerns. Only a complete urban network that provides safe and direct routes will have the impact to increase the status and utilisation of NMT, in particular cycling."** Furthermore on p. 39 it is stated that: **"Implement cycle routes in CBDs (cycle lanes and paths (sidewalk or off-street)): A continuous cycle network should be developed in the CBD that enables people to cycle from point A to B in the most direct manner, along a continuous network of lanes, paths and routes. In the same way that pedestrians can navigate across the CBD. Various tools are available to achieve this, and some actions include the following:**

- **Trade parking for cycle lanes.**
- **Share sidewalks with pedestrians but do not attempt to squeeze all users on a sidewalk if there is insufficient space. Note that a cyclists need 1.4m effective clear**

space. If this space is not available due to conflicting pedestrians and street furniture, cyclists will start to use the road again.

- **Bicycle priority/ accommodation at intersections.**
- **Share wide pedestrian routes and public space.**
- **Dropped kerbs at all level changes."**

However, if one scrutinizes Annexure B (the maps) it is clear that the above is not reflected as such in the network. The current plan fails to address this exact weakness identified in the 2015 study, namely, a complete network, with safe and direct routes. If one looks at Annexure B for Stellenbosch it is obvious that not a lot of logical thinking has gone into working out the cycling routes that link the surrounding neighbourhoods connected to the central/CBD core area of Stellenbosch. For example, bicycle lanes (indicated with red dots on the map) are confined to a couple of streets around the CBD. How the CBD will be connected to a complete bicycle road or route network is completely absent, thus nullifying the notion of all forms of NMT in the core.

- In the two documents a picture of Stellenbosch having reached full capacity is painted: yet the integrated transport plan that will provide for public transport networks, park and ride sites, and a pedestrianized historic core has not been implemented.

Several other issues in the Review, Update and Consolidation of the Stellenbosch NMT Masterplan & Cycle Plan that require clarity are the following:

- p. 73 - **The proposed TOD scheme for the Adam Tas corridor is illustrated in the four conceptual diagrams on the next page** - this is missing in the document, please ensure that it is inserted.

- p 75 - **SM confirmed that the implementation of the Adam Tas TOD project is on hold indefinitely, and the extent of the upgrades may be revised and reduced. Additional EMME modelling of the TOD proposals were also not required as part of the RMP update** - Clarity on this is needed. The Adam Tas SDF (currently in process of design) needs to feed into the NMT and ITP of the Municipality. With the proposed densification and development of the ATC the Municipality only has <u>one</u> chance to plan transport requirements properly for the future.

- p. 106 **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** - This is a knee-jerk reaction suggestion and which the SIG does not support this as it will severely impact the most historic street in Stellenbosch.

- p. 119 Public **Transport can play a major role in reducing private vehicle dependencies, and Stellenbosch needs to invest much more time and effort toward these solutions considering the existing poor rail services and public transport availability from neighbouring municipalities, such as the City of Cape Town's existing and planned MyCiTi IRT network**. - the SIG fully supports this suggestion but does not understand why negotiations around this issue have not yet commenced. A MyCiti network feeding Somerset-West, Strand, Gordon's Bay and Stellenbosch will go a long way in alleviating traffic congestion between Stellenbosch and Somerset West.

- p. 97 - **The comparative results in Figure 7-15 show a very small general impact on the road system, with a slight decrease of trips into the Stellenbosch town area and vice versa for outbound commuters. The traffic increases in the town centre is expected to add marginally to those network elements that are already congested, but the overall impact appears to be relatively small and of short duration. The traffic growth is largely in proportion to the scale of the densification assumption of 20%. Although the Municipality is actively promoting NMT, no meaningful shift to NMT or public transport became apparent, largely because this exercise did not allow for additional employment in the town centre, or for the use of second dwellings as student accommodation or lower income housing.** - It is difficult to understand what this means.

- The policy should also address the issue of delivery vehicles in the central core. A major contributor to traffic congestion in Dorp Street is the delivery trucks at Checkers. Bylaws should be introduced to prohibit delivery of goods during peak hour periods.

- In the draft NMT policy it is stated that the Municipality will continuously consult with the "NMT Working Group". The SIG would like to be part of this working group to consult with other interest groups in Stellenbosch like the SIG.

To conclude, although the SIG is in favour of a NMT policy; proper, more detailed, explanatory maps of the proposed interventions are urgently needed to provide more sound input.

Kind regards

Patricia Botha (Chairperson)

Cc Ms G Mettler, municipal.manager@stellenbosch.gov.za

Mr Anthony Barnes: Director, Planning and Economic Development
Anthony.Barnes@stellenbosch.gov.za

Mr Stiaan Carstens Senior Manager, Land Use Management
Stiaan.Carstens@stellenbosch.gov.za

Councillor Esther Groenewald: Planning and Economic Development Portfolio
Esther.Groenewald@stellenbosch.gov.za

Ms Gesie van Deventer: Executive Mayor, Stellenbosch
mayor@stellenbosch.gov.za

STELLENBOSCH CYCLING

COMMENTS: Stellenbosch Fietsry/Cycling

- NMT TRANSPORT POLICY AND MASTER PLAN

GENERAL COMMENTS

Stellenbosch Fietsry/Cycling, in broad terms, welcomes and underwrites the content of the above-mentioned documents. There are some secondary reservations regarding specific projects in the NMT Masterplan. These will be highlighted and commented on later.

Stellenbosch Fietsry/Cycling, however, is frustrated and not at all happy with the progress over the past years made to improve facilitation of NMT and more specifically the cycling component. In our view the reason for this does not lie with a lack of or good policies and plans. Stellenbosch Municipality has already in 2015 had an excellent Cycle plan drawn up. The cost to have the plan drawn up was in the order of R500 000,00! This Plan has now for all practical purposes over the past 6 years been gathering dust on a shelf somewhere. Very few, if any, of the proposals in the plan were executed.

New and reviewed draft NMT policies and plans have now been drawn up and are now tabled for comment.

The lack and/or insufficient progress in the facilitation of NMT does not lie with the plans but rather with the lack in political vision and will of the Council and its officials! As correctly mentioned in the draft policy and plans, Stellenbosch is ideally positioned to become a model town in South Africa in terms of NMT and cycling. Stellenbosch also has a serious vehicle congestion problem as highlighted in the draft Roads Master plan. Numerous current examples of progressive towns and cities all over the world reflect the success of promoting NMT and cycling to help resolve vehicle congestion and encourage motorists to leave their cars at home. Other positive elements of promoting NMT include improved quality of life by increasing active mobility, calmer traffic that further favours the safety of the most vulnerable groups and a decrease in accidents, improved air quality, decreased emission and low-carbon economy and the advancement of economic equality and greater autonomy.

Council's approach currently seems to provide less than the minimum for existing needs for cycling. Instead, it should aggressively invest in infrastructure and other means to make cycling safer and easier to increase the cycling share of transport. Safety or rather the lack of safety is the primary reasons why more people do not cycle or do not want their children to cycle on public roads and to school. Vehicle congestion at schools remains one of the major headaches.

By having the new NMT Policy and Plan drawn up and by approving them Council talks the talk. The meagre budgets allocated to implement these plans do, however, not walk the walk. Not by far! Stellenbosch Fietsry/Cycling and other parties have for some time been

requesting firm financial commitments from Council towards the systematic implementation of the 2015 cycle plan, but to no avail.

Stellenbosch Fietsry/Cycling would like to suggest that Council commits itself in the policy and the masterplan to provide an ongoing long-term budget to implement the NMT plan's essential and desirable cycling projects over the next 6 years. This will require only a nominal portion of the total roads transport budget of the Municipality. If no action is taken to implement the new, revised second plan, the cost of drawing up these plans is a waste of time and money and is fruitless expenditure.

It is also Stellenbosch Fietsry/Cycling's view that existing NMT and cycling infrastructure are not properly maintained. Proper maintenance makes for safer use but also in the long term brings major savings in terms of capital projects by extending the life cycle of infrastructure. This point also applies to NMT infrastructure along Provincial roads within the jurisdiction area of the Municipality. Stellenbosch Municipality should, as agent-representative of its inhabitants, take the lead to ensure that this is achieved through good interdepartmental cooperation and agreements.

Waar daar 'n wil is, is daar 'n weg!

COMMENTS RELATING SPECIFICALLY TO THE NMT POLICY DOCUMENT

Section 3. First Strategic Objective. *Connect the outlying communities with the CBD in a safe and attractive manner and improve safety, access to opportunities and the dignity of these communities.*

Stellenbosch Fietsry/Cycling agrees in principle. We are, however, concerned about the specific examples muted. Pedestrian and Cycle bridges are awfully expensive and are often not well used. Personal safety is always a concern with pedestrian bridges and with sub-ways. The question here is, "Is this good value for money" especially when budgets are constrained. The bridges crossing the rails should be put on ice until Metrorail is again functional. To fix the current vandalised railway infrastructure that stretches over kilometres of line will not happen soon and will cost millions of rands. It is quite possible that the section serving Stellenbosch may never again come in use.

In terms of value for money and limited budgets consideration should be given to only gravel surface pavements and cycling paths. Hard surfacing with tarmac, concrete or paving is not necessary in the lower use situations.

Section 6. NMT POLICIES

Far more emphasis needs to put on speed reduction in the CBD, residential areas and routes frequently used by pedestrians and cyclists. A blanket general reduced speed limit for such areas (for example 30 kph) is proposed. This can be backed up by the increased use of various other traffic calming measures, for example speed bumps, raised/elevated pedestrian and cycle crossings etc., where necessary.

Section 6.6 (in particular ~~the third paragraph~~).

Stellenbosch Municipality's engagement in this regard is clearly not adequate. When looking at the latest provincial infrastructure additions within the Stellenbosch area of jurisdiction it is clear these interventions are managed typically to favour the needs of motorised vehicles at the expense of pedestrian and cyclists. The Municipality should find ways to address this shortcoming to better ensure NMT and cycle user's safety and needs.

NMT MASTER PLAN

The Municipality should commit itself to a detailed execution plan of the Master Plan.

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For Attention: Director of Infrastructure Services
Stellenbosch Municipality: Infrastructure Services
PO Box 17
Stellenbosch
7599

Dear Mr. Deon Louw,

STELLENBOSCH MUNICIPALITY – Public Comments on the Roads Masterplan 2018 (Notice 44/2021) and NMT Policy Framework Draft1 2021 (Notice 47/2021)

The University welcomes the opportunity to submit formal comments on the recently advertised proposed Roads Master Plan 2018 and NMT Policy Framework Draft 1 2021. The comments herewith included relate both to a consideration of the aforementioned policies in relation to Stellenbosch University's long-term planning vision as set forth in the Integrated Campus Spatial Development Framework (currently being circulated for comment), and a virtual consultation with Mr Johan Fullard (Senior Manager Stellenbosch Municipality: Roads, Transport, Storm Water and Traffic Engineering), on Friday 02nd July 2021.

First and foremost, Stellenbosch University acknowledges and appreciates the commitment to an ongoing partnership between the University and Stellenbosch Municipality, as indicated in the Non-motorised Transport Policy (pg.4). Integrated planning is one of the six strategic themes that informs the Stellenbosch University SDF vision. The University therefor raises two main points in this letter but recognises these concerns will be addressed in due course as part of the ongoing planning coordination discussions between the University and the Municipality.

The first concern relates to the current alignment of the proposed Eastern Link Road, as indicated in the Roads Masterplan. Although it is understood that the role of the Roads Masterplan and the current Eastern Link Road diagram is merely intended to indicate a long-term vision for potential future connections, the University requests that alternative alignments be indicated in the next revision of the Roads Masterplan. The existing alignment negatively impacts Stellenbosch University's spatial vision for the expansion of the existing Welgevallen Agricultural Hub and Coetzenburg Sports Fields. Should the proposed road cut across the South Campus in the alignment currently indicated, it will pose an increased security risk for the University, amplify thoroughfare vehicular movement in an area earmarked as a recreation and pedestrian-priority zone, and create a buffer diagonally across the proposed 'green' sports zone link with the adjacent schools precinct.

The University is also concerned about the impact that the Eastern Link Road's discharge will have on Suidwal Street, considering that this road is already congested with the limited capacity of the current bridge crossings over the Eerste River, and this road serves as the primary feeder route to the Coetzenburg and Welgevallen facilities. In confirmation of the discussion with Mr. Fullard, the University further confirms that the purpose of the current re-alignment diagram is merely to indicate the potential need for a link but will not impede on the University's development rights and is currently not a priority for the Municipality. Should either the Municipality decide to move forward with the planning of the road or the

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University with the expansion of the campus facilities, the matter will be discussed in more detail to accommodate both parties.

The second main point relates to Stellenbosch University's proposal to create safe 'drop and go' zones in strategic locations around the campus, in support of the campus' integrated mobility plan. Since the creation of these pick-up points will require a partnership agreement between the University and the Municipality (and be located on both University and Local Authority land), the University requests that main planning principle and location of these pick-up points be included in the Municipality's NMT Policy Framework.

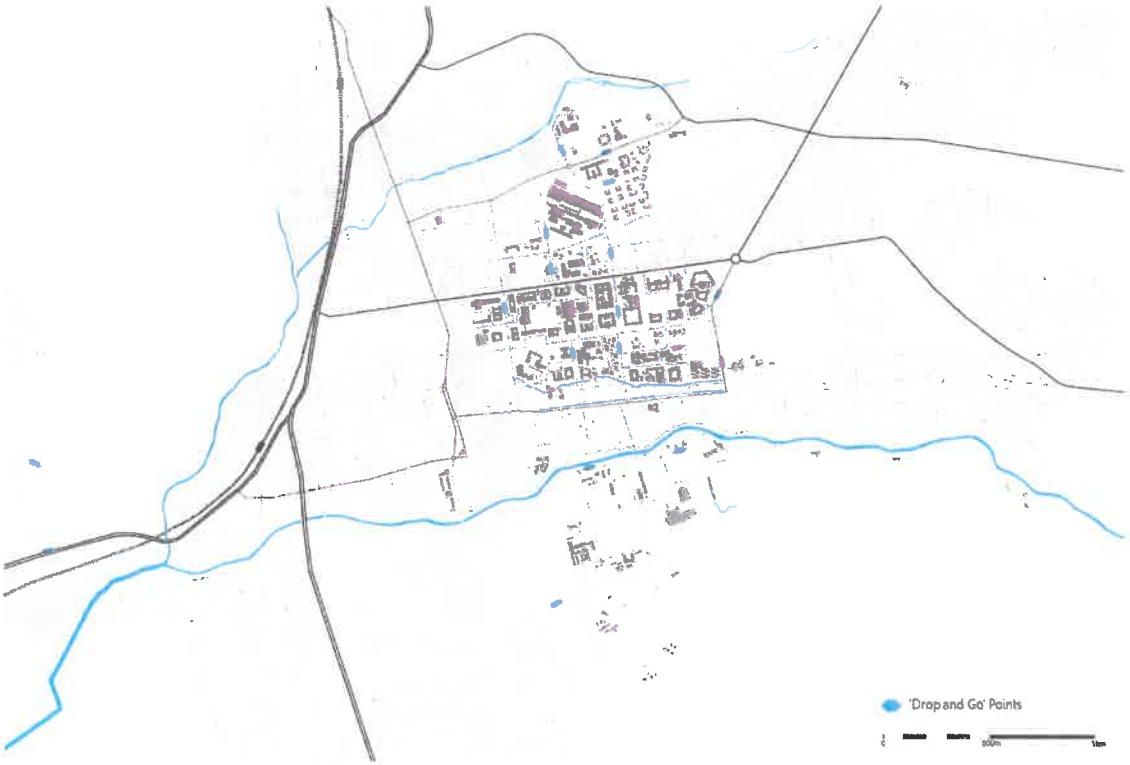


Image 1. Stellenbosch University Mobility Plan – 'Drop and go' points

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2. Revised Roads Masterplan

2.1 Eastern Link Road (pg. iv) – immediate/ imminent implementation of Van Reede extension/ Pastorie Street link proposed as initial phase of Eastern Link Road. This impacts future considerations of alternative alignments with the implication that the proposed alignment across SU Coetzenburg/ Welgevallen site will remain in place, but may in future not be necessary.

Thank you for your consideration.

Vriendelike groete | Iminqweno emihle | Kind regards

Francois Swart

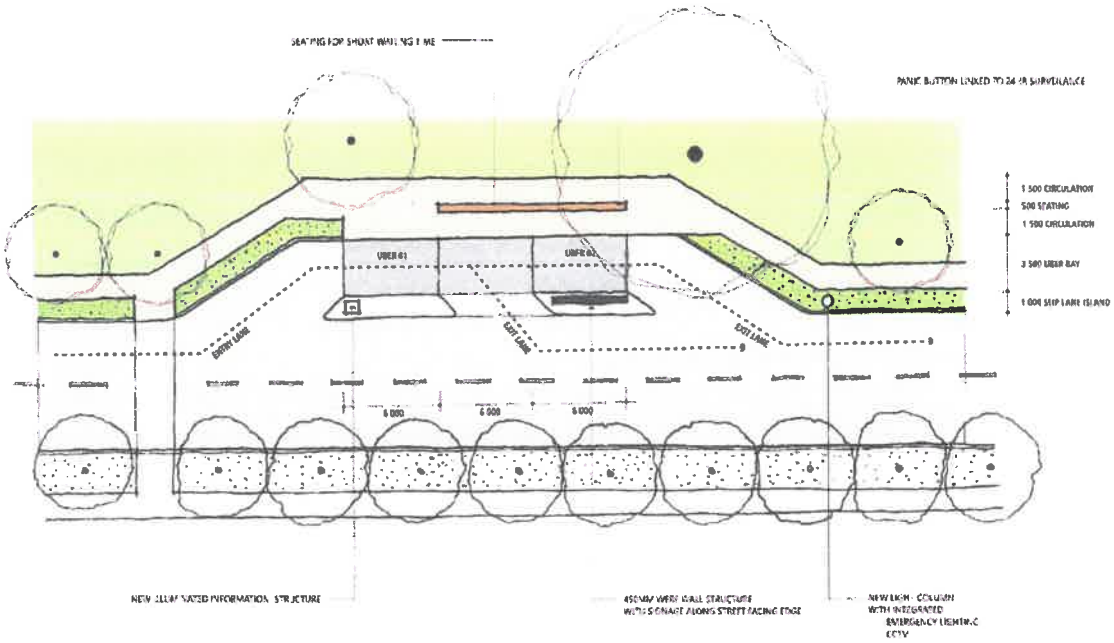
Direkteur: Ontwikkelingsbeplanning & Ontwerp | Director: Development Planning & Design

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The Stellenbosch University Mobility plan included the following diagram in the Campus SDF to outline the important safety elements of the 'drop and go' zones.

Image 2. Stellenbosch University – Proposed concept design for 'Drop and go' points



In addition to the two main comments outlined above, Stellenbosch University notes the following feedback points related to the aforementioned policy documents, for consideration and further discussion.

1. Non-motorised Transport Policy and Masterplan

1.1 Universal Accessibility Policy (pg. 5) – cross-over zones and integration of planning elements in areas that also interface with the Stellenbosch University's Universal Accessibility Policy.

1.2 Clarity regarding the latest Stellenbosch Municipality DC Policy (pg. 6). Will Stellenbosch University be credited for implemented SU funded NMT projects on municipal roads or properties? What is the expected implementation date for the new DC Policy?

1.3 Clarify the requirements for the proposed Site Transport Assessments and which consultants will be responsible for preparing and submitting this report. Will this be part of all project submission requirements or what criteria will trigger this assessment (in addition to Site Development Plans and Traffic Impact Assessments).

1.4 Existing and Proposed NMT Network Plan (December 2020) – diagram 1: Note overlap of University NMT routes and Municipality routes (particularly around North Campus), for discussion and detail planning purposes.

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7.6.7	**APPROVAL OF THE STELLENBOSCH MUNICIPALITY INTEGRATED WASTE MANAGEMENT BY-LAW DELEGATIONS AND ADMISSION OF GUILT FINES**

Collaborator No: **736144**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **19 October 2022**

1. SUBJECT: APPROVAL OF THE STELLENBOSCH MUNICIPALITY INTEGRATED WASTE MANAGEMENT BY-LAW DELEGATIONS AND ADMISSION OF GUILT FINES

2. PURPOSE

To request approval from Council to finally approve the Integrated Waste Management By-Law Delegations and Admission of Guilt Fines.

3. DELEGATED AUTHORITY

The Stellenbosch Municipality By-Law relating to Integrated Waste Management was approved by Council. And published in the Provincial Gazette No. 8441 dated 4 June 2021 (**ANNEXURE A**).

4. EXECUTIVE SUMMARY

The Stellenbosch Municipality Integrated Waste Management By-Law (2020) regulates the avoidance, minimisation, generation, collection, cleaning and disposal of waste; and matters related thereto.

Under Section 59: Delegations of the Municipal Systems Act, Council is to approve the proposed delegation of powers in terms of this By Law to various key officials and incorporate these into the System of Delegations. A proposed set of delegations is shown under **ANNEXURE B**.

Under the provisions of section 45 of the By-Law a person convicted of an offence in terms of section 44(1)(a), (b), (c) or (e) of the By-Law is liable to a fine. A set of proposed Admission of Guilt Fines (AGF) has been attached as **ANNEXURE C**.

5. RECOMMENDATIONS

(a) that the content of this report be noted,

(b) that the set of delegations as proposed in **ANNEXURE B** be accepted and attached to the System of Delegations, and

(c) that the proposed set of Admission of Guilt Fines (Attached as **ANNEXURE C**) be accepted as the fines to be sought from the Chief Magistrate for this By-Law

6. DISCUSSION / CONTENTS

6.1 Background

The Stellenbosch Municipality By-Law relating to Integrated Waste Management was promulgated and published on 4 June 2021 (**ANNEXURE A**).

In order to manage this By Law and in terms of Section 59 of the Municipal Systems Act, various functions are to be assigned to various officials. These delegations are taken up in the proposed set of Delegations within **ANNEXURE B**.

In order to give effect to section 44 of the By-Law a set of fines in terms of section 45 of the By-Law is proposed for consideration by Council. The proposal of fines is attached as **ANNEXURE C**.

6.2 Financial Implications

There are no financial implications, other than an income generated through the issuing of fines, should the recommendations as set out in the report be accepted.

6.3 Legal Implications

None

6.5 Staff Implications

None

6.6 Previous / Relevant Council Resolutions:

6.7 Risk Implications

This report has no risk implications for the Municipality.

RECOMMENDATIONS FROM INFRASTRUCURE SERVICES COMMITTEE MEETING TO THE EXECUTIVE MAYOR: 2022-10-05: ITEM 5.1.7

(a) that the content of this report be noted,

(b) that the set of delegations as proposed in **ANNEXURE B** be accepted and attached to the System of Delegations, and

(c) that the proposed set of Admission of Guilt Fines (Attached as **ANNEXURE C**) be accepted as the fines to be sought from the Chief Magistrate for this By-Law

ANNEXURES

Annexure A: BY-LAW RELATING TO INTEGRATED WASTE MANAGEMENT
Annexure B: PROPOSED SET OF DELEGATIONS
Annexure C: PROPOSED ADMISSION OF GUILT FINES

FOR FURTHER DETAILS CONTACT:

NAME	Shane Chandaka
POSITION	***Director***
DIRECTORATE	***Infrastructure Services***
CONTACT NUMBERS	***021 808 8213***
E-MAIL ADDRESS	shane.chandaka@***stellenbosch.gov.za***
REPORT DATE	***20 July 2022***

ANNEXURE A

Western Cape Government • Wes-Kaapse Regering • URhulumente weNtshona Koloni

PROVINCE OF THE WESTERN CAPE

Provincial Gazette Extraordinary

8441

Friday, 4 June 2021

PROVINSIE WES-KAAP

Buitengewone Provinsiale Koerant

8441

Vrydag, 4 Junie 2021

Registered at the Post Office as a Newspaper

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LOCAL AUTHORITY

Stellenbosch Municipality: By-law Relating to Integrated Waste Management (2020) 2

[STELLENBOSCH MUNICIPALITY]

[DATE OF COMMENCEMENT: 4 JUNE 2021]

This By-Law

was published by *Provincial Gazette* No. 8441 dated 4 June 2021

STELLENBOSCH MUNICIPALITY

BY-LAW RELATING TO INTEGRATED WASTE MANAGEMENT
APPROVED BY COUNCIL ON 25 NOVEMBER 2020

AND

PROMULGATED IN TERMS OF SECTION 13 OF THE LOCAL GOVERNMENT: MUNICIPAL SYSTEMS ACT, 2000 (ACT 32 OF 2000)

STELLENBOSCH MUNICIPALITY INTEGRATED WASTE MANAGEMENT BY-LAW (2020)

To give effect to the right contained in section 24 of the Constitution of the Republic of South Africa, 1996 and to regulate —

- the avoidance, minimisation, generation, collection, cleaning and disposal of waste; and
- matters related thereto.

Under the provisions of sections 156 (2) of the Constitution of the Republic of South Africa, 1996, and section 11 of the Local Government: Municipal Systems Act, 2000 (Act 32 of 2000) the Stellenbosch Municipality enacts as follows:

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SCHEDULE 1
REPEALED LAWS **39**

PREAMBLE

WHEREAS the Municipality has under the Constitution legislative competence in respect of refuse removal, refuse dumps and solid waste disposal;

Whereas the Stellenbosch Municipality has an obligation to regulate and control waste management so as to ensure a safe, healthy and sustainable environment and to ensure that the rights of individuals are protected;

Whereas the Municipality wishes to reduce the generation and the environmental impact of waste to ensure that the socio-economic development, the health of the people within the Municipality's boundaries and the quality of environmental resources are not unduly adversely affected by waste;

Whereas the Municipality wants to ensure that all residents, organisations, institutions, businesses, visitors, tourists and government departments are able to access services from a legitimate waste management service provider; and

Whereas the Municipality wishes to regulate waste generation, cleaning, collection, separation, storage, processing, treatment, recycling, re-use and disposal of waste, including littering and illegal dumping and the regulation of facilities used for the management of waste, with the ultimate aim of avoiding or minimising the generation of waste.

BE IT ENACTED by the Municipality, as follows: —

1. Definitions. —In this By-law, words used in the singular includes the plural and vice versa, the English text shall prevail in the event of an inconsistency between the different texts, and, unless the context otherwise indicates, —

''accredited service provider'' means a person or entity accredited by the Municipality in accordance with its guidelines published from time to time and who provides a waste management service in the municipal area and may include, but is not limited to waste managers, large and small business, entrepreneurs, community cooperatives, and venture learnerships;

"building waste" means waste produced through the construction, alteration, repair or demolition of any structure both manmade and natural, and —

(a) includes rubble, earth, wood and rock that is displaced during any construction, alteration, repair or demolition; but
(b) excludes garden waste and hazardous waste;

"bulky waste" means waste that by virtue of its mass, shape, size or quantity is inconvenient to remove by the routine door-to-door waste removal service provided by the Municipality or a service provider;

''business waste'' means —

(a) waste that emanates from premises that are used, whether lawfully or unlawfully mainly, for commercial, retail, wholesale, entertainment or government administration purposes; and
(b) also includes waste generated by informal traders and residential premises where commercial activities are being conducted;

''chemical waste'' includes discarded solid, liquid and gaseous chemicals;

''Director'' means the Director responsible for solid waste management in the Municipality;

"disposal" means the burial, deposit, discharge, abandoning, dumping, placing or release of any waste into, or onto, any land;

"dump"—
(a) includes the —
(i) disposal of waste in any manner other than one permitted by this By-law or any other law; and
(ii) without derogating from the generality of the foregoing, the —
(aa) deposit;
(bb) discharge;
(cc) spill; or
(dd) release
of waste, whether the said waste is in a container or receptacle or not, in or at any place whether publicly or privately owned, including but not limited to vacant land, rivers, waterways, catchments, and sewage and storm water systems, but
(b) excludes littering;

''event waste'' means waste that originates from the activities related to an event that is held in the Municipality;

''garden waste'' —
(a) refers to —
(i) organic waste, including but not limited to, soil, grass cuttings, leaves and branches; and
(ii) any biodegradable material,
which emanates from gardening, landscaping or other types of activities at residential, business or industrial properties; but
(c) excludes waste products of animal origin;

"general waste" is a generic term for waste that, because of its composition and characteristics, does not pose an immediate risk to public health or the environment if managed properly, and includes residential waste, building waste, business waste, and any waste classified as non-hazardous waste in terms of national or provincial legislation;

''genotoxic waste'' means highly hazardous waste —
(a) that may have mutagenic, teratogenic or carcinogenic properties; and
(b) includes certain cytostatic drugs as well as vomit, urine or faeces from patients treated with cytostatic drugs, chemicals and radioactive material;

"*Government Gazette*" means the Government Gazette of the Republic of South Africa;

"hazardous waste" means —
(a) any waste that contains organic or inorganic elements or compounds that may, owing to the inherent physical, chemical or toxicological characteristics of that waste, have a detrimental impact on human health, the health of other living organisms and the environment; and
(b) includes —
(i) health care risk waste; and
(ii) the hazardous substances, materials or objects within business waste, residue deposits and residue stockpiles;

"health care risk waste" means —
(a) that portion of health care waste that is hazardous including infectious waste, pathological waste, sharp waste, pharmaceutical waste, genotoxic waste, chemical waste, waste with heavy metals, radioactive waste, and
(b) any other health care waste that is defined as hazardous in terms of the Western Cape Health Care Waste Management Act, 2007 (Act 7 of 2007) read with applicable national legislation;

''holder of waste'' means —
(a) any person who imports, generates, stores, accumulates, transports, processes, treats, exports or disposes of waste; and
(b) includes recyclers and scrap dealers;

''industrial waste'' means waste emanated from the manufacturing, industrial, fabricating or operational processes on premises that are used wholly or mainly for —
(a) industrial purposes;
(b) agricultural activities;
(c) mining activities; or
(d) the operation of power stations;

''infectious waste'' means waste that is suspected to contain pathogens in a sufficient concentration or quantity to cause disease in susceptible hosts, and includes —
(a) cultures and stocks of infectious agents from laboratory work;
(b) waste from surgery and autopsies on corpses with infectious diseases;
(c) waste from infected patients in isolation wards;
(d) waste that has been in contact with —
(i) infected patients undergoing haemodialysis,
(ii) infected animals from laboratories, sanitary waste materials and tissues including swabs; and
any other instruments or materials that have been in contact with infected persons or materials;

''integrated waste management plan'' means an integrated waste management plan that is required by the Municipality in terms of this By-law or any other applicable legislation;

''licenced waste disposal facility'' means any site or premise which is licenced by the Province of the Western Cape or the National Government and used for the accumulation of waste for the purpose of disposing of that waste at that site or on that premise;

"litter" means waste, excluding hazardous waste, that has been thrown, dropped, deposited, spilled or in any other way discarded somewhere other than in an assigned receptacle, and "littering" has a corresponding meaning;

"minimisation", when used in relation to waste, means the avoidance of the amount and toxicity of waste that is generated and, in the event where waste is generated, the reduction of the amount and toxicity of waste that is disposed of;

"Minister" means a minister in the Province appointed as such by the Premier of the Province in accordance with the provisions of section 35 of the Constitution of the Western Cape, 1998 (Act 1 of 1998) read with section 125 of the Constitution of the Republic of South Africa, 1996;

"municipal area" means the area of jurisdiction of the Municipality as determined in terms of the Local Government: Municipal Demarcation Act, 1998 (Act 27 of 1998);

“municipal manager” means a person appointed in terms of section 82 of the Local Government: Municipal Structures Act, 1998 (Act 117 of 1998);

“Municipal Systems Act” means the Local Government: Municipal Systems Act, 2000 (Act 32 of 2000);

‘‘Municipality’’ means the Stellenbosch Municipality established by Provincial Notice No. 489 of 2000 in *Provincial Gazette* 5590 of 22 September 2000 as amended from time to time, or its successors in title;

“National Building Regulations” refers to the regulations made in terms of section 17(1) of the National Building Regulations and Building Standards Act, 1977 (Act 107 of 1977) as published in Government Notice R2378 of 1990 in *Government Gazette* 12780 dated 12 October 1990;

“National government” means the national sphere of government as established by the Constitution of the Republic of South Africa, 1996, and “national” has a corresponding meaning;

“National Minister” means a minister in the national sphere of government appointed as such by the President of the Republic of Africa in accordance with section 85 of the Constitution of the Republic of South Africa, 1996;

“NEM:WA” means the National Environmental Management: Waste Act, 2008 (Act 59 of 2008);

“nuisance” means any damage, inconvenience or annoyance to a person caused by the improper generation, handling, management, storage, placement, collection, transport or disposal of waste, including littering;

"organ of state" has the meaning assigned to it in section 239 of the Constitution of the Republic of South Africa, 1996;

“owner” includes any of the following:
(a) the person in whom is vested the legal title to the premises, lessee, resident, director of a company, member of a close corporation, the person in control of any premises;
(b) any person who obtains a benefit from the premises or is entitled thereto; and
(c) the person administering an estate as curator, executor, proxy, trustee or administrator of a person in whom the legal title in immovable property is vested and who is insolvent, dead or of unsound mind;

‘‘pathological waste’’ includes all human and animal tissues, organs, body parts, foetuses, blood and bodily fluids;

“peace officer” has the meaning assigned to it in the Criminal Procedure Act, 1977 (Act 51 of 1977);

“person” has the meaning assigned to it in the Interpretation Act, 1957 (Act 33 of 1957), and includes any —
(a) organ of state;
(b) company incorporated or registered as such under any law; and
(c) body of persons corporate or unincorporate;

''pharmaceutical waste'' includes expired, unused, spilt and contaminated pharmaceutical products, drugs, vaccines and sera that are no longer required and that need to be disposed of appropriately;

''pressurised container waste'' includes pressurised cylinders and cartridges used in health care facilities to store gases;

''priority waste'' means a waste declared to be such –
(a) in terms of section 14 of NEM:WA; and
(b) by the Director in terms of this By-law, national or provincial legislation;

"*Provincial Gazette*" means the official gazette of the Western Cape Province contemplated in section 33(1) of the Constitution of the Western Cape, 1998 (Act 1 of 1998);

"Province" means the Province of the Western Cape as established by the Constitution of the Republic of South Africa, 1996, and "provincial" has a corresponding meaning;

"public road" has the meaning assigned to it in the National Road Traffic Act, 1996 (Act 93 of 1996);

''radioactive waste'' includes —
(a) solid, liquid and gaseous materials contaminated with radionuclides,
(b) waste produced as a result of procedures such as —
(i) in vitro analysis of body tissue and fluid,
(ii) in vivo organ imaging and tumour localization; and
(iii) various investigative and therapeutic practices;

"receptacle" means a container approved by the Municipality and having the capacity for the temporary storage of waste;

''recyclable materials'' means any material that can be converted into raw or another form of material that can be re-used to make new products or resources;

"recycle" means a process where waste is reclaimed for further use, which process involves the separation of waste from a waste stream for further use and the processing of that separated material as a product or raw material;

''residential waste'' means waste, that emanates from premises used wholly or mainly for residential, educational, healthcare, sport or recreational purposes, and —
(a) includes recyclable materials and non-recyclable material; and
(b) excludes hazardous waste;

"re-use" means to utilise the whole, a portion of or a specific part of any substance, material or object from the waste stream for a similar or different purpose without changing the form or properties of such substance, material or object;

"SANS" means a South African National Standard, issued by the South African Bureau of Standards, in terms of applicable law;

''sharp waste'' includes items that could cause cuts or puncture wounds and includes, but is not limited to, needles, hypodermic needles, scalpels and other blades, knives, infusion sets, saws, broken glass and nails, and the word ''sharp'' has a corresponding meaning;

"storage" means the accumulation of waste in a manner that does not constitute treatment or disposal of that waste;

''Tariff Policy and Tariff By-Law'' means the Tariff Policy and Tariff By-Law adopted by the Council of the Municipality and published in the *Provincial Gazette* from time to time;

"transit" means the continuous passage from one municipal boundary of the Municipality to another such boundary of the Municipality without storage other than temporary storage incidental to transport;

"treatment" means any method, technique or process that is designed to —
(a) change the physical, biological or chemical character or composition of waste; or
(b) remove, separate, concentrate or recover a hazardous or toxic component of waste; or
(c) destroy or reduce the toxicity of a waste,
in order to minimise the impact of the waste on human health, the health of other living organisms, or the environment, prior to further use or disposal;

"waste"—
(a) means any substance, material or object that is —
(i) unwanted, rejected, abandoned, discarded or disposed of; or
(ii) intended or required to be discarded or disposed of by the holder of that substance, material or object, whether or not such substance, material or object can be re-used, recycled or recovered; and includes all wastes as defined in Schedule 3 to NEM:WA; and
(b) includes the following categories:
(i) building waste;
(ii) business waste;
(iii) bulky waste;
(iv) event waste;
(v) infectious waste;
(vi) garden waste;
(vii) general waste;
(viii) genotoxic waste;
(ix) hazardous waste;
(x) health care risk waste;
(xi) residential waste;
(xii) industrial waste;
(xiii) pressurised container waste;
(xiv) pathological waste;
(xv) pharmaceutical waste;
(xvi) radioactive waste;
(xvii) recyclable waste;
(xviii) residential waste;
(xix) waste with heavy metals;
(xx) all wastes as defined in the NEM:WA; and
(xxi) any other substance, material or object that is not included in the NEM:WA that the Minister, in accordance with section 69(1)*(a)* of NEM:WA, may define as a waste by Notice in the *Government Gazette*:
Provided that any waste, or portion thereof, contemplated in subparagraphs *(a)* and *(b)*, ceases to be waste —
(i) once an application for its re-use, recycling or recovery has been approved or, after such approval, once it is, or has been re-used, recycled or recovered;
(ii) where approval is not required, once a waste is, or has been re-used, recycled or recovered;

(iii) where the Minister has, in terms of section 74 of NEM:WA, exempted any waste, or a portion of waste, generated by a particular process from the definition of waste; or
(iv) where the Minister has, in the prescribed manner, excluded any waste stream, or a portion of a waste stream, from the definition of waste;

''waste generator'' —
(a) means —
(i) a property owner;
(ii) a household;
(iii) an organisation; or
(iv) a business entity,
the inhabitants, occupants or employees of which generate waste; and
(b) includes sorters of waste such as —
(i) recycling or waste minimisation groups;
(ii) scrap dealers; and
(iii) buy-back centres;

"waste management activity" means any activity listed in Schedule 1 of NEM:WA or published by the Minister by notice in the *Government Gazette* in terms of section 19 of NEM:WA, and includes –
(a) the importation and exportation of waste;
(b) the generation of waste, including the undertaking of any activity or process that is likely to result in the generation of waste;
(c) the accumulation and storage of waste;
(d) the collection and handling of waste;
(e) the reduction, re-use, recycling and recovery of waste;
(f) the trading in waste;
(g) the transportation of waste;
(h) the transfer of waste;
(i) the treatment of waste; and
(j) the disposal of waste;

''waste management club'' means a group of persons, typically residing in a high density residential or office building, or a multi-property cluster residential or business development, that has an agreement approved by the Director in terms of this By-law to minimise waste in exchange for a lower tariff according to an approve integrated waste management plan;

"waste management hierarchy" means a method of managing waste in the following order: avoidance, reduction, re-use, recycling, recovery, treatment and disposal;

''waste management officer'' means the Director or an officer designated under section 58(1) of NEM:WA or designated by the Council of the Municipality;

"waste management service" means waste collection, treatment, recycling and disposal service;

"waste manager" means any person who re-uses, recycles, recovers, treats or disposes of waste and the words "to manage waste" has a similar meaning;

''waste minimisation club'' means a group of persons, typically residing in a —
(a) high density residential or office building; or
(b) multi-property cluster residential or business development,
that have an agreement, approved by the Director in terms of this By-law, to minimise waste according to an integrated waste management plan, in exchange for a lower tariff;

"waste stream" means waste that is divisible into different types of waste, including building waste, business waste, bulky waste, residential waste, garden waste, hazardous waste, health care risk waste, industrial waste and recyclable waste;

"waste transfer facility" means a facility that is used to accumulate and temporarily store waste before it is transported to a recycling, treatment or waste disposal facility;

"waste transporter" means any person who conveys or transfers waste between —
(a) the waste generator and a waste management facility; or
(b) waste management facilities; and

''waste with heavy metals'' includes mercury waste from thermometers, blood- pressure gauges, residues from dentistry, cadmium waste from discarded batteries, reinforced wood panels used in radiation proofing, and drugs containing arsenic.

2. Application and scope. — (1)In the event of conflict between this By-law and any other By-law of the Municipality dealing with waste management, this By-law must prevail.

(2) This By-law must be read with the applicable provisions of the NEM:WA.

(3) This By-law applies to all persons.

3. Principles. —(1) The principles contemplated in Chapter 1 of NEM:WA apply in all instances where this By-law applies.

(2) The waste management hierarchy must be applied in the implementation of this By-law.

(3) The application of this By-law must promote —
(a) sustainable development and a healthy environment through the management of waste within the area of the Municipality; and
(b) responsible citizenship by residents in the area of the Municipality to ensure sound waste management practices.

4. Categorisation of waste. —(1) Waste shall be categorised in accordance with the definitions of the various types of waste in this By-law.

(2) The decision of the Director in respect of the categorisation of waste is, subject to any other applicable law, final.

(3) Service categories for waste management, as provided for in the tariff policy of the Municipality, must be defined in the integrated waste management policy of the Municipality.

5. Obligations of waste generators. —(1) A person must manage any waste generated by —

(a) his or her activities, or

(b) the activities of persons working —

(i) in his or her employ; or

(ii) under his or her direction or control,

in such a manner that the waste does not cause harm to human health, the health of other living organisms, or damage to the environment.

(2) A waste generator must —

(a) avoid the generation of waste, or where it cannot be avoided, minimise the toxicity and amounts of waste generated;

(b) re-use, recycle or recover waste where possible;

(c) separate waste with the aim to —

(i) minimise its impacts on the environment; and

(ii) store the recyclable waste separately from non-recyclable waste:

Provided that industrial waste must be separated into liquids, components and materials that can be treated for recycling or re-use;

(d) manage waste in a manner that does not endanger health, the environment or create a nuisance;

(e) maintain suitable cleanliness and hygiene standards on their premises as prescribed by any law;

(f) pay tariffs and rates charged by the Municipality for waste removal services according to the Municipality's Tariff By-law.

(3) A waste generator must conclude a contract with the Municipality or an accredited service provider, to collect waste generated by him or her, for the standard fee in terms of the Tariff By-law, at least once a week according to the routes as published by the Municipality or the service provider from time to time: Provided that residential waste must be collected in the manner contemplated in section 31(2).

(4) A waste generator must, prior to collection by the Municipality or the accredited service provider —

(a) store waste in the receptacles provided in accordance with the contract contemplated in subsection (3); or

b) where a receptacle is not provided, store waste in plastic black bags.

(5) A waste generator must dispose of waste —

(a) in accordance the contract contemplated in subsection (3); or

(b) by delivering waste to a licenced waste disposal facility and ensuring that said waste is treated or disposed of in an environmentally sensitive manner at the facility.

6. Excess and additional waste. —(1) A waste generator may apply to the waste management officer for an additional container and shall be liable for the additional costs as per the Municipality's Tariff By-Law and Tariff Policy.

(2) In the event that the waste generated by a waste generator exceeds the volume that can be stored in the containers provided, the waste generator must arrange for the collection of additional containers.

(3) If no arrangement is made for collection of excess waste, the municipality may provide an additional container to the property and the cost thereof will be added to the property owner's municipal account.

(4) Where the owner of a formal dwelling has other structures on the property with persons living in these separate structures, the Municipality must allocate one container per household and the additional cost thereof will be added to the property owner's municipal account.
(5) The owner of the formal dwelling must sign an additional contract with the Municipality for collection as contemplated in subsection (4) and is liable for the charges levied in connection therewith.

(6) Any business disposing of waste, or an agent disposing of waste on behalf of such business, must provide a waste manifest to the waste management officer on request.

7. Industrial waste. —(1) A waste generator generating industrial waste must —
(a) conclude a contract with the Municipality or an accredited service provider for the collection and disposal of such waste to an appropriate licenced waste disposal facility —
(i) at least once per week; or
(ii) as determined by the waste management officer; and
(b) on request, provide proof of such contract to the waste management officer.

(2) Industrial waste, for purposes of subsection (1), refers to that part of industrial waste that is classified as non-hazardous waste in terms of national or provincial legislation.

(3) Industrial waste that is classified as hazardous waste, must be dealt with in accordance with the provisions of section 10 of this By-law.

8. Garden waste. —(1) Garden waste generated at properties being used mainly for residential purposes may be —
(a) composted on the property;
(b) stored in a compost heap or suitable bags as per the Municipality's requirements; and
(c) kept on the property until collection or taken to a licenced waste disposal facility.

(2) The Municipality may, from time to time —
(a) stipulate maximum quantities of garden waste to be collected in respect for rural and urban areas; and
(b) impose conditions regarding the disposal of garden waste over a specified mass, and for this purpose call upon a waste generator of garden waste to present a weighbridge ticket as proof of proper disposal of such garden waste.

9. Building waste. —(1) A building waste generator —
(a) may not mix building waste with residential waste to be collected by the Municipality in accordance with the waste collection day schedule;
(b) must ensure that the building waste is recycled or, where it cannot be recycled, is disposed of at a facility designated by the Municipality to receive building waste; and
(c) must ensure that —
(i) contaminated building waste is treated or disposed of in which event a fee may be applicable; and
(ii) any other building waste containing a hazardous or dangerous agent, is deposited at a licenced waste disposal facility for the treatment and disposal of such waste.

(2) The municipal manager may issue a directive to a building waste generator after receipt of the building plan concerned, during the construction of the building, or after the completion of such building, to —

(a) separate the waste for treatment, recycling or reuse;

(b) report monthly to the Municipality on the quantities of building or demolition waste —
  (i) generated;
  (ii) disposed of at an authorised waste disposal facility;
  (iii) separated for recycling and reuse; or

(c) record the details contemplated in paragraph *(b)* monthly on the municipal waste information system.

(3) A person who applies for approval from the Municipality to undertake demolition work in terms of the National Building Regulations and Building Standards Act, 1977 (Act 107 of 1977) and the National Building Regulations, must submit an integrated demolition waste plan with the application.

(4) An integrated demolition waste plan must —

(a) include a detailed description of the proposed demolition process;

(b) entail detailed plans for maximising the recovery of reusable and recyclable waste;

(c) make provision for collection and disposal of the building and other waste;

(d) include provision for the storage of the waste on the property concerned: Provided that if such storage is intended to be on municipal property, a valid waste management license must be attached.

(5) The Municipality may, by Notice in the *Provincial Gazette*, require that a person operating, or wishing to operate, a building waste removal service in the area of the Municipality must —

(a) register with the Municipality before undertaking such work; and

(b) provide such information as is specified in the Notice or as the Municipality may reasonably require.

(6) An application for registration to operate a building waste removal service must be in the format determined by the Municipality as published in the Notice contemplated in subsection (5).

(7) The Municipality must, within 30 days of receipt of an application for registration contemplated in subsection (5), consider the application and either—

(a) register the applicant and issue a registration certificate to the applicant stating —
  (i) the name of the facility registered to operate as a building waste removal service;
  (ii) the waste information registration number;
  (iii) the type of waste handled by the facility;
  (iv) the location of the facility; and
  (v) the date of registration; or

(b) return the application for correction or any additional information it may require.

(8) An application for registration which has been returned for correction must be amended and resubmitted by the applicant to the Municipality within 30 days after the date it was returned.

(9) An application for registration that has been amended and resubmitted as contemplated in subsection (8) must be dealt with as contemplated in subsection (7)*(a)*.

(10) The Municipality may provide a municipal building waste removal service on payment of a tariff as per the Municipality's Tariff-By-Law and Tariff Policy.

(11) A person who wishes to place an appropriate receptacle for the storage and collection or disposal of building waste on a public road must apply to the Municipality for written consent.

(12) A receptacle contemplated in subsection (11) must be—
(a) clearly marked with the name, address and telephone number of the person responsible for the receptacle;
(b) fitted with reflecting chevrons or reflectors that clearly outline the front, sides and the back of the receptacle; and
(c) covered at all times, except when receiving or being emptied of waste, so that no displacement of its contents can occur.

(13) The owner of the facility where building rubble is disposed of must—
(a) register on the national or provincial waste information system concerned;
(b) submit reports to the national or provincial waste information system concerned as required by national or provincial legislation;
(c) provide proof to the waste management officer of—
(i) the registration contemplated in paragraph *(a)*; and
(ii) the submission of reports contemplated in paragraph *(b)*.

(14) The building or demolition waste generator or the owner of the property on which building or demolition waste is generated and who disposes or stores such waste on municipal property without the required permit, may be fined.

(15) When a building control officer inspects a property where building works have been undertaken in order to determine whether it has been built in accordance with the approved plans, he or she must also determine whether all building or demolition waste has been disposed of in the prescribed manner.

(16)*(a)* The building control officer contemplated in subsection (15) may not issue an occupancy certificate; and
(b) the Municipality may not grant final approval that the building has been built in accordance with the approved plans,
unless the owner of the property provides the building control officer with a waste manifest that proves that the full mass of the building or demolition waste was disposed of at a licenced waste disposal facility for that category of waste.

10. Hazardous waste. —(1) A hazardous waste generator, or a person who treats, transports or disposes of hazardous waste, or who intends to generate, treat, transport or dispose of hazardous waste in the municipal area must—
(a) at all times be in possession of a valid waste management licence as required in terms of NEM:WA and provincial legislation;
(b) comply with—
(i) licencing conditions as contemplated in paragraph *(a)*; and
(ii) relevant provisions of NEM:WA and provincial legislation;
(c) submit reports as required in terms of NEM:WA and provincial legislation; and
(d) provide proof to the waste management officer of—
(i) the licence contemplated in paragraph *(a)*; and
(ii) the submission of reports contemplated in paragraph *(c)*.

(2) The Municipality may, by Notice in the *Provincial Gazette*, require that a hazardous waste generator, or a person who treats, transports or disposes of hazardous waste, or who

intends to generate, treat, transport or dispose of hazardous waste in the municipal area must —

(a) register with the Municipality before undertaking such work; and

(b) provide such information as is specified in the Notice or as the Municipality may reasonably require.

(3) An application for registration to generate, treat, transport or dispose of hazardous waste must be in the format determined by the Municipality as published in the Notice contemplated in subsection (2).

(4) The Municipality must, within 30 days of receipt of an application for registration as contemplated in subsection (3), consider the application and either—

(a) register the applicant and issue a registration certificate to the applicant stating the —

(i) name of the facility registered to generate, treat, transport or dispose of hazardous waste;

(ii) waste information registration number;

(iii) type of waste handled by the facility;

(iv) location of the facility; and

(v) date of registration; or

(b) return the application for correction or any additional information it may require.

(5) An application for registration which has been returned for correction must be amended and resubmitted by the applicant to the Municipality within 30 days after the date it was returned.

(6) An application for registration that has been amended and resubmitted as contemplated in subsection (5) must be dealt with as contemplated in subsection (4)*(a)*.

(7) A hazardous waste generator or the owner of the premises where hazardous waste is generated must contract with an accredited registered service provider to collect, treat, transport or dispose of such waste at a licenced hazardous waste disposal facility.

(8) A hazardous waste generator must ensure that hazardous waste, except for hazardous waste that does not require classification in terms of national legislation, is classified in accordance with SANS 10234 and any other SANS that may be issued from time to time, within —

(a) 180 days of its generation;

(b) 180 days from the date of commencement of this By-law; or

(c) the time frame specified in a notice delivered by the Municipality.

(9) A hazardous waste generator may not hand over hazardous waste to a service provider unless it is accompanied by a declaration in which —

(a) the content of the consignment is fully and accurately described;

(b) it is stated whether or not the hazardous waste requires classification in terms of subsection (8);

(c) if the waste requires classification, the details of its classification are included.

(10) Accredited and registered service providers may not accept hazardous waste that is —

(a) not accompanied by a declaration referred to in subsection (9); or

(b) required to be classified in terms of subsection (8) read with subsection (9)*(b)*, and has not been classified as such.

(11) For the purposes of subsections (8), (9) and (10), a document prepared in terms of national or provincial legislation is acceptable provided that it contains all the required information.

(12) The Municipality may, from time to time, publish a list of additional hazardous waste that requires classification in terms of subsection (8) read with subsection (9)*(b)*.

(13) A person transporting hazardous waste must ensure that the facility or place to which the hazardous waste is transported is authorised to accept such hazardous waste prior to off-loading the hazardous waste from the vehicle concerned.

(14) A person responsible for the transit of hazardous waste through the municipal area, must comply with the provisions of subsections (1)*(a)*, *(b)* and *(d)*(i).

11. Event waste. —(1) Any person who —
(a) intends to organise a sporting, entertainment, cultural or religious event which is to take place on private or public property; or
(b) owns or controls premises at which a sporting, entertainment, cultural or religious event is to take place, including sports stadia and conference centres,
must, together with his or her application to the Municipality for approval to host such event, submit an integrated event waste management plan in respect of the clean-up, storage, collection, recycling and disposal of waste at, and after such event, to the waste management officer.

(2) The event waste management plan must —
(a) be submitted to the Municipality together with the event application contemplated in the Event Management By-law of the Municipality;
(b) identify the person responsible for the execution of the plan;
(c) identify the accredited service provider responsible to clean-up, collect, recycle, remove and dispose of the event waste;
(d) set out in detail the measures to be taken for the clean-up, collection, recycling, removal and disposal of the event waste;
(e) include costing information; and
(f) comply with any terms and conditions as may be determined by the Municipality.

(3) The organiser of the event may be required to pay a refundable deposit to be determined by the Municipality.

(4) A person contemplated in subsection (1) must contract with an accredited service provider for the collection, clean-up, recycling and disposal of the event waste to a licenced waste disposal facility and provide proof of agreement to the Municipality as part of its integrated waste management plan.

(5) The organiser of the event must, after the event, ensure that the event waste is disposed of at an authorised waste management facility and provide the Municipality with proof of the disposal or recycling of the waste concerned.

(6) If any event waste has not been cleaned up and collected after an event has been held, the municipal manager may issue a directive to the organiser of the event to remove the waste to an authorised waste disposal facility.

(7) If a directive is issued as contemplated in subsection (6) and—
(a) the organiser of the event fails to comply, or inadequately complies, with the directive;

(b) there is uncertainty regarding the identity or whereabouts of the organiser of the event or responsible person; or
(c) there is an immediate risk of danger to the public or detriment to the environment,
the Municipality may take all reasonable measure necessary to clean up, collect, recycle, remove and dispose, as the case may be, of the event waste.

(8) Should the organiser of an event fail or neglect to obtain the services of an accredited service provider in terms of subsection (4) prior to the event in question, or fail to provide the Municipality with the integrated waste management plan, the waste management officer may arrange for the collection, clean-up, recycling and disposal of the waste, in which case subsection (9) also applies.

(9) The cost for the collection, clean-up, recycling and disposal of the waste is payable by the event organiser and may be recovered from the deposit paid, or in terms of the Municipality's Tariff By-law.

(10) The organiser of an event and any other person responsible for the event arrangements, will be jointly and severally accountable for the costs incurred by the Municipality following the measures contemplated in subsections (8) and (9).

12. Organic waste. —(1) The occupant of premises on which organic waste is generated —
(a) may compost the waste on the premises, provided that the composting does not cause a nuisance or harm to human health or damage to the environment;
(b) but not composted, must ensure that the waste is collected and treated or disposed of within a reasonable period after its generation.

(2) The municipal manager may issue a directive to —
(a) an organic waste generator to —
(i) develop an integrated refuse management plan indicating measures to minimise and recover such waste; and
(ii) transport the waste to designated facilities for treatment or disposal; and
(b) a transporter of garden waste or a person providing garden maintenance services to transport any garden waste to a facility designated by the Municipality for disposal.

(3) The Municipality or an accredited service provider may —
(a) upon written request of the occupant of premises on which organic waste is generated; and
(b) on payment of a tariff as per the Municipality's Tariff-By-Law and Tariff Policy,
deliver an appropriate receptacle for the purpose of storing organic waste, in addition to any receptacle already provided by the Municipality for general waste.

13. Bulky waste. —(1) A bulky waste generator —
(a) may not place the bulky waste with other waste that is to be collected by the Municipality in accordance with the waste collection day schedule; and
(b) must ensure that the bulky waste is recycled or, when it cannot be recycled, disposed of at a facility designated by the Municipality to receive bulky waste.

(2) The Municipality or an accredited service provider may, on the request of the occupant of premises at which bulky waste is generated, remove bulky waste from those premises on payment of a tariff.

(3) The municipal manager may issue a directive to an accredited service provider that collects bulky waste to —

(a) report monthly to the Municipality on the quantities of bulky waste —
  (i) disposed of; and
  (ii) separated for recycling; or

(b) record the details contemplated in paragraph (a) monthly on the municipal waste information system.

14. Waste tyres. —(1) A person operating, or intending to operate as a tyre producer, tyre dealer, waste tyre collector, tyre stockpile owner or tyre recycling processor in the municipal area must —

(a) at all times be in possession of a valid waste management licence as required in terms of NEM:WA and provincial legislation;

(b) comply with—
  (i) licencing conditions as contemplated in paragraph *(a)*; and
  (ii) relevant provisions of NEM:WA and provincial legislation;

(c) submit reports as required in terms of NEM:WA and provincial legislation; and

(d) provide proof to the waste management officer of—
  (iii) the licence contemplated in paragraph *(a)*; and
  (iv) the submission of reports contemplated in paragraph *(c)*.

(2) The Municipality may, by Notice in the *Provincial Gazette*, require a person operating, or intending to operate as a tyre producer, tyre dealer, waste tyre collector, tyre stockpile owner or tyre recycling processor to —

(a) register with the Municipality before undertaking such work; and

(b) provide the information —
  (i) specified in the Notice; or
  (ii) reasonably required by the Municipality.

(3) An application for registration contemplated in subsection (2)*(a)* must be in the format determined by the Municipality as published in the Notice contemplated in subsection (2).

(4) The Municipality must, within 30 days of receipt of an application contemplated in subsection (2), consider the application and either—

(a) register the applicant and issue a registration certificate to the applicant stating the —
  (i) name of the facility registered to operate as a tyre producer, tyre dealer, waste tyre collector, tyre stockpile owner or tyre recycling processor;
  (ii) waste information registration number;
  (iii) type of waste handled by the facility;
  (iv) location of the facility; and
  (v) date of registration; or

(b) return the application for correction or any additional information it may require.

(5) An application for registration which has been returned for correction must be amended and resubmitted by the applicant to the Municipality within 30 days after the date it was returned.

(6) An application for registration that has been amended and resubmitted as contemplated in subsection (5) must be dealt with as contemplated in subsection (4)*(a)*.

(7) The Municipality may, by Notice in the *Provincial Gazette*, require the public to dispose of waste tyres at facilities designated in the notice.

15. Priority waste. —(1) The Director may, in accordance with this By-law, categorise priority waste if —

(a) it has been declared a priority waste in terms of other applicable legislation;

(b) he or she reasonably believes that special measures are required in respect of the management of that waste, because it —

(i) poses a significant threat to health or the environment;

(ii) may persist in the environment; or

(iii) contains or could foster pathogens or communicable diseases.

(2) The Municipality may, from time to time, publish guidelines that may be necessary in respect of categorisation of waste.

16. Abandoned articles. —The Municipality may remove and dispose of any article it reasonably considers abandoned, considering the following factors:

(a) the location of the article;

(b) the length of time that the article has been at that location; and

(c) the nature and condition of the article.

17. Emergencies requiring the management of waste. —(1) In the event of an emergency, the Director may —

(a) call upon the owner of a property, or a waste generator on such property, to manage the waste involved within a stipulated period and to the Municipality's satisfaction;

(b) arrange for management of an emergency, including the clearing and cleaning of debris and pollution effects and —

(ii) transporting; and

(iii) disposal,

of the waste at a licenced waste disposal facility accredited for the specific type of waste generated;

(c) arrange, manage and co-ordinate the rehabilitation and repair of any infrastructure, buildings, equipment or natural environment damaged in this process.

(2) The cost of such management, rehabilitation and repair, including all costs incurred in the utilisation of the Municipality's resources, equipment and materials is for the account of the person responsible for the emergency.

(3) If an emergency occurs due to an act of God, the Municipality will deal with such emergency in the manner permitted by the circumstances and available funding.

18. Obligations of waste managers. —Waste managers —

(a) must ensure that they comply with the legislation applicable to the waste management activity that they are engaged in; and

(b) may not mix or treat waste, if the mixing or treating thereof will reduce the potential for re-use, re-cycling or recovery of such waste.

19. Waste management clubs. —(1) Waste management clubs may apply to the Director for a special dispensation as an enhanced service associated with waste minimisation in terms of the Municipality's Tariff By-Law and Tariff Policy.

(2) The waste management club must submit an integrated waste management plan in writing to the Director for approval, as well as other application documentation for the formation and operation of a waste minimisation club, as may be determined by the Municipality.

(3) The Director may, subject to the provisions of this By-law, determine whether to approve the application for a special dispensation of a waste minimisation club.

(4) If an application to form a waste minimisation club is —
(a) unsuccessful, the Director must, within a reasonable time and in writing, provide reasons for turning down an approval to the waste minimisation club; and
(b) approved by the Director, the club must comply with the terms and conditions set out by the Director for the generation, minimisation, storage, collection and disposal of such waste.

20. Integrated waste management plan. —(1) The waste generators named in subsection (12) must submit an integrated waste management plan in writing to the waste management officer for approval prior to the generation of the waste to be dealt with in terms of the said plan.

(2) An integrated waste management plan must include the following:
(a) an assessment of the quantity and type of waste that will be generated;
(b) a description of the services required to store, collect, transport and dispose of such waste;
(c) a description of how separation of recyclable and non-recyclable material at the point of source will be done;
(d) the waste minimisation and pollution prevention plans of such waste generator;
(e) targets for waste minimisation through waste reduction, reuse, recycling and recovery;
(f) measures to prevent pollution or ecological degradation;
(g) the impact or potential impact on the environment of the waste created;
(h) the type or characteristics of waste of an environmentally sensitive nature to be produced;
(i) the amount of natural resources that are consumed in the manufacturing or production process that result in waste;
(j) targets for waste production through waste minimisation, re-use, recycling;
(k) recovery measures or programmes that can minimise the consumption of natural resources and the method of disposal of waste;
(l) the timeframes of the implementation of the plan; and
(m) methods for monitoring and reporting on the implementation of the plan.

(3) Every integrated waste management plan must comply with applicable additional requirements, if any, as set out in sections 7, 9, 10, 11, 14 and 15, respectively.

(4) An integrated waste management plan for industrial entities must include —
(a) measures or actions to be taken to manage waste;
(b) the phasing out of the use of certain substances; and
(c) opportunities for reduction of waste generation through changes to packaging, product design or production processes.

(5) Industrial and business entities must provide for mechanisms to inform the public of the impact of waste-generating products or packaging on the environment through education, marketing and sales information, in order to influence perception and behaviour of customers to ensure recycling of products.

(6) When a waste generator is requested to submit an integrated waste management plan or a further integrated waste management plan in terms of this By-law, he or she must do so within the time stipulated and comply with the terms and conditions for the generation, minimisation, storage, collection and disposal of such waste, as set out by the waste management officer.

(7) The waste management officer must consider the plan and —
(a) approve it with conditions and give directions for the implementation thereof;
(b) request that additional information be furnished or a revised plan be submitted for approval;
(c) require amendments to be made within a time frame so specified by them; or
(d) reject the plan and provide written reasons therefor.

(8) If an integrated waste management plan is rejected or not submitted at all, the municipal manager must issue directives to the waste generator as to what waste management measures he or she must take.

(9) If a waste generator fails to take the waste management measures contemplated in subsection (8) within the time frame specified by the municipal manager, the Municipality may implement such measures and the waste generator will be liable for the cost thereof.

(10) The waste management officer may, by written notice, require waste generators to —
(a) take reasonable steps to ensure that he or she —
(i) implements the integrated waste management plan;
(ii) complies with the directives given by the municipal manager; and
(b) report any non-compliance with any —
(i) applicable waste management plan; or
(ii) directive,
to the waste management officer.

(11) The Director may —
(a) by written notice require any person to provide such information as he or she requires when preparing the Municipality's integrated waste management plan; and
(b) if that person fails to provide the information referred to in paragraph *(a)*, appoint an auditor to obtain such information at the cost of the relevant waste generator.

(12) The following persons must submit an integrated waste management plan:
(a) waste generators of —
(i) business waste;
(ii) industrial waste;
(iii) building waste;
(iv) event waste;
(v) priority waste; and
(vi) hazardous waste, and
(b) every person who —
(i) applies for special dispensation in terms of section 19;
(ii) sorts waste or undertake a recycling, a re-use or a waste recovery activity, including but not limited to, scrap dealers, formalised recycling groups and buy back centres, which must register for accreditation with the Municipality, in order to entitle them to perform such activities; or
(iii) is given notice to do so by the Director;

21. Exemptions from submitting an integrated waste management plan. —(1) A waste generator of the categories of waste referred to in section 20(12)*(b)*(ii) who wishes to be exempt from submitting a waste management plan, may apply in writing for exemption to the waste management officer, stipulating reasons for the application.

(2) A waste management officer may also declare—
(a) certain types of waste or waste generators;
(b) a specified mass or volume of waste; or
(c) persons who have submitted such a plan to the other spheres of government in terms of their applicable legislation,
to be exempt from the submission of an integrated waste management plan.

22. Storage and receptacles for general waste. —(1) A person who —
(a) generates general waste to be collected by the Municipality; or
(b) separates waste streams to be collected by the Municipality for recycling,
must place the waste in a receptacle approved, designated or provided for that purpose by the Municipality.

(2) A person contemplated in subsection (1) must ensure that—
(a) the receptacle is stored on the premises where the waste is generated and away from a public place between collection days;
(b) the receptacle is placed outside the premises in an area accessible to municipal officials or service providers on the collection day determined in the waste collection day schedule;
(c) measures are in place to prevent tampering with the receptacle by animals;

(3) Any holder of waste who stores or transports waste must ensure that —
(a) the container in which any waste is stored, , is —
(i) intact;
(ii) not corroded or
(iii) in any other way rendered unfit for the safe storage or transportation of waste;
(b) a receptacle provided by the Municipality is not used for any purpose other than for the storage of waste;
(c) the waste is not stored at any public place;
(d) suitable measures are in place to prevent accidental spillage or leakage of such waste;
(e) the waste cannot be blown away;
(f) nuisances such as odour, visual impacts and breeding of vectors do not arise;
(g) pollution of the environment and harm to health are prevented;
(h) hazardous waste is sealed in an impervious container and suitable measures are in place to prevent tampering; and
(i) any waste items or substances are —
(i) safe for handling, collection or disposal; and
(ii) not harmful to persons when accessed by unauthorised persons or members of the public.

(4) The waste generator and the holder of waste must ensure that waste is transported to the nearest licenced disposal facility that has capacity to deal with such waste.

(5) A waste generator or the holder of waste must —
(a) notify the Municipality if a receptacle contemplated in this section is stolen, damaged or corroded, as soon as the theft, damage or corrosion comes to his or her attention; and
(b) arrange for the replacement of the said receptacle.

(6) When a receptacle is stolen an authorised municipal official may request that the waste generator or holder of waste report the theft to the South African Police Service before issuing a new receptacle.

23. Storage, separation, recycling, re-use, sorting and recovery of waste. —(1) A person who undertakes any activity involving the reuse, recycling or recovery of waste, including —

(a) scrap dealers,
(b) buy back centres and
(c) formalised recycling groups,

must, prior to undertaking that activity, ensure by way of an environmental impact assessment or a similar procedure required by national or provincial legislation, that the recycling, re-use or recovery of the waste is less harmful to the environment than its disposal.

(2) A person contemplated in subsection (1) must —

(a) apply for accreditation from the Municipality in terms of its guidelines as published from time to time;
(b) submit an integrated waste management plan for consideration and approval of the waste management officer;
(c) register on the national or provincial waste information system concerned;
(d) submit reports to the national or provincial waste information system concerned as required by national or provincial legislation; and
(e) provide proof to the waste management officer of—
  (i) the registration contemplated in paragraph *(c)*; and
  (ii) the submission of reports contemplated in paragraph *(d)*.

(3) The waste management officer may exempt certain waste generators, handlers, transporters or agents of waste from such requirements.

(4) The municipal manager may issue a directive to a person contemplated in subsection (1) to —

(a) report to the Municipality monthly on the quantities of waste —
  (i) generated;
  (ii) disposed of at an authorised waste disposal facility; and
  (iii) separated for recycling and recovery; or
(b) record the details contemplated in paragraph (a) monthly on the integrated pollutant and waste information system of the Municipality.

(5) The municipal manager may issue a directive to a holder of waste or the executive body of a community scheme and the owners and occupants of residential properties within a community scheme to require them to —

(a) separate specified recyclable waste;
(b) use different receptacles for different specified categories of recyclable waste; and
(c) make recyclable waste available for collection in a specified manner.

(6) If the Municipality or an accredited service provider has provided separate receptacles for the purposes of subsection (5)*(b)*, a person may not use any other receptacle for recyclable waste.

24. Prohibition on unauthorised disposal of waste. —(1) No person may —

(a) dispose of waste other than in accordance with this By-law or National and Provincial legislation;

(b) dispose of waste in or on any land or water body or at any facility unless the disposal of that waste is authorised by this By-law;

(c) knowingly or negligently dispose waste, cause or permit waste to be disposed of, in a manner that is likely to —
(i) cause pollution,
(ii) cause harm to the health of humans or of other living organisms or
(iii) cause damage to the environment; or
(iv) otherwise negatively impact on the environment;

(d) knowingly or negligently dispose hazardous waste, cause or permit hazardous waste to be disposed unless in —
(i) accordance with an approved waste integrated management plan; and
(ii) a container provided by the Municipality that is designed for the storage and disposal of hazardous waste;

(e) burn waste, in particular hazardous waste, except —
(i) in an approved and licensed incinerator; and
(ii) by a person with a permit to operate and incinerator;

(f) deposit in a public litter bin any waste that is not generated in a public place: Provided that no residential, business, industrial, garden, building or hazardous waste may be deposited in a public litter bin; or

(g) deal with waste in a manner that causes dust, nuisance, spillage or litter.

(2) If waste has been disposed of in contravention of this By-law, the municipal manager may issue a directive to the person responsible for the contravention to remove the waste to an authorised waste disposal facility within a specified period.

(3) If a directive issued in terms of subsection (2) is not complied with, or inadequately complied with, and there is —

(a) uncertainty regarding the identity or whereabouts of the person responsible; or

(b) an immediate risk of danger to the public or detriment to the environment,

the Municipality may undertake all reasonable measures required to contain, minimise and remedy the effects of the illegally disposed waste, including clean-up procedures.

(4) Every person responsible for the unauthorised disposal of waste as contemplated in this section will be jointly and severally accountable for the costs incurred by the Municipality following the measures contemplated in subsection (3).

25. Prohibition on burning of waste. —No person may burn, incinerate or apply any other thermal treatment technology to waste except in a thermal treatment facility authorised by the Municipality or the relevant competent authority.

26. Prohibition on littering and dumping. —(1) No person may —

(a) drop, throw, deposit, spill, dump, store or in any other way discard, any litter or waste into or onto any public place, municipal drain, land, vacant erf, stream, water course, street, road, wetland, coastline or on any place to which the public has access or onto any private property that is owned by a third party;

(b) otherwise dispose of any litter or waste;

(c) disturb anything in, or remove anything from, any receptacle that has been placed for the purposes of collecting waste in such a manner as to cause the contents of the receptacle to spill or fall onto the ground; or

(d) allow a person under his or her employ, direction or control to do any of the acts contemplated in subsections (1)*(a)*, *(b)* and *(c)*.

(2)*(a)* The owner of private land to which the public has access must ensure that enough containers are provided to contain litter which is discarded by the public.
(b) If litter has been disposed of or discarded in contravention of this By-law on privately owned land to which the public has access, the owner of that land must remove the litter from the property within a reasonable period.

(3) A person who —
(a) owns;
(b) is in control of; or
(c) has a right to use,
land or premises, may not use or permit the use of such land or premises for unlawful dumping of waste and must take reasonable steps to prevent the use of such land or premises for that purpose.

(4) In the event of a contravention of subsections (1), (2) or (3), the Director may issue a written notice to the offender, to —
(a) cease the contravention within a specified time;
(b) prevent a further contravention or continuation of the contravention;
(c) take whatever measures the Director considers necessary to clean up or remove the waste;
(d) rehabilitate the affected facets of the environment; and
(e) ensure that the waste and any contaminated material which cannot be cleaned or rehabilitated is disposed of lawfully:
Provided that the Director may also require the offender to submit a plan for approval with timeframes for the removal of the litter or waste as contemplated in subsections (1)*(a)*, *(b)* and *(c)* and the rehabilitation of the area concerned.

(5) In the case of non-compliance with subsection (4), the Municipality may elect to act to remove the litter or waste contemplated in this section, in which event the person concerned shall be liable for the cost of such removal operation.

(6) In the case of hazardous waste, the Municipality may immediately act to remove the litter or waste and immediately thereafter notify the person concerned of their liability to pay the costs of removal, rehabilitation and any other reasonably related costs within the stipulated time.

27. Prohibition of nuisance. —(1) A person handling waste, whether during storage, collection, transportation, recycling, treatment or disposal, must—
(a) take reasonable measures to prevent it from being a nuisance to anybody or the environment; and
(b) take measures at his or her own cost to remedy any nuisance caused,
and the municipal manager may issue a directive to such a person to ensure compliance with this section.

(2) If a directive contemplated in subsection (1) is issued and—
(a) such a person fails to comply, or inadequately complies, with the directive;
(b) there is uncertainty regarding the identity or whereabouts of such a person; or
(c) there is an immediate risk of danger to the public or detriment to the environment,
the Municipality may take any measure it considers necessary to prevent the nuisance, contain and minimise the effects of the nuisance and remedy its effects.

(3) Every person responsible for the nuisance contemplated in this section will be jointly and severally accountable for the costs incurred by the Municipality following the measures contemplated in subsection (2).

28. Licences. —The waste management officer may require that any person who, or entity which, requires a licence to handle waste in terms of national or provincial legislation, provide proof of the appropriate license within a period as stipulated by the waste management officer.

29. Service providers. —(1) The Municipality may discharge any of its functions pertaining to waste separation, collection, storage, processing, recycling, treatment and disposal by entering into a service delivery agreement with an accredited service provider.

(2) A service delivery agreement must —
(a) accord with this By-law;
(b) stipulate service standards for the services to be rendered, including collection times and frequency;
(c) provide for the circumstances in which services rendered by the service provider may be limited;
(d) require the service provider to be registered on the national or provincial waste information system; and
(e) provide for reporting to the Municipality.

30. Collection and transportation of general waste. —(1) The Municipality must set a schedule of the days for the collection of waste and the location where waste receptacles must be placed on those days.

(2) The Municipality may —
(a) set a different waste collection day schedule for commercial and residential properties;
(b) collect waste outside of the set schedule on request and at a fixed tariff;
(c) set the maximum quantities of waste that will be collected;
(d) by Notice in the *Provincial Gazette*, identify waste streams that may not be collected by the Municipality or that are unsuitable for collection.

(3) The Municipality must—
(a) publish the waste collection day schedule, in both printed form and electronically; and
(b) take other reasonable measures to ensure that the public is notified of the schedule.

(4) If waste that is being transported is spilt, leaked or detached or falls from a receptacle, vehicle or other conveyance, the Municipality may recover costs from the transporter for reasonable remedial measures undertaken by the Municipality.

31. Waste management, collection and removal services. —(1) All persons collecting or removing waste must have a contract for the collection and removal of waste with the Municipality or an accredited service provider.

(2) Residents must apply and register for waste collection and removal services that will be provided exclusively by the Municipality or its contracted accredited service provider, unless the Council authorises otherwise.

(3) Businesses must contract with —
(a) the Municipality; or
(b) an accredited service provider,
for the waste collection and removal services.

(4) Industries must contract with —
(a) in the case of general waste, contract with the Municipality or an accredited service provider; and
(b) in the case of hazardous waste, contract with an accredited service provider,
for the waste collection and removal services.

(5) Commercial and industrial undertakings, including scrap dealers, who require a waste collection and removal service that is not provided by the Municipality, must register with the Municipality and prove that they have contracted with an accredited service provider for such service.

(6) An entity providing waste management services, or an accredited service provider required to have a licence or approval in terms of national or provincial legislation, must —
(a) provide proof of such licence or approval; and
(b) comply with criteria determined by the Council,
before they will be registered by the Director.

(7) The Director must keep an updated record of registered accredited service providers.

32. Transporting waste for gain. —A person transporting general waste for gain in the area of the Municipality must, at all times —
(a) be accredited by the Municipality*;*
(b) ensure that the receptacle, vehicle or other conveyance is adequate in size and designed for the type of waste transported;
(c) transport the waste in a manner that will prevent any nuisance;
(d) maintain the receptacle, vehicle or other conveyance in a clean and sanitary condition; and
(e) ensure that the waste is transported to, or deposited at, a waste transfer facility, general waste storage facility, recycling facility or waste disposal facility authorised to accept such waste.

33. Collection of unsuitable waste. —A person may not place waste identified in terms of section 30(2)*(d)* to be unsuitable for collection, either on its own or mixed with any other waste for which the Municipality provides collection services.

34. Waste transfer facilities. —A waste generator must, where applicable—
(a) use an appropriate waste transfer facility as instructed by an authorised municipal official, a waste disposal facility operator or a service provider; and
(b) adhere to the operational procedures of the waste transfer facility as determined by the Municipality.

35. Disposal of waste. —(1) An authorised municipal official, waste disposal facility operator or service provider may inspect all waste loads entering a waste transfer facility, general waste storage facility, recycling facility or waste disposal facility.

(2) The inspection contemplated in subsection (1) may include the visual and physical inspection of the waste.

(3) An authorised municipal official may issue an instruction to the holder of waste that is potentially detrimental to the environment to—
(a) have independent laboratory tests conducted before the waste is disposed of to assess whether the waste is suitable for a waste disposal facility; or
(b) dispose of the waste at an appropriate waste disposal facility that is authorised to accept such waste and to provide proof of such disposal.

(4) If the holder of waste contemplated in subsection (3)*(b)* does not comply with the prescribed disposal, the Municipality may remove and dispose of such waste at an appropriate waste disposal facility.

(5) In the circumstances contemplated in subsections (3) and (4), or where waste contemplated in section 30(2)*(d)* is removed by the Municipality, every person responsible for that waste will be jointly and severally accountable for the costs incurred, including the costs associated with—
(a) the use of specialised equipment during the laboratory tests;
(b) laboratory analysis fees;
(c) administrative fees;
(d) transporting and disposal costs; and
(e) clean-up costs, where applicable.

(6) A person disposing of waste at a waste disposal facility owned or managed by the Municipality must adhere to the operational procedures of the facility.

36. Access to private property. —(1) An owner of private property must, on request, allow a peace officer or any other duly authorised employee of the Municipality access to their property during reasonable hours for the purpose of inspecting the property and investigating any contravention of this By-law and to ensure compliance therewith.

(2) When accessing the property, the authorised employee must, on request, identify him or herself by producing written proof of such authority.

(3) Such employee may be accompanied by a person reasonably required to assist in the inspection or to conduct an investigation, who must be identified as such by the authorised employee.

37. Premises inaccessible for refuse collection. —If employees of the Municipality, or of an accredited service provider as contemplated in section 29, are—
(a) impeded from handling or collecting waste at any premises due to the layout of the premises; or
(b) endangered by an impediment on the premises when handling or collecting waste at any premises,
the municipal manager may issue a directive requiring the owner of the premises to undertake such alterations or additions to the premises as are necessary to remove the impediment at the owner's cost.

38. Directives. —(1) The municipal manager may issue a directive to any person contemplated in this By-law, to take specific measures pertaining to waste within a specified period to ensure that the impact of waste on human health or damage to the environment is mitigated and to give effect to the waste management hierarchy.

(2) Before issuing a directive contemplated in this By-law, the municipal manager must give notice in writing to the person to whom the directive is intended to be issued of the intention to issue the directive, and give that person a reasonable opportunity to make representations in writing.

(3) If urgent action is necessary for the protection of the environment, or as contemplated in section 37, the municipal manager—
(a) may issue the directive without giving written notice to the person beforehand; and
(b) must give the person to whom the directive was issued an opportunity to make written representations within a reasonable period thereafter.

39. Compliance notices. —(1) An authorised municipal official may issue a written compliance notice to a person if there are reasonable grounds for believing that the person has not complied with a —
(a) provision of; or
(b) term or condition of any permit, authorisation, exemption or other document issued in terms of,
this By-law.

(2) Before issuing a compliance notice, an authorised municipal official must give notice in writing to the person to whom the compliance notice is intended to be issued of the intention to issue the compliance notice and provide that person with a reasonable opportunity to make written representations.

(3) If urgent action is necessary for the protection of the environment, an authorised municipal official —
(a) may issue a compliance notice without giving written notice to the person beforehand; and
(b) must give the person to whom the compliance notice was issued an opportunity to make written representations within a reasonable period thereafter.

(4) A compliance notice must set out —
(a) details of the conduct constituting non-compliance;
(b) any steps the person must take and the period within which the steps must be taken;
(c) any actions the person may not perform, and the period during which the person may not do so;
(d) the steps the Municipality is entitled to take in terms of subsection (6) if the notice is not complied with; and
(e) the procedure to be followed to lodge an appeal against the compliance notice.

(5) An authorised municipal official may, on good cause shown, vary a compliance notice and extend the period within which it must be complied with.

(6) If a person to whom a compliance notice has been issued fails to comply with it, the Municipality may—
(a) take whatever steps it considers necessary, where applicable, to—
(i) clean up or remove the waste;

(ii) rehabilitate the premises, place or affected area at which the waste has been dumped or disposed of or is stored; and
(iii) ensure that waste and any contaminated material that cannot be removed, cleaned or rehabilitated is treated or disposed of lawfully; and

(b) recover the costs of any steps contemplated in paragraph *(a)* from every person responsible to take such steps in terms of this By-Law, who will be jointly and severally accountable for those costs.

(7) The Municipality may, in the case of hazardous or priority waste, require the persons generating such waste to close until such time as steps are taken to dispose of the waste as provided for in this By-law and any other applicable law, if there is a real threat of damage or injury to any person or property.

(8) The following persons may be served with a compliance notice:
(a) any person who committed, or who directly or indirectly permitted, such contravention;
(b) the generator of the waste;
(c) the owner of the land or premises where the contravention took place;
(d) the person in control of the land or premises where the contravention took place;
(e) any person who has or had, at the stage of the contravention, a right to use the land or premises where the contravention took place; or
(f) a service provider.

40. Appeals. —(1) A person whose rights are affected by a decision taken by the Municipality in terms of this By-law may, unless the decision was taken by the municipal council, appeal against that decision in terms of section 62 of the Municipal Systems Act.

(2) The appeal authority to consider the appeal will comprise of the person or body contemplated in section 62(4) of the Municipal Systems Act.

(3) Subject to subsections (4) and (5), an appeal under this section suspends the operation of the decision concerned pending the finalisation of the appeal.

(4) A person who receives a directive or compliance notice issued in terms of this By-law must comply with that directive or compliance notice within the period stated in the directive or compliance notice, unless the appeal authority has agreed to suspend the operation of the directive or compliance notice as contemplated in subsection (5)(b).

(5) The appeal authority may, on application and on good cause shown, direct that, pending the finalisation of the appeal —
(a) the operation of the decision forming the subject of the appeal, or any provision or condition attached thereto, is not suspended, either wholly or in part; or
(b) the operation of the directive or compliance notice contemplated in subsection (4), or any part of that directive or compliance notice, is suspended.

41. Duty to produce documents. —A person to whom a certificate, permit, authorisation or any other document contemplated in this By-law has been issued must produce it at the request of a peace officer or an authorised municipal official.

42. Service of documents and process. —Whenever any notice, order, demand or other document is authorised or required to be served on a person in terms of this By-law, it shall be deemed to have been effectively and sufficiently served on such a person—

(a) when it has been delivered to him or her personally;
(b) when it has been left at his or her place of residence or business with a person apparently over the age of 16 years;
(c) when it has been posted by registered or certified mail to his or her last known residential or business address and an acknowledgement of posting thereof is produced;
(d) if his or her address is unknown, when it has been served on his or her agent or representative in a manner provided for in paragraph (a), (b) or (c); or
(e) if his or her address and agent are unknown, when it has been posted in a conspicuous place on the immovable property, if any, to which it relates.

43. Failure to comply. —(1) If the waste management officer has issued a compliance notice in terms of section 39 to anyone for contravening any provision of this By-law and such person fails to comply with such notice he or she is guilty of an offence.

(2) The waste management officer may, in writing, require any person to submit a report to him or her in respect of the impact of waste in the format stipulated in the Municipality's guidelines as published from time to time.

(3) If the person fails to submit such a report within the period specified, the waste management officer may appoint an independent person to compile the report and recover the costs of compiling the report from the person required to submit it.

(4) If the waste management officer suspects that —
(a) the person has on one or more occasion contravened, or failed to comply with, the By-law or a license issued in terms of provincial or national legislation; and
(b) this has —
(i) had a detrimental effect on the environment, including health, social conditions, economic conditions, ecological conditions or cultural heritage; or
(ii) contributed to the degradation of the environment,
the waste management officer may direct that such a report be compiled by an independent person.

(5) The waste management officer may then direct the person who failed to comply with the By-Law to take the action recommended in such report, failing which the Municipality may do so, and the person who contravened the By-Law shall be liable for the cost thereof.

44. Offences. —(1) A person commits an offence if that person —
(a) litters or dumps —
(i) waste in excess over $8m^3$; or
(ii) any volume of hazardous waste;
(b) spills or allows leakage of —
(i) waste in excess of $8m^3$; or
(ii) any volume of hazardous waste,
without putting in place suitable measures;
(c) conveys an uncovered or unsecured load —
(i) of any volume of hazardous waste;
(ii) which results in spillage of —
(aa) waste in excess of 8m3; or
(bb) any volume of hazardous waste;
(d) hinders or interferes with —
(i) a service provider;

(ii) a waste disposal facility operator; or
(iii) an authorised municipal official,
in the exercise of their powers or the performance of their duties in terms of this By-law;

(e) contravenes or fails to comply with —
(i) sections 9(3), 9(11) and 9(12) (Building waste);
(ii) section 11(1) (Event waste);
(iii) section 22 (Storage and receptacles for general waste); or
(iv) section 41 (Duty to produce documents);

(f) contravenes of fails to comply with —
(i) section 5 (Obligations of waste generators);
(ii) sections 10(1), 10(7), 10(8), 10(13) and 10(14) (Hazardous waste);
(iii) sections 11(1) and 11(5) (Event waste);
(iv) section 12(1)*(b)* (Organic waste);
(v) section 13(1) (Bulky waste);
(vi) section 14(1) (Waste tyres);
(vii) sections 23(1), 23(2) and 23(6) (Storage, separation, recycling, re-use, sorting and recovery of waste);
(viii) section 24(1) (Prohibition on unauthorised disposal of waste);
(ix) section 25 (Prohibition on burning of waste);
(x) sections 26(1) and 26(2) (Prohibition on littering and dumping);
(xi) section 33 (Collection of unsuitable waste);
(xii) section 34 (Waste transfer facility);
(xiii) section 35(6) (Disposal of waste); or
(xiv) section 51(5) Ownership of waste);

(g) contravenes or fails to comply with a compliance notice issued in terms of section 39(1) (Compliance notices);

(h) contravenes or fails to comply with a directive issued in terms of —
(i) section 9(2) (Building waste);
(ii) section 11(6) (Event waste);
(iii) section 12(2) (Organic waste);
(iv) section 13(3) (Bulky waste);
(v) section 20(8) (Integrated waste management plan);
(vi) sections 23(4) and 23(5) (Storage, separation, recycling, re-use, sorting and recovery of waste);
(vii) section 24(2) (Prohibition on unauthorised disposal of waste);
(viii) section 27(1) (Prohibition of nuisance);
(ix) section 37 (Premises inaccessible for waste collection);
(x) section 38(1) (Directives); or
(xi) section 40(4) (Appeals).

(i) falsely pretends to be an authorised municipal official or waste disposal facility operator;

(j) furnishes false or misleading information when complying with a provision of this By-law;

(k) unlawfully and intentionally or negligently, performs any act or omits to do anything in relation to waste, that detrimentally affects, or is likely to detrimentally affect or impact on health, well-being, public safety and the environment;

(l) fails to submit or comply with an integrated waste management plan as provided for in this By-law;

(m) contravenes or fails to comply with a notice contemplated in section —
(i) section 9(5) (Building waste);
(ii) section 10(2) and 10(8)*(c)* (Hazardous waste);
(iii) sections 14(2) and 14(7) (Waste tyres);
(iv) sections 20(11) and 20(12)*(b)*(iii) (Integrated waste management plan);

(v) section 26(4) (Prohibition on littering and dumping);
(vi) section 30(2)*(d)* (Collection and transportation of general waste);
(vii) section 40(4) (Appeal); or
(viii) section 43 (Failure to comply);

(n) contravenes or fails to comply with an instruction issued in terms of section 35(3) (Disposal of waste);
(o) contravenes of fails to comply with a compliance notice issued in terms of section 39;
(p) contravenes or fails to comply with an integrated waste management plan contemplated in section 20; or
(q) contravenes or fails to comply with a condition subject to which exemption from a provision of this By-law was granted in terms of sections 21 and 53.

(2) Any person who —
(a) induces, influences, persuades or forces an employee of the Municipality or other person to commit an offence in terms of this By-law, or
(b) attempts to do so,
is guilty of an offence.

(3) Any person who induces an employee of the Municipality to collect and dispose of waste without —
(a) the correct payment to the Council; or
(b) the correct methods being employed,
is guilty of an offence.

45. Penalties. —(1) A person convicted of an offence in terms of section 44(1)*(a)*, *(b)*, *(c)* or *(e)* is liable to a fine or imprisonment for a period not exceeding one month, and in the case of a second or subsequent conviction, to a fine or imprisonment for a period not exceeding two months, or in both instances, to both such fines and such imprisonment.

(2) A person convicted of an offence in terms of section 44(1)*(d)*, *(f)*, *(g)*, *(h)*, *(k)*, *(l), (m)*, *(n)*, *(o)*, *(p)* or *(q)* or section 44(2) or (3) is liable to a fine or imprisonment for a period not exceeding one year, and in the case of a second or subsequent conviction, to a fine or imprisonment for a period not exceeding two years, or in both instances, to both such fines and such imprisonment.

(3) A person convicted of an offence in terms of section 44(1)*(i)* or *(j)* is liable to a fine or imprisonment for a period not exceeding two years, and in the case of a second or subsequent conviction, to a fine or imprisonment for a period not exceeding four years, or in both instances, to both such fines and such imprisonment.

(4) A sentence contemplated in subsection (1), (2) or (3) must be determined with due consideration of the —
(a) severity of the offence in terms of its impact or potential impact on health, well-being, public safety and the environment;
(b) fact that a person delayed in complying with, or failed to comply with, the terms of notices or directions given to that person under this By-law; and
(c) monetary or other benefits that accrued, or that were to accrue, to the convicted person through the commission of the offence.

(5) The court may in addition to any penalty imposed in terms of subsection (4), order a person to repair the damage, make good the loss, rehabilitate the environment, remove waste, or determine what measures must be taken by such person and the payment of the expenses incurred in respect thereof or any other costs or damages.

46. Seizure and impounding of vehicles. —(1) A peace officer may, without a warrant, seize and impound a vehicle which is concerned or is on reasonable grounds believed to be concerned with the commission of an offence under this By-law.

(2) The peace officer must, at the time of impoundment, give the holder of the seized and impounded vehicle a copy of a notice setting out the —
(a) reason for the impoundment;
(b) description of the vehicle being impounded;
(c) address and contact details of the designated pound;
(d) payment of an impoundment fee; and
(e) possibility of the impounded vehicle being sold to recover the costs.

(3) A vehicle which has been seized and impounded in terms of subsection (1) and (2) must be taken to a designated pound where it will be retained and dealt with in terms of subsection (4).

(4) The seized and impounded vehicle will be released immediately under the following conditions:
(a) if a criminal charge is not laid or no fine is issued within 48 hours of the seizure of the vehicle;
(b) when the criminal charges against the person have been withdrawn;
(c) when the person has been acquitted of the offence charged; or
(d) in the case where the person is convicted of the offence charged, and unless the court has ordered otherwise, on payment of the impoundment fee to the authorised official of the vehicle impoundment facility of the Municipality.

47. Designation of certain officials —(1) The municipal manager may—
(a) designate any staff member of the Municipality as an authorised municipal official;
(b) designate any staff member of—
(i) the Municipality;
(ii) any other organ of state; or
(iii) a service provider;
as a waste disposal facility operator, and
(c) at any time withdraw a said designation.

(2) A designation contemplated in subsection (1)*(b)*(ii) may be made only by agreement between the municipal manager and the relevant organ of state.

48. Delegations by waste management officer. —The waste management officer may delegate to any other official of the Municipality any of his or her powers or obligations in terms of this By-law.

49. Functions and powers of waste management officer. —The waste management officer is responsible for —
(a) regulating and controlling waste management; and
(b) enforcing the provisions of this By-Law, national and provincial legislation relating to waste management.

50. Functions of authorised municipal officials and waste disposal facility operators. —(1) An authorised municipal official —

(a) must administer, implement and enforce this By-law; and

(b) may perform any function assigned to an authorised municipal official by this By-law, including the following: —

(i) conducting an inspection,

(ii) investigating any act or omission that may constitute an offence in terms of this By-law, and

(iii) monitoring and enforcing compliance with this By-law.

(2) A waste disposal facility operator must administer, implement and enforce this By-law at a municipal waste transfer facility, general waste storage facility, recycling facility or waste disposal facility, as the case may be.

51. Ownership of waste. —(1) A person who generates waste is the owner of that waste until it is made available by that person for collection by the Municipality or a service provider in accordance with this By-law.

(2) Waste becomes the property of the Municipality once it is made available for collection, whether put out for collection or made available for collection on the private premises concerned.

(3) Subsections (1) and (2) do not apply to waste streams identified in terms of section 30(2)*(d)* and to waste disposed of unlawfully.

(4) A person who generates waste contemplated in subsection (3) remains the owner of the waste until the waste is disposed of lawfully.

(5) When the premises listed here, are controlled by the Municipality, waste on such premises is the property of the Municipality:

(a) waste disposal facilities;

(b) waste transfer facilities; and

(c) facilities where waste is received, stored, recovered or treated, and

no person may remove from, or interfere with, waste on such premises, unless authorised to do so by the Municipality.

(6) Notwithstanding the provisions of subsections (2) and (5), the Municipality may, by means of a written agreement, transfer ownership of waste to a contractor, an owner of a landfill, a recycler, a rubble crusher, a green waste chipper or other entity, as the case may be.

52. Liability to pay tariffs. —(1) The owner of premises for which the Municipality is providing waste management services contemplated in this By-law, is liable for the payment of tariffs in accordance with the Tariff Policy and Tariff By-Law.

(2) The Municipality may exempt or grant a rebate to any person or category of persons that is regarded to be indigent in terms of the municipal indigent policy from paying tariffs for waste management services.

53. Exemptions. —(1) A person may apply in writing to the Municipality for exemption from any provision of this By-law.

(2) An application contemplated in subsection (1) must be in a format determined by the Municipality and must be accompanied by a motivation for the exemption.

(3) The Municipality may, in writing, —
(a) grant a full exemption;
(b) grant a conditional exemption;
(c) amend or cancel —
(i) an exemption;
(ii) a condition of an exemption; or
(d) refuse to grant an exemption.

(4) In order to consider an application contemplated in subsection (1), the Municipality may obtain comments from members of the public who would be affected by the granting of the exemption.

(5) If an exemption is granted subject to conditions, the exemption does not take effect until the applicant has submitted a written undertaking to the Municipality that he or she will comply with all such conditions.

(6) If the applicant fails to comply with a condition of the exemption, the exemption is suspended with immediate effect.

54. Limitation of liability —Neither the Municipality nor any other person is liable for any damage or loss caused by the —
(a) exercise of any power or the performance of any duty under this By-law; or
(b) failure to exercise any power or perform any duty under this By-law, unless the exercise or performance of, or the failure to exercise or perform such power or duty, is unlawful and —
(i) negligent; or
(ii) in bad faith.

55. Amendments to waste removal services. —The Municipality may amend any existing waste removal or cleansing services once a process of public notification, participation and comment has been completed: Provided the amendment is practical, cost effective and has as its objective the —
(a) prevention of the proliferation of waste;
(b) minimisation of waste; or
(c) reduction of waste to be removed.

56. Transitional provisions. —(1) Any approval given in accordance with previous By-laws will be valid in respect of the premises for which they were granted and in respect of the person to whom they were granted.

(2) No approval as contemplated in subsection (1) may be transferred to any other person.

57. Guidelines. —(1) The Council may issue guidelines to facilitate achievement of the objects and purposes of this By-law not inconsistent with this By-law and any other law.

(2) Any guideline contemplated in subsection (1) must be published in the *Provincial Gazette* and on the Municipality's website.

58. Repeal of By-laws. —The By-laws in Schedule 1 hereto are hereby repealed.

59. Interpretation. —In the event of a conflict between the English, isiXhosa and Afrikaans versions of this By-law, the English version shall be decisive.

60. Short title. —This By-law is called Stellenbosch Municipality: Integrated Waste Management By-law, 2020.

SCHEDULE 1

REPEALED LAWS

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ANNEXURE B

ITEM NUMBER	LEGISLATIVE MANDATE	DESCRIPTION OF POWER OR FUNCTION	RESPONSIBILITY / DELEGATED FROM	DELEGATED TO	SUB-DELEGATED TO	CONDITIONS/ LIMITATIONS/ INSTRUCTION TO ASSIST
	INTEGRATED WASTE MANAGEMENT BY-LAW DATED July 2020					
IWM1	Integrated Waste Management S5(3)	Conclude a Contract with a Waste Generator	Municipal manager	Director: Infrastructure Services	Senior manager: Waste management	
IWM2	Integrated Waste Management S6(1)	Granting application for additional containers	Director: Infrastructure Services	Senior Manager: Waste management	Manager: Area Cleaning and Waste Collection	
IWM3	Integrated Waste Management S6(3)	Deciding to provide another container at the cost of the waste generator	Municipal Manager	Director: Infrastructure Services	Senior Manager: Waste management	
IWM4	Integrated Waste Management S6(4)	Awarding a Container to each dwelling or structure on a property	Municipal Manager	Director: Infrastructure Services	Senior Manager: Waste management	
IWM5	Integrated Waste Management S7(1)	Concluding a Contract with an Industrial Waste Generator	Municipal manager	Director: Infrastructure Services	Senior manager: Waste management	
IWM6	Integrated Waste Management S8(2)	Stipulate Maximum Quantities of Garden Waste that may be collected and imposing conditions regarding disposal of garden waste	Municipal manager	Director: Infrastructure Services	Senior manager: Waste management	
IWM7	Integrated Waste Management S9(2)	Issue directives to a building waste generator after receiving building plans of a building to be constructed	Municipal manager	Director: Infrastructure Services	Senior manager: Waste management	
IWM8	Integrated Waste Management S9(5)	Placing a notice in the Provincial Gazette as to the registration process of building waste removal services	Municipal manager	Director: Infrastructure Services		
IWM9	Integrated Waste Management S9(7)	Consider application to register as a building waste remover	Municipal manager	Director: Infrastructure Services	Senior manager: Waste management	
IWM10	Integrated Waste Management S9(5)	Approval to allow the placement of an appropriate receptacle on a pavement	Municipal manager	Director: Infrastructure Services	Senior manager: Waste management	

ITEM NUMBER	LEGISLATIVE MANDATE	DESCRIPTION OF POWER OR FUNCTION	RESPONSIBILITY / DELEGATED FROM	DELEGATED TO	SUB-DELEGATED TO	CONDITIONS/ LIMITATIONS/ INSTRUCTION TO ASSIST
IWM11	Integrated Waste Management S9(15)	Building Inspector to determine if building waste has been disposed off in the prescribed manner	Director: Planning and Economic Development	Snr Manager: Development Management New Post	Manager: Building Development Management	
IWM12	Integrated Waste Management S10(2)	Placing a notice in the Provincial Gazette as to the registration process of Hazardous Waste	Municipal manager	Director: Infrastructure Services		
IWM13	Integrated Waste Management S10(4)	Consider application to register as a Hazardous waste remover	Municipal manager	Director: Infrastructure Services	Senior manager: Waste management	
IWM14	Integrated Waste Management S10(12)	Publish a list of additional hazardous waste that requires classification	Municipal manager	Director: Infrastructure Services	Senior manager: Waste management	
IWM15	Integrated Waste Management S11(1)	Approve generating of event waste	Municipal manager	Director: Infrastructure Services	Senior manager: Waste management	
IWM16	Integrated Waste Management S11(6)	Issue directive for event waste was not cleaned up	Municipal manager	Director: Infrastructure Services	Senior manager: Waste management	
IWM17	Integrated Waste Management S11(8)	Arrange for waste to be cleaned at the cost of the waste generator	Director: Infrastructure Services	Senior Manager: Waste management	Manager: Area Cleaning and Waste Collection	
IWM18	Integrated Waste Management S12(2)	Issue directive to generate integrated refuse plan for Organic Waste	Municipal manager	Director: Infrastructure Services	Senior manager: Waste management	
IWM19	Integrated Waste Management S12(3)	Approval to provide an appropriate Organic Waste receptacle	Municipal manager	Director: Infrastructure Services	Senior manager: Waste management	
IWM20	Integrated Waste Management S13(1)	Approval to remove Bulky Waste	Municipal manager	Director: Infrastructure Services	Senior manager: Waste management	
IWM21	Integrated Waste Management S13(3)	Issue directive to bulky waste collector to submit monthly reports	Municipal manager			

ITEM NUMBER	LEGISLATIVE MANDATE	DESCRIPTION OF POWER OR FUNCTION	RESPONSIBILITY / DELEGATED FROM	DELEGATED TO	SUB-DELEGATED TO	CONDITIONS/ LIMITATIONS/ INSTRUCTION TO ASSIST
IWM22	Integrated Waste Management S14(2)	Placing a notice in the Provincial Gazette as to the registration process of Waste tyres	Municipal manager	Director: Infrastructure Services		
IWM23	Integrated Waste Management S14(4)	Consider application to register as a waste tyres remover	Municipal manager	Director: Infrastructure Services	Senior manager: Waste management	
IWM24	Integrated Waste Management S14(7)	Placing a notice in the Provincial Gazette as to the designated facilities that waste tyres may be disposed at.	Municipal manager	Director: Infrastructure Services		
IWM25	Integrated Waste Management S15(1)	Categorize Priority Waste	Director: Infrastructure Services	Senior Manager: Waste management		
IWM26	Integrated Waste Management S16	Approve the removal of abandoned articles	Municipal manager	Director: Infrastructure Services	Senior manager: Waste management	
IWM27	Integrated Waste Management S17	Emergency procedures to manage waste	Director: Infrastructure Services	Senior Manager: Waste management		
IWM28	Integrated Waste Management S19(1)	Providing special dispensation to waste management clubs	Director: Infrastructure Services	Senior Manager: Waste management		
IWM29	Integrated Waste Management S20(11)	Request information to prepare an Integrated Waste Management Plan	Director: Infrastructure Services	Senior Manager: Waste management		
IWM30	Integrated Waste Management S21(1))	Exempting a waste generator from providing a waste management plan	Director: Infrastructure Services	Senior Manager: Waste management		
IWM31	Integrated Waste Management S23(2)	Awarding accreditation as waste storage, separation, recycling, re-use, sorting and recovering	Director: Infrastructure Services	Senior Manager: Waste management		
IWM32	Integrated Waste Management S23(3)	Exempt waste generators	Director: Infrastructure Services	Senior Manager: Waste management		

ITEM NUMBER	LEGISLATIVE MANDATE	DESCRIPTION OF POWER OR FUNCTION	RESPONSIBILITY / DELEGATED FROM	DELEGATED TO	SUB-DELEGATED TO	CONDITIONS/ LIMITATIONS/ INSTRUCTION TO ASSIST
IWM33	Integrated Waste Management S23(4)	Providing a directive to a waste generator to report	Municipal Manager			
IWM34	Integrated Waste Management S23(5)	Request Waste Generator to separate recyclable waste	Municipal Manager			
IWM35	Integrated Waste Management S24	Issuing directive when a person is contradiction of this By-Law	Municipal Manager			
IWM36	Integrated Waste Management S25	Approval of the burning of waste in a thermal treatment facility	Municipal manager	Director: Infrastructure Services	Senior manager: Waste management	
IWM37	Integrated Waste Management S26	Issuing notice to an offender that has littered or dumped	Director: Infrastructure Services	Senior Manager: Waste management	Manager: Area Cleaning and Waste Collection	
IWM38	Integrated Waste Management S27	Issuing a notice of prohibition	Municipal Manager			
IWM39	Integrated Waste Management S28	Issuing a license to any person or entity to handle waste	Director: Infrastructure Services	Senior Manager: Waste management	Manager: Area Cleaning and Waste Collection	
IWM40	Integrated Waste Management S29	Setting a schedule for collection and transporting of waste	Municipal manager	Director: Infrastructure Services	Senior manager: Waste management	
IWM41	Integrated Waste Management S31	Keeping a register of accredited service providers	Director: Infrastructure Services	Senior Manager: Waste management	Manager: Area Cleaning and Waste Collection	
IWM42	Integrated Waste Management S32	Accrediting transporter of waste for gain	Municipal manager	Director: Infrastructure Services	Senior manager: Waste management	
IWM43	Integrated Waste Management S35	Authorize Municipal Officials to inspect any waste facility	Municipal manager	Director: Infrastructure Services	Senior manager: Waste management	
IWM44	Integrated Waste Management S37	Issuing directive to take specific measures to make the collection of waste possible	Municipal manager			
IWM45	Integrated Waste Management S38	Issuing directives wrt any part of the By Law	Municipal Manager			
IWM46	Integrated Waste Management S39	Authorizing an official to issue written compliance notices	Municipal manager	Director: Infrastructure Services		

ITEM NUMBER	LEGISLATIVE MANDATE	DESCRIPTION OF POWER OR FUNCTION	RESPONSIBILITY / DELEGATED FROM	DELEGATED TO	SUB-DELEGATED TO	CONDITIONS/ LIMITATIONS/ INSTRUCTION TO ASSIST
IWM47	Integrated Waste Management S43	Issuing compliance notices	Director: Infrastructure Services	Senior Manager: Waste management		
IWM48	Integrated Waste Management S48	Designation of certain officials	Municipal manager			
IWM49	Integrated Waste Management S53	Exemptions	Municipal manager			

ANNEXURE C

INTEGRATED WASTE MANAGEMENT BY-LAW OFFENCES AND FINES

Gazette No. 8441 dated 4 June 2021

Section Contravened	Description of Offence	Proposed Fine (1)	Approved Fine (2)
44(1)(a)	litters or dumps — (i) waste in excess over 8m^3; or (ii) any volume of hazardous waste;	R2500	
44(1)(b)	spills or allows leakage of — (i) waste in excess of 8m^3 ; or (ii) any volume of hazardous waste, without putting in place suitable measures;	R2500	
44(1)(c)	conveys an uncovered or unsecured load — (i) of any volume of hazardous waste; (ii) which results in spillage of — (aa) waste in excess of 8m3; or (bb) any volume of hazardous waste;	R2500	
44(1)(d)	hinders or interferes with — (i) a service provider; (ii) a waste disposal facility operator; or (iii) an authorised municipal official, in the exercise of their powers or the performance of their duties in terms of this By-law;	R500	
44(1)(e)	contravenes or fails to comply with — (i) sections 9(3), 9(11) and 9(12) (Building waste); (ii) section 11(1) (Event waste); (iii) section 22 (Storage and receptacles for general waste); or (iv) section 41 (Duty to produce documents);	R500	

INTEGRATED WASTE MANAGEMENT BY-LAW OFFENCES AND FINES

Gazette No. 8441 dated 4 June 2021

44(1)(f)	contravenes of fails to comply with — (i) section 5 (Obligations of waste generators); (ii) sections 10(1), 10(7), 10(8), 10(13) and 10(14) (Hazardous waste); (iii) sections 11(1) and 11(5) (Event waste); (iv) section 12(1)*(b)* (Organic waste); (v) section 13(1) (Bulky waste); (vi) section 14(1) (Waste tyres); (vii) sections 23(1), 23(2) and 23(6) (Storage, separation, recycling, re-use, sorting and recovery of waste); (viii) section 24(1) (Prohibition on unauthorised disposal of waste); (ix) section 25 (Prohibition on burning of waste); (x) sections 26(1) and 26(2) (Prohibition on littering and dumping); (xi) section 33 (Collection of unsuitable waste); (xii) section 34 (Waste transfer facility); (xiii) section 35(6) (Disposal of waste); or (xiv) section 51(5) Ownership of	R500	
44(1)(g)	contravenes or fails to comply with a compliance notice issued in terms of section 39(1) (Compliance notices);	R2500	

INTEGRATED WASTE MANAGEMENT BY-LAW OFFENCES AND FINES

Gazette No. 8441 dated 4 June 2021

44(1)(h)	contravenes or fails to comply with a directive issued in terms of — (i) section 9(2) (Building waste); (ii) section 11(6) (Event waste); (iii) section 12(2) (Organic waste); (iv) section 13(3) (Bulky waste); (v) section 20(8) (Integrated waste management plan); (vi) sections 23(4) and 23(5) (Storage, separation, recycling, re-use, sorting and recovery of waste);	R2500	
44(1)(h) Cont	(vii) section 24(2) (Prohibition on unauthorised disposal of waste); (viii) section 27(1) (Prohibition of nuisance); (ix) section 37 (Premises inaccessible for waste collection); (x) section 38(1) (Directives); or (xi) section 40(4) (Appeals).		
44(1)(i)	falsely pretends to be an authorised municipal official or waste disposal facility operator;	NAG	
44(1)(j)	furnishes false or misleading information when complying with a provision of this By-law;	NAG	
44(1)(k)	unlawfully and intentionally or negligently, performs any act or omits to do anything in relation to waste, that detrimentally affects, or is likely to detrimentally affect or impact on health, well-being, public safety and the environment;	R2500	
44(1)(l)	fails to submit or comply with an integrated waste management plan as provided for in this By-law;	R2500	

INTEGRATED WASTE MANAGEMENT BY-LAW OFFENCES AND FINES

Gazette No. 8441 dated 4 June 2021

44(1)(m)	contravenes or fails to comply with a notice contemplated in section — (i) section 9(5) (Building waste); (ii) section 10(2) and 10(8)*(c)* (Hazardous waste); (iii) sections 14(2) and 14(7) (Waste tyres); (iv) sections 20(11) and 20(12)*(b)*(iii) (Integrated waste management plan); (v) section 26(4) (Prohibition on littering and dumping); (vi) section 30(2)*(d)* (Collection and transportation of general waste); (vii) section 40(4) (Appeal); or (viii) section 43 (Failure to comply);	R2 500	
44(1)(n)	contravenes or fails to comply with an instruction issued in terms of section 35(3) (Disposal of waste);	R2500	
44(1)(o)	contravenes or fails to comply with a compliance notice issued in terms of section 39;	R2500	
44(1)(p)	contravenes or fails to comply with an integrated waste management plan contemplated in section 20; or	R2500	
44(1)(q)	contravenes or fails to comply with a condition subject to which exemption from a provision of this By-law was granted in terms of sections 21 and 53.	R2 500	
44(2)	Any person who — *(a)* induces, influences, persuades or forces an employee of the Municipality or other person to commit an offence in terms of this By-law, or *(b)* attempts to do so,	NAG	

INTEGRATED WASTE MANAGEMENT BY-LAW OFFENCES AND FINES

Gazette No. 8441 dated 4 June 2021

44(3)	Any person who induces an employee of the Municipality to collect and dispose of waste without — *(a)* the correct payment to the Council; or *(b)* the correct methods being employed,	NAG	

NAG = No Admission of Guilt fine allowed

7.7	**PARKS, OPEN SPACES AND ENVIRONMENT: (PC: J JOON)**

NONE

7.8	**PLANNING :(PC: CLLR C VAN WYK (MS)**

7.8.1	**APPROVAL TO COMMENCE WITH THE PUBLIC PARTICIPATION PROCESS FOR THE ADAM TAS CORRIDOR OVERLAY ZONE IN TERMS OF THE STELLENBOSCH MUNICIPALITY LAND USE PLANNING BYLAW**

Collaborator No: **736732**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **19 October 2022**

1. SUBJECT:APPROVAL TO COMMENCE WITH THE PUBLIC PARTICIPATION PROCESS FOR THE ADAM TAS CORRIDOR OVERLAY ZONE IN TERMS OF THE STELLENBOSCH MUNICIPALITY LAND USE PLANNING BYLAW

2. PURPOSE OF REPORT

To obtain approval from Council to commence with the public participation process for the draft Adam Tas Corridor Local Spatial Development Plan (LSDF) Overlay Zone in line with the minimum requirments of the Stellenbosch Municipality Land Use Planning Bylaw to obtain comment on the draft Adam Tas Overlay Zone that will enable the Directorate Planing and Economic Developement to finalise the Adam Tas Overlay Zone and submit the policy document to Council for consideration.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

Council resolved at their meeting of 29 May 2019 to authorize the Municipal Manager to enter into a multi-stakeholder engagement involving the key national departments, relevant local government institutions, the university, private stakeholders, and various land owners to explore a public private partnesrship for the Adam Tas Corridor re-generation initiative. Council also authorised the Municipal Manager to undertake further work to explore the feasibility, dependencies, and assosiated risks, etc. in determining the appropriate path for unlocking the Adam Tas Corridor.

Acting in terms of her delegation from Council, the Municipal Manager gave approval on 20 March 2020 for the commencement of the drafting of a local spatial development framework and overlay zone for the Adam Tas Corridor.

Following a public tender, the Built Environment Partnership (BEP) was appointed by Stellenbosch Municipality (SM) during January 2021 to prepare a Local Spatial Development Framework (LSDF) for the Adam Tas Corridor (ATC) area and draft overlay zone.

The Draft ATC LSDF was submitted to the Section 80 standing Committee for Planning for consideration on 4 October 2022 after which it will be tabled at the Council meeting at the end of October 2022 for final consideration.

With this LSDF, municipal approval is sought to incorporate the area as a Local Area Overlay Zone in the Stellenbosch Zoning Scheme By-Law 2015. The Local Area Overlay Zone is the mechanism for cementing the development rights implied by the LSDF in law. The current zoning – largely related to the manufacturing, storage, and distribution of wine and similar products – cannot support dense, mixed-use development.

The purpose of the overlay zone in terms of Section 239 (1) of the Stellenbosch Municipality: Zoning Scheme Bylaw is to designate land for future subdivision where a change of zoning from the pre-existing base zone will be required once the subdivision is approved and where the principle of future subdivision has been approved through a rezoning process, but the subdivision plan itself has not yet been approved.

This agenda item seek to obtain the approval of Council to commence with the process of advertiseing the Adam Tas Corrdor LSDF. Only once all comments and input have been received, duly considered and taken into account where needed, the final draft LSDF will be brougt before Council for consideration.

5. RECOMMENDATION

(a) that Council take note of the draft Adam Tas Corridor Overlay Zone attached as **APPENDICE 1** to the agenda;

(b) that Council gives approval for the commencement of the public participation process and advertisement of the draft Adam Tas Overlay Zone subject to the following conditions:

a. The public participation phase of the project will take place over 60 days (2 months).
b. The draft Overlay Zone will be advertised in the local newspaper, municipal web page and notice boards within two weeks after the decision by Council.

(c) that After the process of public participation was concluded, the draft Adam Tas Corridor report must be resubmitted to Council together with all comments received for consideration within 2 months.

6. DISCUSSION /CONTENTS

The Municipal Spatial Development Framework (MSDF) approved by Council in November 2019 aimed to address the restructuring of Stellenbosch in a meaningful way with a view to respond to the principles of the Spatial Planning and Lund Use Management Act, 2013 (SPLUMA).

The approved MSDF recognised and proposed two catalytical projects which can play a significant role in achieving these principles spatially, one of which was the development of the Adam Tas Corridor.

The final draft ATC LSDF was submitted to the Section 80 Standing Committee for Planning and will serve at Council at the end of October 2022 for approval.

The complexity associated with the Adam Tas Development Corridor can be encapsulated as follows:

1. That landownership over the 11 identified precincts is not homogenous with various land parcels currently in the ownership of the private sector and various state institutions
2. Determine a mechanism to implement such an initiative that will be significantly incentivised to attract investment
3. To ensure that there is sufficient bulk infrastructure to enable the development vision.
4. The magnitude of the project is of such a nature that it will be implemented over multiple years and require significant public and private partnerships.

The ATC LSDF guides and informs decisions made by the Municipality relating to land development, without conferring or removing development rights. For rights to be allocated to the ATC – enabling actual development as contemplated in the LSDF – the envisaged rights and obligations need to be incorporated in the Stellenbosch Municipality Zoning Scheme By-Law 2019.

The most appropriate option for incorporating the LSDF's envisaged rights and obligations in the LUMS appears to be establishing an ATC Local Area Overlay zone as provided for in Section 17 of the Stellenbosch Municipality Land Use Planning By-law, 2015.

ADVANTAGES TO ESTABLISH AN OVERLAY ZONE

From the perspective of the ATC, establishing an Overlay Zone will have the following advantages:

- Framing development parameters specific to the project context, including the specific objectives pursued through the project.

- Ensuring a high-level of integration in the work undertaken by different landowners for different parts of the area over a prolonged period of time.

- Enabling a clear and accountable Land Use Management process while allowing significant flexibility over time to accommodate changes in societal and landowner context.

Chapters 23 and 24 of the Stellenbosch Municipality; Zoning Scheme Bylaw deals extensively with Overlay Zones.

In terms of the By-law an Overlay Zone *(oorlegsonering)* means a category of zoning that applicable to a defined area or land unit which stipulates additional development parameters that may be more or less restrictive than the base zone as defined in the zoning scheme.

The objective of an Overlay Zone is to serve two different roles, which may be pursued within a single overlay zone:

(a) In the first role an overlay zone can impose additional and more restrictive development parameters to achieve e.g., a conservation goal, like prescribing a building character, development parameters or limiting the types of land uses to protect an established historic character of an area.

(b) In the second role it can be used as a tool to facilitate development in pursuance of a specific developmental goal e.g., to promote a type of development or harness investment and job creation and may include the establishment of less restrictive development parameters and/ or by vesting inherent additional land use rights with the potential of incentives for less burdensome statutory processes.

The overlay zone envisaged for the Adam Tas Corridor is in pursuance of the second role, and specifically in pursuance of:

(a) The development vision of the Stellenbosch Municipal Spatial Development Framework in general and the Adam Tas Corridor Spatial Plan in particular,

(b) Unlocking and leveraging investment by facilitating the establishment of pre-approved land use rights.

INCORPORATION OF OVERLAY ZONE INTO EXISTING ZONING SCHEME BY-LAW

In pursuance of the approved spatial planning goals and in consultation with all landowners and interested and affected parties, the municipality will develop and approve the overlay zone in accordance with a process to rezone the land to a representing subdivisional area zoning in accordance with the zoning scheme bylaw.

The envisage overlay zone will not change the existing base zoning and land use rights but will establish an additional layer of inherent enhanced land use rights attached to pre-determined performance conditions to be complied with when the subject landowner exercises the option to take up the inherent land use rights of the overlay zone.

Although the inherent land use rights exist and may be taken up at any time, the base zoning and associated existing land use rights will not change if not purposefully taken up by the subject landowner. The subject landowner will consequently also not be liable for any enhanced land tax, development charges or any other obligations unless the subject landowner elects to act on and implement the enhanced land use rights of the overlay zone.

As previously indicated, the Adam Tas Corridor consists of eleven distinct precincts, and each precinct will have its own distinct type and mix of land uses in accordance with the LSDF and Development Guidelines of the Adam Tas Corridor. There will consequently not be a single type of overlay zone, but rather a suit of overlay zones (11 to be precise, which coincides with the 11 identified precincts) with different land uses attached to these different overlay zones to match these distinct areas and their objectives. The inherent land use rights attached to the overlay zones, and which will apply to the different properties, will consequently also be different.

The land use rights attached to the overlay zone is pre-approved in accordance with the subdivisional area rezoning process during the establishment of the overlay zone, and the landowners will consequently not be required to launch individual land use application processes with associated public participation processes to establish these land use rights.

ADMINISTRATIVE PROCESS TO IMPLEMENT INHERENT LAND USE RIGHTS

To facilitate the implementation of the inherent land use rights, the developers will need to launch administrative processes (this means it is not statutory processes where land use rights are granted, and which are associated with public participation processes) to ensure that all conditions and requirements attached to the overlay zone is being complied with.

During this process, the subject landowners within a precinct will first need to develop a precinct development plan for the approval of the Municipality that will illustrate the overall implementation and allocation of land use rights to the different properties, as well as the associated obligations and counter performance in terms of required infrastructure investment. This again is an administrative process (this means it is not statutory

processes where land use rights are granted, and which are associated with public participation processes) but must be developed in partnership between landowners in a specific precinct.

Following the approval of this precinct development plan, a site development plan that complies with this precinct development plan needs to be submitted for approval to the municipality by individual property owners/ developers to take up the specific land use rights attached to such property. This again is an administrative process (this means it is not statutory processes where land use rights are granted, and which are associated with public participation processes).

The purpose of these precinct development and site development plans is to illustrate how the inherent land use rights will be implemented in accordance with the pre-approvals facilitated by the establishment of the overlay zone. The purpose of these plans is therefore not to establish any new or additional land use rights, and consequently there will also be no need or obligation for any additional public participation processes.

A landowner has no obligation to implement the inherent land use rights attached to the overlay zone and will also not be prohibited by pursuing any other type of development not permitted in terms of the subject overlay zone. Should the developer/ landowner however elect to establish any additional or alternative land use rights which are outside the scope of the inherent land use rights attached to the overlay zone, a comprehensive land use application process will need to be followed.

The only other statutory requirement relates to the submission of the actual building plan for approval in terms of the National Building Regulations. This process will be subject to normal building plan approval processes.

Establishing an Overlay Zone will involve an amendment to the Stellenbosch Municipality Zoning Scheme By-law, 2019, following the procedures related to public participation and approval set out in Sections 12 and 13 of the Municipal Systems Act. In terms of the Stellenbosch Municipality Zoning Scheme By-law, 2019, the Overlay Zone does not change the underlying zoning of the properties to which it relates but may vary the development parameters relating to these properties.

A draft description of the ATC Local Area Overlay zone is attached as **APPENDIX 1.**

7. COMMENTS FOR OTHER DEPARTMENTS

The agenda item and draft Overlay Zone was circulated for comment and input to other relevant departments. Comments were received from the Senior Manager: Land Use Management, Manager: Housing Development and Manager: Project Management Unit.

All the comments were discussed, accepted in incorporated in the final documents.

8. FINANCIAL IMPLICATIONS

No financial implication.

9. LEGAL IMPLICATIONS

The recommendations in this report comply with Council's policies and applicable legislation.

10. STAFF IMPLICATIONS

None

11. RISK IMPLICATIONS

None

APPENDICES

APPENDIX 1: **Draft Adam Tas Corridor Local Spatial Development Framework Overlay Zone**

FOR FURTHER DETAILS, CONTACT:

NAME	BJG de la Bat Pr Pln
POSITION	Manager: Spatial Planning
DIRECTORATE	PLANNING AND ECONOMIC DEVELOPMENT
CONTACT NUMBERS	021 808 8653
E-MAIL ADDRESS	Bernabe.delabat@stellenbosch.gov.za
REPORT DATE	3 October 2022

APPENDIX 1

Adam Tas Corridor Overlay Zone

To be incorporated in Chapter 27 of the SM Zoning Scheme By-Law 2019: Local Overlay Zones ***Sections 263-265 and Section 266 (1)-(4) remain and is reflected as it is.***

263. Zone name and designation on map

(1) The Local Area Overlay zone shall be depicted on a map and shall be referred to by the code (LAO) followed by a number designating the zone. The area to which the Local Area Overlay zone applies shall be indicated on the zoning map by a green unique coloured dotted outline with a transparent fill in the same colour.

264 Purpose of the zone and incorporation of land

(1) The purpose of the local area overlay zones is to provide more detailed development parameters for a specified local area.

(2) The Municipality may demarcate new Local Area Overlay areas or amend existing areas by amending the Scheme in terms of Planning Law, but land cannot be rezoned by an owner for incorporation into or exclusion from this overlay zone.

265. Areas designated as local area overlay zones

(1) Municipality has designated the areas listed in **Table D** as Local Area Overlay zones.

TABLE D: LOCAL AREA OVERLAY ZONES

Number and Map Reference	Description of Area	Colour on map
LAO1	Techno Park Local Area Overlay zone	
LAO2	Adam Tas Corridor Local Area Overlay zone	*TBC*

266. Areas declared as local overlay zone areas and specific provisions

Sub-sections 1-4 deals with the Techno Park Local Area Overlay Area.

(5) The Adam Tas Corridor Local Overlay Area is indicated on Map LAO2 and the parameters in this subsection will apply as indicated.

(6) The purpose of the Adam Tas Corridor Overlay zone is to enable development of the area in a manner which provides for:

(a) A vibrant, compact, and efficient urban district as part of Stellenbosch town, respectful of the environment and history.
(b) Increased access to livelihood opportunity for ordinary citizens and different income groups.
(c) Inclusionary Housing
(d) Seamless spatial and socio-economic integration with surrounding areas.
(e) Financial sustainability.
(f) Pro-active partnership, shared responsibility, and a clear differentiation of roles between landowners, government, and other stakeholders.
(g) A clear development process with speedy decision-making.

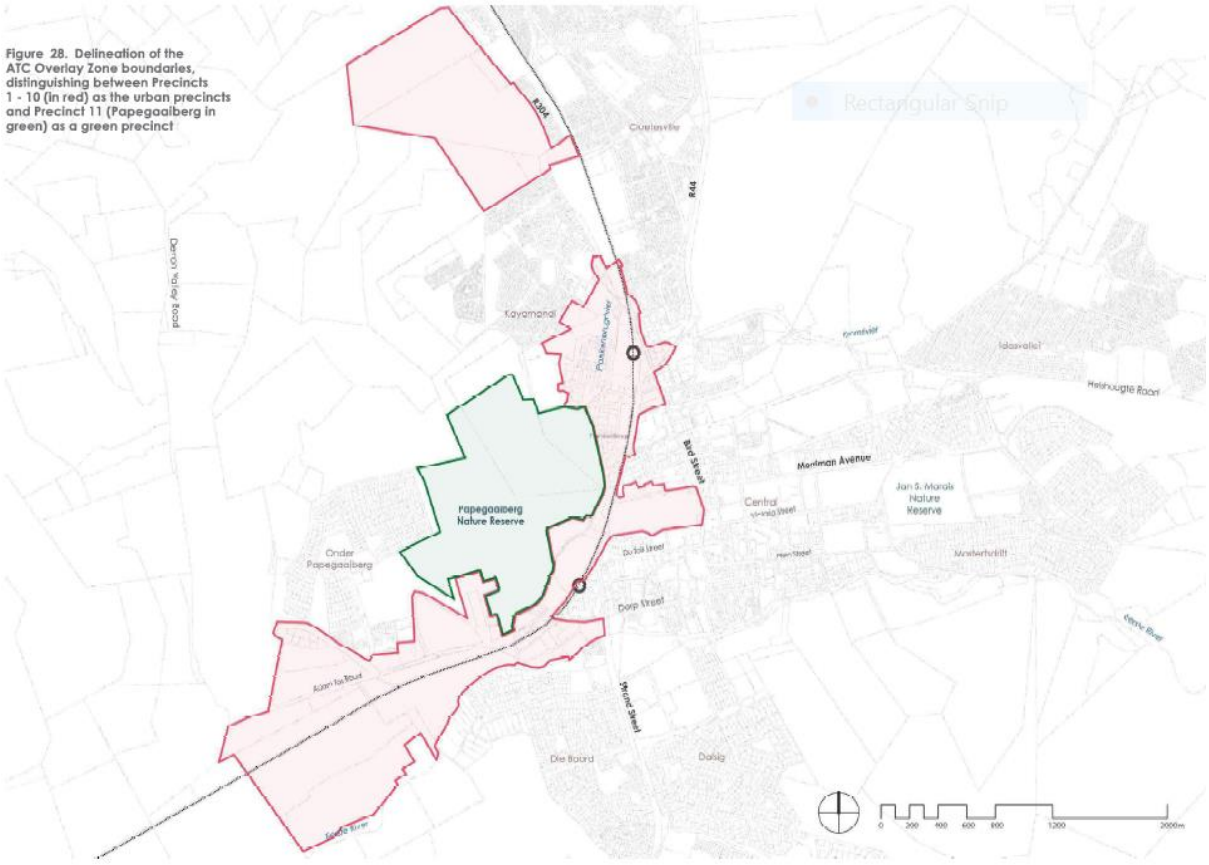


Figure 28. Delineation of the ATC Overlay Zone boundaries, distinguishing between Precincts 1 - 10 (in red) as the urban precincts and Precinct 11 (Papegaaiberg in green) as a green precinct

(7) Unless otherwise indicated, the development parameters set out in this Chapter replace all the development rules set out in the various use zones applicable to the area and shall apply to all the properties or portion of properties falling within the boundaries of the Adam Tas Corridor Local Area Overlay zone as depicted on map LAO2.

(8) The Municipality's overall intent for the Adam Tas Corridor Overlay Area is stated in the Adam Tas Corridor Local Spatial Development Framework, prepared in

terms of the legislative framework, settlement development and management objectives, principles, and policy set out in the Spatial Planning and Land Use Management Act 16 of 2013, Western Cape Land Use Planning Act 3 of 2014, approved Stellenbosch Municipal Spatial Development Framework, and related legislation and policy.

(9) Core components of the Adam Tas Corridor Local Spatial Development Framework which informs the development parameters in this Chapter, its extent and distribution across the area, take-up, phasing, and form, are the:

(a) Development Principles.

(b) Policy framework.

(c) Area-wide Development Framework, including the identification of precincts, mix of uses (including the compulsory provision of inclusionary housing), and development yields permitted.

(d) Area-wide Services Framework, including the progressive extent of development permitted with respect to bulk infrastructure provision/ investment triggered by such development.

(e) Area-wide Development Guidelines.

(f) The hierarchical process of plan preparation and approval - the "package of plans" - required for precincts and parts of precincts following below the Development Framework and the focus and format of each.

(10) The following land uses are permitted in the Adam Tas Corridor Local Area Overlay zone:

Primary Uses		Additional Uses	Consent Uses
Ancillary uses	Occasional use	*Non-conforming land use (?)*	Adult entertainment business
Apartment/flat	Office		Builder's yard
Authority use	Outdoor sport		Crematorium
Backpacker establishment	Parking bay/parking garage		Filling station/service station
Business premises	Place of assembly		Freestanding base telecommunication station
Church/place of worship	Place of education		Funeral parlour
Clinic	Place of entertainment		Gambling place
Clubhouse	Plant nursery		Helicopter landing pad
Commercial gymnasium	Postal service		Hospital
Commercial services	Private outdoor space		Motor vehicle fitment centre
Community residential building	Private road		Motor vehicle repair centre
Commune	Proclaimed road		Motor showroom
Conference facility	Professional service		Old age home
Day care centre	Public institution		Renewable energy installation
Employee housing	Public and private open space		Rooftop base telecommunication station
Escort agency	Public parking area		Shopping centre
Extramural facility	Public place		Transport purposes (goods)
Function venue/place of entertainment/tourist facilities	Public road		Warehouse
Heritage resource	Railway use		
Hostel	Restaurant		
Hotel	Service trade		
Indoor sport	Shop		
Industry	Tertiary educational institution		
Liquor store	Training centre		
Loading bay	Transport purposes (passengers)		
Market	Utility installation		
Medical consulting rooms	Wellness centre		
Museum	Welfare institution		
Natural environment/nature area			

(11) The indicative land area allocated to different uses in the Adam Tas Corridor Overlay Area and precincts shall be as set out in the table below:

Area	Residential	Mixed use residential	Mixed use commercial/retail	Light industry	Sporting facilities	Public facilities
Overall Area	**259 730**	**487 111**	**379 398**	**220 661**	**57 026**	**198 025**
Precinct #1 Droë Dyke	173 125	194 766	-	-	21 641	43 281
Precinct #2 Sawmill	-	49 063	56 072	28 036	-	7009
Precinct #3 Oude Libertas	-	17 804	17 804	-	-	23 738
Precinct #4 Adam Tas	-	56 986	56 986	14 247	-	14 247
Precinct #5 Remgro	-	12 360	24 719	12 360	-	12 360
Precinct #6 Bosman's Crossing	-	16 586	14 513	8 293	-	2 073
Precinct #7 Bergkelder	-		50 971	16 990	-	16 990
Precinct #8 Van der Stel	-	24 073	30 951	-	6 878	6 878
Precinct #9 Plankenbrug	-	-	98 514	140 735	14 073	28 147
Precinct #10 Northern Extension	86 605	115 473	28 868	-	14 434	43 302
Precinct #11 Papegaaiberg	-	-	-	-	-	-

(12) The overall extent of floor area permitted in the Adam Tas Corridor Local Area Overlay area and its distribution between precincts and uses shall be as set out in the table below.

Area	Residential		Mixed use residential		Mixed use commercial/retail		Light industry		Sporting facilities		Public facilities		TOTAL	
	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum
Overall Area	**372 971**	**528 793**	**884 948**	**1 250 285**	**908 685**	**1 227 516**	**500 076**	**669 315**	**104 551**	**143 809**	**375 427**	**526 881**	**3 146 659**	**4 346 599**
Precinct #1 Droë Dyke	234 758	328 902	264 103	370 014	-	-	-	-	29 345	41 113	58 690	82 225	**586 895**	**822 254**
Precinct #2 Sawmill	-	-	107 624	172 830	122 998	197 520	61 499	98 760	-	-	15 375	24 690	**307 496**	**493 799**
Precinct #3 Oude Libertas	-	-	24 947	42 371	42 371	42 371	-	-	-	-	33 263	56 495	**100 581**	**141 238**
Precinct #4 Adam Tas	-	-	158 305	204 295	158 305	204 295	39 576	51 074	-	-	39 576	51 074	**395 762**	**510 737**
Precinct #5 Remgro	-	-	24 857	33 185	49 714	66 370	24 857	33 185	-	-	24 857	33 185	**124 285**	**165 925**
Precinct #6 Bosman's Crossing	-	-	45 114	56 392	39 474	49 343	22 557	28 196	-	-	5 639	7 049	**112 784**	**140 980**
Precinct #7 Bergkelder	-	-	-	-	138 641	190 085	46 214	63 362	-	-	46 214	63 362	**231 068**	**316 809**
Precinct #8 Van der Stel	-	-	75 716	104 677	97 349	134 584	-	-	21 633	29 908	21 633	29 908	**216 331**	**299 076**
Precinct #9 Plankenbrug	-	-	-	-	213 761	276 317	305 373	394 739	30 537	39 474	61 075	78 948	**610 747**	**789 478**
Precinct #10 Northern Extension	138 213	199 891	184 283	266 522	46 071	66 630	-	-	23 035	33 315	69 106	99 946	**460 709**	**666 304**
Precinct #11 Papegaaiberg	-	-	-	-	-	-	-	-	-	-	-	-		

13) At the discretion of the Municipality, and subject to meeting the overall intent for the Adam Tas Corridor Overlay Area, floor area associated with the preservation of historic buildings, historic structures, and inclusionary housing, may be excluded from overall floor area permitted.

14) With cognisance to the general purpose of a specific building or structure, it's specific location and built environment context - including the general townscape, historic features, view lines, and the amenity of adjoining development - no building or structure in the Adam Tas Corridor Overlay Area shall exceed a height of six (6) storeys.

15) The Municipality will follow a package of plans approach as the basis for approvals in respect of the Adam Tas Corridor Overlay Zone.

16) The package of plans consists of the following components, listed in a hierarchy from higher - order to lower-order plans:

a) Contextual Framework.

b) Development Framework.

c) Precinct Plan.

d) Subdivision Plans.

e) Site Development Plans.

f) Building Plans.

17) The Municipality will issue detailed specifications related to the focus, subject matter, and format of components of the package of plans for the Adam Tas Corridor Overlay Area from time to time.

18) General provisions of the package of plans are that:

a) Lower-order plans must follow higher-order plans.

b) The Municipality may deem the description of the Adam Tas Corridor Overlay Area contained in the approved Municipal Spatial Development Framework as the Contextual Framework for the area.

c) The Municipality may deem the description and associated development parameters of the Adam Tas Corridor Overlay Area contained in the approved Adam Tas Local Corridor Local Spatial Development Framework as the area-wide Development Framework for the area.

d) Bulk allocated to a Precinct Plan area remains "floating" across the precinct - within the overall over-all intent for the Adam Tas Corridor Overlay Area as stated in the Adam Tas Corridor Local Spatial Development Framework and area-wide Development Framework - and shall be allocated to a specific development area through the mechanism of a Site Development Plan.

e) Unless otherwise stated in this Chapter, no development may commence on site unless the necessary hierarchy of plans have been submitted and approved by the Municipality.

f) A specific plan - at any level in the hierarchy - shall only lapsed if replaced by a new approved plan.

g) The Municipality is the approving authority of any level of plan and may require amendments of plans under preparation to address reasonable concerns related to the overall vision, strategic goals, and planning of the area.

19) Upon approval of a Precinct Plan for each of the precincts constituting the Adam Tas Corridor Overlay Area, and with cognisance to the development guidelines contained in the Adam Tas Corridor Local Spatial Development and the area-wide Development Framework for the area, the Municipality shall impose conditions of

approval which will specify additional development parameters for the precinct, including, but not limited to:

a) Site coverage, height, and massing of buildings.

b) The relationship between buildings, streets, and spaces.

c) The management of environmental resources.

d) The provision of Inclusionary Housing.

e) The general response to, incorporation, and management of aspects of heritage and culture.

f) Parking, and access.

g) Engineering services provision.

20) The proposed development must contain a fair and reasonable number of dwelling units, of no less than 30% (as indicated by the developer/applicant) falling within the affordability thresholds for rental or ownership within the new mixed-use development.

21) These inclusionary housing units must be provided on-site as part of the market-related development i.e., in the same building or on the same land parcel and should be spread throughout the development as indicated on the Site Development Plan.

22) Residents of the inclusionary housing units must have indiscriminate access to all entrances and amenities of the development; and -

a) The inclusionary housing units are not intended for community residential buildings, communes, employee housing, hostels, and less formal residential. The inclusionary housing units should only be used for permanent residence and excludes any of the land uses associated with transient guest (i.e., home lodging, bed and breakfast, hotel, tourist accommodation establishment, tourist dwelling units, etc.)

23) The inclusionary housing units will be reserved for qualifying recipients with a total combined monthly household income with an income of R1 850 to a maximum of R22 000 (as per the social housing guidelines) for rental, and R3 501 to R22 000 (FLISP subsidy measure) or to a maximum of the Financial Services Charter Measure as defined and updated yearly for ownership (e.g., R26 100 2020 rates).

a) Monthly rent or repayments may not be more than 30% of the total monthly household income;

b) The sale price or rental amount may not escalate annually beyond inflation, based on the Consumer Price Index (CPIX) as published by Stats SA.

24) The inclusionary housing units must be retained as such in perpetuity using a suitable management mechanism, to the satisfaction of the Director: Planning and Economic Development.

a) Prior to the approval of any building plan, the developer shall submit to the Director: Planning and Economic Development for approval, a mechanism to ensure the abovementioned condition, as well as the affordability criteria of the qualifying recipients. The approval mechanism shall be implemented to the satisfaction of the Director prior to the occupation of any building on the relevant portion.

b) If rented, the qualifying household income criteria and rent may not escalate annually beyond inflation (based on the CPIX). Lease agreements need to ensure that the tenants are subject to annual income certification and the units as allocated remains available to the intended income group; or

c) If sold, a restrictive condition must be included in the deed of sale capping the sale price to comply with the definition of affordability and must only be sold to pre-approved buyers that meet the affordability criteria.

d) Approval on resale prices of units needs to be sought from the Director: Planning and Economic Development before such a transaction take place.

25) The developer or managing agent (HOA or Body Corporate) must provide the Director: Planning and Economic Development with the list of registered inclusionary housing units, annually.

26) If in due course, the Stellenbosch Municipal policy on Inclusionary Zoning is adopted and the provisions and requirements thereof are preferred to the above conditions, the developer/owner has the option (but no obligation) to adopt and adhere to the policy requirements instead.

27) In addressing parking, landowners should consider:

a) The intent expressed in the Adam Tas Corridor Local Development Framework and area-wide Development Framework to pursue and environment prioritising public and non-motorised transport.

b) The reality of having to accommodate parking – serving Stellenbosch town and the Adam Tas Corridor Overlay Area – while expecting to progress towards lower private motor vehicle dependence and use over time; this, in turn, requiring innovative transitory arrangements, including the provision of parking in a form enabling ready conversion in future to other uses.

c) Centralised parking facilities, delinking the provision of parking from the specific entity served.

28) With cognisance to the intent expressed in the development guidelines contained in the Adam Tas Corridor Local Spatial Development Framework, its core components, and the development parameters contained in this Chapter, it is anticipated that the Municipality, landowners, and other stakeholders will enter into formal agreements from time to time to further inform the manner in which the overall development intent for the Adam Tas Corridor Overlay Area is to be achieved and to affirm the varied commitments and responsibilities of landowners and stakeholders. These agreements may include inter alia:

a) Shared responsibility related to the provision of infrastructure services and the phasing of infrastructure, including the extent and use of development contributions.

b) Incentives offered to landowners (including the cost of public land to be made available for development and conditions associated with its development).

c) Shared responsibility related to the formation and operation of institutional arrangements established in support of the Adam Tas Corridor Overlay Area.

d) Landowner and shared responsibility related to the provision of inclusionary housing.

e) Shared responsibility related to undertaking environmental remediation work.

f) Shared responsibility related to the provision and operation of public facilities.

29) To enable the coordination demanded to achieve the stated overall intent for the Adam Tas Corridor Overlay Area between landowners, the Municipality, and other stakeholders, the Municipality and landowners will establish and maintain dedicated institutional arrangements to support the Municipality in exercising its responsibility in managing the uptake and implementation of development parameters envisaged in the Adam Tas Corridor Local Spatial Development Framework and contained in this Chapter.

30) Public participation related to the Adam Tas Corridor Overlay Area as contemplated in the Stellenbosch Municipality Land Use Planning By- law, 2015 shall occur:

a) Prior to the adoption of the Adam Tas Corridor Local Spatial Development Framework and establishment of the Adam Tas Corridor Local Area Overlay zone.

b) At the review of the Adam Tas Corridor Local Spatial Development Framework (and resultant- if demanded through the review-amendment of the Overlay zone).

c) When a departure from the provisions of the Adam Tas Corridor Local Area Overlay zone is applied for.

31) As part of the dedicated institutional arrangements contemplated in Section (19) above, detailed arrangements will be agreed to related to addressing possible disputes between landowners, their agents, and proponents of individual development projects in the Adam Tas Corridor Overlay Area.

32) The Municipality may consider lead projects to commence development of the Adam Tas Corridor Overlay Area - prior to completion and adoption of Precinct Plans - if it is considered that the specific project will contribute to the overall development objectives for the area, do not impede future opportunity, and assist in learning about and enabling future roll-out of development in the area.

33) Lead projects - taken together- should encompass a balanced package of interventions and reflect the future of the area as a vibrant, mixed use living and working environment serving a range of interests and income groups.

34) No application for building plan approval in terms of the National Building Act for a lead project shall be granted by the Municipality unless a Site Development Plan has first been approved.

35) As it is expected that development of the Adam Tas Corridor Overlay Area will take place over a lengthy period, the Municipality may consider interim uses for parts of the area, ensuring fruitful use of existing land and building resources, meeting community needs, and assisting in project learning.

36) In considering interim uses other than that permitted in terms of the base zoning of the Adam Tas Corridor Overlay Area, the Municipality may require submission of a Site Development Plan for approval.

37) To address issues of nuisance and safety the following restrictions apply to the Adam Tas Corridor Overlay Area:

a. No building shall be used for the manufacture, storage, distribution, or sale of any product or item which increases the fire hazard to any other improvement or property in the environment.

b. No business shall be permitted which constitutes a nuisance by the emission of smoke, gases, and effluvia, which could reasonably be expected to be injurious to products or persons in the Adam Tas Corridor Overlay Area.

c. The storage of material or the use of equipment or research processes, which may cause vibrations beyond the boundaries of the land unit upon which such equipment or processes occur, shall not be permitted.

d. The storage of explosives shall not be permitted in the Adam Tas Corridor Overlay Area.

7.8.2	**APPROVAL OF THE ADAM TAS LOCAL SPATIAL DEVELOPMENT FRAMEWORK ("ATC LSDF") AND GUIDELINES FOR THE DEVELOPMENT**

Collaborator No: **736052**
IDP KPA Ref No: **Valley of Opportunity**
Meeting Date: **19 October 2022**

1. SUBJECT: APPROVAL OF THE ADAM TAS LOCAL SPATIAL DEVELOPMENT FRAMEWORK ("ATC LSDF") AND GUIDELINES FOR THE DEVELOPMENT

2. PURPOSE

To provide Council with the pertinent factors to approve and adopt the Final Draft Adam Tas Local Spatial Development Framework and the ATC Development Guidelines.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

The development of the land along the ATC was included as a catalytic project in the approved Stellenbosch Municipal Spatial Development Framework, 2019.

The working vision for the ATC area is follows:

- A **proactive intervention** to address needs in Stellenbosch, including fixing the mistakes of the past and enabling equitable access to urban opportunity for all citizens.
- An **integrated, inclusive environmen**t for living, work, and enjoyment.
- A **pro-active partnership** between the public, private, and community sectors in response to citizen needs and national, provincial, and municipal policy.
- A place which embodies and expands our **best knowledge and practise** of what constitutes good, equitable, and efficient settlement.
- A **"new town in town"** in Stellenbosch; integrating currently fragmented parts of the town, exploiting underutilized resources, and adopting non-motorized and public transport as the dominant form of access.

The Department: Development Planning prepared the draft ATC LSDF as a policy document that would pave the way for the development to take place over the next 10 to 20 years. The draft LSDF was submitted to the municipality in September 2021 after which Council approved the public participation process which took place during the second quarter of 2022 for a period of sixty (60) days., See copy of advertisement in local newspapers attached as **APPENDIX 1**.

The comments received during the process of public participation were evaluated and considered in evaluating the final draft ATC LSDF which is now serving before Council for formal adoption. The summary of comments is attached as **APPENDIX 2** to this report and include the responses to such comments.

5. RECOMMENDATIONS

(a) that Council approves the Final Draft Adam Tas Local Spatial Development Framework, 2019 attached as **APPENDIX 3;**

(b) that Council approves the Adam Tas Corridor Development Guidelines attached as **APPENDIX 4** to this report; and

(c) that Council approve the inclusion of Farm No.183/37, 183/23, RE183/5 and RE 183, colloquially known as the Northern Extension, in its entirety within the study area boundary of the ATC LSDF, attached as **APPENDIX 5**.

6. DISCUSSION / CONTENTS

6.1 Background

The development of the ATC was first identified as a catalytic project in the Municipal Spatial Development Framework (MSDF) approved by Council in November 2019. The Municipal Manager was delegated by the Council to approve the commencement of the drafting of the LSDF on 20 March 2020.

The purpose of an LSDF is to:

- Provide detailed spatial planning guidelines.
- Provide more detail in respect of a proposal provided for in the MSDF.
- Meet specific land use planning needs.
- Provide detailed policy and development parameters for land use planning.
- Provide detailed priorities in relation to land use planning and, in so far as they are linked to land use planning, biodiversity and environmental issues.
- Guide decision-making on land use applications.

The LSDF for the Adam Tas area is required to develop a coherent spatial vision for the defined ATC area, which supports key municipal strategic directives and objectives of the wider ATC initiative. This spatial framework will assist in guiding decision-making on development applications to enable the progressive realization of the vision and will contribute to identifying key implementation actions to achieve the objectives of the ATC.

The MSDF approved by Council in November 2019 identified the Adam Tas Corridor as a primary area for intense development for the next 10 to 20 years; and area where the principles of SPLUMA can best be implemented.

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

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

Development of the ATC area seeks the following strategic outcomes:

- A vibrant, compact, and efficient urban district, respectful of the environment and history.
- Increased access to inclusive livelihood opportunity for ordinary citizens.
- Seamless integration with surrounding areas.
- Financial sustainability.
- Active partnership between stakeholders.
- A clear development process with speedy decision-making.

With the approval of the ATC LSDF as formal policy Council will be in a position to allow for considerable development opportunities for the next decade or two in an area close to public transport opportunities, employment opportunities and in within walking distance from the central business district. Substantial inclusive housing opportunities can be provided in a mixed-use high-density environment and will support an emerging NMT network. Of importance is to note that such development will impact the Capital Expenditure Framework as Council's capital budget will be focussed on providing the necessary infrastructure in this area.

In addition, guidelines have been developed to support the coherent and co-ordinated implementation of the ATC Framework which is expected to occur in a phased manner. The guidelines have also been to provide direction for landowners and decision-makers, both at the broader scale as well as at a precinct level. This report sets out these guidelines according to landscape, public realm, built environment, engineering and infrastructure components in a user-friendly manual format based on overarching framework objectives and precinct specific development intentions.

6.2 Public Participation

Council approved the commencement of the required public participation process on 2022-04-26 (Item 10.7.1). Public participation took place formally over a 60-day period and included advertisements in the local newspapers, three open days at the offices of the planning department and 6 on-line focus group meetings. The comments received during all the phases of the public participation process are attached as **APPENDIX 6.**

The responses received to advertising the draft ATC Local Spatial Development Framework (LSDF) are overwhelmingly positive. Based on the inputs received, there appears no need to adjust the draft ATC LSDF, except for the _____ of the Northern Extension in the ATC LSDF.

The comments received contributes greatly to an understanding of the views of various stakeholders on the ATC, where misunderstandings or a lack of clarity exists, and perceived project risks. In this way, it adds to the ATC knowledge base, and should be referred to and considered in further planning and implementation work.

Particularly welcomed is the broad support (and effort in framing submissions) of voluntary public interest bodies who commented.

In their submission, Friends of Stellenbosch Mountain, summarises the ATC's potential and risks succinctly:

"The ATC and its associated Local Spatial Development Framework (LSDF) is a milestone in the history of Stellenbosch town planning. ***If implemented consistently and faithfully*** *(and that is a big if, given history), the ATC will go a long way towards alleviating injustices of the past and creating a second town core which addresses the imperatives and opportunities of the 21st century within the Stellenbosch municipal area …*

The ATC proposal is also highly commended for its core motivation of bringing together communities and for acting as core and seed for sustainable development, and thereby changing the discourse from the usual self-serving and narrow focuses of individual landowner development proposals to the big picture of common welfare and sustainability. Of all the private plans submitted in the past two decades, this ATC proposal comes closest to fulfilling the intentions and thrust of spatial legislation and the principles which Stellenbosch Spatial Development Frameworks have often espoused, but seldom satisfied.

To temper our enthusiasm with some realism, it is clear enough that the ATC proposal will not be popular with various sectors of society whose aim is quick self-enrichment and short-sighted goals. The ATC will have to be protected from various attempts to undermine it. This could happen either by direct changes to its core development parameters and principles, or by parallel development proposals and approvals which weaken or even annul the central role of the new town centre in favour of the usual uncontrolled urban sprawl patterns."

With the above in mind, the following matters are emphasised for urgent attention:

- The responsibility of all leadership and officials to "speak with one voice" on the project, and to continuously seek to integrate resources towards common goals, and reconcile different accountability, needs, and agendas.

- Implementing institutional arrangements in support of the Municipality to ensure project implementation (progress has been made in establishing a landowners' entity while the proposed public body still requires attention).

- The integration of various sector plans to reflect the ATC.

- Detailed planning – between the landowners and Municipality – to further implementation readiness.

- Processes and the means for on-going communication between development partners and stakeholders.

6.3 Discussion

Given the extent of the ATC area and anticipated lengthy development period, the ATC LSDF is not as detailed in its recommendations as most LSDFs prepared by municipalities. Rather than providing detailed land use proposals, the ATC sets out the minimum necessary guidance – in terms of development principles, land use, urban structure, and infrastructure to enable meeting the project objectives while accommodating change in market conditions over the development period of the project.

Considerable attention is given to the applicable municipal Land use Management System (LUMS) and landowner obligations associated with exercising development rights to be allocated following the LSDF process. In addition, guidelines have been developed to support the coherent and co-ordinated implementation of the ATC LSDF which is expected to occur in a phased manner. The guidelines have also been to provide direction for landowners and decision-

makers, both at the broader scale as well as at a precinct level. This report sets out these guidelines according to landscape, public realm, built environment, engineering and infrastructure components in a user-friendly manual format based on overarching framework objectives and precinct specific development intentions.

The study area is in the extent of 360ha. Not all of it is developable and include the river corridor, railway line, provincial and municipal roads and the Papegaaiberg Nature reserve. Preliminary calculation indicates that more that 26% of the area is allocated for public open space and green areas while almost 30% is required for existing and new transport infrastructure.

Large parts of the area – except for Droë Dyke, Van der Stel, and Papegaaiberg – are in private ownership. Critical parts of the area form large landholdings in individual ownership. Large parts of the area are zoned for purposes no longer in demand (industrial related uses). The large area offers opportunity for significant development meeting a range of needs while inhibiting sprawl and the erosion of agricultural and natural assets in Stellenbosch Municipality.

The ATC offers significant development potential and can meet a range of settlement development and citizen needs in Stellenbosch. The conceptual work indicated the potential of approximately 3 million m² of bulk, a population of some 50 000, and more than 13 500 dwelling units can be developed over time.

Essentially the ATC is a linear new district within Stellenbosch stretching to the west of the main town and stretching from the old Sawmill and Droë Dyke in the south-west to Kayamandi and beyond in the north, adjacent to and straddling (in places) Adam Tas Road, the R44, and railway line.

The linear ATC development area comprises 11 precincts, linked to each other and surrounding areas through rail, road, and Non-Motorised Transport movement infrastructure. Although precincts exhibit distinct characteristics and potential, based on location, use history, and so on, all – except Papegaaiberg and Oude Libertas – are expected to have a mix of uses and relatively high-density development. While precincts are linked, each is proposed to focus on a central interchange point – a station or other transport interchange – within walking distance of surrounding development.

The development costs of infrastructure as proposed in the LSDF has been estimated (as an average of the minimum and maximum of development proposed). The study estimates indicate that the total development contribution cost amounts to approximately R1.4 billion. The total cost to upgrade infrastructure for development to take place amounts to approximately R1.368 billion. According to study estimates the development contribution cost is therefore R289 billion more than the upgrade cost which would be the additional cost that the development will have to contribute to the Stellenbosch Municipality for development to take place.

A high-level economic impact report was prepared to test the feasibility of the development from an economic perspective. The primary purpose of the report was to estimate the socio-economic impact of the Adam Tas Corridor (ATC) development on the economy of the Stellenbosch Municipality as an indication of the potential contribution of the planned development on the local economy.

In summary, the report found that:

- **Economic effects:** The multiplier effect of the operational phase will result in R15.1 billion in value-added generated locally over 30 years in the construction phase and R317 million per year during the operational phase.

- **Employment opportunities:** The project will involve a maximum of 14 884 jobs (as direct, indirect, and induced) during phase 4 of the 30 years during the construction phase and 1 425 jobs per year during the operational phase.

- **Policy alignment:** The project makes a positive and long-term sustainable contribution towards jobs, incomes, and livelihoods for inclusive growth in the Stellenbosch LM and is aligned with several goals and objectives of the local, provincial, and national government.

- **Inter-relationship effects:** Development of new synergies with the local industrial and services/ knowledge sectors, the local and regional Governments, and other local stakeholders to capitalise on the opportunities connected to the ATC Project.

To pursue the objective to develop an integrated and inclusive town the provision of Inclusionary Housing is required. Inclusionary Housing is a spatially targeted mechanism that relies on the regulatory system of planning permissions to oblige property developers to provide affordable housing at prices below those targeted by their development. Inclusionary housing leverages the greater societal role in creating land value, along with the significant increase in the value of land, as a consequence of granting new or additional land use rights. In other words, in return for additional land use rights, including a greater mix of uses and higher densities that generate significant value, the inclusionary housing mechanism applies a standardised requirement or "set-aside requirement" for developers to include, in their developments, a contribution towards housing that is affordable to lower-middle- and lower-income households. The objective is to open opportunities for more affordable housing in identified areas and to promote more integrated communities in those areas that are less starkly divided by income and race and more inclusive of key workers and young professionals in particular.

While the ATC LSDF was under preparation, the WCG prepared an "Inclusionary Housing Policy Framework". The Framework:

- Define inclusionary housing.

- Provide the rationale for its use as a mechanism for spatial transformation.

- Provide the basis for the application of inclusionary housing measures in the Western Cape.

- Outline how inclusionary housing can be introduced in municipalities.

In parallel with the WCG's policy initiative, the Stellenbosch Municipality has commenced work on its own inclusionary housing policy.

A high-level implementation plan for the ATC following completion of the Draft LSDF is indicated in paragraph 8.4, page 116, diagram 8 of the ATC LSDF report. The implementation plan illustrates that considerable work remains to be done prior to implementation of the ATC and following upon completion of the ATC LSDF. Given the extent of development envisaged, discussion with major landowners has commenced in parallel with finalisation of the LSDF with a view to obtaining high-level agreement on proposed land use rights, and the associated obligations, incentives, and processes. The discussion is facilitated by the Western Cape Economic Development Partnership (WCEDP) and resulted in a Memorandum of Understanding signed by all landowners with major property developments planned within the ATC.

Apart from proceeding as individual "developers" in response to the LSDF, landowners will have to act collectively, specifically in relation to the provision of shared public

facilities and infrastructure (which may be designed and implemented by landowners/developers in agreement with SM). It would be appropriate to establish institutional arrangements for joint action early in the process.

6.4 COMMENTS RECEIVED FORM INTERNAL DEPARTMENTS

6.4.1 Community Services

The Directorate expressed overwhelming support for the ATC LSDF.

6.4.1 Infrastructure Services (Waste Management)

Comments specific to waste management were made in respect of the period during- and post the construction phase.

The comments on waste management are accepted and to be considered in further work on the ATC.

6.5 COMMENT FROM GOVERNMENTAL DEPARTMENTS

6.5.1 Directorate Road Planning (Department of Transport and Public Works)

The Directorate do not support the proposals as advertised. The Directorate lists various detailed concerns related to work to be undertaken and issues which require further consultation with them.

- The “carte blanche” lack of support for the ATC is not understood. Clearly, much detail is to be resolved – in discussion with the Department of Public Works – but surely the overall objectives and vision which is fully aligned with agreed WCG policy must be supported.

- On 5 October 2021, during a virtual MS Teams engagement, the BEP Consortium made a presentation on the Draft LSDF to the Western Cape Government’s Departments of Environmental Affairs and Development Planning; Transport and Public Works; and Human Settlements. This engagement was also attended by representatives from the Stellenbosch Municipality. The WCG representatives noted their general support for the development vision, concept, and development framework.

- Given the above, the Road Investment Planning Directorate is clearly not aware of support given.

- The ATC LSDF acknowledges that further transport planning work – over and above road planning – needs to be undertaken in discussion/ collaboration with the WCG.

As the project proceeds, engagement with the WCG Department of Public Works (currently being restructured) and its Directorates is critical. The ATC LSDF’s approach is one where spheres of government and other sectors (including landowners) take co-responsibility to implement the ATC vision.

6.5.2 Directorate Environmental Affairs and Development Planning (WCG)

The Directorate describes the ATC LSDF as “thorough” and submitted a few comments which will require no amendments to the ATC LSDF.

6.5.3 Department of Community Safety (WCG)

No comment

6.5.4 Heritage Western Cape (WCG)

HWC "notes" ATC LSDF and Development Guidelines.

At their meeting, concerns were expressed (regarding the multi-layered heritage significance of the precinct and that the plan of study for the entire scheme and specifically the heritage component of the LSDF must be presented to Heritage Western Cape at an early stage.

The ATC LSDF approach to heritage was discussed with representatives of various heritage organisations during its formulation. These discussions will be continued as the project progresses.

6.5.5 ATC Steering Committee

The ATC Steering Committee expressed overwhelming support and endorsement of the work completed to date. The support and endorsement of the ATC Interim Steering Committee – comprising representatives from the Stellenbosch Municipality, Western Cape Government, Distell, Remgro, Stellenbosch University, and the Stellenbosch Institute for Advanced Study (STIAS) – is welcomed.

6.6 FINANCIAL IMPLICATIONS

The approval of the ATC LSDF has no financial implications as it is merely a policy document. The implementation of the proposed development will have a significant impact on the Capital Expenditure Framework and finance of the municipality in years to come. Discussions on the future financial impact of the ATC roll out is currently underway under the leadership of the CFO.

6.7 LEGAL IMPLICATIONS

None

6.8 STAFF IMPLICATIONS

The approval of the ATC LSDF has no direct staff implications. However, implementing the LSDF will require assistance and capacity. This requirement is currently receiving urgent attention from the municipality and the major landowners collective and facilitated by the EDP. The preferred solution to the capacity constraints is the creation of a Special Purpose Vehicle, the nature of which will be proposed to Council soon.

6.9 PREVIOUS / RELEVANT COUNCIL RESOLUTIONS

The following Council approvals are applicable:

URGENT COUNCIL MEETING: 2019-08-02

RESOLVED

(a) that Council notes input and comments received on the Draft Municipal Spatial Development Framework attached as **ANNEXURE 1** of the agenda.

(b) that Council approves the final draft *m*SDF as attached as **ANNEXURE 1** to the agenda item; and

(c) that the final draft Municipal Spatial Development Framework be included in the 2019/20 Integrated Development Plan (IDP).

URGENT COUNCIL MEETING: 2019-11-11

RESOLVED

(a) that the corrected maps aligned with the approved IDP Amendment as contained in the *m*SDF attached as **ANNEXURE 2** be approved and confirmed as the final maps outlining the urban edge, as per Council decision of 2 August 2019; and

(b) that the approved *m*SDF and IDP Amendment be submitted within 10 working days to the Minister of Local Government, Environmental Affairs and Development Planning, as required in accordance with section 14 of the Western Cape Land Use Planning Act, 2014 (LUPA).

COUNCIL MEETING: 2022-08-16: ITEM 7.11.2

(a) that Council take note that at the 27th Council Meeting dated 29 May 2019, the Municipal Manager was authorized by Council to explore a Public Private Partnership for the Adam Tas Project; and

(b) that Council endorses that the Municipal Manager be a signatory to the Memorandum of Understanding ("MOU") for the Establishment of the Adam Tas Corridor Landowners Collective, attached as **APPENDIX 1** to this report.

6.10 RISK IMPLICATIONS

By not approving the development of the ATC, it will be financially challenging to provide the infrastructure required to rezone and develop much of the ATC resulting in the industrial zoning to be retained and exploited. More importantly, the result of not developing an extensive mixed-use development within the urban edge would be that development will have to take place on the outskirts of town on good agricultural land exacerbating urban sprawl and a continued dependence on the use of private motor vehicles. Creating integrated and inclusive communities would be exceedingly difficult to achieve. The result would be that the future development will not be SPLUMA complaint and would represent a continuation of unsustainable development with a high socio - and economic cost.

PLANNING COMMITTEE MEETING: 2022-10-04: ITEM 7.2.1

During deliberations on the matter the Chairperson, Cllr C Van Wyk

RULED

that recommendations 5(a) & 5(b) on page 5 be recommended to Mayco from the Planning Committee, but recommendation 5(c) be referred back, to allow the Administration to provide further clarification at the next Section 80 Planning Committee meeting in November 2022.

RECOMMENDATIONS FROM THE PLANNING COMMITTEE MEETING TO THE EXECUTIVE MAYOR: 2022-10-04: ITEM 7.1.1

(a) that Council approves the Final Draft Adam Tas Local Spatial Development Framework, 2019 attached as **APPENDIX 3;** and

(b) that Council approves the Adam Tas Corridor Development Guidelines attached as **APPENDIX 4** to this report; and

APPENDICES

Appendix 1 : Advertisement for Public Participation

Appendix 2 : Response to comments received

Appendix 3 : Final Draft ACT LSDF

Appendix 4 : ATC Development Guidelines

Appendix 5 : Location of Northern Extension

Appendix 6 : Comments received in the ATC LSDF

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REPORT DATE	19 September 2022

APPENDIX 1

van die wynmakers se kelders en is

blad geadverteer word.
Daniël Kriel, mede-eienaar van

sukses van Stellenbosch-wyne was," sê hy.

STELLENBOSCH

STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

NOTICE OF PUBLIC PARTICIPATION
DRAFT ADAM TAS CORRIDOR LOCAL SPATIAL DEVELOPMENT FRAMEWORK (ATC LSDF) AND DEVELOPMENT GUIDELINES

Notice is hereby given in terms of Section 10 of the Stellenbosch Municipality: Land Use Planning By-Law (October 2015) that the Draft Adam Tas Corridor Local Spatial Development Framework (ATC LSDF) and Development Guidelines are available for public comment.

The municipality intends to adopt a Local Spatial Development Framework (LSDF) for the Adam Tas Corridor (ATC) precinct. The ATC precinct is Stellenbosch's emerging urban transformation district and was identified as a catalytic project in the approved Stellenbosch Municipality (WC024) MSDF in November 2019. The vision for the precinct is to create an integrated urban development corridor that is liveable, safe, resource-efficient, socially integrated, economically inclusive, and globally competitive, in which all citizens can actively participate.

The purpose of an ATC LSDF is to provide detailed spatial planning guidelines and proposals to meet specific land use planning needs and inform public and private investment initiatives by clearly indicating Stellenbosch Municipality's future development vision for the designated local area. The LSDF informs and guides policy, development parameters for land use planning, and decision-making on land use applications.

The draft ATC LSDF is available on the municipal website at: www.stellenbosch.gov.za

Comments must be submitted in writing to the following e-mail address: Spatial.Planning@stellenbosch.gov.za by **no later than 6 July 2022**. No late comments will be considered.

Persons who are unable to read or write can submit their comments verbally at the Spatial Planning department at Stellenbosch Municipality, situated at 129 Dorp Street, Stellenbosch, where they will be assisted by a staff member to put their comments in writing.

Contact person: BJG de la Bat
Tel: 021 808 8652

NOTICE OF OPEN HOUSE

Notice is hereby given of public open house days to view the draft documents and discussion on findings with the consultants and municipal officials. Public open house days will be held on the following dates, time and venue:

Wednesday, 25 May 2022	11:00 - 14:00	131 Dorp Street, Stellenbosch
Wednesday, 1 June 2022	11:00 - 14:00	131 Dorp Street, Stellenbosch
Wednesday, 8 June 2022	11:00 - 14:00	131 Dorp Street, Stellenbosch

NOTICE OF FOCUS GROUP MEETING

A virtual focus group meeting with property owners as designated within the ATC LSDF is scheduled for 10 June 2022 from 10:00 to 12:00. Interested and affected property owners within the ATC precinct should send an email to Spatial.Planning@stellenbosch.gov.za to register their interest and to obtain the MS Teams meeting invitation link.

Contact person: Viola Anthony
Tel: 021 808 8643

Municipal Manager
Stellenbosch Municipality
Notice no: 53/2022

KENNISGEWING VAN PUBLIEKE DEELNAME
KONSEP ADAM TAS KORRIDOR PLAASLIKE RUIMTELIKE ONTWIKKELING RAAMWERK (ATK PROR) EN ONTWIKKELINGSRIGLYNE

Kennis word hiermee gegee ingevolge Artikel 10 van die Stellenbosch Munisipaliteit: Grondgebruikbeplanningsverordening (Oktober 2015) dat die Konsep Adam Tas Korridor Plaaslike Ruimtelike Ontwikkelingsraamwerk (ATK PROR) en Ontwikkelingsriglyne beskikbaar is vir publieke kommentaar.

Die munisipaliteit beoog om 'n Plaaslike Ruimtelike Ontwikkelingsraamwerk (PROR) vir die Adam Tas Korridor (ATK)-gebied aan te neem. Die ATK-gebied is Stellenbosch se opkomende stedelike transformasiedistrik en is in November 2019 as 'n katalitiese projek in die goedgekeurde Stellenbosch Munisipaliteit (WC024) ROR geïdentifiseer. Die visie vir die gebied is om 'n geïntegreerde stedelike ontwikkelingskorridor te skep wat leefbaar, veilig en hulpbron-doeltreffend, sosiaal-geïntegreerd, ekonomies inklusief en wêreldwyd mededingend, waaraan alle burgers aktief kan deelneem.

Die doel van 'n ATK PROR is om gedetailleerde ruimtelike beplanningsriglyne en voorstelle te verskaf om aan spesifieke grondgebruikbeplanningsbehoeftes te voldoen en openbare en private beleggingsinisiatiewe in te lig deur Stellenbosch Munisipaliteit se toekomstige ontwikkelingsvisie vir die aangewese plaaslike area duidelik aan te dui. Die PROR verskaf inligting en lei beleid, ontwikkelingsparameters vir grondgebruikbeplanning en besluitneming oor grondgebruikaansoeke.

Die konsep ATK PROR is beskikbaar op die munisipale webwerf by: www.stellenbosch.gov.za

Kommentaar moet skriftelik by die volgende e-posadres ingedien word: Spatial.Planning@stellenbosch.gov.za teen **nie later nie as 6 Julie 2022.** Geen laat kommentaar sal oorweeg word nie.

Persone wat nie kan lees of skryf nie, kan hul kommentaar mondelings by die afdeling Ruimtelike Beplanning by Stellenbosch Munisipaliteit, geleë te Dorpstraat 129, Stellenbosch indien, waar hulle deur 'n personeellid bygestaan sal word om hul kommentaar op skrif te stel.

Kontakpersoon: BJG de la Bat
Tel: 021 808 8652

KENNISGEWING VAN PUBLIEKE OPE DAE

Kennis word hiermee gegee van publieke ope dae om die konsepdokumente te besigtig en bespreking oor bevindings met die konsultante en munisipale amptenare. Publieke ope dae sal op die volgende datums, tyd en lokaal gehou word:

Woensdag, 25 Mei 2022	11:00 - 14:00	Dorpstraat 131, Stellenbosch
Woensdag, 1 Junie 2022	11:00 - 14:00	Dorpstraat 131, Stellenbosch
Woensdag, 8 Junie 2022	11:00 - 14:00	Dorpstraat 131, Stellenbosch

KENNISGEWING VAN FOKUSGROEP VERGADERING

'n Virtuele fokusgroep vergadering met grondeienaars soos aangewys binne die ATK PROR is geskeduleer vir 10 Junie 2022 van 10:00 tot 12:00. Belangstellende en geaffekteerde grondeienaars binne die ATK-gebied moet 'n e-pos stuur aan Spatial.Planning@stellenbosch.gov.za om hul belangstelling te registreer en die MS Teams-vergadering-uitnodigingskakel te bekom.

Kontakpersoon: Viola Anthony
Tel: 021 808 8643

Munisipale Bestuurder
Stellenbosch Munisipaliteit
Kennisgewing nr: 53/2022

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APPENDIX 2

RESPONDENT	OVERALL IMPRESSION	KEY COMMENT RECEIVED/ CONCERNS RAISED	MUNICIPAL COMMENT
Land users/ owners in the ATC			
Label Mountain/ Tamasa Wines/ Michaelangelo	• Appreciation of effort/ officials at open day. • Largely concerned about detail road planning	• The "vagueness" of road planning in the vicinity of Bosman's Crossing. • Whether or not the Bosman's Crossing Road section is one of the first projects to be undertaken. • Whether or not "light industrial" zonings will be retained.	• It would be sensible for the "spine" road of ATC to be developed early in the project. Nevertheless, detailed phasing and design of project components are still to be finalised. • At the level of the LSDF, road planning is not detailed. Detailed planning will follow when the road is designed. This design will follow specific principles and guidelines, addressing issues raised. This includes: – Consultation with affected parties. – Accommodating different modes of traffic safely. – Increased ease of access to the area. – Accommodating the movement and access needs of existing and new businesses/ enterprises. • It is envisaged that the use rights associated with individual land units/ buildings will be determined during the Site Plan Development stage of the ATC process. Clearly these will be determined in consultation with owners/ tenants.
Vinlab (Pty) Ltd	• Appreciation for the Municipal representative at open day who allayed many concerns and how it could affect the current businesses, especially those located in Bosman's Crossing. • Largely concerned about detail road planning	• The proposed development can benefit everybody concerned and Stellenbosch as a whole, but all parties affected should enjoy equal consideration when plans are tabled. • Similar questions as those posed by Label Mountain/ Tamasa Wines/ Michaelangelo above.	• As above. • A core principle of the ATC is on-going communication with all stakeholders, including smaller property owners and tenants. • Institutional arrangements and communication processes with be designed to accommodate this commitment.
Catwalk Investments 385 (Pty) Ltd (owners of Oude Molen)	The vision for the area is supported but the approach adopted for its implementation questioned.	• What "enhanced/ additional" rights refer to is questioned. Are these rights over and above the general development parameters in the zoning scheme or do they merely refer to the change of zoning from one use zone to another which has always been provided for in the planning legislation? • What is the likelihood that proposed incentives will materialise?	• The development rights proposed refers to rights (determined through extensive work) which will bring about – over time – a balanced community, thresholds for broad entrepreneurship and opportunity, a pedestrian focused environment, and infrastructure largely funded through the development. • Proposed incentives require in-depth discussion with landowners. Arguably, putting in place a package of incentives appropriate to

		• The comparison of the ATC with the V&AW and Century City is fundamentally flawed and most unfortunate – both these developments involved ONE landowner which simplifies the process enormously. • How will proposed rights and bulk be allocated? • Notwithstanding the original intention of the initiative to have broad principles and a high-level masterplan and to "start by starting" it now apparent that this is not the process that was followed and that there are likely to still be significant delays in the process. • It is concerning that the "Implementation Plan" included in the report has no time frames attached to the various processes – timeframes must be included and adhered to. • The LSDF excludes affordable student housing as part of Inclusionary Housing – this is inconsistent with the MSDF. • Stellenbosch needs to adopt an investment centric approach to create jobs and expand the proverbial "economic pie" to the benefit of all citizens and specifically the economically marginalised residents.	the ATC is as dependent on landowner collaboration as it is on government (across spheres). • The V&AW and Century City cases are used to illustrate the extent and complexity of the ATC, including the challenge of coordinating work by different landowners. • The proposed overlay zone will allocate rights to the area as a whole and individual precincts. Rights can be taken up upon landowners collectively and individually complying to specific process and public benefit obligations (which requires structured discussion/ negotiation between government and landowners). • The LSDF specifically refers to "lead" projects and the need to accommodate them in a structured manner. • Time frames are to be determined with landowners (through the proposed institutional arrangements). • The LSDF does not only refer to institutional housing but a range of housing options, including student housing. • The ATC approach specifically aims to achieve more equitable development as conventional approaches appear not to have met policy objectives of inclusion, environmental sustainability, and so on.
Businesses/ consultants			
Clifford Heys, TV3 Architects and Planners	• No comment on the aims/ objectives of the ATC. • Largely questions related to support studies/ work completed.	The writer questions whether: • A macro–Transport Impact Assessment (TIA) been undertaken for the ATC project? • The Passenger Rail Agency of South Africa (PRASA) supports the project? • Stellenbosch Municipality's engineering department – in its master plans – make provision to provide additional bulk infrastructure? • An extensive Heritage Impact Assessment (HIA) has been undertaken • The national government supports the project and its proposals for Droë Dyke? • The Municipality has plans for developable land "located on the ATC, but which are excluded from the ATC" (assumed to refer to adjacent land)? • The ATC report enforces the provision of inclusionary and affordable housing on new developments? • Officials can use and impose the draft ATC LSDF's recommendations as a formal municipal policy?	• Studies in support of the LSDF – including engineering, heritage, environment, and spatial planning/ design – is at the level generally accepted and prescribed for LSDFs, in terms of the tender specifications issued by the Municipality, and in discussion with related agencies. • PRASA and the Department of Public Works (and the HAD) have been consulted, supported the objectives of the ATC, and will be part of further institutional arrangements, deliberations, and planning. • The high-level engineering study undertaken in support of the LSDF is inter alia intended to act as a basis for further planning of infrastructure (including adjustment of Municipal master plans and institutional arrangements for infrastructure implementation). • The Municipality will enable planning of areas adjacent to the ATC as and when needed. The LSDF does comment on the likely future character of some adjacent areas.

HDA

			• The LSDF aims to achieve a balanced community, with guideline recommendations related to the mix and extent of housing to be provided. The feasibility of these recommendations should be the subject of regular assessment and review as the project proceeds. • The objectives of the ATC have been included in the approved MSDF. The intention is to formally adopt the LSDF prior to development commencing. Where existing approvals are in place, it is expected that landowners will nevertheless subscribe to the project objective and actively participate in associated deliberations.
TV3 Architects and Planners (further to the Clifford Heys submission above)	Largely questions related to support studies/ work completed.	Comments in addition to those by Clifford Heys (above): • With regards to the proposed bulk requirements as per the draft ATC document, will landowners be obliged to take up the maximum bulk allocated to each site? • Will bulk contributions be calculated on the maximum bulk allowance, regardless of whether this bulk is developed? • What would constitute public open space and how does this impact the distribution of bulk per precinct as allocated in the draft ATC? • Is there an opportunity for public-private partnerships for the design and implementation of new NMT routes?	• The bulk provisions proposed is a guide in relation to achieving a balanced community, thresholds for broad entrepreneurship and opportunity, a pedestrian focused environment, and infrastructure largely funded through the development. • The bulk will only be achieved over decades, so gradual development will have to be monitored over time to ensure that the development principles be adhered to. • Bulk contributions will reasonably have to be calculated on 5-year terms (or as agreed to). • The nature of public space and its distribution is set out in the LSDF. • Both the gradual implementation of a public transport and NMT system provides significant opportunity for public private partnerships.
Japie de Vos (developer)	Supports the ATC which if implemented – the writer states – should enable achievement of Municipal development objectives.	-	-
Individuals (who did not specify other affiliations)			
Johan van der Merwe and Henk Smith	No comment on the aims/ objectives of the ATC.	The impact of gentrification and the accommodation of farm workers removed from farms should be considered.	The ATC sets out to achieve a "balanced" community and provide housing for diverse income groups. The feasibility of accommodating farmworker needs should be considered similarly to other groups when the housing framework and delivery mechanisms for the ATC is deliberated/ finalised.
Henk Smith (separate submission from the	No comment on the aims/ objectives of the ATC.	A further request that the ATC considers the need for farmworker housing (including a request for engagement with farmers/ workers).	As above.

joint submission above)			
Dawid Botha	No comment on the aims/ objectives of the ATC.	• Pedestrians and cyclists should be able to move safely from Droë Dyke to the Sawmill area. • Vehicular movement should be restricted, and speeds limited.	The support of extensive and safe NMT movement is a specific objective of the ATC, including associated measures to manage and decrease the need for vehicular traffic.
David Gouws	No comment on the aims/ objectives of the ATC.	The best solution for accommodating the railway line is below ground.	Accommodating the railway line in full underground is not necessarily affordable. Ensuring safe access across the railway line is a specific objective of the ATC.
Public interest organisations			
Stellenbosch Ratepayers' Association	Overwhelmingly positive comment and appreciation.	• The LSDF once approved will constitute one of the most important and far-reaching planning policy documents yet produced by the Municipality. • From the perspective of the SRA the possible loss of open space within the Van der Stel Complex should not be supported as once lost it will not be regained. • It needs to be accepted that the success of the venture or project will (to a great extent) depend on more detailed planning together with an assessment of the financial viability of its components and the project. • Development involving urban sprawl will have to be drastically curtailed if the initiative to develop the ATC is to succeed. • A clear, concise, and realistic assessment as to the capacity and the way in which the various modes of transport will be catered for within the ATC will also be of fundamental importance in assessing the viability of the project. • An ATC overlay zone must be finalised to protect the commons. Should the developers (as often happen) apply for encroachments of development and planning parameters/ guidelines/ rules, the developers must contribute/ pay for social development projects (open spaces, schools, etc.). • The "devil is in the detail" and proper management and facilitation will be a pre-requisite for successful and sustainable implementation.	• The LSDF does not envisage Van der Stel to be developed in a "wholesale" manner resulting in the loss of all open space. Rather, some development is required to maximise the current asset, including improved facilities/ amenity, and increased public access. • It is agreed that successful implementation will require more collaborative work and financial testing between government, the landowners, and community, within a framework of agreed principles, processes, and obligations. • It is agreed that the successful implementation of the ATC – and achievement of the settlement development principles espoused – will require a different approach to managing development beyond the edges of Stellenbosch town. • A principle of the proposed overlay zone is that landowners will have obligations (to be agreed) towards "public good" activities/ opportunity.
Stellenbosch Interest Group (SIG)		• Appreciates the fact that the ATC LSDF gives considerable attention to the heritage aspects of the proposed ATC. The Municipality now will be in a better position to guide the spatial plans of the various precincts unlike prior the drafting of the LSDF where submissions for developments were made in an ad hoc and piecemeal basis which were/ are unsustainable. • The SIG are concerned about the spatial mismatch/ misalignment of the intended development in relation to the spatial linkage with the rest of Stellenbosch, especially the central Stellenbosch area. As an intended transit orientated development (TOD) the planning logic is that the ATC will be stitched together by a dedicated transport route	• The spatial linkage between the ATC and its surrounds is a priority and receives significant attention in the LSDF (through NMT, public transport, and other vehicular route connections). • As indicated above, the LSDF does not envisage Van der Stel to be developed in a "wholesale" manner resulting in the loss of all open space. Rather, some development is required to maximise the current asset, including improved facilities/ amenity, and increased public access. • The stated number of residential opportunities is incorrect. A principle of the LSDF is to develop – over time – a settlement less dependent on private vehicular movement and parking.

		• The planned development of the western portion of the Van der Stel Sport complex should be prevented. Quality open green space is a rarity in any city. • The extent of traffic that will be added to the road network is not appropriately considered given the fact that over 22 000 new residential units are planned for the ATC (roughly translating into 33 000 more cars on the road –1.5 cars per unit). • The plight of the urban poor and those in the GAP housing market is half-heartedly addressed. • Student housing should be restricted/ limited as this may reach a platform soon and then those purpose-built flats will not cater for a much-needed market - young professional working persons wanting to start out in the property market (a market completely overlooked in Stellenbosch).	• It is wrong to assert that specific housing markets/ typed are half-heartedly addressed in the LSDF. The issue of pursuing a balanced community is stressed, as well as the need to provide for a range of housing opportunities.
Friends of Stellenbosch Mountain	• Extremely thorough and professional submission which can contribute to further deliberation and planning for the ATC. • Overwhelmingly positive comment and appreciation of detailed thinking/ integration of elements.	• Development of the ATC should consider "near-certainties" – including climate change and ecosystem collapse, economic stagnation or recession, a fast and irreversible rise in fossil fuel costs and thereby a crisis of the current fossil-fuel-based mobility model, disproportionately high impacts on the poorer communities and resulting social instability, and limited upside scope for alleviation and improvements based on technology – which will become increasingly important during project roll-out. • The Stellenbosch IDP, MSDF, and the new Comprehensive Integrated Transport Plan (CITP) will all have to be rewritten in such a way that the central character of the ATC in terms of mobility and housing is taken as the starting point for planning and ranking of projects elsewhere in the municipal area. • The Adam Tas Corridor development as a seminal restructuring can only work if the same principles of sustainability are applied and enforced on all future developments, not just on the ATC precincts. • Approval of the ATC should simultaneously imply rejection proposals elsewhere which can impede its impact. • Appendices of the LSDF not made available during public participation should be freely available. • Collectively, the ATC Precincts 6 and 7 (Bosman's Crossing and Bergkelder) will become the cornerstone or simply The Core, not just of the central area, but of the entire municipality's mobility and spatial strategy. This cornerstone must be designed and built with a view to its municipality-wide core function, not just local considerations or to suit local landowners. • The FSM is supportive of the general thrust of having ATC governing structures established and empowered. In addition to those, however, it is crucial that a	• The FSM's comments and observations are largely agreed to and shares the principles and approach of the ATC LSDF. • The intent is not to undermine the "conservation functions" of Papegaaiberg. Rather, the mountain is regarded as a prime asset of Stellenbosch and proposed to be managed in a manner which enables greater appreciation, including structured public access which does not undermine conservation functions. It would appear that current arrangements have not met conservation prerogatives.

		local transport regulatory authority must be established, empowered, and integrated from the start. • The purpose of Papegaaiberg Nature Reserve is rehabilitation and conservation of a critically endangered ecosystem (Section 17 of the Protected Areas Act). This implies that the description of Precinct 11 in the LSDF should be rewritten. The primary function of the nature reserve is neither "recreational", nor it is a "park", and its primary purpose is not to link into existing or future walking or cycling routes.	
Erfenis Stigting Stellenbosch (with an additional email from Deon Carstens)	Overwhelmingly positive comment and appreciation.	Supports and endorses the objectives, vision, concept, Development Framework, and Implementation Framework contained in the ATC LSDF.	-
Government functions/ departments			
Waste Management Infrastructure Services, Stellenbosch Municipality	Comments specific to waste management during/ post construction.	• The capacity at the landfill site is limited. Therefore, waste should be minimised during the construction phase of all developments along the ATC. This will entail re-purposing of excavated soil on site and where buildings will be demolished, the builder's rubble must be crushed on site/ used in the construction activities. • During the operational phase, all developments within the ATC must minimise waste. All garden waste must be kept separate and taken to the green waste site at the landfill for further beneficiation. • The Municipality will be expanding its landfill site in Devon valley. This expansion will require that access to the landfill will be off Adam Tas Road.	The comments on waste management are accepted and to be considered in further work on the ATC.
Community Services, Stellenbosch Municipality	Overwhelming support and alignment with work completed to date.	• Any proposal associated with the Papegaaiberg Nature Reserve (NR) must adhere to the requirements of NEM:PA, the relevant Protected Area Management Agreement, and the Papegaaiberg NR Environmental Management Plan. • The Department supports any proposal, within the bounds of the above provisions, that seeks to make Papegaaiberg NR more accessible to the public, creating linkages to its immediate surroundings and town in general. • The encroachment of the informal settlement of Enkanini into Papegaaiberg NR is a big concern in terms of protecting the boundary of the NR and the environmental attributes listed above. • The redevelopment of the ATC should make provision for housing opportunities and access to employment for lower income groups to assist in the alleviation of socio-economic issues that has caused instability along the northern boundary of Papegaaiberg NR. • Public-, NMT, and walkable routes along the ATC should be provided.	The ATC LSDF is fully aligned with the comments raised by Community Services.

		• The Plankenbrug River is correctly identified as a potentially significant public amenity (and linear park connecting districts of the ATC through NMT routes) and should be prioritised. • The successful redevelopment of a Plankenbrug River corridor largely depends on addressing the current state of this river. Pollution from the informal residential area of Enkanini, Kayamandi and the industrial area of Plankenbrug must be addressed. • The establishment of landscaped ecological infrastructure along the most degraded sections of the river – to assist the river in performing its natural functions – should address some of the issues that has led to the current state of the river. • The ATC LSDF should make provision for standard landscaping plans, including general landscaping parameters, to form part of any development approval. These parameters must include planting lists of suitable indigenous vegetation, and applicable standards for soft- and hard landscaping.	
Heritage Western Cape (HWC)	-	• The Committee "notes" ATC LSDF and Development Guidelines. • At their meeting, concerns were expressed (regarding the multi-layered heritage significance of the precinct and that the plan of study for the entire scheme and specifically the heritage component of the LSDF must be presented to Heritage Western Cape at an early stage.	The LSDF approach to heritage was discussed with representatives of various heritage organisations during its formulation. These discussions will be continued as the project progresses.
Road Investment Planning, Department of Transport and Public Works, WCG	The submission states that the Directorate do not support the proposals as advertised.	The Directorate lists various detailed concerns related to work to be undertaken and issues which require further consultation with them.	• The "carte blanche" lack of support for the ATC is not understood. Clearly, much detail is to be resolved – in discussion with the Department of Public Works – but surely the overall objectives and vision which is fully aligned with agreed WCG policy must be supported. • On 5 October 2021, during a virtual MS Teams engagement, the BEP Consortium made a presentation on the Draft LSDF to the Western Cape Government's Departments of Environmental Affairs and Development Planning; Transport and Public Works; and Human Settlements. This engagement was also attended by representatives from the Stellenbosch Municipality. The WCG representatives noted their general support for the development vision, concept, and development framework. • Given the above, the Road Investment Planning Directorate is clearly not aware of support given. • The LSDF acknowledges that further transport planning work – over and above road planning – needs to be undertaken in discussion/ collaboration with the WCG.

			• As the project proceeds, engagement with the WCG Department of Public Works (currently being restructured) and its Directorates is critical. The LSDF's approach is one where spheres of government and other sectors (including landowners) take co-responsibility to implement the ATC vision.
Department of Community Safety, WCG	The submission notes that the Department has no comment on the draft ATC LSDF.	-	-
Department of Environment and Development Planning, WCG	The DEADP describes the ATC LSDF as "thorough".	The DEADP's submitted a few comments on detail in the draft LSDF but nothing requiring changes to the draft LSDF.	-
Bodies constituted to enable ATC planning			
ATC Interim Steering Committee	Overwhelming support and endorsement of work completed to date.	The ATC Interim Steering Committee endorses/ supports: • The Vision, Concept and Development Framework contained in the ATC LSDF. • The approval and use of an ATC Local Area Overlay Zone mechanism to facilitate development and land use management in the ATC. • Supports the six key points of the "ATC Policy Framework" as summarised in Tables 19-22 on pp 92-95 of the report. • The proposals in the "Implementation Framework" section of the draft ATC LSDF.	The support and endorsement of the ATC Interim Steering Committee – comprising representatives from the Stellenbosch Municipality, Western Cape Government, Distell, Remgro, Stellenbosch University, and the Stellenbosch Institute for Advanced Study (STIAS) – is welcomed.

A. Twenty-one propositions for successful urban transformation projects

1. Remarkably successful projects – widely studied and judged as successful or "transformational" by different commentators or agencies based on a range of criteria – appear to emerge from times of:
   - Parallel deep crisis/challenge (across sectors and interests) and exploiting of associated opportunity.
   - Limited individual agency control over the factors of change and "complex" relationships of power and responsibility for different urban services and aspects of development.
   - Inadequate individual agency funding to affect significant change.
2. Successful projects are mostly initiated by an individual holding a position of high level political and institutional leadership (or an individual who influences a person in such a position) who understands the current reality, indicates its consequences if not proactively addressed across sectors, and exhibits real interest, will, and commitment to affect change.
3. The initial leaders of successful projects are "aware" across sectors of society and interest; they actively study what others have done – successfully or unsuccessfully – in comparable circumstances. At the same time, they remain authentic to context; they have a deep understanding of and respect for local dynamics, the history of change initiatives, strengths and weaknesses.
4. These leaders work tirelessly, often over a lengthy "warm-up" period, to form a guiding coalition, across spheres of government and sectors of society, around the need or urgency for change and the opportunity inherent in change. Typically:
   - They fully understand that no one person can single handedly lead an urban transformation initiative.
   - They communicate endlessly.
   - They use personal time and resources, or that of the position they hold.
   - Their style is to seek consensus among people who may have different responsibilities and agendas.
   - They emphasise a "common" or collective focus and values (often beyond their "conventional" or main job description).
   - They seek a guiding coalition or support among individuals with real leadership (as opposed to management) responsibility, competency and position-power, expertise, and credibility.
   - They do not portray fear of competition or difference in view.
5. The need to overcome crises or big opportunity is translated into a vision and strategy of what the change is about, clearly indicating why the change is needed and how it will be achieved. Successful visions:
   - Are bold, set stretch targets, and long-term.
   - Of a nature speaking to – and requiring the cooperation of – multiple stakeholders and interests.
   - Are supported by core principles that can stand the test of time and agreed to by the guiding coalition.
   - Often contain aspects of previous, but less complete or "holistic, visions made for the same area.
   - Learn from experience elsewhere but remains authentic to place.
   - Are translated into a set of interdependent focus areas or programmes.
6. In preparing the vision, successful transformations often lean on an extended network – enabled by the guiding coalition – sweeping in available expertise and resources across sectors of society (including universities, NGOs, individual expertise, and so on). In some cases, these are formalised as independent "think tanks". The think tank continuously scan the larger international and local contexts of the initiative – for knowledge, experience, and opportunity – and assist in monitoring progress. It plays a significant role in sustaining and fuelling an extended discussion around the vision and plan.
7. Considerable support is built for the vision and plan prior to its wide launch. This could include:
   - Building special purpose core capacity with a clear mandate (a dedicated institution) as spearhead for executing the vision and plan to the "side" of supporting institutions (who have other day-to-day responsibilities).
   - Cementing the vision and plan in public policy and statutory plans.
8. The vision and plan is communicated at every opportunity. To support wide communication:
   - The vision and plan is a key reference for all coalition partners; their leadership will refer to it in all they do (externally and in relation to staff), and actively align individual organisational plans and resources.
   - Dedicated communication competency and resources are secured to "package" vivid messages (also speaking to the "hearts" of stakeholders), undertake continuous and repeat communication through several

media, arrange face-to-face events, and so on.

9. The vision and plan is given impetus through:
   - Public seed funding (across spheres/ levels of government).
   - Transferring publicly owned land – in title or development opportunity – into a shared, dedicated entity for enhancement and use to the full benefit of the city (as opposed to original owners benefitting individually).
   - Allocation of development rights to targeted land by the planning authority (the "planner's gift" of rights).
   - Developing and introducing processes which enables speedy delivery and the gradual development of detail on projects.
10. The dedicated institution and coalition partners are vigilant, proactively seeking opportunity for implementing the vision, plan, and core principles (even if the opportunity was not specifically identified upfront).
11. Lead projects or short term wins – situated within the larger vision and plan – are executed. Lead projects can range in size and scope, but generally enjoy considerable public exposure. They assist in:
    - Demonstrating that the change effort is paying off.
    - Building understanding and credibility of the vision, plan, and associated institutional arrangements.
    - Exposing generally inaccessible areas to the general public.
    - Building the network of supporters for the transformation vision and plan.
    - Removing obstacles to change and learning.
    - Promoting more cooperation within the guiding coalition and associated networks.
    - Neutralising cynics and self-centered opponents.
    - Providing the space to sustain momentum on other change programmes and projects which may have longer time frames or are less visible over the short-term (e.g., expansive service infrastructure investment).
12. Often, lead projects are perceived as a "leap of faith", not necessarily widely supported, with not all details worked out of how each can evolve. Nevertheless, once established, everything is done to "sweat" these projects, expand them, and ensure success.
13. The success of lead projects is broadly allocated and shared among stakeholders.
14. The dedicated institution starts relative small and focused, supported by a think tank, networked supporters in partner institutions, and consultant service providers.
15. As new needs arise, selective skills and staff are added to the dedicated institution. Leadership and management of the institution generally remains the same for a prolonged period of time and often despite fundamental changes in the ownership and structure of partner organisations.
16. Core consultant service providers are not only selected on the basis of professional competency and excellence, but also for been able to work together across disciplines, and their commitment to proactively enrich the vision and overall plan.
17. Considerable loyalty is displayed towards well-performing service providers over time, in this way building ready institutional capacity, commitment to the project, knowledge and learning.
18. Notwithstanding this loyalty to core service providers, "star" urban planners/ designers and architects are often recruited to execute specific lead projects, in this way attracting considerable international interest, exposure, and "status" to projects.
19. The success of lead projects are used to embark on – or maintain momentum to – larger programmes and projects, including structural change to institutions, and the re-orientation of sectors or services.
20. International and peer recognition of the transformation effort and success is actively sought, as well as a willingness to share knowledge gained with others. This, in turn, builds support for individuals and organisations to launch further change.
21. The success of the initial transformation provides fertile ground for further change (and addressing or adjusting to new unpredicted and unforeseen challenges). Making the most of this opportunity appears to benefit from:
    - A new leadership cadre willing to build on past achievement while exhibiting a clear understanding of shifting challenges and opportunities.
    - Un-going presentation of quantitative and qualitative evidence supporting the success of the initial transformation effort.
    - Revisiting and adjusting the original vision and plan to respond to new challenges and opportunities.
    - Building new guiding coalitions and institutional capacity fitting to address new challenges and opportunities.

B. Developable area and bulk calculations

PRECINCT 1	Block Area	Internal Streets	Developable Area	Coverage	Built Footprint	Height Range	Minumum Height	Maximum Height	Minimum Bulk	Maximum Bulk	Effiency ratio brownfield 85%
94,2	sqm	15%	sqm	%	sqm	Storeys	Storeys	Storeys	sqm	sqm	
Block A	50 015	7 502	42 513	75%	31 885	2 - 4	2	4	54 204	108 408	
Block B	44 666	6 700	37 966	75%	28 475	2 - 4	2	3	56 949	85 424	
Block C	62 632	9 395	53 237	75%	39 928	2 - 4	2	4	79 856	159 712	
Block D	43 535	6 530	37 005	75%	27 754	2 - 4	2	4	55 507	111 014	
Block E	149 044	22 357	126 687	65%	82 347	2 - 4	2	2	164 694	164 694	
Block F	38 247	5 737	32 510	65%	21 131	2 - 4	2	2	42 263	42 263	
Block G	32 506	4 876	27 630	65%	17 960	2 - 4	2	2	35 919	35 919	
Block H	7 087	1 063	6 024	65%	3 916	2 - 4	2	2	7 831	7 831	
Block I	65 480	9 822	55 658	65%	36 178	2 - 4	2	2	72 355	72 355	
Block J	15 979	2 397	13 582	75%	10 187	2 - 4	2	4	17 317	34 634	
TOTAL	509 191	76 379	432 812		299 758		2	3	586 895	822 254	

Land Use Breakdown	%	Area / land use
Residential	40%	173 125
Mixed use Res	45%	194 766
Residential	80%	155 812
Com/Retail	20%	38 953
Sports	5%	21 641
Social	10%	43 281
TOTAL	100%	432 812

Bulk Breakdown	%	MIN bulk sqm	MAX bulk sqm
Residential	40%	234 758	328 902
Mixed use Res	45%	264 103	370 014
Residential	80%	211 282	296 011
Com/Retail	20%	52 821	74 003
Mixed use Com	0%	0	0
Residential	20%	0	0
Com/Retail	80%	0	0
Sports	5%	29 345	41 113
Social	10%	58 690	82 225
TOTAL	100%	586 895	822 254

Bulk Breakdown	%	MIN bulk sqm	MAX bulk sqm
Residential	76%	446 040	624 913
Commercial / Retail	9%	52 821	74 003
Sports	5%	29 345	41 113
Social	10%	58 690	82 225
TOTAL	100%	586 895	822 254

Current Condition	Future Envisioned Character
Vacant portion south of Adam Tas Road with limited existing uses, portions situated in floodline, provincial site proposed for Droë Dyke residential development	Inclusionary housing and mixed use retail and commercial activities surrounded by recreational green activities

Land Area assigned to residential

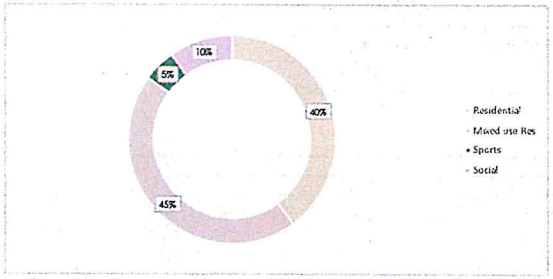
328 937

Census 3,3

LOW DENSITY		% DISTRIBUTION	AREA HA/ DENSITY	NUMBER OF UNITS	POPULATION	AVERAGE DENSITY			
180	Very High	5%	1,64	296	977	9		2798	
150	High	15%	4,93	740	2 442	23	70%		High
120	Medium	50%	16,45	1 974	6 513	60			
100	Low	30%	9,87	987	3 256	30	30%	1199	Medium
	TOTAL	100%	32,89	3 997	13 189	122			

HIGH DENSITY		% DISTRIBUTION	AREA HA/ DENSITY	NUMBER OF UNITS	POPULATION	AVERAGE DENSITY			
180	Very High	45%	14,80	2 664	8 792	81		5181	
150	High	35%	11,51	1 727	5 699	53	100%		High
120	Medium	20%	6,58	789	2 605	24			
100	Low	0%	0,00	0	0	0	0%	0	Medium
	TOTAL	100%	32,89	5 181	17 097	158			

3 997
5 181



PRECINCT 2	Block Area	Internal Streets	Developable Area	Coverage	Built Footprint	Height Range	Minumum Height	Maximum Height	Minimum Bulk	Maximum Bulk	Effiency ratio brownfield
24,5	sqm	15%	sqm	%	sqm	Storeys	Storeys	Storeys	sqm	sqm	85%
Block A	27 713	4 157	23 556	80%	18 845	4 - 6	4	6	64 072	96 109	
Block B	77 125	11 569	65 556	80%	52 445	4 - 6	4	6	178 313	267 470	
Block C	34 821	5 223	29 598	75%	22 198	2 - 4	2	4	37 737	75 475	
Block D	20 407	3 061	17 346	75%	13 009	2 - 4	2	4	22 116	44 232	
Block E	4 851	728	4 123	75%	3 093	2 - 4	2	4	5 257	10 515	
TOTAL	164 917	24 738	140 179		109 590		3	5	307 496	493 799	

Land Use Breakdown	%	Area / land use
Residential		0
Mixed use Res	35%	49063
Residential	80%	39250
Com/Retail	20%	9813
Mixed use Com	40%	56072
Residential	20%	11214
Com/Retail	80%	44857
Light Industry	20%	28036
Sports	0%	0
Social	5%	7009
TOTAL	100%	140 179

Bulk Breakdown	%	MIN bulk sqm	MAX bulk sqm
Residential	0%	0	0
Mixed use Res	35%	107 624	172 830
Residential	80%	86 099	138 264
Com/Retail	20%	21 525	27 653
Mixed use Com	40%	122 998	197 520
Residential	20%	24 600	39 504
Com/Retail	80%	98 399	158 016
Light Industry	20%	61 499	98 760
Sports	0%	0	0
Social	5%	15 375	24 690
TOTAL	100%	307 496	493 799

Bulk Breakdown	%	MIN bulk sqm	MAX bulk sqm
Residential	36%	110 699	177 768
Commercial / Retail	39%	119 923	185 669
Light Industry	20%	61 499	98 760
Sports	0%	0	0
Social	5%	15 375	24 690
TOTAL	100%	307 496	486 886

Current Condition	Future Envisioned Character
Previous Sawmill site currently investigated for redevelopment, northern portion already developed into The Woodmill mixed use facility surrounded by other light industry activities and residential	Mixed use commercial and retail precinct with light industry, workshops and entreprenurial spaces

% split of resi density

0	0% med
110 699	100% high

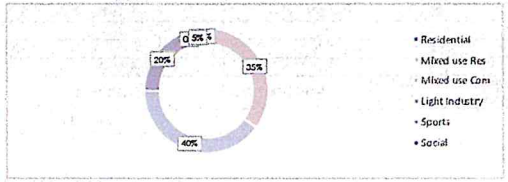
Land Area assigned to residential

50 465

Census 3,3

LOW DENSITY		% DISTRIBUTION	AREA HA/ DENSITY	NUMBER OF UNITS	POPULATION	AVERAGE DENSITY			
180	Very High	5%	0,25	45	150	9		560	
150	High	35%	1,77	265	874	53	85%		High
120	Medium	45%	2,27	273	899	54			
100	Low	15%	0,76	76	250	15	15%	99	Medium
	TOTAL	100%	5,05	659	2 173	131			

HIGH DENSITY		% DISTRIBUTION	AREA HA/ DENSITY	NUMBER OF UNITS	POPULATION	AVERAGE DENSITY			
180	Very High	50%	2,52	454	1 499	90		818	
150	High	40%	2,02	303	999	60	100%		High
120	Medium	10%	0,50	61	200	12			
100	Low	0%	0,00	0	0	0	0%	0	Medium
	TOTAL	100%	5,05	818	2 698	162			



PRECINCT 3	Block Area	Internal Streets	Developable Area	Coverage	Built Footprint	Height Range	Minumum Height	Maximum Height	Minimum Bulk	Maximum Bulk	Effiency ratio brownfield
28,0	sqm	15%	sqm	%	sqm	Storeys	Storeys	Storeys	sqm	sqm	85%
Block A	25 886	3 883	22 003	75%	16 502	2 - 4	2	4	33005	66 009	
Block B	13 287	1 993	11 294	75%	8 470	2 - 4	2	3	16941	25 411	
Block C	30 645	4 597	26 048	75%	19 536	2 - 4	2	3	33212	49 817	
TOTAL	69 818	10 473	59 345		44 509		2	3	83157	141 238	

Land Use Breakdown	%	Area / land use
Residential	0%	0
Mixed use Res	30%	17 804
Residential	80%	14 243
Com/Retail	20%	3 561
Mixed use Com	30%	17 804
Residential	20%	3 561
Com/Retail	80%	14 243
Light Industry	0%	0
Sports	0%	0
Social	40%	23 738
TOTAL		59 345

Bulk Breakdown	%	MIN bulk sqm	MAX bulk sqm
Residential	0%	0	0
Mixed use Res	30%	24 947	42 371
Residential	80%	19 958	33 897
Com/Retail	20%	4 989	8 474
Mixed use Com	30%	42 371	42 371
Residential	20%	8 474	8 474
Com/Retail	80%	33 897	33 897
Light Industry	0%	0	0
Sports	0%	0	0
Social	40%	33 263	56 495
TOTAL		100 581	141 238

Bulk Breakdown	%	MIN bulk sqm	MAX bulk sqm
Residential	28%	28 432	42 371
Commercial / Retail	39%	38 887	42 371
Light Industry	0%	0	0
Sports	0%	0	0
Social	33%	33 263	56 495
TOTAL	100%	100 581	141 238

Current Condition	Future Envisioned Character
Historic Oude Libertas farm with vineyards, gateway to Papegaaiberg residential neighbourhood and cemetery, cultural activities, amphitheater and Saturday market space	University of Stellenbosch Business School precinct incorporated into historic fabric

Land Area assigned to residential

17 804

Census 3,3

LOW DENSITY		% DISTRIBUTION	AREA HA/ DENSITY	NUMBER OF UNITS	POPULATION	AVERAGE DENSITY			
180	Very High	5%	0,09	16	53	9		197	
150	High	35%	0,62	93	308	53	85%		High
120	Medium	45%	0,80	96	317	54			
100	Low	15%	0,27	27	88	15	15%	35	Medium
	TOTAL	100%	1,78	232	767	131			

HIGH DENSITY		% DISTRIBUTION	AREA HA/ DENSITY	NUMBER OF UNITS	POPULATION	AVERAGE DENSITY			
180	Very High	50%	0,89	160	529	90		288	
150	High	40%	0,71	107	353	60	100%		High
120	Medium	10%	0,18	21	71	12			
100	Low	0%	0,00	0	0	0	0%	0	Medium
	TOTAL	100%	1,78	288	952	162			

PRECINCT 4	Block Area	Internal Streets	Developable Area	Coverage	Built Footprint	Height Range	Minimum Height	Maximum Height	Minimum Bulk	Maximum Bulk	Effiency ratio brownfield
32,9	sqm	15%	sqm	%	sqm	Storeys	Storeys	Storeys	sqm	sqm	85%
Block A	11 769	1 765	10 004	80%	**8 003**	4-6	4	6	27 210	40 815	
Block B	27 856	4 178	23 678	80%	**18 942**	4-6	4	6	64 403	96 605	
Block C	4 184	628	3 556	80%	**2 845**	4-6	4	4	9 673	9 673	
Block D	13 687	2 053	11 634	80%	**9 307**	4-6	4	5	37 229	46 536	
Block E	6 545	982	5 563	80%	**4 451**	4-6	4	4	17 802	17 802	
Block F	22 552	3 383	19 169	80%	**15 335**	4-6	4	5	52 140	65 175	
Block G	28 809	4 321	24 488	80%	**19 590**	4-6	4	5	66 606	83 258	
Block H	35 484	5 323	30 161	80%	**24 129**	4-6	4	5	82 039	102 549	
Block I	16 721	2 508	14 213	80%	**11 370**	4-6	4	5	38 659	48 324	
TOTAL	**167 607**	**25 141**	**142 466**		**113 973**		**4**	**5**	**395 762**	**510 737**	

Land Use Breakdown	%	Area / land use
Residential		0
Mixed use Res	**40%**	56 986
Residential	80%	45 589
Com/Retail	20%	11 397
Mixed use Com	**40%**	**56 986**
Residential	20%	11 397
Com/Retail	80%	45 589
Light Industry	10%	14 247
Social	10%	14 247
TOTAL		142 466

Bulk Breakdown	%	MIN bulk sqm	MAX bulk sqm
Residential	0%	0	0
Mixed use Res	**40%**	**158 305**	**204 295**
Residential	80%	126 644	163 436
Com/Retail	20%	31 661	40 859
Mixed use Com	**40%**	**158 305**	**204 295**
Residential	20%	31 661	40 859
Com/Retail	80%	126 644	163 436
Light Industry	10%	39 576	51 074
Sports	0%	0	0
Social	10%	39 576	51 074
TOTAL		395 762	510 737

Bulk Breakdown	%	MIN bulk sqm	MAX bulk sqm
Residential	40%	158 305	204 295
Commercial / Retail	40%	158 305	204 295
Light Industry	10%	39 576	51 074
Sports	0%	0	0
Social	10%	39 576	51 074
TOTAL	100%	395 762	510 737

Current Condition	Future Envisioned Character
Decommisioned Distell Adam Tas site of wine production, bottling, pressing and Libertas Offices	Medium to high density mixed use environment including all land uses with high density residential and commercial component

Land Area assigned to residential

56 986

Census 3,3

LOW DENSITY		% DISTRIBUTION	AREA HA/ DENSITY	NUMBER OF UNITS	POPULATION	AVERAGE DENSITY			
180	Very High	5%	0,71	128	423	9		1854	
150	High	50%	7,12	1 068	3 526	75	95%		High
120	Medium	40%	5,70	684	2 257	48			
100	Low	5%	0,71	71	235	5	5%	98	Medium
	TOTAL	100%	14,25	**1 952**	**6 441**	**137**			

HIGH DENSITY		% DISTRIBUTION	AREA HA/ DENSITY	NUMBER OF UNITS	POPULATION	AVERAGE DENSITY			
180	Very High	55%	7,84	1 410	4 654	99		2329	
150	High	35%	4,99	748	2 468	53	100%		High
120	Medium	10%	1,42	171	564	12			
100	Low	0%	0,00	0	0	0	0%	0	Medium
	TOTAL	100%	14,25	**2 329**	**7 687**	**164**			

PRECINCT 5	Block Area	Internal Streets	Developable Area	Coverage	Built Footprint	Average Height	Minimum Ave Height	Maximum Ave Height	Minimum Bulk	Maximum Bulk	Effiency ratio brownfield 85%
11,8	sqm	15%	sqm	%	sqm	Storeys	Storeys	Storeys	sqm	sqm	
Block A	35 472	5 321	30 151	80%	**24 121**	4-6	4	5	82011	102 514	
Block B	27 167	4 075	23 092	75%	**17 319**	2-4	2	3	29442	44 163	
Block C	10 064	1 510	8 554	75%	**6 416**	2-4	2	3	12832	19 247	
TOTAL	**72 703**	**10 905**	**61 798**		**47 856**		**3**	**4**	**124285**	**165 925**	

Land Use Breakdown	%	Area / land use
Residential		
Mixed use Res	**20%**	12 360
Residential	80%	9 888
Com/Retail	20%	2 472
Mixed use Com	**40%**	24 719
Residential	20%	4 944
Com/Retail	80%	19 775
Light Industry	20%	12 360
Social	20%	12 360
Sports	0%	0
TOTAL		61 798

Bulk Breakdown	%	min bulk sqm	max bulk sqm
Residential	0%	0	0
Mixed use Res	**20%**	**24 857**	**33 185**
Residential	80%	19 886	26 548
Com/Retail	20%	4 971	6 637
Mixed use Com	**40%**	**49 714**	**66 370**
Residential	20%	9 943	13 274
Com/Retail	80%	39 771	53 096
Light Industry	20%	24 857	33 185
Sports	0%	0	0
Social	20%	24 857	33 185
TOTAL		124 285	165 925

Bulk Breakdown	%	MIN bulk sqm	MAX bulk sqm
Residential	24%	29 828	39 822
Commercial / Retail	36%	44 743	59 733
Light Industry	20%	24 857	33 185
Sports	0%	0	0
Social	20%	24 857	33 185
TOTAL	100%	124 285	165 925

Current Condition	Future Envisioned Character
Portion consisting of various uses mostly under ownership of Remgro, including Rupert Museum and Agrimark, Shell and other smaller uses	Interface zone between Precinct #4 and historic core - mixed use environment with strong NMT linkages combining new and old functions

Land Area assigned to residential
14 831

Census 3,3

LOW DENSITY		% DISTRIBUTION	AREA HA/ DENSITY	NUMBER OF UNITS	POPULATION	AVERAGE DENSITY			
180	Very High	5%	0,1	13	44	9		193	
150	High	50%	0,7	111	367	75	95%		High
120	Medium	40%	0,6	71	235	48			
100	Low	5%	0,1	7	24	5	5%	10	Medium
	TOTAL	100%	1	**203**	**671**	**137**			

HIGH DENSITY		% DISTRIBUTION	AREA HA/ DENSITY	NUMBER OF UNITS	POPULATION	AVERAGE DENSITY			
180	Very High	50%	0,74	133	440	90		240	
150	High	40%	0,59	89	294	60	100%		High
120	Medium	10%	0,15	18	59	12			
100	Low	0%	0,00	0	0	0	0%	0	Medium
	TOTAL	100%	1,48	**240**	**793**	**162**			

PRECINCT 6	Block Area	Internal Streets	Developable Area	Coverage	Built Footprint	Average Height	Minimum Ave Height	Maximum Ave Height	Minimum Bulk	Maximum Bulk	Effiency ratio brownfield
6.6	sqm	15%	sqm	%	sqm	Storeys	Storeys	Storeys	sqm	sqm	85%
Block A	40 109	6 016	34 093	80%	27 274	4-6	4	5	92732	115 915	
Block B	8 673	1 301	7 372	80%	5 898	4-6	4	5	20052	25 065	
TOTAL	48 782	7 317	41 465		33 172		4	5	112784	140 980	

Land Use Breakdown	%	Area / land use
Residential	0%	
Mixed use Res	40%	16 586
Residential	80%	13 269
Com/Retail	20%	3 317
Mixed use Com	35%	14 513
Residential	20%	2 903
Com/Retail	80%	11 610
Light Industry	20%	8 293
Social	5%	2 073
Sports	0%	0
TOTAL		41 465

Bulk Breakdown	%	min bulk sqm	max bulk sqm
Residential	0%	0	0
Mixed use Res	40%	45 114	56 392
Residential	80%	36 091	45 114
Com/Retail	20%	9 023	11 278
Mixed use Com	35%	39 474	49 343
Residential	20%	7 895	9 869
Com/Retail	80%	31 580	39 474
Light Industry	20%	22 557	28 196
Sports	0%	0	0
Social	5%	5 639	7 049
TOTAL		112 784	140 980

Bulk Breakdown	%	MIN bulk sqm	MAX bulk sqm
Residential	39%	43 986	54 982
Commercial / Retail	36%	40 602	50 753
Light Industry	20%	22 557	28 196
Sports	0%	0	0
Social	5%	5 639	7 049
TOTAL	100%	112 784	140 980

Current Condition	Future Envisioned Character
Industrial area with components redeveloped into Bosman's Crossing, surrounded by industry buildings and Oude Molen site	Medium to high density mixed use environment with workshops, studios and other light industry commercial activities, connected to Papegaaiberg and Bergkelder

Land Area assigned to residential

16 171

Census 3.3

LOW DENSITY		% DISTRIBUTION	AREA HA/ DENSITY	NUMBER OF UNITS	POPULATION	AVERAGE DENSITY			
180	Very High	5%	0,1	15	48	9		208	
150	High	45%	0,7	109	360	68	95%		High
120	Medium	45%	0,7	87	288	54			
100	Low	5%	0,1	8	27	5	5%	11	Medium
	TOTAL	100%	2	219	723	136			

HIGH DENSITY		% DISTRIBUTION	AREA HA/ DENSITY	NUMBER OF UNITS	POPULATION	AVERAGE DENSITY			
180	Very High	55%	0,89	160	528	99		264	
150	High	35%	0,57	85	280	53	100%		High
120	Medium	10%	0,16	19	64	12			
100	Low	0%	0,00	0	0	0	0%	0	Medium
	TOTAL	100%	1,62	264	873	164			

PRECINCT 7	Block Area	Internal Streets	Developable Area	Coverage	Built Footprint	Average Height	Minimum Height	Maximum Height	Minimum Bulk	Maximum Bulk	Effiency ratio brownfield
15,2	sqm	15%	sqm	%	sqm			Storeys	Storeys	sqm	85%
Block A	48 397	7 260	41 137	80%	32 910	4-6	4	6	111 894	167 841	
Block B	31 133	4 670	26 463	80%	21 170	4-6	4	5	71 979	89 974	
Block C	20 413	3 062	17 351	80%	13 881	4-6	4	5	47 195	58 994	
TOTAL	99 943	14 991	84 952		67 961		4	5	231 068	316 809	

Land Use Breakdov	%	Area / land use
Residential	0%	
Mixed use Com	60%	50 971
Residential	20%	10 194
Com/Retail	80%	40 777
Light Industry	20%	16 990
Social	20%	16 990
Sports	0%	0
TOTAL		84 952

Bulk Breakdown	%	min bulk sqm	max bulk sqm
Residential	0%	0	0
Mixed use Res	0%	0	0
Residential	80%	0	0
Com/Retail	20%	0	0
Mixed use Com	60%	138 641	190 085
Residential	20%	27 728	38 017
Com/Retail	80%	110 913	152 068
Light Industry	20%	46 214	63 362
Sports	0%	0	0
Social	20%	46 214	63 362
TOTAL		231 068	316 809

Bulk Breakdown	%	MIN bulk sqm	MAX bulk sqm
Residential	12%	27 728	38 017
Commercial / Reta	48%	110 913	152 068
Light Industry	20%	46 214	63 362
Sports	0%	0	0
Social	20%	46 214	63 362
TOTAL	100%	231 068	316 809

Current Condition	Future Envisioned Character
Bergkelder site consisting of industrial buildings relating to the wine industry.	Mixed use cultural and commercial precinct with light industry, workshops, studios and entreprenurial spaces, supported

Land Area assigned to residential

10 194

Census 3,3

LOW DENSITY		% DISTRIBUTION	AREA HA/ DENSITY	NUMBER OF UNITS	POPULATION	AVERAGE DENSITY			
180	Very High	5%	0,1	9	30	9		130	
150	High	40%	0,4	61	202	60	95%		High
120	Medium	50%	0,5	61	202	60			
100	Low	5%	0,1	5	17	5	5%	7	Medium
	TOTAL	100%	1	137	451	134			

HIGH DENSITY		% DISTRIBUTION	AREA HA/ DENSITY	NUMBER OF UNITS	POPULATION	AVERAGE DENSITY			
180	Very High	70%	0,71	128	424	126		173	
150	High	25%	0,25	38	126	38	100%		High
120	Medium	5%	0,05	6	20	6			
100	Low	0%	0,00	0	0	0	0%	0	Medium
	TOTAL	100%	1,02	173	570	170			

PRECINCT 8	Block Area	Internal Streets	Developable Area	Coverage	Built Footprint	Average Height	Minimum Height	Maximum Height	Minimum Bulk	Maximum Bulk	Effiency ratio brownfield
18,1	sqm	15%	sqm	%	sqm			Storeys		sqm	85%
Block A	7 866	1 180	6 686	80%	**5 349**	4-6	4	4	21396	21 396	
Block B	26 382	3 957	22 425	80%	**17 940**	4-6	4	6	71759	107 639	
Block C	922	138	784	80%	**627**	4-6	4	4	2508	2 508	
Block D	22 610	3 392	19 219	80%	**15 375**	4-6	4	6	61499	92 249	
Block E	1 977	297	1 680	80%	**1 344**	4-6	4	4	5377	5 377	
Block F	7 927	1 189	6 738	80%	**5 390**	4-6	4	4	21561	21 561	
Block G	9 223	1 383	7 840	80%	**6 272**	4-6	4	6	21324	31 985	
Block H	4 010	602	3 409	80%	**2 727**	4-6	4	6	10907	16 361	
TOTAL	**80 917**	**12 138**	**68 779**		**55 024**		**4**	**5**	**216331**	**299 076**	

Land Use Breakdown	%	Area / land use
Residential	0%	
Mixed use Res	**35%**	24 073
Residential	80%	19 258
Com/Retail	20%	4 815
Mixed use Com	**45%**	30 951
Residential	20%	6 190
Com/Retail	80%	24 761
Light Industry	0%	0
Social	10%	6 878
Sports	10%	6 878
TOTAL		68 779

Bulk Breakdown	%	min bulk sqm	max bulk sqm
Residential	0%	0	0
Mixed use Res	**35%**	**75 716**	**104 677**
Residential	80%	60 573	83 741
Com/Retail	20%	15 143	20 935
Mixed use Com	**45%**	**97 349**	**134 584**
Residential	20%	19 470	26 917
Com/Retail	80%	77 879	107 667
Light Industry	0%	0	0
Sports	10%	21 633	29 908
Social	10%	21 633	29 908
TOTAL	**100%**	**216 331**	**299 076**

Bulk Breakdown	%	MIN bulk sqm	MAX bulk sqm
Residential	37%	80 043	110 658
Commercial / Retail	43%	93 022	128 603
Light Industry	0%	0	0
Sports	10%	21 633	29 908
Social	10%	21 633	29 908
TOTAL	**100%**	**216 331**	**299 076**

Current Condition	Future Envisioned Character
Van Der Stel sportsgrounds, clubhouse and vacant land abbuting Merriman Avenue as axis from Bird Street to Adam Tas Road	Stephen / Hannes?? Public transport interchange with stadium and sporting facilities

Land Area assigned to residential

25 448

Census 3,3

LOW DENSITY		% DISTRIBUTION	AREA HA/ DENSITY	NUMBER OF UNITS	POPULATION	AVERAGE DENSITY			
180	Very High	5%	0,1	23	76	9		328	
150	High	45%	1,1	172	567	68	95%		High
120	Medium	45%	1,1	137	453	54			
100	Low	5%	0,1	13	42	5	5%	17	Medium
	TOTAL	100%	3	**345**	**1 138**	**136**			

HIGH DENSITY		% DISTRIBUTION	AREA HA/ DENSITY	NUMBER OF UNITS	POPULATION	AVERAGE DENSITY			
180	Very High	65%	1,65	298	983	117		428	
150	High	30%	0,76	115	378	45	100%		High
120	Medium	5%	0,13	15	50	6			
100	Low	0%	0,00	0	0	0	0%	0	Medium
	TOTAL	100%	2,54	**428**	**1 411**	**168**			

PRECINCT 9	Block Area	Internal Streets	Developable Area	Coverage	Built Footprint	Average Height	Minimum Height	Maximum Height	Minimum Bulk	Maximum Bulk	Effiency ratio brownfield
70,3	sqm	15%	sqm	%	sqm	Storeys	Storeys	Storeys	sqm	sqm	85%
Block A	6 184	928	5 256	75%	**3 942**	3-6	3	4	11 827	15 769	
Block B	11 852	1 778	10 074	75%	**7 556**	3-6	3	4	22 667	30 223	
Block C	1 617	243	1 374	75%	**1 031**	3-6	3	4	2 629	3 505	
Block D	72 519	10 878	61 641	75%	**46 231**	3-6	3	3	117 889	117 889	
Block E	35 667	5 350	30 317	75%	**22 738**	3-6	3	3	57 981	57 981	
Block F	19 305	2 896	16 409	80%	**13 127**	3-6	4	6	44 633	66 950	
Block G	17 362	2 604	14 758	80%	**11 806**	3-6	4	6	40 141	60 211	
Block H	15 607	2 341	13 266	80%	**10 613**	3-6	4	6	36 083	54 125	
Block I	46 448	6 967	39 481	75%	**29 611**	3-6	3	4	75 507	100 676	
Block J	23 887	3 583	20 304	80%	**16 243**	3-6	3	4	41 420	55 227	
Block K	4 549	682	3 867	80%	**3 093**	3-6	3	4	7 888	10 517	
Block L	9 482	1 422	8 060	75%	**6 045**	3-6	4	6	20 552	30 828	
Block M	15 712	2 357	13 355	75%	**10 016**	3-6	4	6	34 056	51 084	
Block N	14 250	2 138	12 113	75%	**9 084**	3-6	3	4	23 165	30 887	
Block O	27 033	4 055	22 978	75%	**17 234**	3-6	4	6	58 594	87 891	
Block P	9 667	1 450	8 217	75%	**6 163**	3-6	3	3	15 715	15 715	
TOTAL	**331 141**	**49 671**	**281 470**		**214 533**		3	*5*	**610 747**	**789 478**	

Land Use Breakdown	%	Area / land use
Residential	0%	
Mixed use Com	**35%**	98 514
Residential	20%	19 703
Com/Retail	80%	78 812
Light Industry	50%	140 735
Social	10%	28 147
Sports	5%	14 073
TOTAL	100%	281 470

Land Area assigned to residential
19 703

Census 3,3

LOW DENSITY		% DISTRIBUTION	AREA HA/ DENSITY	NUMBER OF UNITS	POPULATION	AVERAGE DENSITY			
180	Very High	5%	0,1	18	59	9		254	
150	High	45%	0,9	133	439	68	95%		High
120	Medium	45%	0,9	106	351	54			
100	Low	5%	0,1	10	33	5	5%	13	Medium
	TOTAL	100%	2	267	881	136			

HIGH DENSITY		% DISTRIBUTION	AREA HA/ DENSITY	NUMBER OF UNITS	POPULATION	AVERAGE DENSITY			
180	Very High	55%	1,08	195	644	99		322	
150	High	35%	0,69	103	341	53	100%		High
120	Medium	10%	0,20	24	78	12			
100	Low	0%	0,00	0	0	0	0%	0	Medium
	TOTAL	100%	1,97	322	1 063	164			

Bulk Breakdown	%	min bulk sqm	max bulk sqm
Residential	0%	0	0
Mixed use Res	**0%**	**0**	**0**
Residential	80%	0	0
Com/Retail	20%	0	0
Mixed use Com	**35%**	**213 761**	**276 317**
Residential	20%	42 752	55 263
Com/Retail	80%	171 009	221 054
Light Industry	50%	305 373	394 739
Sports	5%	30 537	39 474
Social	10%	61 075	78 948
TOTAL	**100%**	**610 747**	**789 478**

Bulk Breakdown	%	MIN bulk sqm	MAX bulk sqm
Residential	7%	42 752	55 263
Commercial / Retail	28%	171 009	221 054
Light Industry	50%	305 373	394 739
Sports	5%	30 537	39 474
Social	10%	61 075	78 948
TOTAL	**100%**	**610 747**	**789 478**

Current Condition	Future Envisioned Character
Plankenbrug industrial area next to Plankenbrug river and George Blake road, serving as alternative link to Kayamandi but barrier to river and Papegaaiberg	Stephen?? Vacant portion at rail crossing as public space and entrance to Papegaaiberg?

PRECINCT 10	Block Area	Internal Streets	Developable Area	Coverage	Built Footprint	Average Height	Minimum Height	Maximum Height	Minimum Bulk	Maximum Bulk	Effiency ratio brownfield 85%
74,1	sqm	15%	sqm	%	sqm	Storeys	Storeys	Storeys	sqm	sqm	
Block A	28 193	4 229	23 964	75%	**17 973**	2 - 4	3	4	53 919	71 892	
Block B	85 684	12 853	72 831	75%	**54 624**	2 - 4	2	3	109 247	163 871	
Block C	37 467	5 620	31 847	65%	**20 701**	2 - 4	2	3	41 401	62 102	
Block D	13 173	1 976	11 197	65%	**7 278**	2 - 4	2	3	14 556	21 834	
Block E	6 353	953	5 400	75%	**4 050**	2 - 4	2	4	8 100	16 200	
Block F	19 350	2 903	16 448	65%	**10 691**	2 - 4	2	3	18 174	27 262	
Block G	87 220	13 083	74 137	65%	**48 189**	2 - 4	2	3	96 378	144 567	
Block H	62 187	9 328	52 859	75%	**39 644**	2 - 4	3	4	118 933	158 577	
TOTAL	**339 627**	**50 944**	**288 683**		**203 149**		**2**	**3**	**460 709**	**666 304**	

Land Use Breakdown	%	Area / land use
Residential	30%	86 605
Mixed use Res	**40%**	115 473
Residential	80%	92 379
Com/Retail	20%	23 095
Mixed use Com	**10%**	28 868
Residential	20%	5 774
Com/Retail	80%	23 095
Light Industry	0%	0
Social	15%	43 302
Sports	5%	14 434
TOTAL		288 683

Bulk Breakdown	%	min bulk sqm	max bulk sqm
Residential	30%	138 213	199 891
Mixed use Res	**40%**	**184 283**	**266 522**
Residential	80%	147 427	213 217
Com/Retail	20%	36 857	53 304
Mixed use Com	**10%**	**46 071**	**66 630**
Residential	20%	9 214	13 326
Com/Retail	80%	36 857	53 304
Light Industry	0%	0	0
Sports	5%	23 035	33 315
Social	15%	69 106	99 946
TOTAL	**100%**	**460 709**	**666 304**

Bulk Breakdown	%	MIN bulk sqm	MAX bulk sqm
Residential	64%	294 854	426 435
Commercial / Retail	16%	73 713	106 609
Light Industry	0%	0	0
Sports	5%	23 035	33 315
Social	15%	69 106	99 946
TOTAL	**100%**	**460 709**	**666 304**

Current Condition	Future Envisioned Character
Vacant land portions currently identified as Northern Extension area with strong linkages to Kayamandi, Cloetsville and Welgevonden	Inclusionary housing and mixed use retail and commercial activities surrounded by recreational green activities

Land Area assigned to residential
184 757

Census 3,3

LOW DENSITY		% DISTRIBUTION	AREA HA/ DENSITY	NUMBER OF UNITS	POPULATION	AVERAGE DENSITY			
180	Very High	5%	0,9	166	549	9		1591	
150	High	20%	3,7	554	1 829	30	70%		High
120	Medium	45%	8,3	998	3 292	54			
100	Low	30%	5,5	554	1 829	30	30%	682	Medium
	TOTAL	100%	18	**2 273**	**7 499**	**123**			

HIGH DENSITY		% DISTRIBUTION	AREA HA/ DENSITY	NUMBER OF UNITS	POPULATION	AVERAGE DENSITY			
180	Very High	30%	5,54	998	3 292	54		2744	
150	High	35%	6,47	970	3 201	53	100%		High
120	Medium	35%	6,47	776	2 561	42			
100	Low	0%	0,00	0	0	0	0%	0	Medium
	TOTAL	100%	18,48	**2 744**	**9 054**	**149**			

LAND USE	PRECINCT 1		PRECINCT 2		PRECINCT 3		PRECINCT 4		PRECINCT 5		PRECINCT 6		PRECINCT 7		PRECINCT 8		PRECINCT 9		PRECINCT 10	
	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
Residential	446 040	624 913	110 699	177 768	28 432	42 371	158 305	204 295	29 828	39 822	43 986	54 982	27 728	38 017	80 043	110 658	42 752	55 263	294 854	426 435
Commercial / Retail	52 821	74 003	119 923	185 669	38 887	42 371	158 305	204 295	44 743	59 733	40 602	50 753	110 913	152 068	93 022	128 603	171 009	221 054	73 713	106 609
Light Industry	0	0	61 499	98 760	0	0	39 576	51 074	24 857	33 185	22 557	28 196	46 214	63 362	0	0	305 373	394 739	0	0
Sports	29 345	41 119	0	0	0	0	0	0	0	0	0	0	0	0	21 633	29 908	30 537	39 474	23 035	33 315
Social	58 690	82 225	15 375	24 690	33 263	56 495	39 576	51 074	24 857	33 185	5 639	7 049	46 214	63 362	21 633	29 908	61 075	78 948	69 106	99 946
TOTAL	586 895	822 254	307 496	486 886	100 581	141 238	395 762	510 737	124 285	165 925	112 784	140 980	231 068	316 809	216 331	299 076	610 747	789 478	460 709	666 304

RESIDENTIAL UNITS	PRECINCT 1		PRECINCT 2		PRECINCT 3		PRECINCT 4		PRECINCT 5		PRECINCT 6		PRECINCT 7		PRECINCT 8		PRECINCT 9		PRECINCT 10	
Res types	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
HIGH	2798	5181	560	818	197	288	1854	2329	193	240	208	264	130	173	328	428	254	322	1591	2744
MEDIUM	1199	0	99		35		98		10		11		7		17		13		682	
TOTAL	3997	5181	659	818	232	288	1952	2329	203	240	219	264	137	173	345	428	267	322	2273	2744

SUMMARY PER PRECINCT				
Precincts	Minimum bulk sqm	Maximum Bulk sqm	Minimum Density units	Maximum Density units
PRECINCT 1	586 895	822 254	3 997	5 181
PRECINCT 2	307 496	493 799	659	818
PRECINCT 3	100 581	141 238	232	288
PRECINCT 4	395 762	510 737	1 952	2 329
PRECINCT 5	124 285	165 925	203	240
PRECINCT 6	112 784	140 980	219	264
PRECINCT 7	231 068	316 809	137	173
PRECINCT 8	216 331	299 076	345	428
PRECINCT 9	610 747	789 478	267	322
PRECINCT 10	460 709	666 304	2 273	2 744
TOTAL	**3 146 659**	**4 346 599**	**10 282**	**12 787**

BULK SUMMARY TOTAL SITE			
LAND USE	% ALLOCATION	MINIMUM BULK	MAXIMUM BULK
Residential Only	12%	372 971	528 793
Mixed use Res	28%	884 948	1 250 285
Residential	80%	707 959	1 000 228
Com/Retail	20%	176 990	250 057
Mixed use Com	29%	908 685	1 227 516
Residential	20%	181 737	245 503
Com/Retail	80%	726 948	982 013
Light Industry	16%	500 076	669 315
Sports	3%	104 551	143 809
Social	12%	375 427	526 881
	TOTAL	3 146 659	4 346 599

BULK SUMMARY TOTAL SITE			
LAND USE	% ALLOCATION	MINIMUM BULK	MAXIMUM BULK
Residential	40%	1 262 667	1 774 524
Commercial / Retail	29%	903 938	1 232 070
Light Industry	16%	500 076	669 315
Sports	3%	104 551	143 809
Social	12%	375 427	526 881
TOTAL	100%	3 146 659	4 346 599

Residential Units			3,6 pp/hh	Residential
	Ave Density	Units (rounded)	Population	land area
Minimum	145	10300	37 080	71
Maximum	180	13000	46 800	HA

D. Economic Impact

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3 Methodology, data sources and assumptions

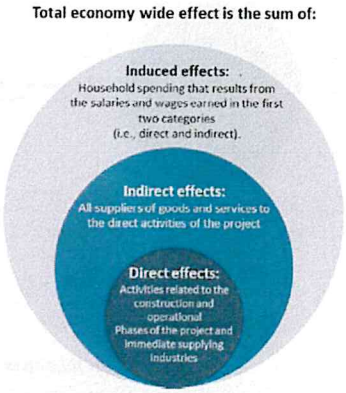
3.1 Methodology and approach

A SEIA provides a quantitative tool to calculate the economy-wide benefits of the project or, in this case, the construction and operation phases of the project on the economy. The Market can either include changes (i.e., opening, closing, expansion or contraction) in an industry or project or the presence of an existing institution or industry. **A SEIA estimates the effects of an increase in demand by way of multiplier analysis, which measures the economy's response to a change in demand for goods and services**. The name, economic multiplier, is derived from the multiplicative effect of a specific activity on an economy. The stronger the linkages between sectors, the larger the multiplier effects will be. Also, the size of the multiplier effects depends on the economy's structural features, such as the proportion of goods and services that are locally produced – in this case, within the Stellenbosch LM. For example, suppose locally consumed products and services are primarily produced outside of the local municipality (and are thus effectively 'imported' in the region). In that case, it implies that a large proportion of local expenditure leaks out of the Stellenbosch LM without any feedback effect. Larger leakages will reduce the multiplier effect and result in a smaller response.

An input-output (I-O) table provides an analytical framework with the fundamental purpose of analysing the interdependence of industries in an economy. An I-O table records economic transactions irrespective of the social background of the transactors. **As mentioned above, an I-O table was estimated for 2020 for the Stellenbosch LM, which contains a high level of sectoral detail. Multipliers were calculated from the I-O table and were used for the SEIA calculations**.

The calculated multipliers are used to quantify the economy-wide impact of the project on the economy of the Stellenbosch LM. The term **economy-wide** refers to the project's direct, indirect, and induced effects due to the linkages between different economic sectors. These effects are explained in Figure 2.

Figure 2: Economic impact assessment methodology



- **Direct impacts** are related to the sectors directly affected by the project's local expenditure during the construction and operation phases. So-called "first round" suppliers would receive expenditures and revenues as a direct consequence of the project's local capital and operational expenditure, as well as staff spending in the Stellenbosch LM.
- **Indirect impacts** result from the "first round" suppliers of the affected industries, purchasing goods and services and hiring additional workers to meet increased demand (i.e., suppliers of suppliers).
- **Induced impacts** result from a change in spending on goods and services due to the change in employees' incomes in both the directly and indirectly affected sectors/ industries.
- The **total economic impact is the sum of direct, indirect, and induced effects within a region.**

Direct Impact	Indirect Impact	Induced Impact
e.g., a construction company purchases cement from a local wholesaler	e.g., cement producer selling to the wholesaler hires additional labour to meet the demand for cement	e.g., Hired labourer uses the income to service car at the local garage

Source: FTI illustration.

3.2 Data sources and assumptions

For purposes of the impact analysis, a 2020 I-O table was used to represent the economy of the Stellenbosch LM statistically. The I-O table sectors are aggregated to 49 SIC 2-digit sectors (according to the 7th edition of the Standard Industrial Classification of all Economic Activities (SIC[1]) as published by Stats SA (1993)) for the analysis.

While the multipliers obtained using the I-O table as a linear model will allow us to capture the economy's structural features and interrelations among various economic agents, the model rests on some assumptions. For example, it assumes the existence of excess capacity that would allow relative prices to remain constant in the face of demand shocks, that expenditure propensities of endogenous accounts remain constant, and that production technology and resource endowments are given for a period. Therefore, the I-O-based multiplier model inherits the assumptions of the traditional I-O analysis.

The current SEIA of the project outcomes is provided for both the project's construction and operational phases. However, due to the more "one-off" nature of construction phases versus the "ongoing" nature of operational production phases, outcomes for the construction phase are provided in the cumulative form (i.e., the effect over the total of 30 years, realising in 6 phases), while for the operational phase on an annualised basis (i.e., average annual outcomes per year for the 24 years – using the V&A Waterfront as a proxy).

3.2.1 Construction phase

The construction cost of the project is the total cost of the ATC development. Large projects such as this may involve many subcontractors and types of goods and services. For example, it may include economic feasibility studies (such as a SEIA report), the engineering design, land cost, landscaping, and infrastructure building. In addition, it may involve access roads, rail access, equipment to move and unload goods, and storage facilities.

The economic impact of the construction phase is likely to be limited relative to the impact of the operational phase. For example, the Mafikeng Industrial Development Zone (IDZ) generated only 1 676 temporary jobs during the construction phase vs 34 268 permanent jobs during the operational phase.

A construction shock typically consists of commodities. Construction naturally involves capital formation, that is, building and construction works, and machinery and equipment. These are commodities that may be partly imported. The valuation of such a project is usually at purchaser prices.

For the SEIA, the inputs for the construction phase are based on the work of Zutari. These inputs have been revised and updated for the current analysis based on the latest report titled "***Adam Tas LSDF: Infrastructure Upgrade Considerations and Proposed Phasing (Submission date: 2021/07/30 – Table 8, p.16)***."

Finally, if it is known that a construction phase of the project will be completed over a 30-year term, realising in 6 phases. Accordingly, this term of the construction impacts on income or employment is clearly stated in the results discussed in the following section. For example, a total employment impact on employment of 100 862 labour units (over the entire 30-year period) is on average equivalent to 3 362-man years of labour per year over the 30-year term.

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[1] The Standard Industrial Classification of all Economic Activities (SIC) is based upon the latest (seventh revision which appeared in 1990) International Standard Industrial Classification of all Economic Activities (ISIC) 1/ with suitable adaptations for local conditions – published by Statistics South Africa (Stats SA).

inputs required for activities are not necessarily manufactured directly in the area, hence there are "leakages" of spending to the rest of South Africa (i.e., other Provinces), as well as international (imports).

The following two sub-sections discuss the impact results for both the project's construction and operational phases. However, due to the more "one-off" nature of construction phases versus the "ongoing" nature of operational production phases, outcomes for the construction phase are provided in the cumulative form (i.e., the effect over the total of 30 years, realising in 6 phases), while for the operational phase on an annualised basis (i.e., average annual outcomes per year for the 24 years – using the V&A Waterfront as a proxy).

4.1 Construction phase

The outcomes are presented in terms of cumulative (over the whole period) major variables outcomes, summarised as key variable outcomes for output, GDP and employment based on annualised values. Further key sectoral outcomes in terms of GDP and employment are provided, followed by a summary section.

4.1.1 Cumulative outcomes

From **Table 2**, it can be seen that during the construction phase of the project and related activities, 7 951 direct employment opportunities will be created/supported, with another 18 851 indirect and 45 622 induced jobs in the local economy. These jobs will probably mainly be recruited from the local community (i.e., Stellenbosch LM).

Table 2: Construction phase cumulative macroeconomic impact: Stellenbosch LM

Metrics	Direct impact	Indirect impact	Induced impact	Total
Impact on GDP (Rand million)	R 1 168	R 3 585	R 10 383	**R 15 136**
Impact on household income[3] (Rand million)	R 437	R 1 672	R 4 546	**R 6 655**
Impact on employment[4] (# jobs supported)	7 951	18 851	45 622	**72 424**

Note: All Rand values reflected are expressed in 2020 Rand million, amounts rounded.

Source: FTI calculations based on the Stellenbosch LM I-O table (2020).

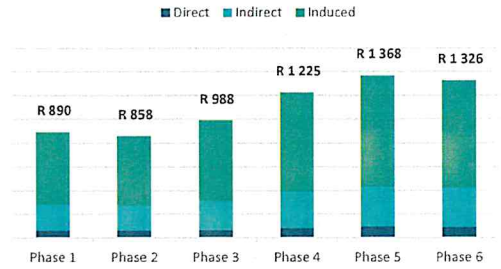
There is also a positive impact on the GDP to the value of R15.1 billion. Labour income, which becomes an essential source of income for households, also receives R6.7 billion over the 30 years.

4.1.2 Annualised impacts

Table 3 provides a summary illustration of the annual economic impact on key metrics at the Stellenbosch LM level based on the economic impact cycle illustrated in **Figure 3**. Therefore, this captures the multiplier and, therefore, the economy-wide effect on output, GDP, employment, and labour income beyond what is spent during the project's construction phase.

[3] One of the additional value-added (i.e., GDP) which will result from the proposed expansion is remuneration of employees, which, in turn, affects household income.

[4] Labour is a key element of the production process. The study will determine the number of new employment opportunities created by investment in the ATC development. These employment opportunities will be broken down into those created directly by the project and those indirectly created and induced throughout the broader economy. Furthermore, a distinction could be made between skilled, semi-skilled and unskilled labourers.



The temporary and permanent employment positions significantly impact **local salaries and wages**, increasing by R6.7 billion over the period.

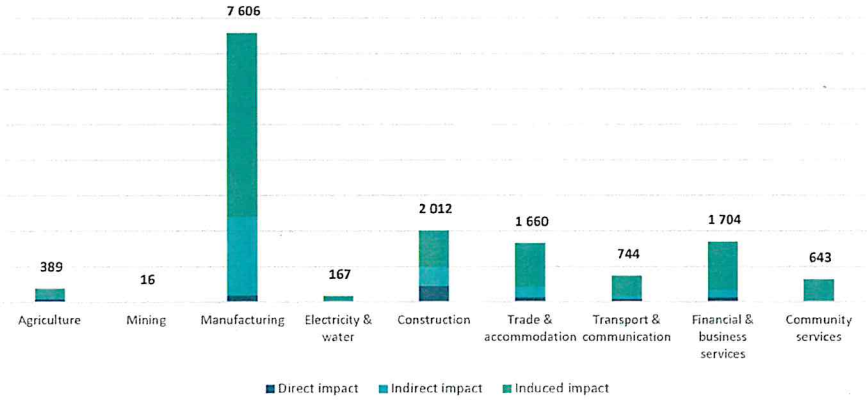
Note: All Rand values reflected are expressed in 2020 Rand million, amounts rounded.

Source: FTI calculations based on the Stellenbosch LM I-O table (2020).

4.1.3 Sector level impacts

Figure 5 shows that the cost of construction of the project will have the largest impact on local GDP in the Manufacturing, Construction, Financial and Business Services, Trade and Accommodation, and Transport and Communication sectors.

Figure 5: Construction phase sector-level impact on GDP: Stellenbosch LM



Note: All Rand values reflected are expressed in 2020 Rand million, amounts rounded.

Source: FTI calculations based on the Stellenbosch LM I-O table (2020).

The most significant direct effects are seen in the Construction and Manufacturing sectors, with the largest indirect and induced effects in Manufacturing and Financial and Business Services.

Figure 6 indicates that the largest direct employment opportunities are created/supported Construction, with the largest indirect effects observed in the Manufacturing sector propagated across the Construction and its supplying industries' value chains. In addition, large induced employment is supported in Manufacturing, as well as in Trade and Accommodation, and Financial and Business Services.

4.2 Operational phase

The outcomes for the operational phase are presented in terms of cumulative (over the whole period) major variables outcomes, summarised key variable outcomes for output, GDP and employment based on annualised values. Further key sectoral outcomes in terms of GDP and employment are provided, followed by a summary section.

4.2.1 Cumulative outcomes

The cumulative local macroeconomic impact of the project shown in Rand million, 2020 prices or numbers during the operation phase is presented in **Table 4**.

Table 4: Operation phase cumulative macroeconomic impact: Stellenbosch LM

Metrics	Direct impact	Indirect impact	Induced impact	Total
Impact on GDP (Rand million)	R 639	R 1 558	R 5 406	R 7 603
Impact on household income (Rand million)	R 314	R 718	R 2 367	R 3 399
Impact on employment (# jobs supported)	2 404	8 049	23 751	34 205

Note: All Rand values reflected are expressed in 2020 Rand million, amounts rounded.

Source: FTI calculations based on the Stellenbosch LM I-O table (2020).

The results presented in **Table 4** show that 2 404 direct employment opportunities will be created during the project's operation, with another 8 049 indirect and 23 751 induced jobs in the national economy.

There is also a positive impact on the GDP to the value of R7.6 billion. This is, in part, because households also receive R3.4 billion in salaries and wages.

4.2.2 Comparative cumulative and annualised impacts

Table 5 shows the anticipated operational related GDP impact of R317 million (per annum at full operation), equivalent to 0.2% of national GDP in current 2020 terms. It also shows an additional 34 205 jobs created at full operation over 24 years (i.e., 1 425 annually).

Figure 7: Operation phase sector-level impact on GDP: Stellenbosch LM



Note: All Rand values reflected are expressed in 2020 Rand million, amounts rounded.
Source: FTI calculations based on the Stellenbosch LM I-O table (2020).

Figure 8 indicates that 5% of the employment opportunities created/supported will be the same as above: Manufacturing, Financial and Business Services, Trade and Accommodation, and Community Services.

Figure 8: Operation phase sector-level impact on employment: Stellenbosch LM



Note: All Rand values reflected are expressed in 2020 Rand million, amounts rounded.
Source: FTI calculations based on the Stellenbosch LM I-O table (2020).

4.2.4 Summary of construction phase results

The analysis indicates that, based on the operation phase expenditure detailed earlier in the report, the proposed project will have a notable economic contribution to the Stellenbosch LM during the operational phase. Furthermore, given the evaluated **project life cycle (24 years), the following critical outcomes of the analysis of the operational phase are important**:

- **Contribution towards the integration with the surrounding township economies:** The construction phase naturally involves capital formation, that is, building and construction works, and machinery and equipment, and would either directly or indirectly contribute towards the neighbouring township economy's revitalisation.
- **Support for local manufacturing and industrialisation:** This is also a conscious or deliberate decision/action that needs to be considered into the design of the project, but in a circumspect way, taking into consideration the context of what the local economy can / cannot provide:
  - For example, cement is not produced in the area, so one cannot force "local" cement production. The product can, however, be sourced from the Western Cape and the rest of South Africa. Can, however, procure from "local" hardware stores but will come at a premium.
  - This type of issue can cause projects to have over-inflated costs, and while the intent is to help the local economy, it can lead to the failure of the whole project.

6 Concluding remarks

There are clear economic and occupational returns linked to investments related to the ATC project. The proposed development is also well aligned with several goals and objectives of the local, provincial and national governments.

This study concentrates on the economic effects of the project using a macroeconomic impact analysis methodology. A macroeconomic impact analysis was performed for the construction and operational period of the project and the accompanying infrastructure. The analysis was aimed to estimate the impact on GDP, employment and household Income.

In terms of its impact on the local economy, it could create positive benefits in terms of employment and output, the retention of skills and increased government income provided that project management focuses on keeping the interests within the Stellenbosch LM.

E. Hierarchy and focus of the package of plans

Purpose

The purpose of this appendix is to set out a hierarchy plans – and the focus and content of plans that comprises the package – as

a mechanism to plan and manage the development of the ATC. In essence, the package of plans entails a phased process of negotiation, planning and approvals, whereby increasing levels of planning detail are approved together with conditions for such approvals.

Proposed Provisions

The Municipality will follow a package of plans as a basis for approvals in respect of the ATC Overlay Local Area Overlay zone.

The package of plans consists of the components – listed in a hierarchy from higher-order to lower-order plans – below.

Core provisions are that:

- Lower-order plans must be in compliance with the higher-order plans.
- Without the consent of the Municipality, no development may commence on site unless the necessary hierarchy of plans have been submitted and approved by the Municipality.
- A specific plan – at any level in the hierarchy – shall only lapsed if replaced by a new approved plan.
- The Municipality is the approving authority of any level of plan and may require amendments of plans under preparation to address reasonable concerns related to the overall vision, strategic goals, and planning of the ATC.

Contextual Framework

A Contextual Framework lays down broad land use policy for the development and the surrounding area. It may include principles or heads of agreement summarising the general obligations of the Municipality and the developer in relation to the development. The Contextual Framework may be prepared by the Municipality, or by a land owner or development agency under supervision of the Municipality, and may not be in conflict with a Spatial Development Framework approved by the Municipality.

The Municipality may require that the area covered by the Contextual Framework extend beyond the land under consideration if, in its opinion, the proposed development will have a wider impact, and the Municipality may determine the extent of such area.

The Municipality may deem the description of the ATC contained in the approved MSDF as the Contextual Framework for the ATC.

Development framework

The Development Framework identifies a vision, broad strategic goals, principles, yields, and associated investment requirements and obligations for development within the defined development area.

In more detail, the Development Framework specifies inter alia:

- The relationship of the area with adjoining areas.
- The range of uses, and general spatial distribution of uses within the area.
- The movement network (including NMT) and interchanges within the ATC and its connections with adjoining areas.
- Any limits within the development, including but not limited to density, floor space, and building height.
- The main open space and environmental network of the ATC and its relationship with adjoining areas.
- The incorporation of heritage and cultural considerations in development of the ATC area.
- High-level infrastructure required to service the development.
- The phasing of development, and specifically the relationship between thresholds of development (in nature and floor area) and infrastructure investment requirement.
- The obligations of landowners (and their agents), the Municipality and other spheres of government in relation to the provision of infrastructure, housing, public facilities and public space, and environmental remediation.

The Development Framework may be prepared by the Municipality, or by a land owner or development agency under supervision of the Municipality, and may not be in conflict with a Spatial Development Framework approved by the City.

The Municipality may deem the description and associated development parameters of the ATC contained in the approved ATC LSDF as the area-wide Development Framework for the ATC.

The Development Framework will be described as a set of development rights and obligations in the ATC Overlay Zone contained in the Municipal Zoning Scheme By-Law 2018.

Precinct Plans

Precinct plans apply to specific areas within the Development Framework that have common land ownership, features, functional relationships or phasing requirements. There are several precincts in the ATC, defined in the Development Framework, each requiring a precinct plan.

A Precinct Plan defines a vision, development objectives, intentions and principles, as well as movement routes, the distribution of land use and yields, overall built form, manner of addressing environmental and heritage matters, and associated infrastructure investment requirements and obligations for development within the defined precinct.

In more detail, a Precinct Plan specifies inter alia:

- Bio-physical characteristics of the area.
- The relationship of the to the ATC and adjoining areas.
- The overall vision of development for the area, and an associated concept identifying main features of the development.
- The range of uses, and general spatial distribution of uses within the area (this includes housing of different types and public facilities).
- How biophysical constraints are to be addressed.
- The movement network (including NMT) and interchanges within the precinct and its connections with adjoining precincts/areas.
- An approach to accommodating vehicular parking.
- The open space network, and how it is integrated with the movement network.
- The incorporation of heritage and cultural considerations in development of the precinct.
- A clear indication of public, semi-public, and private areas/spaces.
- Limits to development within the precinct, including minimum and maximum floor space.
- The service infrastructure required to service the development and its relationship to the bulk infrastructure framework for the ATC.
- The phasing of development, and specifically the relationship between thresholds of development (in nature and floor area) and infrastructure investment requirements.
- The obligations of landowners (and their agents), the Municipality and other spheres of government in relation to the provision of infrastructure, housing, public facilities and public space, and environmental remediation.

A Precinct Plan may be prepared by a land owner or development agency under supervision of the Municipality, the Municipality (in the case of Van der Stel or a precinct such as George Blake which contains numerous small land holdings and owners) and may not be in conflict with the Development Framework for the ATC and the development rights and obligations in the ATC Overlay Zone contained in the Municipal Zoning Scheme By-Law 2018.

Bulk allocated to a Precinct Plan area remains "floating" across the precinct – within the overall parameters and design intent of the Development Framework and Precinct Plan – and shall be allocated to a specific development area through the mechanism of a Site Development Plan.

The Municipality may require specific environmental, heritage, or infrastructure and transport/traffic impact assessments and plans to be undertaken/prepared in support of a Precinct Plan.

Given the need to integrate the various Precinct Plans to be completed for the ATC, the Municipality will prepare detailed prescriptions related to the content and format of Precinct Plans.

The Municipality and land owners may consider developing a shared three dimensional model which can accommodate Precinct and Site Development Plans and enable the assessment of plans and the relationship between different plans.

Subdivision Plans

Subdivision Plans, if required, are processed in terms of the Municipal Zoning Scheme By-Law 2018 to establish new cadastral boundaries and to facilitate the transfer of land units. Subdivision Plans may be approved at any stage after the Development Framework has been approved (?).

Site Development Plans

Site Development Plans depict more detailed design and development provisions for one or more land units or a complex of buildings and spaces within precinct. These provisions may include, but are not limited to, details relating to land use, floor space, building lines, height, parking requirements, municipal services and landscaping, as well as details relating to the position and appearance of buildings, open space, pedestrian links and traffic movement. A site development plan may be required before or after a subdivision plan.

In more detail, a Site Development Plan specifies inter alia:

- Existing bio-physical characteristics of the property.
- Existing and proposed cadastral boundaries.
- The proposed layout of the property, indicating the use of different portions thereof and possible incorporation of heritage structures/ places.
- The massing, position, use and extent of buildings, including:
  - Sketch plans and elevations of proposed structures.
  - The three-dimensional relationship of the proposed development to adjacent sites, especially with respect to access, overshadowing, amenity, and scale.
  - Information about external finishes.
  - Cross-sections of the site and buildings on site.
  - The proposed development in relation to existing and finished ground levels, including excavation, cut and fill.

  - Statistical information about the extent of the proposed development, floor space allocations and parking supply.
- The alignment and general specification of vehicle access, roads, parking areas, loading areas, pedestrian flow and footpaths.
- The position and extent of private, public and communal space.
- Typical details of fencing or walls around the perimeter of the land unit and within the property.
- Electricity supply and external lighting proposals.
- Provisions for the supply of water, management of stormwater, and disposal of sewage and refuse.
- External signage details.
- General landscaping proposals, including vegetation to be preserved, removed or to be planted, external paving, and measures for stabilising outdoor areas where applicable.
- The phasing of a development.

A Site Development Plan may be prepared by a land owner or development agency under supervision of the Municipality, the Municipality (in the case of its own facilities/initiatives) and may not be in conflict with the applicable Precinct Plan or Development Framework for the ATC and the development rights and obligations in the ATC Overlay Zone contained in the Municipal Zoning Scheme By-Law 2018.

The Municipality may require specific environmental, heritage, or infrastructure and transport/traffic impact assessments and plans to be undertaken/prepared in support of a Site Development Plan. An approved site development plan shall be considered as setting additional development rules applicable to the zoning contained in the ATC Overlay Zone, and any application for amendment shall comply with the Municipality's requirements for such amendments.

Developed of any property shall be generally in accordance with an approved Site Development Plan.

Given the need to integrate the various Site Development Plans to be completed for each precinct, the Municipality will prepare detailed prescriptions related to the content and format of Site Development Plans.

Building Plans

Building Plans contain detailed specifications as required by the National Building Act, and once approved by the Municipality, authorise building work to be performed.

No application for building plan approval in terms of the National Building Act shall be granted by the Municipality unless a Site Development Plan has first been approved.

F. Draft description of the Adam Tas Corridor Overlay Zone

To be incorporated in Chapter 27 of the SM Zoning Scheme By-Law 2018: Local Overlay Zones

Sections 263-265 and Section 266 (1)-(4) remain and is reflected as it is

263. Zone name and designation on map

1) The Local Area Overlay zone shall be depicted on a map and shall be referred to by the code (LAO) followed by a number designating the particular zone. The area to which the Local Area Overlay zone applies shall be indicated on the zoning map by a green unique coloured dotted outline with a transparent fill in the same colour (Colour code 35,142,35).(0)

264. Purpose of the zone and incorporation of land

1) The purpose of the local area overlay zones is to provide more detailed development parameters for a specified local area.

2) The Municipality may demarcate new Local Area Overlay areas or amend existing areas by amending the Scheme in terms of Planning Law, but land cannot be rezoned by an owner for incorporation into or exclusion from this overlay zone.(0)

265. Areas designated as local area overlay zones

(1) The Municipality has designated the areas listed in Table D as Local Area Overlay zones.

266. Areas declared as local overlay zone areas and specific provisions

Sub-sections 1-4 deals with the Techno Park Local Area Overlay Area

5) The Adam Tas Corridor Local Overlay Area is indicated on Map LAO2 and the parameters in this subsection will apply as indicated.

6) The purpose of the Adam Tas Corridor Overlay zone is to enable development of the area in a manner which provides for:

   a) A vibrant, compact and efficient urban district as part of Stellenbosch town, respectful of the environment and history.

   b) Increased access to livelihood opportunity for ordinary citizens and different income groups.

   c) Seamless spatial and socio-economic integration with surrounding areas.

   d) Financial sustainability.

   e) Pro-active partnership, shared responsibility, and a clear differentiation of roles between landowners, government and other stakeholders.

   f) A clear development process with speedy decision-making.

7) Unless otherwise indicated, the development parameters set out in this Chapter replace all the development rules set out in the various use zones applicable to the area and shall apply to all the properties or portion of properties falling within the boundaries of the Adam Tas Corridor Local Area Overlay zone as depicted on Map LAO2.

8) The Municipality's overall intent for the Adam Tas Corridor Overlay Area is stated in the Adam Tas Corridor Local Spatial Development Framework, prepared in terms of the legislative framework, settlement development and management objectives, principles, and policy set out in the Spatial Planning And Land Use Management Act 16 of 2013, Western Cape Land Use Planning Act 3 of 2014, approved Stellenbosch Municipal Spatial Development Framework, and related legislation and policy.

9) Core components of the Adam Tas Corridor Local Spatial Development Framework which informs the development parameters in this Chapter, its extent and distribution across the area, take-up, phasing, and form, are the:

   a) Development Principles.

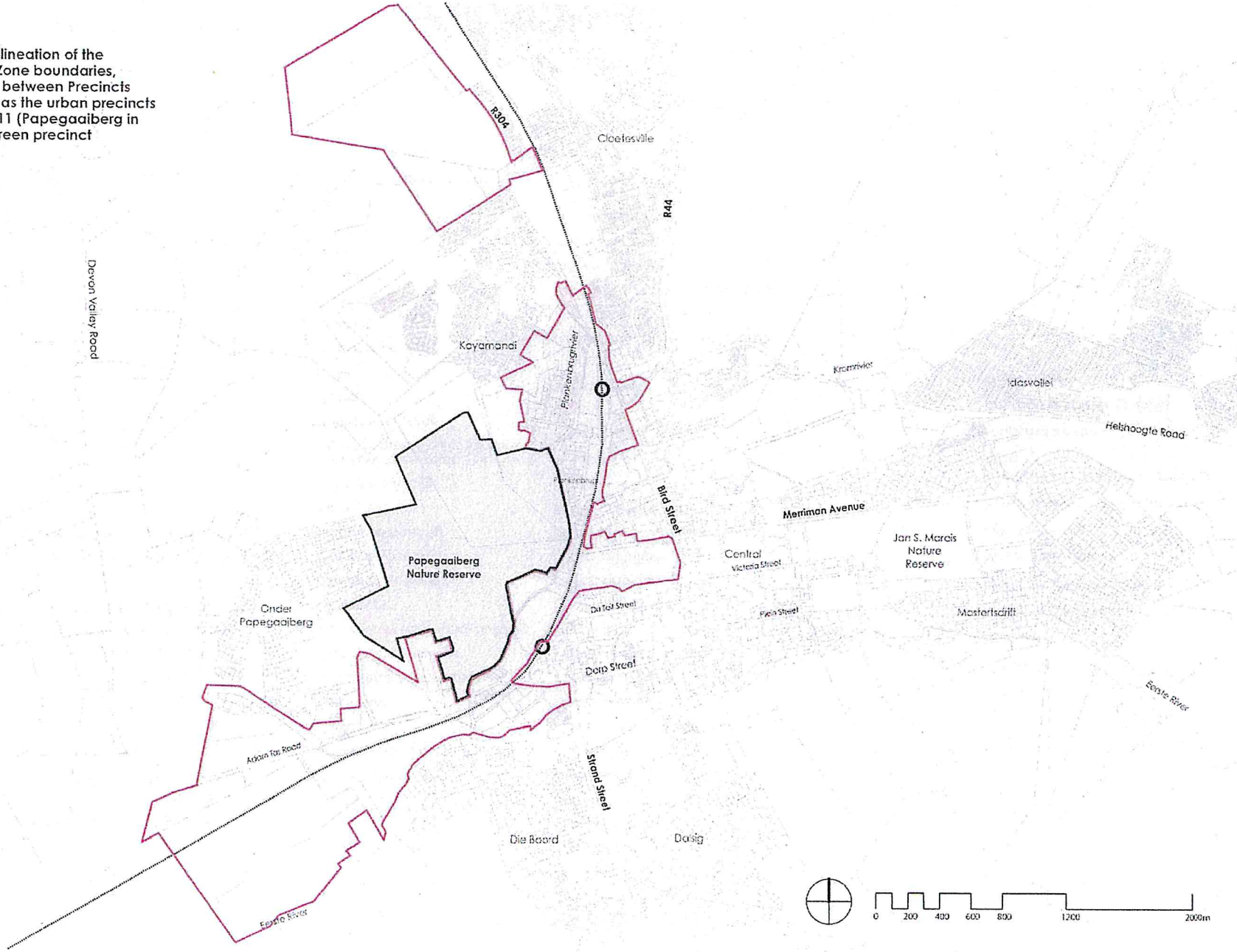
   b) Policy framework.

   c) Area-wide Development Framework, including the identification of precincts,

TABLE D: LOCAL AREA OVERLAY ZONES

Number and Map Reference	Description of Area	Colour on map
LAO1	Techno Park Local Area Overlay zone	
LAO2	Adam Tas Corridor Local Area Overlay zone	*TBC*

Figure 28. Delineation of the ATC Overlay Zone boundaries, distinguishing between Precincts 1 - 10 (in red) as the urban precincts and Precinct 11 (Papegaaiberg in green) as a green precinct



mix of uses (including the compulsory provision of affordable housing), and development yields permitted.

d) Area-wide Services Framework, including the progressive extent of development permitted with respect to bulk infrastructure provision/investment triggered by such development.

e) Area-wide Development Guidelines.

f) The hierarchical process of plan preparation and approval – the "package of plans" – required for precincts and parts of precincts following below the Development Framework and the focus and format of each.

10) The following land uses are permitted in the Adam Tas Corridor Local Area Overlay zone:

Primary Uses		Additional Uses	Consent Uses
Ancillary uses	Occasional use	*Non-conforming land use (?)*	Adult entertainment business
Apartment/flat	Office		Builder's yard
Authority use	Outdoor sport		Crematorium
Backpacker establishment	Parking bay/parking garage		Filling station/service station
Business premises	Place of assembly		Freestanding base telecommunication station
Church/place of worship	Place of education		Funeral parlour
Clinic	Place of entertainment		Gambling place
Clubhouse	Plant nursery		Helicopter landing pad
Commercial gymnasium	Postal service		Hospital
Commercial services	Private outdoor space		Motor vehicle fitment centre
Community residential building	Private road		Motor vehicle repair centre
Commune	Proclaimed road		Motor showroom
Conference facility	Professional service		Old age home
Day care centre	Public institution		Renewable energy installation
Employee housing	Public and private open space		Rooftop base telecommunication station
Escort agency	Public parking area		Shopping centre
Extramural facility	Public place		Transport purposes (goods)
Function venue/place of entertainment/tourist facilities	Public road		Warehouse
Heritage resource	Railway use		
Hostel	Restaurant		
Hotel	Service trade		
Indoor sport	Shop		
Industry	Tertiary educational institution		
Liquor store	Training centre		
Loading bay	Transport purposes (passengers)		
Market	Utility installation		
Medical consulting rooms	Wellness centre		
Museum	Welfare institution		
Natural environment/nature area			

11) The indicative land area allocated to different uses in the Adam Tas Corridor Overlay Area and precincts shall be as set out in the table below.

Area	Residential	Mixed use residential	Mixed use commercial/retail	Light industry	Sporting facilities	Public facilities
Overall Area	**259 730**	**487 111**	**379 398**	**220 661**	**57 026**	**198 025**
Precinct #1 Droë Dyke	173 125	194 766	-	-	21 641	43 281
Precinct #2 Sawmill	-	49 063	56 072	28 036	-	7009
Precinct #3 Oude Libertas	-	17 804	17 804	-	-	23 738
Precinct #4 Adam Tas	-	56 986	56 986	14 247	-	14 247
Precinct #5 Remgro	-	12 360	24 719	12 360	-	12 360
Precinct #6 Bosman's Crossing	-	16 586	14 513	8 293	-	2 073
Precinct #7 Bergkelder	-		50 971	16 990	-	16 990
Precinct #8 Van der Stel	-	24 073	30 951	-	6 878	6 878
Precinct #9 Plankenbrug	-	-	98 514	140 735	14 073	28 147
Precinct #10 Northern Extension	86 605	115 473	28 868	-	14 434	43 302
Precinct #11 Papegaaiberg	-	-	-	-	-	-

12) The overall extent of floor area permitted in the Adam Tas Corridor Local Area Overlay area and its distribution between precincts and uses shall be as set out in the table below.

Area	Residential		Mixed use residential		Mixed use commercial/retail		Light industry		Sporting facilities		Public facilities		TOTAL	
	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum
Overall Area	**372 971**	**528 793**	**884 948**	**1 250 285**	**908 685**	**1 227 516**	**500 076**	**669 315**	**104 551**	**143 809**	**375 427**	**526 881**	**3 146 659**	**4 346 599**
Precinct #1 Droë Dyke	234 758	328 902	264 103	370 014	-	-	-	-	29 345	41 113	58 690	82 225	**586 895**	**822 254**
Precinct #2 Sawmill	-	-	107 624	172 830	122 998	197 520	61 499	98 760	-	-	15 375	24 690	**307 496**	**493 799**
Precinct #3 Oude Libertas	-	-	24 947	42 371	42 371	42 371	-	-	-	-	33 263	56 495	**100 581**	**141 238**
Precinct #4 Adam Tas	-	-	158 305	204 295	158 305	204 295	39 576	51 074	-	-	39 576	51 074	**395 762**	**510 737**
Precinct #5 Remgro	-	-	24 857	33 185	49 714	66 370	24 857	33 185	-	-	24 857	33 185	**124 285**	**165 925**
Precinct #6 Bosman's Crossing	-	-	45 114	56 392	39 474	49 343	22 557	28 196	-	-	5 639	7 049	**112 784**	**140 980**
Precinct #7 Bergkelder	-	-	-	-	138 641	190 085	46 214	63 362	-	-	46 214	63 362	**231 068**	**316 809**
Precinct #8 Van der Stel	-	-	75 716	104 677	97 349	134 584	-	-	21 633	29 908	21 633	29 908	**216 331**	**299 076**
Precinct #9 Plankenbrug	-	-	-	-	213 761	276 317	305 373	394 739	30 537	39 474	61 075	78 948	**610 747**	**789 478**
Precinct #10 Northern Extension	138 213	199 891	184 283	266 522	46 071	66 630	-	-	23 035	33 315	69 106	99 946	**460 709**	**666 304**
Precinct #11 Papegaaiberg	-	-	-	-	-	-	-	-	-	-	-	-		

13) At the discretion of the Municipality, and subject to meeting the overall intent for the Adam Tas Corridor Overlay Area, floor area associated with the preservation of historic buildings, historic structures, and affordable housing, may be excluded from overall floor area permitted.

14) With cognisance to the general purpose of a specific building or structure, it's specific location and built environment context – including the general townscape, historic features, view lines, and the amenity of adjoining development – no building or structure in the Adam Tas Corridor Overlay Area shall exceed a height of ... storeys.

15) The Municipality will follow a package of plans approach as the basis for approvals in respect of the Adam Tas Corridor Overlay Zone.

16) The package of plans consists of the following components, listed in a hierarchy from higher-order to lower-order plans:

    a) Contextual Framework.

    b) Development Framework.

    c) Precinct Plan.

    d) Subdivision Plans.

    e) Site Development Plans.

    f) Building Plans.

17) The Municipality will issue detailed specifications related to the focus, subject matter, and format of components of the package of plans for the Adam Tas Corridor Overlay Area from time to time.

18) General provisions of the package of plans are that:

    a) Lower-order plans must be in compliance with higher-order plans.

    b) The Municipality may deem the description of the Adam Tas Corridor Overlay Area contained in the approved Municipal Spatial Development Framework as the Contextual Framework for the area.

    c) The Municipality may deem the description and associated development parameters of the Adam Tas Corridor Overlay Area contained in the approved Adam Tas Corridor Local Spatial Development Framework as the area-wide Development Framework for the area.

    d) Bulk allocated to a Precinct Plan area remains "floating" across the precinct – within the overall overall intent for the Adam Tas Corridor Overlay Area as stated in the Adam Tas Corridor Local Spatial Development Framework and area-wide Development Framework – and shall be allocated to a specific development area through the mechanism of a Site Development Plan.

    e) Unless otherwise stated in this Chapter, no development may commence on site unless the necessary hierarchy of plans have been submitted and approved by the Municipality.

    f) A specific plan – at any level in the hierarchy – shall only lapsed if replaced by a new approved plan.

    g) The Municipality is the approving authority of any level of plan and may require amendments of plans under preparation to address reasonable concerns related to the overall vision, strategic goals, and planning of the area.

19) Upon approval of a Precinct Plan for each of the precincts constituting the Adam Tas Corridor Overlay Area, and with cognisance to the development guidelines contained in the Adam Tas Corridor Local Spatial Development Framework and the area-wide Development Framework for the area, the Municipality shall impose conditions of approval which will specify additional development parameters for the precinct, including but not limited to:

    a) Site coverage, height, and massing of buildings.

    b) The relationship between buildings, streets, and spaces.

    c) The management of environmental resources.

    d) The general response to, incorporation, and management of aspects of heritage and culture.

    e) Parking, and access.

    f) Engineering services provision.

20) In addressing parking, landowners should consider:

    a) The intent expressed in the Adam Tas Corridor Local Spatial Development Framework and area-wide Development Framework to pursue an environment prioritising public and non-motorised transport.

    b) The reality of having to accommodate parking – serving Stellenbosch town and the Adam Tas Corridor Overlay Area – while expecting to progress towards lower private vehicle dependence and use over time; this, in turn, requiring innovative transitory arrangements, including the provision of parking in a form enabling ready conversion in future to other uses.

    c) Centralised parking facilities, delinking the provision of parking from the specific entity served.

21) With cognisance to the intent expressed in the Adam Tas Corridor Local Spatial Development Framework, its core components, and the development parameters contained in this Chapter, it is anticipated that the Municipality, landowners, and other stakeholders will enter into formal agreements from time to time to

further inform the manner in which the overall development intent for the Adam Tas Corridor Overlay Area is to be achieved and to affirm the varied commitments and responsibilities of landowners and stakeholders. These agreements may include inter alia:

a) Shared responsibility related to the provision of infrastructure services and the phasing of infrastructure, including the extent and use of development contributions.

b) Incentives offered to land owners (including the cost of public land to be made available for development and conditions associated with its development).

c) Shared responsibility related to the formation and operation of institutional arrangements established in support of the Adam Tas Corridor Overlay Area.

d) Land owner and shared responsibility related to the provision of affordable housing.

e) Shared responsibility related to undertaking environmental remediation work.

f) Shared responsibility related to the provision and operation of public facilities.

22) To enable the coordination demanded to achieve the stated overall intent for the Adam Tas Corridor Overlay Area between landowners, the Municipality, and other stakeholders, the Municipality and landowners will establish and maintain dedicated institutional arrangements to support the Municipality in exercising its responsibility in managing the uptake and implementation of development parameters envisaged in the Adam Tas Corridor Local Spatial Development Framework and contained in this Chapter.

23) Public participation related to the Adam Tas Corridor Overlay Area as contemplated in the Stellenbosch Municipality Land Use Planning By-law, 2015 shall occur:

a) Prior to the adoption of the Adam Tas Corridor Local Spatial Development Framework and establishment of the Adam Tas Corridor Local Area Overlay zone.

b) At the review of the Adam Tas Corridor Local Spatial Development Framework (and resultant – if demanded through the review – amendment of the Overlay zone).

c) When a departure from the provisions of the Adam Tas Corridor Local Area Overlay zone is applied for.

24) As part of the dedicated institutional arrangements contemplated in Section (19) above, detailed arrangements will be agreed to related to addressing possible disputes between landowners, their agents, and proponents of individual development projects in the Adam Tas Corridor Overlay Area.

25) The Municipality may consider lead projects to commence development of the Adam Tas Corridor Overlay Area – prior to completion and adoption of Precinct Plans – if it is considered that the specific project will contribute to the overall development objectives for the area, do not impede future opportunity, and assist in learning about and enabling future roll-out of development in the area.

26) Lead projects – taken together – should encompass a balanced package of interventions, and reflect the future of the area as a vibrant, mixed use living and working environment serving a range of interests and income groups.

27) No application for building plan approval in terms of the National Building Act for a lead project shall be granted by the Municipality unless a Site Development Plan has first been approved.

28) As it is expected that development of the Adam Tas Corridor Overlay Area will take place over a lengthy period of time, the Municipality may consider interim uses for parts of the area, ensuring fruitful use of existing land and building resources, meeting community needs, and assisting in project learning.

29) In considering interim uses other than that permitted in terms of the base zoning of the Adam Tas Corridor Overlay Area, the Municipality may require submission of a Site Development Plan for approval.

30) To address issues of nuisance and safety the following restrictions apply to the Adam Tas Corridor Overlay Area:

a) No building shall be used for the manufacture, storage, distribution, or sale of any product or item which increases the fire hazard to any other improvement or property in the environment.

b) No business shall be permitted which constitutes a nuisance by the emission of smoke, gases and effluvia, which could reasonably be expected to be injurious to products or persons in the Adam Tas Corridor Overlay Area.

c) The storage of material or the use of equipment or research processes, which may cause vibrations beyond the boundaries of the land unit upon which such equipment or processes occur, shall not be permitted.

d) The storage of explosives shall not be permitted in the Adam Tas Corridor Overlay Area.

F. Public Benefit Framework

"Inclusivity and equity are critical issues for South Africa. The deep history and consequent legacy of South African cities and towns is one of racialised segregation, poverty, and exclusion from social and economic opportunities. This has established a template for a divided urbanism that is difficult to break down due to its economic underpinnings. Stellenbosch town, where deep-rooted and pernicious inequalities remain etched into the landscape, is currently no different in this regard."[1]

Introduction

Enabling public benefit is at the heart of the ATC project. As early as 2013, Hannes van Zyl, the central promoter in establishing and maintaining the project, wrote about the potential of the ATC:

"A multi-use district with adequate public transport and development conditions that ensure smart, green construction and urban design would stimulate economic activity and integration of Kayamandi and Cloetesville. It could also help to normalise the housing cycle, relieve congestion on the roads, fund maintenance of infrastructure and provide essential services of an adequate and sustainable level to all residents."[2]

This position on the ATC was informed by observing the interdependency between various trends in Stellenbosch, including inter alia:

- The considerable human energy available to address challenges – whether it resides in poor citizens rebuilding shelters in the aftermath of a fire or the town's achievement in higher learning, innovation or as home to international corporations.
- The cost to the environment, services, and the economy – and lost opportunity – of opportunistic sprawl of living areas.
- The apparent contradictions in the settlement outcomes and approaches pursued in different public sector service/ functional area plans (the focus on road building as opposed to enabling public transport in transport plans is often cited as an example).
- Some new development supported by the municipality not addressing critical problems in the town, such as the housing cycle or traffic.

The ATC, it was felt, could explore a new way of accommodating growth in Stellenbosch, where private and public land is planned jointly, following shared objectives including expanding the "commons", and developed to address many issues simultaneously, to the benefit of different sectors of society and generations to come.

Following on this position, during the structured conceptualization phase of the project among founding project partners – and specifically during the identification of wanted project outcomes, core principles, and issues – "public benefit" to be accrued from the project was identified as a key focus or "theme" for exploration.

"A clear understanding of how communities and individuals can engage with, and benefit from, the desired development" was identified as an outcome. Related core principles were stated as:

- A commitment to broadly harness available human energy in Stellenbosch, expand opportunity, and sharing of benefits.
- A commitment to provide a full spectrum of structured choice and standards for participation in the project.
- A commitment to overcome social and economic inequity.
- A commitment to secure sustainable forms of tenure.

The following issues – or prompts for further work – were identified:

- How will entrepreneurs (large/ established and small/ emergent) participate in development/ redevelopment?
- How will groups and individuals gain access to the project, delivery processes, and space/ opportunity delivered.
- What tenure arrangements will apply?
- How will communities/ individuals be assisted to benefit from the project?

The work was to culminate in a "Beneficiation Framework for the ATC", to be agreed by all project partners, and acting as a central directive for different sectoral work streams (including spatial planning, infrastructure investigations, and so on).

Resource constraints prevented dedicated focus on producing the framework. Nevertheless, the central tenet of pursuing the ATC as a means to secure broad public benefit in Stellenbosch remained a focus of work. For example, the need to produce a "beneficiation framework" has been included a s a specific deliverable of the ATC LSDF.

"Beneficiation" is perhaps not entirely appropriate to describe the focus of the work intended and can result in confusion. Generally, beneficiation is a term that has become associated with the mining industry, related to adding value to a mined raw material, or the transformation of mined ore into a higher value product that can be consumed locally or exported. In other words, it describes metallurgical and economic processes aimed at upgrading and trading the mined raw material or "run-of-mine" ore.

To avoid confusion in terminology, it is proposed that the focus of the work be defined as a **"Public Benefit Framework"** for the ATC.

1 Hannes van Zyl, "Shared space in Stellenbosch" (2018), unpublished paper.

2 Hannes van Zyl, "Enlarging the commons in Stellenbosch (2013)", unpublished paper.

Limitations

Spatial planning, the instruments associated with spatial planning, or the current phase of work on the ATC, is not the only way to address or enable public benefit from developing the ATC. For example, a host of arrangements related to physically constructing development, the rentals charged for commercial space, service charges, and so on – beyond spatial planning or the current project focus – can expand or limit broad public benefit accrued from the development.

The LSDF sets out general public benefit principles and objectives which could be carried through all phases of developing and managing the ATC. The work is also to be supported by a high-level economic impact study, projecting the project's impact on GDP, the building industry, job creation, and so on. **The public benefit framework presented here focuses on the contribution of spatial planning and its instruments to public benefit.**

Legal foundation for enabling public benefit through spatial planning and development

The South African planning and land use law is broad in its objectives and mandate, including its use to meet agreed societal objectives.

A recent study published by the Development Action Group (DAG) observes that the South African planning and land use regulatory regime is recognised as "empowering municipalities to significantly restrict the use of property in a non-arbitrary manner, even where the value of the property is diminished, while still protecting property owners' rights to use and enjoy their property in a reasonable manner."[3] **Albeit the study focuses on inclusionary housing, the focus of broad objectives sought through planning and land use instruments include matters beyond housing such as the environment, infrastructure provision, public facilities, and so on.**

The Bill of Rights states *inter alia* that the state must take reasonable legislative and other measures, within its available resources, to foster conditions which enable citizens to gain access to land on an equitable basis. In its preamble and principles, SPLUMA specifically acknowledges the spatial planning legacy of racial inequality and segregation in the South African planning regime, the need to strive to meet the basic needs of previously disadvantaged, and the recognition of the right to housing, which includes equitable spatial patterns. Its stated objectives include that planning and land use management promotes social and economic inclusion as well as redress of imbalances of the past and to ensure equity in the application of planning and land use management requirements.

With the above in mind, the DAG report holds *inter alia* that:

- The Constitution enshrines normative rights, and affirmative obligations by the state to achieve those rights.
- The Constitution's grant of municipal authority over municipal planning provides municipalities with a tool to legitimately direct the law towards furthering the inclusionary principles regarding housing and access to land.
- Constitutional Court decisions to date acknowledge and support the Constitution's deference towards redress of past and present injustice, suggesting that applicable laws would be interpreted to allow for planning requirements that seek to address inequality and segregation.

In exercising their authority – and again with specific reference to inclusionary housing – the DAG report recommends that:

- Municipalities must implement and administer this broader use of planning and land use regulations to enable matters such as inclusionary housing through its local land use management scheme and/ or land use approval process in conformance with SPLUMA.
- To avoid challenges based on arbitrariness and/ or lack of procedural justice, municipalities need to develop policies to guide their inclusionary housing requirements and amend their local bylaws to give legal effect to these policies. Practices of imposing ad-hoc mandatory inclusionary housing conditions through land-use approvals, ad hoc adjustment, or restriction of unused development rights, or providing inclusionary housing requirements only through policy without more formal changes to municipal planning bylaws and spatial development frameworks, present a higher risk of invalidation based on the current requirements under SPLUMA, and constitutional requirements.
- Where new, previously un-enjoyed rights are granted under a land use regime, there is less of a question of whether limitation of those new rights constitute an infringement on private property rights. In contrast, where rights enjoyed by private landowners under an existing land use regime are curtailed to enable their re-allocation conditioned on compliance with inclusionary housing requirements, the impact on the existing use and enjoyment of property is more obviously impacted.

South African planning and land use law is mandated to enable public benefit of different kinds through its implementation in practice, processes, and instruments.

Experience and pitfalls in exercising the mandate to enable public benefit

Despite a favourable legislative and policy framework in support of development for the public good, much development in South Africa and locally arguably remain limited in its broad public benefit.

3 Legal Aspects of Inclusionary Housing in South Africa, 2020. The work emanates from the 3-year National Land Value Capture Programme, launched in 2020 by a tripartite partnership between DAG, the Lincoln Institute of Land Policy, and the National Treasury's Cities Support Programme (CSP) and aimed at strengthening the capability of metropolitan governments to implement innovative Land Value Capture tools and strategies efficiently and effectively.

Part of the reason for this is believed to be the inadequate framing of benefits to be pursued: what benefits, where, benefitting whom, and so on. It is important that these matters are framed upfront, agreed to, and methods developed to ensure that agreed benefits are actively achieved through project plans and associated implementation measures and processes. Plans approved and "sold" as benefitting the public can turn out otherwise during implementation, not achieving what they were set out to do.

Development in and of itself will therefore not necessarily meet public benefit aims for the ATC as desired or believed necessary to change Stellenbosch for the better, now and into the future. Any development in excess of what exists may achieve an increase in rates – potentially a public benefit – but it will not necessarily address growing issues of access to housing, work, and public facilities. Nor will it assist in securing the sustainability of environmental resources and government institutions.

In framing public benefit, it is critically important is that public benefit be viewed holistically, in all its dimensions, and in an integrated manner. Public benefit is a "slippery" concept, it is not necessary assured through demanding the obvious.

This holistic, multi-dimensional view relates both to a specific benefit in itself, for example housing for targeted groups, and the benefit in relation to others.

For example, the ATC may achieve the development of a considerable number of housing units, also targeting more affordable market segments. However:

- Should these units not be reserved – at least in part – for current home seekers and workers in Stellenbosch little will be achieved in alleviating the issue of limited access to housing in Stellenbosch.
- If the new housing opportunity is not provided in a manner which seeks higher densities, in that way supporting pedestrianism and lower reliance on private vehicular transport, little will be achieved in alleviating the load on existing roads, or the commuting cost of many citizens.
- If the new housing is not provided together with a focus on public facilities such as schools, the broad objective of improving livelihood opportunity in Stellenbosch will not be achieved.
- If the Plankenbrug River is not cleaned up as well, the opportunity value of access to a housing unit in the ATC will be significantly decreased

The nature of infrastructure is another example. Landowners/ developers do pay for infrastructure required to serve their development through development contributions, and these contributions may have broader public benefit beyond a specific development. Yet, the nature and form of infrastructure implemented (and maintained by government post construction) has public benefit dimensions. In our context, urban roads, unless specifically conceived to enable public transport, arguably have less benefit to poorer groups than those who are well off.

For example, bridging current infrastructure divides (e.g., rail and Adam Tas Road) is important to enable integration of communities like Kayamandi with the rest of Stellenbosch, but any bridge will not necessarily suffice. Bridging has to accommodate the predominant mode of movement of residents: NMT or enable public transport.

The manner in which citizens and authorities respond to challenge and opportunity also indicate the limitations of a narrow focus on public benefit. Hannes van Zyl described the lost opportunity associated with the Kayamandi fire of 2013:

"In a fire in Kayamandi on the night of 14-15 March 2013, 1341 informal houses were destroyed. Emergency services had barely commenced giving aid when inhabitants started clearing up and rebuilding. They rebuilt 65% of the homes within a week. By restoring with urgency and in haste, neither they nor the town implemented a safe and resilient settlement. The new structures are once again prone to future fires, and land use did not improve. It will be as difficult as before to provide services and to transfer titles, which could otherwise be a way to create wealth. Inhabitants who collaborated in the urgent rebuilding did so because they needed shelter. Their actions were also an indication of underlying anxiety about their claim to the land. How then should we embrace this and help to direct it to reduce the risk of fires? How could we all lay the foundations to build enduring neighbourhoods?"

The focus and nature of a public benefit sought requires definition, in relation to itself, as well as other supporting or contributing benefits.

Potential public benefit enabled through spatial planning and development of the ATC and associated conditions

The public benefit to be enabled through spatial planning and the current LSDF process ranges from benefit for all citizens to benefit for specific groups and interests. Some benefit could also manifest over the relatively short term (e.g., if new schools or housing is provided early on in the process), while other benefits (such as land value increases in adjoining areas), may take longer to be realised.

To begin expressing the public benefit of developing the ATC, table 38 illustrates potential benefits linked to spatial "themes". Importantly, these are potential benefits, only enabled if certain pre-conditions are met.

Table 38. Potential ATC public benefits and associated pre-conditions

THEME	POTENTIAL PUBLIC BENEFIT	PRE_CONDITIONS TO REALISING THE BENEFIT
Extent of area and potential development yields	• The opportunity to accommodate significant growth over a lengthy period of time (thereby securing edge-of-town agricultural/ nature areas from development pressure). • Significant infrastructure investment (including infrastructure which serves adjoining areas). • Significant number of new residential opportunities (including affordable housing). • Significant investment in public facilities (e.g., schools). • The opportunity to contribute directly to off-site infrastructure/ service improvements in adjoining areas.	• Appropriate extent, type, mix, and density of development. • Appropriate focus of infrastructure investment (e.g., public and NMT transport). • Appropriate specification of housing target market. • Appropriate norms and standards for public facilities. • Extent of openness in access to development/ areas. • Extent to which DCs payable "outstrips" area specific infrastructure requirements.
Location	• Very significant new investment proximate to poorer communities, increasing access to opportunity and likely to result in an increase in land value. • Social integration (and associated learning). • Reduced development pressure on the historic/ unique town core.	• Very significant new investment proximate to poorer communities, increasing access to opportunity and likely to result in an increase in land value. • Social integration (and associated learning). • Reduced development pressure on the historic/ unique town core.
Infrastructure	• Existing infrastructure will be enhanced (sweating existing assets as opposed to building entirely new infrastructure). • Enhanced infrastructure will also improve services in/ impacting on surrounding communities (including the physical integration of poorer communities through bridging current infrastructure barriers to seamless movement).	• Appropriate focus of infrastructure investment (e.g., public and NMT transport, safe bridging).
Transport	• Straddling the railway line, the development supports public inter-town transport. • Opportunity to establish an efficient/ affordable walkable/ NMT focused community.	• Extent to which the ATC is designed as an NMT/ public transport focused community (density, extent and target market of residential use, parking restrictions, etc.).
Heritage	• Opportunity to retain, expose, and celebrate hitherto inaccessible heritage aspects/ places. • Opportunity to provide for new forms of cultural/ heritage expression (adding "layers" to the current Stellenbosch cultural/ heritage offer).	• Extent of openness of public space and heritage resources.
Environmental incorporation/ remediation	• Opportunity to clean the Plankenbrug River. • Opportunity to incorporate and expand access to Papegaaiberg.	

Towards defining/ specifying public benefit sought

In relation to the current LSDF, the following public benefits are sought:

- A balanced mixed use community, providing opportunity – including affordable housing – to a significant population proximate to existing urban development and in a manner which gives options to direct growth away from valuable agricultural/ nature resources, makes the best use of existing infrastructure investment, and contributes to addressing challenges associated with existing infrastructure.
- Integration of currently "isolated" communities – including Onder Papegaaiberg and Kayamandi – with existing opportunity through extended/ improved NMT, vehicular and emergent public transport route infrastructure (including appropriate bridging of divisive infrastructure elements).
- The incorporation, enhancement, and exposure of currently neglected assets for public use and enjoyment, including the Plankenbrug River, Papegaaiberg, and various historic places and buildings.
- Expanded public opportunity associated with public assets/ facilities (e.g., Van der Stel).
- Expanded public facilities (e.g., schools), not only serving the ATC, but a broader community.

Landowners/ developers will be expected to make contributions to:

- Public facilities, and specifically schools, following a "shared" model of building/ management between government and the private sector.
- Environmental remediation of the Plankenbrug River.
- Incorporation and upgrading of public access to Papegaaiberg as a shared conservation/ public recreation amenity (including the beginning of "University Avenue").
- Institutional arrangements and capacity to enable development, specifically professional capacity and systems to administer the allocation and utilization of rights.

Landowners/ developers will have to provide for:

- Balanced, mixed development, gradually developed to prescribed minimum and maximum bulk ceilings and phased to align with progressive infrastructure investment required to support the development.
- Housing to prescribed minimum and maximum densities, distributed across the area and including "affordable housing" or social housing amounting to 30% of residential units provided.
- Infrastructure required to serve the development and contribute to integrate surrounding communities, in a manner serving responsible resource use and meeting project objectives, including reduced car dependence.
- Landscaped internal urban streets and structured public space befitting of a walkable, NMT environment.
- Adaptive re-use of noteworthy historic places and buildings.
- Shared sports and recreation space for community and school use.
- A large degree of unrestricted (as opposed to gated) public access to streets, public spaces, the river corridor and Papegaaiberg.

Landowners/ developers (including the Municipality and other government spheres/ agencies as landowners) will have to commit to:

- Work together in planning and executing development and associated infrastructure to achieve project objectives and public benefit.
- Undertake the detailed planning and approval processes as prescribed in the proposed ATC LUMS.
- Make available resources and assets in a manner that assists to project objectives (including progressive land availability agreements related to the development of publicly owned land).

Government as a regulatory agency and service provider is required to:

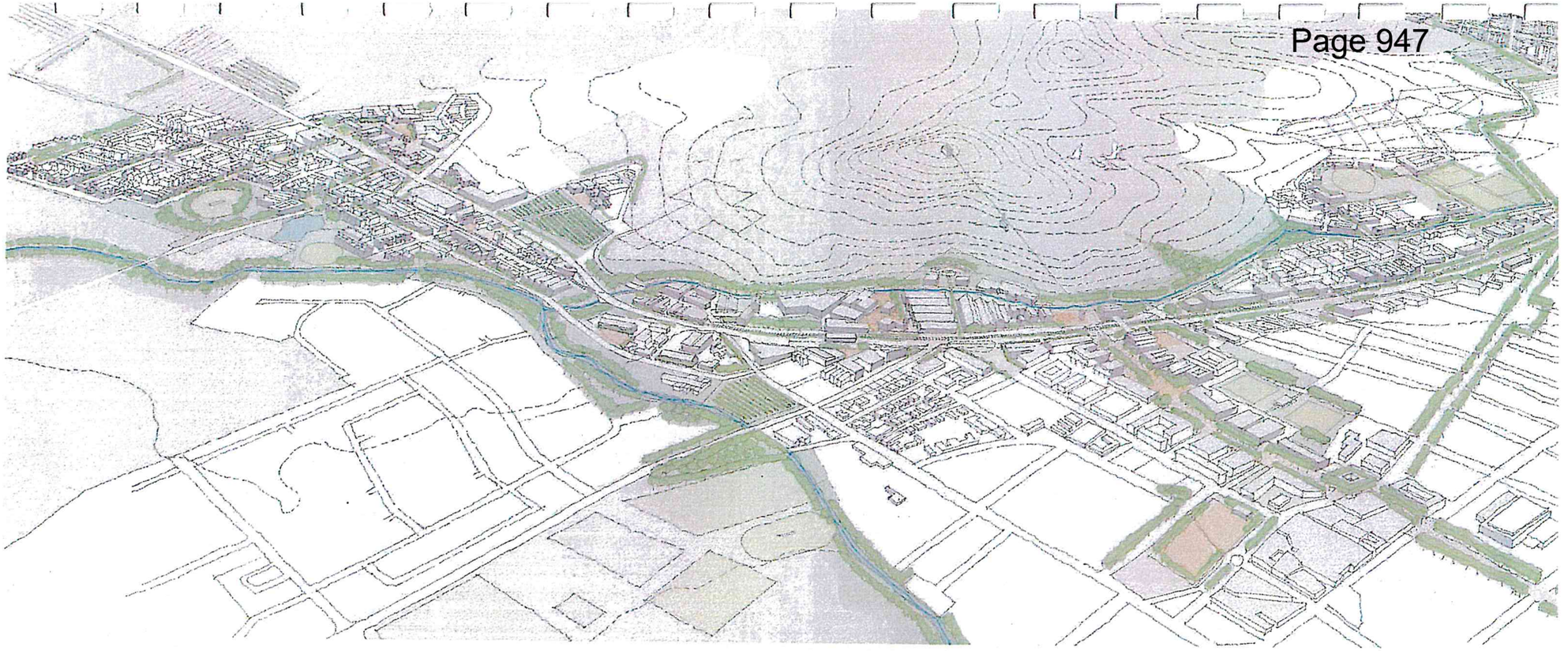
- Formalise a LUMS for the ATC which enables the securing of development rights, acknowledges reasonable changes in market conditions over time, and provides responsive, clear processes and obligations for utilizing rights.
- Initiate legal agreements in support of the LUMS to ensure that project objectives – including public benefit – are met.
- Support the establishment of ATC dedicated professional capacity and systems (in support of the Municipality) to administer the allocation and utilization of rights.
- Align Municipal sector plans with ATC project objectives and plans.
- Consider other incentives over and above spatial planning measures in support of project objectives.
- Counter initiatives which inhibited achievement of ATC project objectives (internal to and outside of the ATC).

Enacting public benefit arrangements

Critical to enacting public benefit arrangements appears to be:

- Structured engagement between project partners on the public benefit sought and means to achieve benefit proposed through the draft LSDF.
- Formal agreement to work together and put in place the approvals, processes, and support arrangements required to implement proposals.

APPENDIX 3



Adam Tas Corridor

Local Spatial Development Framework

Stellenbosch Municipality

September 2021

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Glossary of Abbreviations

ATC -	Adam Tas Corridor
CCG -	Consolidated Capital Grant
CWD -	Cape Winelands District
DAG -	Development Action Group
DEADP -	Department of Environmental Affairs and Development Planning
DF -	Development Framework
DTPW -	Department of Transport and Public Works
GCM RSIF -	Greater Cape Metro Regional Spatial Implementation Framework
GDPR -	Gross Domestic Product per capita (per person)
HRA -	Heritage Resources Act
IDP -	Integrated Development Plan
IUDF -	Integrated urban Development Framework
IZS -	Integrated Zoning Scheme
LSDF (s) -	Local Spatial Development Framework (Frameworks)
LUMS -	Land Use Management System
LUPA -	(Western Cape) Land Use Planning Act
MSDF -	Municipal Spatial Development Framework
MTREF -	Medium Term Revenue and Expenditure Framework
NEMA -	National Environmental Management Act
NDP -	National Development Plan
NGO -	Non-government organisation
NMT -	Non-motorized transport
NSDF -	National Spatial Development Framework
PSDF -	Provincial Spatial Development Framework
PSP -	Western Cape Government Provincial Strategic Plan
PRASA -	Passenger Rail Agency of South Africa
RSEP -	Regional Socio-economic Programme
RZ -	Restructuring Zone
SDF -	Spatial Development Framework
SEIA -	Socio-economic impact assessment
SHI -	Social Housing Institutions
SM -	Stellenbosch Municipality
SOE -	State-owned Enterprise
SPLUMA -	Spatial Planning and Land Use Management Act
STIAS -	Stellenbosch Institute of Advanced Studies
US -	University of Stellenbosch
WCG -	Western Cape Government

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Executive Summary

The ATC LSDF area covers some 375ha, stretching along the R310 and R44 along the foot of Papegaaiberg from the largely disused Cape Sawmills site in the west to Khayamandi and Cloetesville in the north. It forms the western edge to the town but is not well integrated with the rest of Stellenbosch, largely because of the divisive nature of the R44 and the railway line. Much of the area has a manufacturing use history, is underutilized or undergoing the withdrawal of previous activity.

Work to investigate the redevelopment potential of the Adam Tas Corridor (ATC) came from the private and community sectors in Stellenbosch. Following initial discussions, the Western Cape Government, Stellenbosch Municipality, Stellenbosch University, Remgro, Distell, and Stellenbosch Institute for Advanced Study (STIAS) formed an early partnership to support and resource investigations.

The partners believed that if the different landowners, large institutions, government, and communities in Stellenbosch explore, plan, and execute the development of the land together, they could do so in a manner that serves the public interest. In this way, the scale of development achievable will ensure new infrastructure to unlock the area to its full potential.

The initial planning work culminated in a Draft Development Framework early in 2019, aligned the Municipal Spatial Development Framework (MSDF). In 2021, Stellenbosch Municipality appointed service providers to prepare a Local Spatial Development Framework (LSDF) in terms of the provisions of the Spatial Planning and Land Use Management Act (SPLUMA) and the Stellenbosch Land Use Planning By-law 2015. In broad terms work on the LSDF comprises:

- Preparation of a Development Framework or broad spatial plan, describing the preferred mix and distribution of activities, built form, movement system, and associated infrastructure implications for the area to meet project objectives.
- An indication of how to phase development and infrastructure.
- The anticipated economic impact of the development over time.
- How the development rights implied by the LSDF – and associated landowner obligations – will be cemented in law, including the processes to be followed to execute development rights.

The working vision for the ATC envisages an integrated, inclusive environment for living, work, and enjoyment, established as a pro-active partnership between the public, private, and community sectors in response to citizen needs and national, provincial, and municipal policy. It must embody best knowledge of what constitutes good, equitable, and efficient settlement. Spatially, it represents a "new town in town" in Stellenbosch, integrating fragmented parts of the town, using neglected resources, and based on non-motorised and public transport. In the process, the historic and environmental assets of Stellenbosch is respected and expanded.

With the LSDF, municipal approval is sought to incorporate the area as a Local Area Overlay Zone in the Stellenbosch Zoning Scheme By-Law 2018. The Local Area Overlay Zone is the mechanism for cementing the development rights implied by the LSDF in law. The current zoning – largely related to the manufacturing, storage, and distribution of wine and similar products – cannot support dense, mixed-use development.

Based on the common urban regeneration focus, the Local Area Overlay Zone defines specific development parameters related to activities permitted, the nature and form of structures, the detailed planning process, and landowner obligations. As the ATC will develop over time, marked by changes in market conditions and societal needs, planning should be flexible to accommodate change and provide upfront investor security. The proposed draft Local Area Overlay Zone gives security of development rights and flexibility to landowners and streamlined processes seldom encountered in South Africa.

While the Overlay Zone will secure the rights of landowners in perpetuity, it will also spell out the conditions for utilising the rights in broad terms. It is envisaged that agreements between landowners and the Municipality will be concluded, dealing with, among other things:

- Shared responsibility for providing infrastructure services and the phasing of infrastructure, including the extent and use of development contributions.
- Incentives to landowners, including the cost of public land available for development and conditions associated with its development.
- Shared responsibility related to the formation and operation of institutional arrangements established in support of the Adam Tas Corridor Overlay Area.
- Landowner and shared responsibility related to the provision of affordable housing.
- Shared responsibility related to undertaking environmental remediation work.
- Shared responsibility related to the provision and operation of public facilities.

It is envisaged that the bulk allocated to an ATC and its precincts remains "floating" across the area, subject to landowners meeting agreed obligations related to expanding the commons and precinct planning. The transfer of rights happens at the Site Development Planning Stage. Managing the floating of rights and activities over time and space is a balancing act to maintain the overall development intent.

To enable project roll-out, it is believed essential to establish formal project specific institutional arrangements responsible for inter alia:

- Coordination of detailed planning initiatives by the landowners within the framework set by the LSDF, the Adam Tas Corridor Local Area Overlay zone, and associated agreements/ measures.
- Assistance in preparing and monitoring of applications related to the ATC area for decision-making by Stellenbosch Municipality and other statutory bodies.
- Assisting in preparing detailed planning for precincts requiring an active role by the Municipality (e.g., the George Blake area).
- The storage and dissemination of knowledge related to the project on behalf of stakeholders.
- Advocacy, public communication, and fundraising related to the project.

To begin with development within the Development Framework, the landowners will have to work together and with other partners to complete the planning process, supportive institutional arrangements, and the formulation of development conditions. In the best scenario the land owners in partnership with Stellenbosch Municipality and the Western Cape government will form an active partnership to develop the ATC.



Part 1.

Introduction

1. Introduction

1.1. Background

1.1.1. The Task and Team

Following a public tender, the Built Environment Partnership (BEP) was appointed by Stellenbosch Municipality (SM) during January 2021 to prepare a Local Spatial Development Framework (LSDF) for the Adam Tas Corridor (ATC) area.

The purpose of an LSDF is expanded upon in section 4.

To undertake the task, BEP formed a team with the following specialist service providers:

- GAPP: Urban design
- Zutari: Engineering services
- Infinity Environmental: Environmental resource management
- Nicolas Baumann Urban conservation and planning: Heritage and culture
- FTI: Economic impact
- ACG Architects and Development Planners: Landscape architecture

In executing the task, the BEP team worked with a team of officials from SM and advisors from the Western Cape Government (WCG). The BEP team acknowledges the numerous contributions from individuals and organisations in conceptualising the ATC project over a number years. This work is referred to in section 1.2.

1.1.2. The ATC LSDF Area

The ATC LSDF area stretches along the R310 and R44 along the foot of Papegaaiberg from the largely disused Cape Sawmills site in the west to Khayamandi and Cloetesville in the north.

It forms the western edge to the town but is not well integrated with the rest of Stellenbosch, largely because of the divisive nature 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 and surrounds, various Remgro property assets, Bosman's Crossing, Oude Molen, the station, Bergkelder complex, Van der Stel sports complex, the George Blake Road area, and Kayamandi south. Large parts of the area are underutilized or undergoing the withdrawal of previous activity.

In addition to the area covered by conceptual work preceding the LSDF, Papegaaiberg has been included as part of the LSDF area – not for detailed study and planning – but because it potentially forms a core element in the structuring of new development opportunity and its integration with existing areas in Stellenbosch.

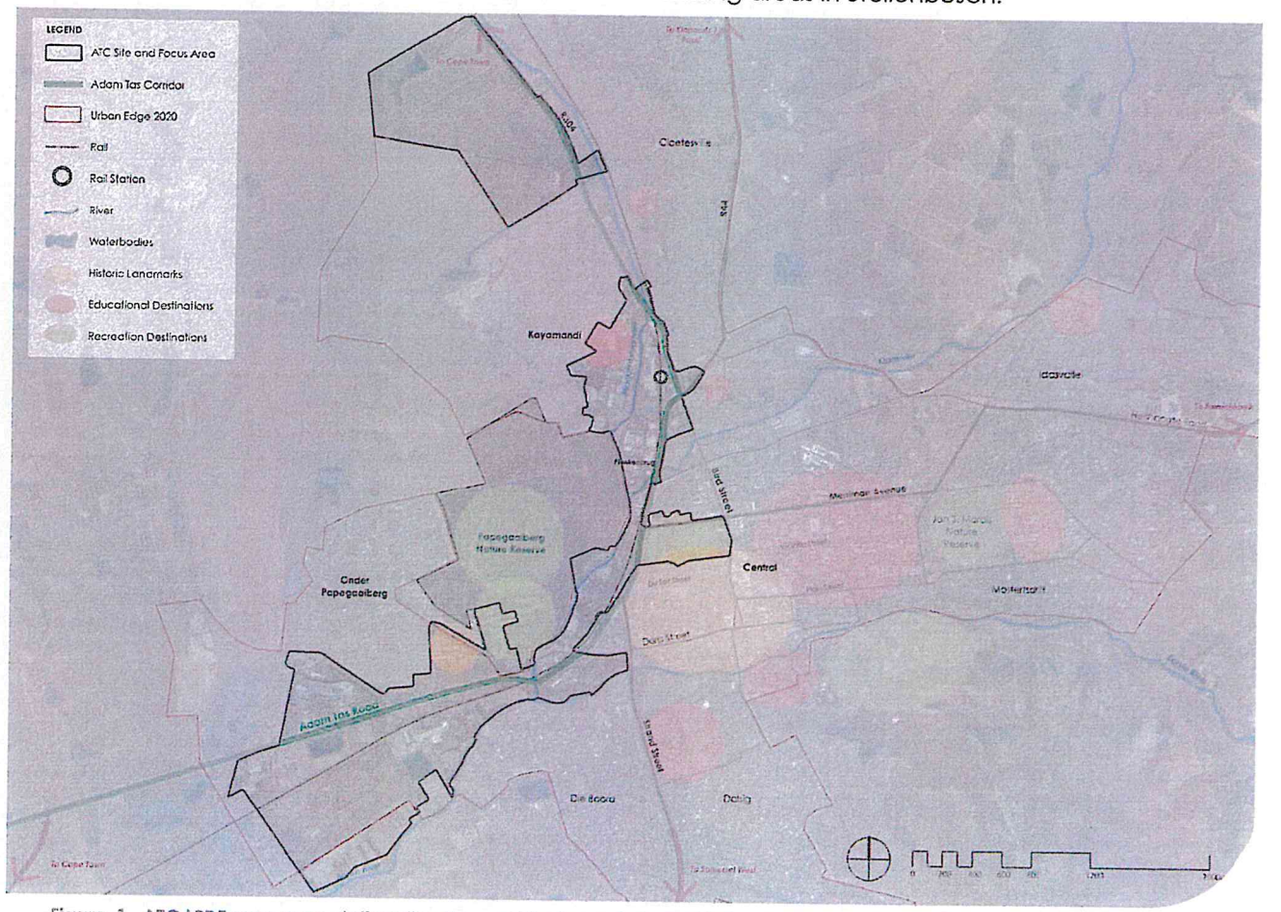


Figure 1. ATC LSDF area map, delineating the corridor focus area and indicating key route and landmarks



Figure 2. Size comparison of the ATC in relation to other large scale developments such as the V&A Waterfront or Century City

The ATC covers an area of some 375ha, compared to the 120ha of the Victoria & Alfred Waterfront and 250ha of Century City in Cape Town (see Figure 2).

1.1.3. Status of the Project

The ATC project is a catalytic project in the approved SM Municipal Spatial Development Framework (MSDF) and Integrated Development Plan (IDP). The project also has the support of the WCG and is included as a focus area in the WCG's Regional Socio-economic Programme (RSEP). The University of Stellenbosch (US), Stellenbosch Institute for Advanced Study (STIAS), Remgro, and Distell have also supported the project through draft memoranda of agreement and actively providing financial and other support to previous work undertaken for the ATC.

1.2. Previous Work Undertaken for the ATC

1.2.1. History of the Project

Work to investigate the redevelopment potential of the ATC area started a number of years ago. The idea came from the private sector. One local resident, entrepreneur, and philanthropist – Hannes van Zyl – in particular worked to advocate and resource pre-feasibility investigations. Early conceptual planning work – and discussions with key landowners – was enabled by Kelvin Campbell, an internationally acclaimed urbanist attached to STIAS at the time.

Following very extensive discussions with key stakeholders an initial partnership was formed between the WCG, SM, US, Remgro, Distell, and STIAS to support and resource investigations. The partners agreed that, following tradition and the norm, it is possible for individual landowners in the area to "go it alone", to alienate land no longer needed for their purposes, or attempt profitable development for alternative uses. However, it was believed that much is to be gained if the different landowners, large institutions, government, and communities in Stellenbosch explore, plan, and

execute development of the land together, in a manner which best serves the public interest. Only in this way is a scale of development achievable which will ensure affordability of required infrastructure to unlock the area to its full potential, and to achieve a full range of activities and benefits, including the highly profitable, ones requiring subsidisation, the large and the small. It is an 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.

This work culminated in the release of a Draft Development Framework and associated testing of infrastructure services and economic impact early in 2019[1]. As a new MSDF for Stellenbosch was under preparation at the time, initial work on the ATC was closely aligned with that on the MSDF, ensuring integration between higher and lower order planning.

The project was given impetus with Distell's decision to secure more appropriately located and configured land – meeting current-day manufacturing and logistics requirements – for the gradual relocation and consolidation of many of its operations, dispersed through the metropolitan region and also located in central Stellenbosch (at, for example, Bergkelder). Suitable land was found in Klapmuts, an event which made exploring alternative uses for land to be vacated, and its broader use for a range of urban activities, becoming "real" and urgent.

From the start, the ATC was aimed at achieving agreed national, provincial, and local settlement development and management objectives, as also interpreted and stated in the SM MSDF and SM IDP. This includes the aim to grow the economy and protect finite environmental resources through establishing compact, well-connected, vibrant, and sustainable communities, where residents move around efficiently, and have access to a range of development and livelihood opportunities.

In as much as the exploration of what is possible in the ATC area is aligned with agreed policy, it is important that the work also be integrated in the legal system for development and land use management. With this in mind, the SM initiated the ATC LSDF process, ensuring that land planning for the ATC will be undertaken in compliance with agreed legal processes and regulations.

1.2.2. Draft Development Framework

The 2019 Draft Development Framework and associated work indicated the following:

- It is possible to achieve a development of some 3 million m² of bulk, including 13 500 housing opportunities.
- Integration between the ATC and main town will require bridging at selected points.
- Bulk infrastructure required to service the development can be provided within the cost envelope provided for in development contributions.
- Bulk infrastructure requirements provide a relatively clear understanding of how development can be phased over time.
- The inhibitive current zoning of most of the area provides government with the means to negotiate development with significant public benefits.
- Based on precedent studies, the ATC will have a significant positive impact on economic development and job creation in Stellenbosch and the Western Cape.

Since completion of the work, further investigation and discussion has revealed a need to explore inter alia:

- A clearer definition of precincts to overlap with landownership as far as possible (given that landowners will probably be responsible for preparing more detailed precinct level plans).
- The inclusion of Papegaaiberg as part of the main structure of Stellenbosch town and the opportunity to increase access to the reserve through the development.
- The extent of affordable housing that could be provided as part of the development.
- A clearer definition of phasing of development (and specifically the link between development and specific bulk infrastructure investments required to support development)
- The Land Use Management System (LUMS) required to support development.

1.3. ODA Work on the ATC Process and Institutional Management

Towards the end of 2019, following on the pre-feasibility work, finalization of the concept ATC Development Framework and its testing for engineering and macro-economic impact, ODA – appointed by the project partners - undertook bi-lateral discussions with the main partners with a view to frame recommendations on the governance and management of the development process going forward[2].

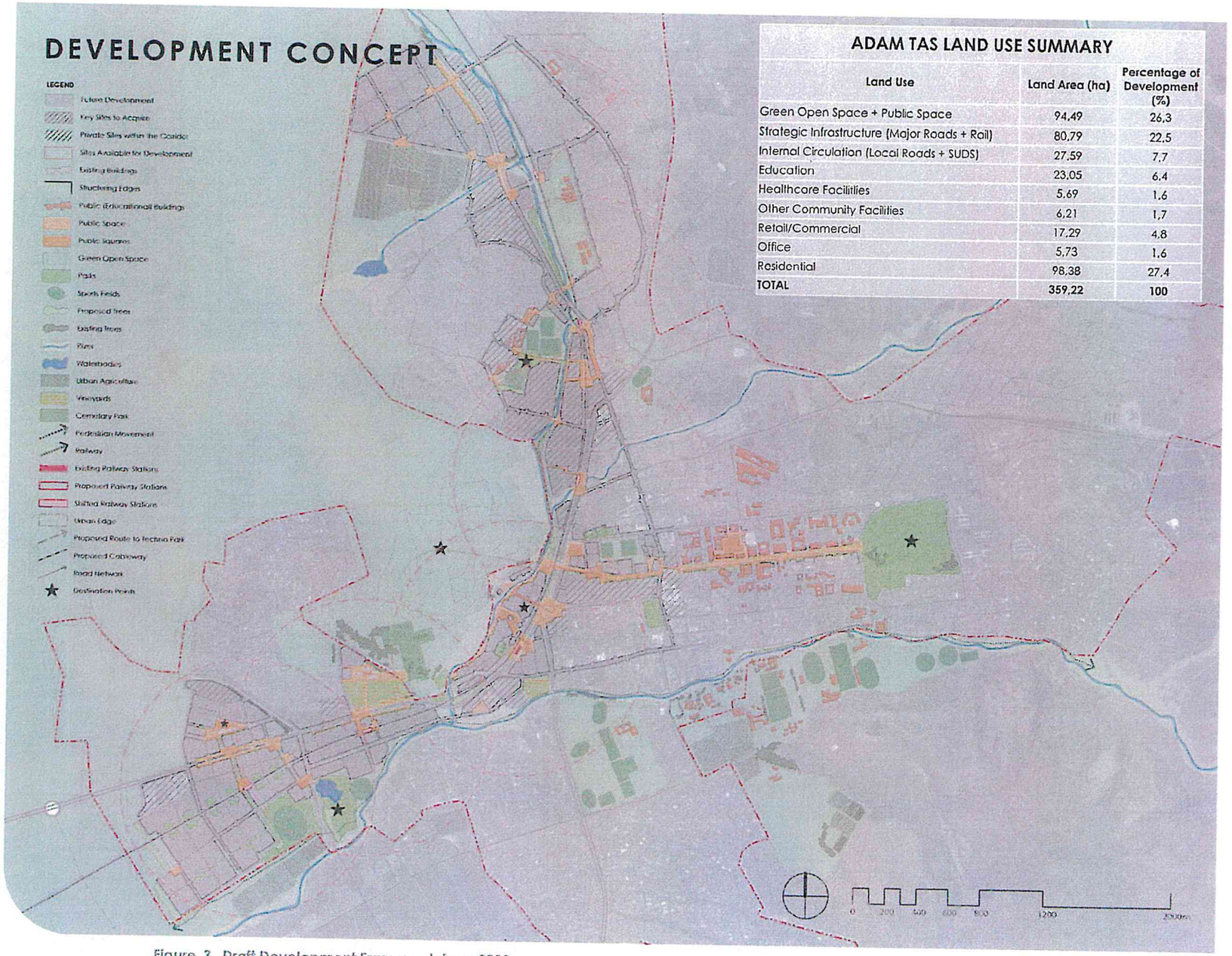
ODA's report contains a summary of the main issues and proposals emanating from the bi-lateral engagements, a framework for reflecting on the project at the time, a framework for mapping the way forward, a high-level model for governing and managing the ATC development process, and recommended immediate next steps.

ODA summarised the main proposals emanating from the bilateral discussions as:

- Bring other significant role players onboard (e.g., the landowners of Oude Molen).

1 As part of assessing the work, a peer review was undertaken during April 2019 with recognised experts in the field of large urban change projects in South Africa, including Messrs David Jack, Peter de Tolly, and Rod Lloyd.

2 Adam Tas Corridor Development Process: Report on the bi-lateral engagements held during Oct/Nov 2019 with recommendations on the governance and management of the development process going forward, 2019 (unpublished report by ODA)



ADAM TAS LAND USE SUMMARY

Land Use	Land Area (ha)	Percentage of Development (%)
Green Open Space + Public Space	94,49	26,3
Strategic Infrastructure (Major Roads + Rail)	80,79	22,5
Internal Circulation (Local Roads + SUDS)	27,59	7,7
Education	23,05	6,4
Healthcare Facilities	5,69	1,6
Other Community Facilities	6,21	1,7
Retail/Commercial	17,29	4,8
Office	5,73	1,6
Residential	98,38	27,4
TOTAL	**359,22**	**100**

Figure 3. Draft Development Framework from 2019

- Determine process management requirements and devise an equitable funding arrangement.
- Make innovation and learning an integral part of the process.
- Create a neutral space for reflection and problem solving.
- Explore appropriate mechanisms for community beneficiation.
- Build Municipal capacity to deliver the required statutory frameworks.
- Identify a package of catalytic or lead projects.
- Conclude the pre-feasibility phase by issuing a prospectus or information memorandum.

The consultant's framework for moving the process forward highlights the following main issues for consideration:

- The need to invest in the development of a compelling, long term and co-owned vision/ future state for the town and its environs in order to guide the unfolding of the spatial concept for the ATC in a holistic and integrated manner.
- The need for the main landowners and key stakeholders to establish interim and final phase governance and management arrangements that will enable the formulation of joint proposals to the relevant authorities and the taking of timely collective decisions on matters of common interest.
- The need to reintroduce the role of a high value independent third party such as STIAS to facilitate access to research, innovation and learning and to provide a space for retreat and reflection as and when required.
- The need to consider the appointment (for an initial period of ± 18 months) of an experienced Process Coordinator who can establish process management architecture proposed in this report and can drive the delivery of the critical inputs, (e.g., beneficiation framework, affordable housing model, urban mobility framework, long-term vision development, etc.), in the desired time frames.
- The need to resolve the beneficiation model and framework of duties and obligations on which the allocation of additional land use rights will be premised.
- The need to consider the role of innovation and learning from international best practice in designing the future of the corridor, the town and its environs.
- The need to conclude the work undertaken during the conceptual phase and to enter the planning and mobilisation phase with due consideration of the risks involved in the, to be anticipated, ''crisis of complexity''.

The report concludes with the proposal of an interim governance and management arrangement and outlines the final phase governance and management arrangement in accordance with which the main private landowners should organise themselves in order to produce the collective proposals, decisions and undertakings that will be required by the planning authority for the allocation and management of additional land use rights.

The spatial planning related proposals related to the ODA recommendations have largely been incorporated into the current LSDF assignment. ODA's institutional proposals are addressed in section 8.2.8 under Implementation Framework.

1.4. Case Studies

During 2020, as part of a STIAS fellowship opportunity focused on the ATC project, Stephen Boshoff – a member of the team prepared the Draft Development Framework and practitioner at BEP – explored case studies which may benefit a review of work undertaken to date and further roll-out of the ATC project.

In-depth case studies were undertaken of the Cambridge North-west development, Victoria & Alfred Waterfront, the regeneration of the Poblenou district in Barcelona (22@barcelona), and the transformation of Bilbao. Specific aspects of other urban development projects were also explored. A common basis for analysing case studies was established by combining two well-known and documented frameworks for planning and analysing organisation or transformational change, the one focused on stepped transformational change and the other related to key factors affecting the ability of an organisation to achieve change steps.

Key conclusions drawn from the analysis – presented as 21 propositions – are summarised in Appendix A.

1.5. The ATC Project and Covid-19

Covid-19 unfolded in parallel to the tender process for preparing the ATC LSDF. Expectedly, at the time, the impact of the virus on the project was raised in various discussions related to project roll-out. Some suggested that both public and private sector resources will be curtailed to such an extent through its focus on covid-related related matters that the project will be seriously inhibited.

The alternative argument is that – despite its devastating impact – Covid-19 has assisted in making a case for the ATC project. In some ways, impact of Covid-19 has and will be one of foreshortening future scenarios of need in Stellenbosch; the Covid-19 Stellenbosch of today and the one emerging is perhaps one where the future is experienced without having addressed critical past challenges fully. It is one of a deepening need for housing and livelihood opportunity, including jobs, education, and the recognition of various forms of cultural expression. Deepening crime and other forms of social malaise is likely. There will certainly be increased pressure on public and private resources (whether those of most institutions or individual households).

In other words, the *underlying reasons* for embarking on the ATC project remain, and in many ways are becoming more pronounced through Covid-19, and more in need of concerted attention.



Part 2.

Legislative Context

2. Legislative Context

2.1. Key Legislation

Section 156 of the **Constitution of the Republic of South Africa 1996**, grants municipalities constitutional executive and administrative authority over matters listed in Part B of Schedule 4 and Part B of Schedule 5, as well as any other matter assigned to it by national or provincial legislation. Part B of Schedule 4 includes "municipal planning" (not defined but which the Constitutional Court has stated assumes a "well-established meaning which includes the zoning of land and the establishments of townships" and "the control and regulation of land"). National and provincial governments have legislative and executive authority to regulate the exercise by municipalities of their executive authority over Part B of Schedule 4 and Part B of Schedule 5.

Chapter Two of the Constitution contains the **Bill of Rights**, a charter that protects the civil, political, socio-economic, and environmental rights of all people in South Africa. The rights in the Bill apply to all law and bind all spheres of the government.

The **Municipal Systems Act, 32 of 2000** (MSA) first introduced the concept of a Spatial Development Framework (SDF) as a component of the mandatory Integrated Development Plan (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 adaption of IDPs by municipalities. Within the chapter, Section 26(e) specifically requires an Municipal SDF (MSDF) as a mandatory component of the municipal IDP.

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:

- Spatial planning (traditionally also referred to as "forward planning").
- The Land Use Management System (LUMS).

MSDFs reflects a municipality's spatial planning for the municipal area while LSDFs would reflect planning for a specific part of a municipal area. MSDFs and LSDFs are guiding and informing documents that indicate the desired spatial form and define strategies and policies to achieve this. They inform and guide the LUMS, which includes town planning or zoning schemes, allocating development rights, and the procedures and processes for maintaining the maintenance of or changes in development rights. MSDFs and LSDFs also inform sector plans (e.g., specific plans for transport or housing) and the municipality's capital investment framework (indicating where and how the municipality will allocate financial resources over the medium to longer term).

MSDFs and LSDFs 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. SDFs 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.

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.

The **National Heritage Resources Act (HRA), Act 25 of 1999**, provides for general principles, norms, and standards governing heritage resources management throughout the Republic and an integrated system for the identification, assessment and management of the heritage resources, including the protection and management of conservation-worthy places and areas by local authorities.

Provincial and municipal laws likewise provide for broad land use planning powers serving the public interest. The **Western Cape Land Use Planning Act (LUPA) 3 of 2014** provides that "municipalities are responsible for land use planning" and that "[a] municipality must regulate . . . the development, adoption, amendment and review of a zoning scheme for the municipal area." Municipalities also must regulate the imposition of conditions of approval for land use applications. The purpose of the zoning scheme is to "make provision for orderly development and the welfare of the community" and determine use rights and development parameters with due consideration to LUPA's principles.

The **Stellenbosch Municipality Land Use Planning By-law of 2015** applies to all land situated within the Stellenbosch Municipal area, and sets out the planning instruments, processes, and institutional arrangements for exercising its authority as provided for in the Constitution, SPLUMA, and LUPA.

The **Stellenbosch Municipality Zoning Scheme By-Law 2018** describes the lawful uses of land in the municipal area in detail, as well as associated regulations related to exercising use rights and the control of the use of land.

2.2. The Broad Objectives and Mandate of Planning Legislation

The South African planning and land use law is broad in its objectives and mandate, including its use to meet agreed societal objectives.

A recent study published by the Development Action Group (DAG) observes that the South African planning and land use regulatory regime is recognised as "empowering municipalities to significantly restrict the use of property in a non-arbitrary manner, even where the value of the property is diminished, while still protecting property owners' rights to use and enjoy their property in a reasonable manner."[3] Albeit the study focuses on inclusionary housing, the focus of broad objectives sought through planning and land use instruments include matters beyond housing such as the environment, infrastructure provision, public facilities, and so on.

The Bill of Rights states inter alia that the state must take reasonable legislative and other measures, within its available resources, to foster conditions which enable citizens to gain access to land on an equitable basis. In its preamble and principles, SPLUMA specifically acknowledges the spatial planning legacy of racial inequality and segregation in the South African planning regime, the need to strive to meet the basic needs of previously disadvantaged, and the recognition of the right to housing, which includes equitable spatial patterns. Its stated objectives include that planning and land use management promotes social and economic inclusion as well as redress of imbalances of the past and to ensure equity in the application of planning and land use management requirements.

With the above in mind, the DAG report holds inter alia that:

- The Constitution enshrines normative rights, and affirmative obligations by the state to achieve those rights.
- The Constitution's grant of municipal authority over municipal planning provides municipalities with a tool to legitimately direct the law towards furthering the inclusionary principles regarding housing and access to land.
- Constitutional Court decisions to date acknowledge and support the Constitution's deference towards redress of past and present injustice, suggesting that applicable laws would be interpreted to allow for planning requirements that seek to address inequality and segregation.

In exercising their authority – and again with specific reference to inclusionary housing – the DAG report recommends that:

- Municipalities must implement and administer this broader use of planning and land use regulations to enable matters such as inclusionary housing through its local land use management scheme and/ or land use approval process in conformance with SPLUMA.
- To avoid challenges based on arbitrariness and/ or lack of procedural justice, municipalities need to develop policies to guide their inclusionary housing requirements and amend their local bylaws to give legal effect to these policies. Practices of imposing ad-hoc mandatory inclusionary housing conditions through land-use approvals, ad hoc adjustment or restriction of unused development rights, or providing inclusionary housing requirements only through policy without more formal changes to municipal planning bylaws and spatial development frameworks, present a higher risk of invalidation based on the current requirements under SPLUMA, and constitutional requirements.
- Where new, previously un-enjoyed rights are granted under a land use regime, there is less of a question of whether limitation of those new rights constitute an infringement on private property rights. In contrast, where rights enjoyed by private landowners under an existing land use regime are curtailed in order to enable their re-allocation conditioned on compliance with inclusionary housing requirements, the impact on the existing use and enjoyment of property is more obviously impacted.

The DAG report is more tentative in its findings as to whether the planning and land use regulatory regime provides for an in-lieu fee option to enable inclusionary housing. DAG takes the position that the best justification for in-lieu fees – under the current law – is as a "functional equivalent" of an inclusionary housing requirement, although to their knowledge this legal theory has not been directly tested in South African courts.

3 Legal Aspects of Inclusionary Housing in South Africa, 2020. The work emanates from the 3-year National Land Value Capture Programme, launcehed in 2020 by a tripartite partnership between DAG, the Lincoln Institute of Land Policy, and the National Treasury's Cities Support Programme (CSP) and aimed at strengthening the capability of metropolitan governments to efficiently and effectively implement innovative Land Value Capture tools and strategies.



Part 3.

Policy and Planning Context

3. Policy and Planning Context

Numerous integrated and sector specific policy frameworks and plans – ranging in spatial reach from the national to the local – impact on the ATC LSDF. The paragraphs below highlight key frameworks and plans, with a view to identify key themes to be considered in preparing the LSDF.

3.1. The 2030 National Development Plan (NDP), 2012

The NDP is an all-encompassing national development plan grounded in the tenets of the Constitution and Bill of Rights. It addresses the varied needs and challenges facing the country, the underlying causes of challenges and factors inhibiting change; and provides detailed guidance on responding to all of these.

Importantly, the NDP recognises that overcoming our triple challenges of inequality, unemployment and poverty will require, inter alia, transforming our physical space. There is a need to disrupt and undo inherited and persisting colonial and apartheid economic, social and spatial investment logics, and the resultant spatial forms and land-use patterns which impede inclusive sustainable human development.

Of particular relevance for the ATC LSDF are the recommendations set out in Chapter 8 of the NDP – 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.

Following on from this NDP guidance, government prepared policy and legislation that gives further expression to Chapter 8 of the NDP. These include the 2016 Integrated Urban Development Framework (IUDF) and SPLUMA (detailed in the section on legal context).

3.2. The Integrated Urban Development Framework (IUDF), 2016

The IUDF builds on the NDP, notably Chapter 8. It establishes a guiding vision for settlement development and management in South Africa of "liveable, safe, resource-efficient cities and towns that are socially integrated, economically inclusive and globally competitive, where residents actively participate in urban life".

The IUDF puts forward a "new deal" for South Africa's cities and towns – ranging from the very large metropolitan regions to the smallest towns in rural areas – focused on maximising the potential of urban areas, and integrating planning, budgeting and investment in such a way that it improves and enhances urban structure and form in a manner serving sustainable human development.

The IUDF defined four strategic goals for all urban areas – spatial integration, inclusion and access, growth, and governance – supported by nine "policy levers" to achieve the goals: integrated urban planning and management, integrated transport and mobility, integrated and sustainable human settlements, integrated urban infrastructure, efficient land governance and management, inclusive economic development, empowered active communities, effective urban governance, and sustainable finances. The active participation of a range of stakeholders, including all three spheres of government – across sectors – the private sector, NGOs, NPOs and local community organisations, is recognised as a prerequisite in implementing the policy goals of the IUDF.

3.3. The Draft National Spatial Development Framework (NSDF) 2020

The NSDF follows on the IUDF and SPLUMA's call for spatial plans across scales of space, from national to local. Among the outcomes sought by the NSDF is "a network of consolidated, transformed and well-connected national urban nodes, regional development anchors, and development corridors that enable South Africa to derive maximum transformative benefit from urbanisation, urban living and inclusive economic development."

The NSDF emphasises that settlement development in South Africa must be undertaken in such a way that it increases development density, reduces urban sprawl, prevents the unsustainable use of productive land, and optimises investment in infrastructure networks.

In terms of the NSDF, broader Cape Town, Gauteng and eThekwini are regarded as a national urban regions, where urbanisation should be consolidated in "compact, productive, sustainable, inclusive and well-governed urban core regions."

3.4. Western Cape Government Provincial Strategic Plan (PSP) 2019-2024

The PSP sets out the Western Cape Government's vision and strategic priorities. The PSP vision and strategic priorities are illustrated in diagram ...

In relation to mobility and spatial transformation, the PSP envisages that "residents live in well-connected, vibrant, and sustainable communities and move around efficiently on safe, affordable, low-carbon public transport".



Diagram 1. The Western Cape Government PSF vision and strategic priorities (WCG, 2020)

Through more mixed-use, mixed-income neighbourhoods and sustainable densification of economic centres, the average time, cost, and distance of commuting is reduced, and through leveraging provincial and municipal investments in infrastructure, human settlements, spaces, and services, communities can be healed, connected, integrated, and transformed our while reducing the vulnerability to climate change. Neighbourhoods should become safe places of equal opportunity, dignity and belonging.

The PSP recognises that distance to economic opportunity and social services carries both direct and indirect costs, and disproportionately so for the poor and vulnerable. It is recognised that South African cities are generally limited in achieving their economic potential – known as "reaping the urban dividend". This is due to their low densities, inverted spatial form, mono-functional land use patterns, and spatial poverty traps.

Four focus areas are identified for achieving mobility and spatial transformation:

1. Create better linkages between places through safe, efficient and affordable public transport.
2. Establishing Inclusive places of opportunity.
3. Enabling more opportunities for people to live in better locations.
4. Improving the places where people live.

3.5. The Provincial Spatial Development Framework (PSDF) 2014

The 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 diagram 1. 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 tables 1 and 2.

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 Stellenbosch Municipality, as well as the emerging regional centres of the Greater Saldanha functional region and the George/ Mossel Bay functional region, is prioritised.

Table 1. The key PSDF Transitions

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

Table 2. The PSDF Spatial Agenda

Focus	What it involves
GROWING THE WESTERN CAPE ECONOMY IN PARTNERSHIP WITH THE PRIVATE SECTOR, NON-GOVERNMENTAL AND COMMUNITY BASED ORGANISATIONS	• 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	• 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	• 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.

3.6. The Greater Cape Metro Regional Spatial Implementation Framework (GCM RSIF) 2017

The Greater Cape Metro (GCM) Regional Spatial Implementation Framework (RSIF), completed 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/ 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.

3.7. Regional Socio-Economic Programme (RSEP) 2014

The RSEP is an intergovernmental programme of the WCG. The primary goal of the programme is urban upgrading and renewal focusing on previously disadvantaged neighbourhoods through pro-poor and social upliftment interventions and to address the legacies of spatial segregation in South Africa.

This is done by implementing physical projects that will have an immediate impact and demonstrate "what can be done" in order for municipalities to mainstream this directive in their normal day-to-day work and future planning initiatives and budgeting processes. In addition, non-physical projects are also undertaken (e.g., precinct planning, urban design, and facilitating partnerships and collaboration).

The programme also aims to promote a "whole-of-society" approach which envisions provincial and local government partnering with active citizens, communities and stakeholders to promote social and economic inclusion; and furthermore, to establish a "whole-of-government" approach to enhance planning-led budgeting through coordinated multi-sector spending in the province. The programme is therefore focused on bringing together a range of stakeholders, both

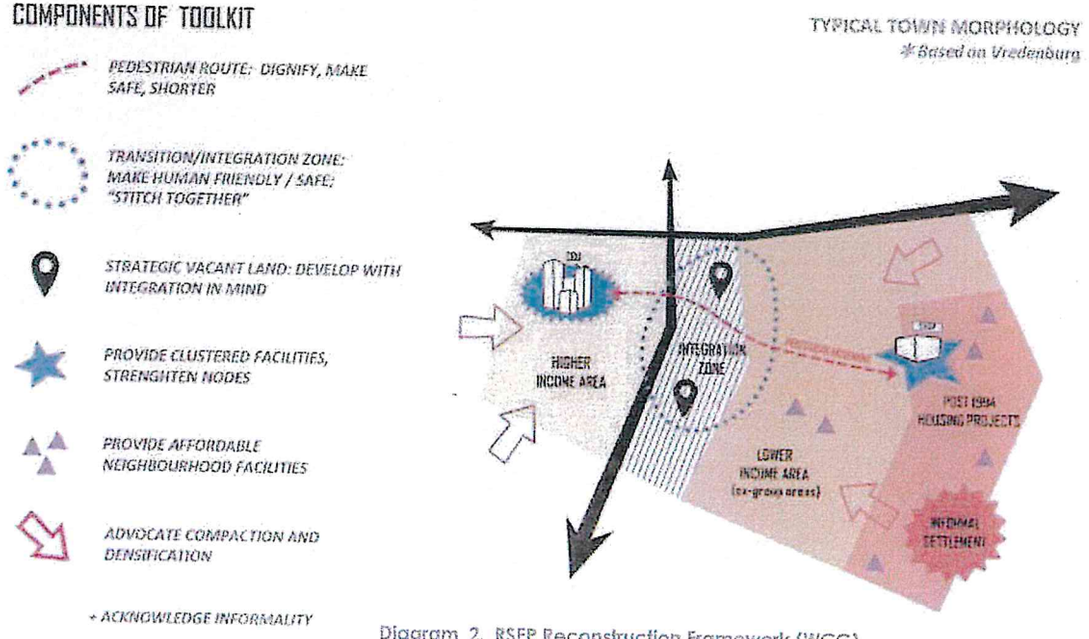


Diagram 2. RSEP Reconstruction Framework (WCG)

local, provincial, national and private, in order to achieve effective and efficient joint planning and implementation at the local level and to improve quality of life of citizens and in communities.

One of the key deliverables developed by the RSEP to be utilized and implemented as a new directive by the municipalities, is a "Reconstruction Framework" for their towns, which can be used as a "toolkit" for upgrading and integration. The framework comprises of a model that investigates the town structure in terms of the impact of apartheid planning, post-apartheid housing developments and the current location of poor communities and their relationship and interaction with the rest of the town. It is aligned to a number of policies such as the IUDF, the NDP and the PSDF.

The RSEP Reconstruction Framework aligns with National Treasury's Urban Network Strategy, which attempts to align and crowd-in public spending and unlock private investment in order to re-stitch fragmented spatial forms through catalytic interventions. Components of the framework include:

- Transition/ integration zones.
- Strategic vacant or underutilised land.
- Government facilities.
- Neighbourhood facilities and public spaces.
- Satellite nodes.
- Clustered social facilities/hubs.
- Pedestrian routes and movement patterns.

The Reconstruction Framework and its components is illustrated in diagram 2.

SM is one of the new local municipalities participating in Phase 2 of the RSEP Programme. Three projects have been identified for Stellenbosch, the construction of Cloetesville outdoor gym and playpark, the formalisation of the taxi rank and LED market stalls in the Kayamandi/ Stellenbosch integration zone and co-funding for further detailed planning of the ATC.

Table 3. IDP Strategic Focus Areas and the MSDF

IDP STRATEGIC FOCUS AREA	LSDF DIRECTION
Valley of possibility	• Containment of settlements to protect nature/ agricultural areas and enable public and non-motorized transport and movement. • A focus on public and non-motorized transport and movement.
Green and sustainable valley	• Protection of nature areas, agricultural areas, and river corridors.
Safe valley	• Denser settlements with diverse activity to ensure surveillance.
Dignified living	• A specific focus on the needs of "ordinary" citizens, experiencing limited access to opportunity because of restricted available material resources.
Good governance and compliance	• Presenting information, including opportunities and choices in a manner that assists its internalization by all.

3.8. The Stellenbosch Municipality Integrated Development Plan (IDP)

The SM Integrated Development Plan 2017-2022 (IDP) is aimed at coordinating the efforts of various municipal departments in achieving the vision for the municipality as a "valley of opportunity and innovation". Efforts to achieve this vision are 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 – 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 3 illustrates how spatial planning in the LSDF can contribute, in terms of its focus and contribution, to achieving the aims articulated for each strategic focus area.

3.9. The Stellenbosch Municipal Spatial Development Framework (MSDF), 2019

The MSDF is a statement of public policy that seeks to influence the overall spatial distribution and form of land use, associated infrastructure, public facilities within the Municipal area to give effect to the vision, goals and objectives of the Municipal Integrated Development Plan (IDP).

Prepared in terms of SPLUMA, it attempts to answer the following questions: "How should the municipal area develop over the next five to thirty years to meet the needs of its citizens? What kind of development will take place, where will it take place, and who will be responsible for what aspect of the development?"

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

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

In more detail, the MSDF aims to:

- Enable a vision for the future of the municipal area based on evidence, local distinctiveness, and community derived objectives.
- Translate this vision into a set of policies, priorities, programmes, and land allocations together with the public sector resources to deliver them.
- Create a framework for private investment and regeneration that promotes economic, environmental, and social well-being.
- Coordinate and deliver the public-sector components of this vision with other agencies and processes to ensure implementation.

The concept for the MSDF comprises seven key tenets:

1. Maintain and grow our natural assets: Critical biodiversity areas, valuable land areas (including 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 Stellenbosch Municipality 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 nonmotorized 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.

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.

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

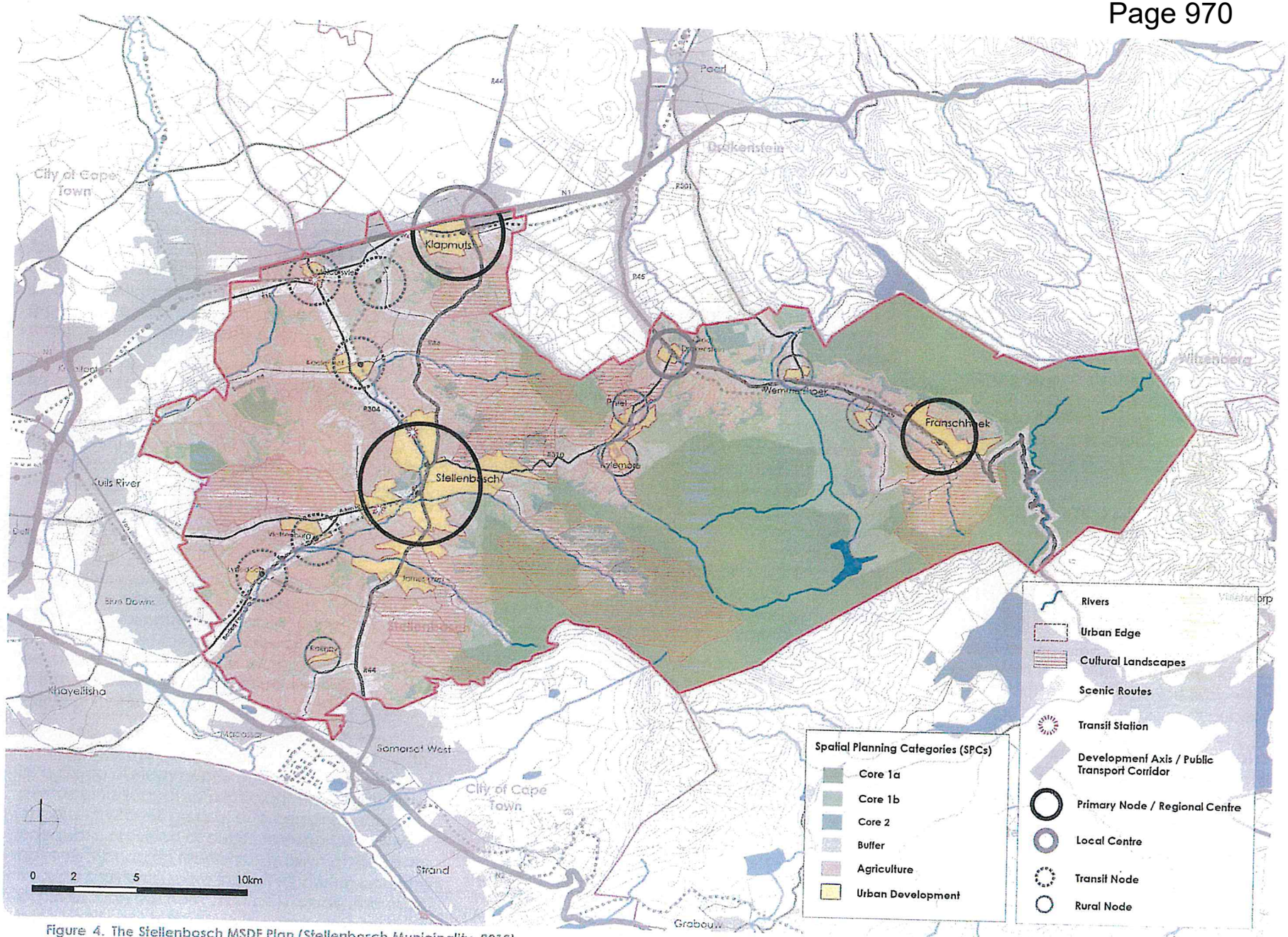


Figure 4. The Stellenbosch MSDF Plan (Stellenbosch Municipality, 2019)

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 fulfil 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.

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 ATC, stretching from the Droë Dyke and the Old Sawmill sites in the west along Adam Tas Road and the railway line, to Kayamandi, the R304, and Cloetesville in the north. Large industrial spaces – currently disused or to be vacated over time – exist here. Redevelopment offers the opportunity to accommodate many more residents within Stellenbosch town, without a negative impact on agricultural land, nature areas, historically significant precincts, or "choice" lower density residential areas. In many ways, the ATC 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 ATC 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.

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 ATC 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.

Given the extent of inclusive opportunity associated with the ATC, the MSDF defines the ATC as a focus for major development energy and "catalytic" project.

3.10. Draft Integrated Human Settlement Plan (ISHP), 2018

A draft Integrated Human Settlement Plan (ISHP) was prepared for SM in 2018. The plan estimates housing need for the indigent (the plan refers to a "give-away" bracket) municipality-wide in 2016 as 11 6181. The estimated unfulfilled need of houses by 2036, assuming that no houses for the indigent will be built between 2016 and 2036, is 17 847. If the current rate of delivery persists only 7 805 units would have been added by 2036, thus still resulting in a significant backlog. Estimated housing demand for the non-indigent (in units larger than <80 m² and comprising a variety of unit types aimed at various markets, such as GAP housing, flats and townhouses, and stand-alone units) in 2016 was 15 042. If no supply is added by 2036 this demand is 23 106. The ISHP indicates that the largest demand for housing is in Stellenbosch town, which already accommodates 70% of the urban population of the SM.

At the time of preparing the ATC LSDF, SM was in the process of procuring a service provider to prepare a new IHSP.

3.11. Draft Inclusionary Housing Policy

Inclusionary housing is a spatially targeted mechanism that relies on the regulatory system of planning permissions to oblige property developers to provide affordable housing at prices below those targeted by their development. Inclusionary housing leverages the greater societal role in creating land value, along with the significant increase in the value of land, as a consequence of granting new or additional land use rights.

In other words, in return for additional land use rights, including a greater mix of uses and higher densities that generate significant value, the inclusionary housing mechanism applies a standardised requirement or "set-aside requirement" for developers to include, in their

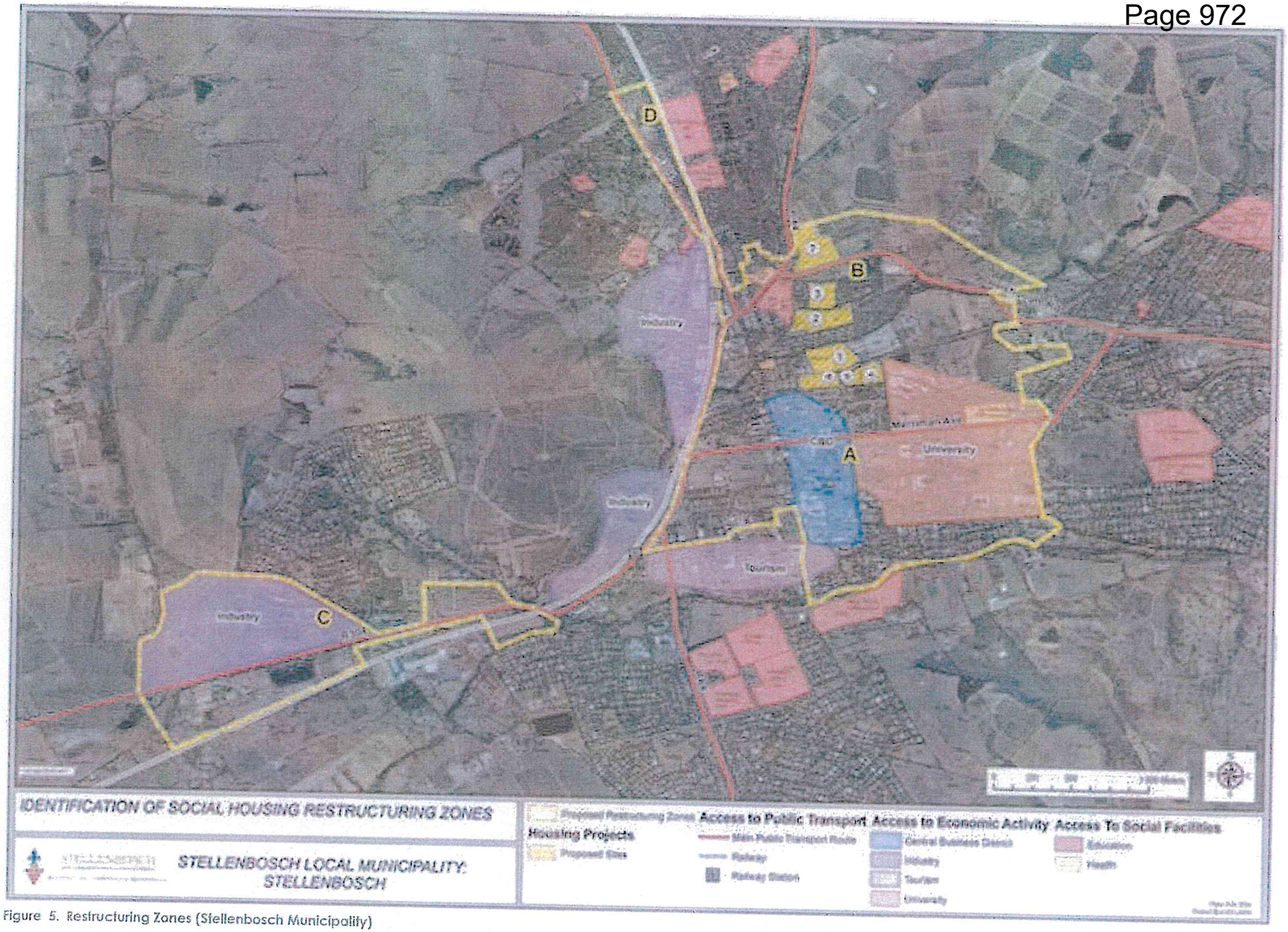


Figure 5. Restructuring Zones (Stellenbosch Municipality)

developments, a contribution towards housing that is affordable to lower-middle and lower-income households. The objective is to open up opportunities for more affordable housing in identified areas and to promote more integrated communities in those areas that are less starkly divided by income and race and more inclusive of key workers and young professionals in particular.

While the ATC LSDF was under preparation, the WCG advertised its "Inclusionary Housing Policy Framework" for comment. The Framework:

- Define inclusionary housing.
- Provide the rationale for its use as a mechanism for spatial transformation.
- Provide the basis for the application of inclusionary housing measures in the Western Cape.
- Outline how inclusionary housing can be introduced in municipalities.

In parallel with the WCG's policy initiative, the SM has commenced work on its own inclusionary housing policy framework.

3.12. Restructuring Zones

In 2016 SM defined Restructuring Zones with the aim of bringing lower income (and often disadvantaged) people into areas where there are major urban economic opportunities (both with respect to jobs and consumption) and from which they would otherwise be excluded because of the dynamics of the land market[4]. The proposed Restructuring Zone, illustrated in Figure 5 includes most of the CBD, Van der Stel and the area to its south, the Sawmill site, Droë Dyke, and the Oude Libertas vineyard.

4 https://stellenbosch.gov.za/download/defining-restructuring-zone-for-social-housing

3.13. Draft Stellenbosch Municipality Roads Master Plan (2018 Update)

The Draft Stellenbosch Municipality Roads Master Plan (2018 Update) gives specific attention to:

- A Eastern Link Road: a proposed class 4 road from Techno Park running through Paradyskloof and Brandwacht into the CBD, thereby removing some local traffic from the R44.
- The Western Bypass: a proposed class 2 road linking the R44 south of Stellenbosch with the R304 in the north (two options were tested: (a) a Techno Park/R44 southern starting point, (b) a Annandale/ R44 southern starting point).
- The R44 upgrade and reclassification: significant upgrade to the R44 and grade separating some intersections to improve mobility and capacity along the R44.

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.
- Van Reede and Vrede Streets between the R44 and Piet Retief Street.

Access roads found to be under severe pressure are:

- The Welgevonden access road.
- Lang Street into Cloetesville.
- Rustenburg Road into Idas Valley.
- The Techno Park access road.

3.14. Parking Study, 2019

SM appointed consultants to undertake a Stellenbosch Parking Study during March 2019. Following traffic surveys and development of a simulation model to assist in traffic analysis in the Stellenbosch CBD, the service provider instructed to develop recommendations for the development of two public parking garages, one at the Techno Park, and the other on the Eikestad Mall site behind the "City Hall" (preferably, the two facilities are to be developed by the private sector, according to specifications and legal guidance provided by the SM). Work to be concluded is presented in a report by the service provider dated April 2020[5].

3.15. Policy on the Management of Stellenbosch Municipality's Immovable Property, 2018

The preamble to the SM's policy on the management of its immovable property recognises the inequitable spread of ownership of immovable property throughout the municipal area, the historical causes thereof, and the leading role of the Municipality in redressing these imbalances by ensuring that the immovable property assets under its control are dealt with in a manner that ensures the greatest possible benefit to the Municipality and the community that it serves, and makes available economic opportunities. The preamble also recognises that the Municipality must manage its immovable property in a fair, transparent, and equitable manner. Section 5.1 states guiding principles for the policy, including:

- The use of the Municipality's immovable property to promote social integration, to redress existing spatial inequalities, to promote

5 13/SM 39/18: Transport Planning and Traffic Engineering for the Municipality's Parking Development Programme: Inception Report: Final Feasibility, April 2020 (SMEC)

Table 4. Relevant land owner plans for the ATC and adjacent areas

STELLENBOSCH MUNICIPALITY	
Kayamandi North	• Part of Kayamandi North is owned by the SM. • The SM has issued a tender for the detailed planning of the area.
Die Braak and environs	• SM has appointed service providers to explore the future use and integration of Die Braak and environs (including the municipally owned Rhenish Complex).
Van der Stel	• The SM has no definite plans for Van der Stel but the opportunity to rationalize existing use – accommodating a broader range of sporting facilities and associated uses and assisting in management sustainability – has been mooted. • Van der Stel is a key area for connecting the ATC with the rest of Stellenbosch.
UNIVERSITY OF STELLENBOSCH[1]	
US Business School	• The University intends to relocate the Business School from Bellville to a site west of the Oude Libertas Theatre. • It is hoped that locating the Business School here will also assist in securing the financial sustainability of the theatre complex.
PRIVATE	
Kayamandi North	• Part of Kayamandi North is in private ownership. • A concept proposal has been prepared for the middle section (Farm 81/33), termed "Newinbosch". • Some 1 100 residential opportunities and associated facilities are proposed for the 49ha site. • An application has also been submitted to develop a smaller adjoining section of land (Farm 81/29) into 158 (affordable) townhouse units.
Sawmill	• Previously, while owned by Steinhoff, a rezoning was submitted (and approved) for a regional mall and associated commercial development on the Sawmill site. • It is understood that the site has been sold, and a concept proposal has been developed for a mixed-use development.

1 The University is in the process of preparing an integrated spatial development framework, to serve as a guide for campus development in terms of inter alia land use, accessibility, open space structure, preservation of heritage and culture, pedestrian circulation, and traffic circulation and parking. The intent is for long-term capital plans to be aligned with the spatial development framework. The US Business School is the one development directly impacting on the ATC.

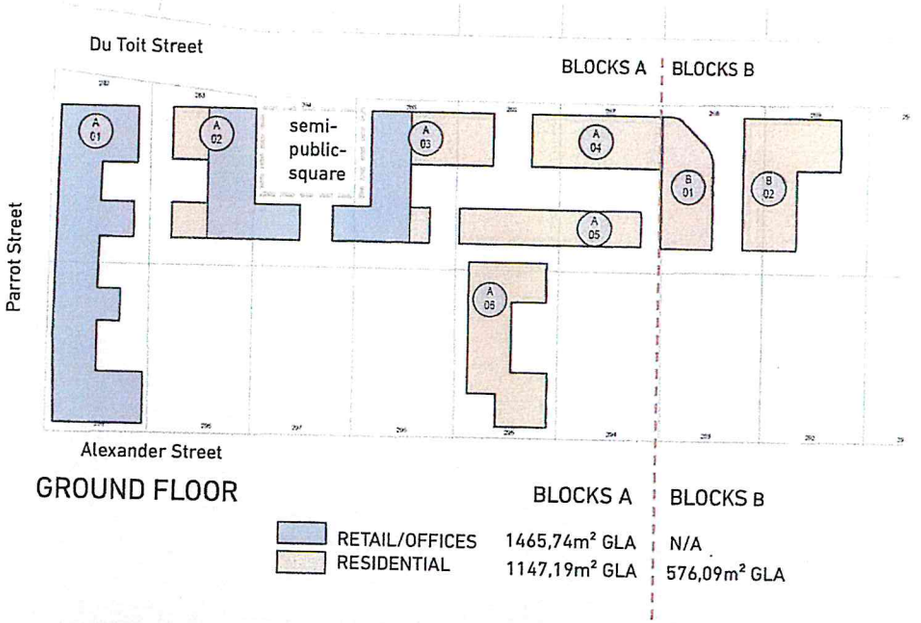




Figure 6. Proposals for area south of Van der Stel - Alexander & Du Toit Street Block Regeneration (URBA Architects, Urban Designers, June 2020)

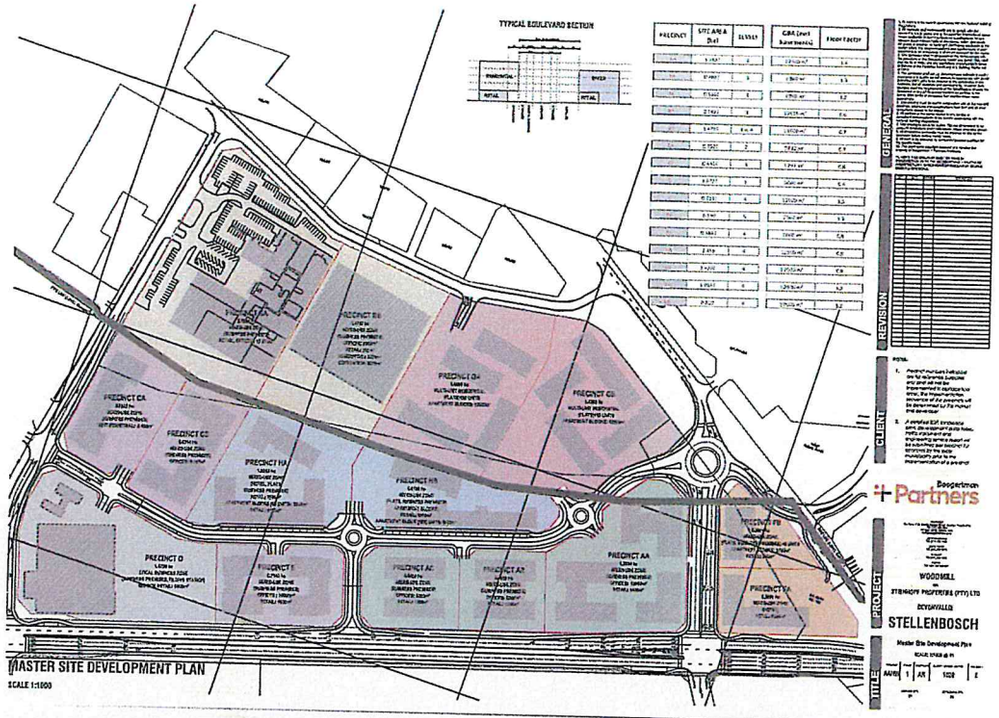


Figure 7. Proposal for the Sawmill redevelopment (Boogertman+Partners,)



Figure 8. Concept Masterplan for the Northern Extension (Osmond Lange Architects and Planners, 2019)

economic growth, to build strong, integrated and dignified communities and to provide access to housing, services, amenities, transport and opportunities for employment.

- The promotion of access by black people to the social and economic benefit of immovable property ownership, management, development and use.

The Policy recognises three broad methods of property disposal:

- Competitive processes (through formal tenders, public auction, closed tenders, and/ or unsolicited bids).
- Non-competitive processes (where non-viable property is disposed to an adjacent owner regarded as the only party who can use the land, or viable property is disposed without a competitive process).
- The exchange of land (when it is advantageous to the Municipality and other parties to exchange land in their ownerships and will achieve best consideration for the municipality).

3.16. Landowner Plans for the ATC and Adjacent Areas

Table 4 and accompanying figures summarizes known development proposals for various parts of the ATC and adjacent areas.

Table 5. Relevant land owner plans for the ATC and adjacent areas (continued)

PRIVATE	
Oude Molen	• A rezoning has been submitted for a mixed-use development comprising some 253 apartments and limited commercial use. • Provision is made for the road serving the development via Bosman's Crossing to be linked through the Bergkelder site to George Blake Road.
Remgro	• Previously Remgro prepared plans for low-key commercial/ residential infill development west and east of the Rupert Museum. • Various plans have been prepared to extend riverside NMT routes to and past the Remgro precinct. • The relocation of the agri-mark to a more favorable location on the edge of town has been mooted.
Bergkelder	• Distell has appointed GrowthPoint as its development partner for the Bergkelder site. • GrowthPoint has not yet submitted its plans for Bergkelder.
PRIVATE: ADJOINING ATC	
Dennesig	• Various proposals and applications have been submitted to the SM for predominantly residential densification of single dwelling zoned erven in the Dennesig area. • Some higher density redevelopment has occurred.
Area south of Van der Stel	• A concept proposal has been prepared for predominantly residential densification of single dwelling zoned erven in the area south of Van der Stel (between Alexander and Du Toit Streets).



Figure 9. Proposals for Oude Molen (First Plan Town Planners, 2020)





Part 4.

Local Spatial Development Frameworks

4. Local Spatial Development Frameworks

4.1. Focus

Section 9 of the Stellenbosch Municipality Land Use Planning By-law of 2015 outlines the purpose a Local Spatial Development Framework (LSDF) prepared for a specific geographic areas as well as aspects related to its preparation, review, and status.

The purpose of a LSDF is to:

- Provide detailed spatial planning guidelines.
- Provide more detail in respect of a proposal provided for in the MSDF.
- Meet specific land use planning needs.
- Provide detailed policy and development parameters for land use planning.
- Provide detailed priorities in relation to land use planning and, in so far as they are linked to land use planning, biodiversity and environmental issues.
- Guide decision-making on land use applications.

When the Municipality compiles, amends or reviews LSDF, it must adopt a process plan, including the public participation processes to be followed for the compilation, amendment, review or adoption of the LSDF. The Municipality must, within 21 days of adopting a LSDF – or an amendment of a LSDF – publish a notice of the decision in the media and the Provincial Gazette. A LSDF or an amendment thereof comes into operation on the date of publication of the notice in the Provincial Gazette.

A LSDF guides and informs decisions made by the Municipality relating to land development, but it does not confer or take away rights.

4.2. User Categories

The LSDF for the ATC 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 LSDF 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. Thus, the LSDF 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 landowners, business enterprises, non-government organisations, institutions, and private citizens. While the private sector operates with relative freedom spatially – making spatial decisions within the framework of land ownership, zoning, and associated regulations and processes – the LSDF gives an indication of where and how the municipality intends to channel public investment, influence, and other resources at its disposable. 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.

4.3. Approach to the ATC LSDF

Given the extent of the ATC area and anticipated lengthy development period, the ATC LSDF is not as detailed in its recommendations as most LSDFs prepared by municipalities.

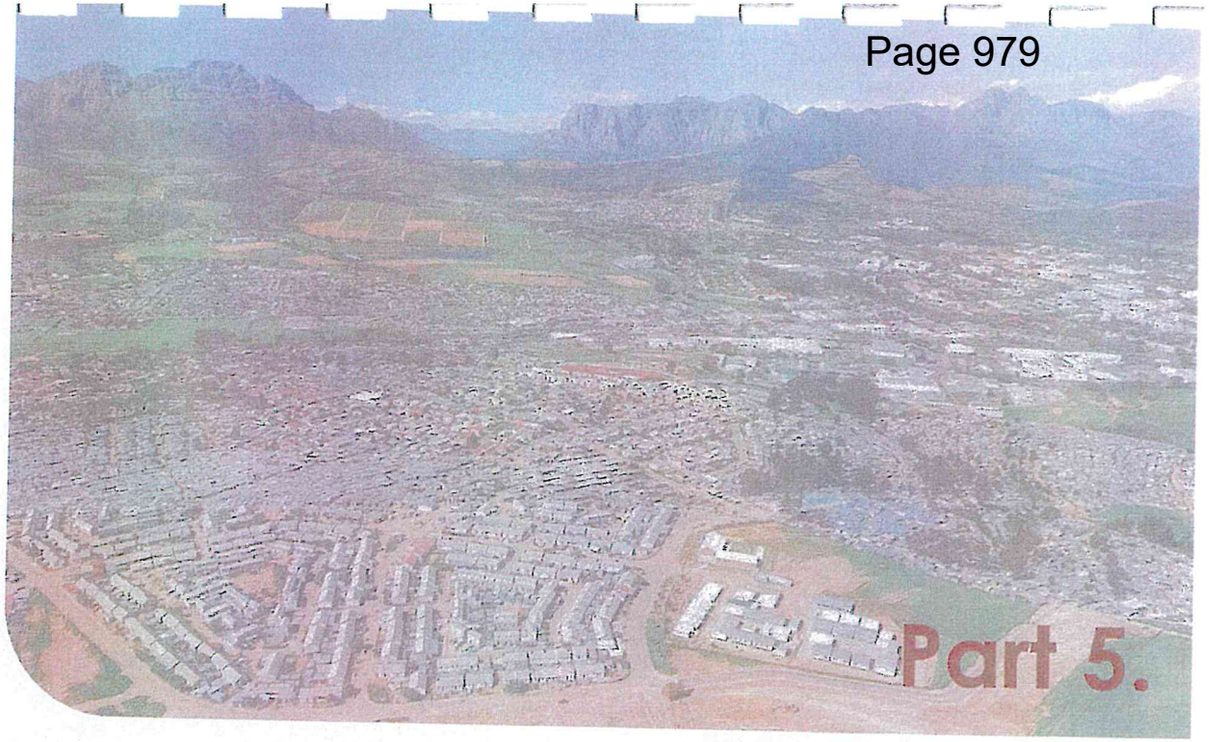
Rather than providing detailed land use proposals, the ATC sets out to provide the minimum necessary guidance – in terms of development principles, land use, urban structure, and infrastructure to enable meeting project objectives while accommodating change in market conditions over the development period of the project. Considerable attention is given to the applicable LUMS and landowner obligations associated with exercising development rights to be allocated following the LSDF process.

4.4. Public Participation

SPUMA, LUPA, the Stellenbosch Municipality Land Use Planning By-Law of 2015, and related planning legislation and regulations provides for public participation associated with the preparation of spatial development frameworks.

Considerable public participation and discussions related to development of the ATC have already occurred during conceptual planning phases and the preparation of the SM MSDF.

Further opportunity for public participation is planned, ideally in parallel with the advertising of measures to amend the Stellenbosch Municipality Zoning Scheme By-Law of 2018 to accommodate the land use rights and associated landowner obligations contemplated in the LSDF.



Part 5.

Status Quo

5. Status Quo

The sections below outline the status quo, opportunities, and constraints in the ATC area in relation to the themes identified in the SPLUMA guidelines, with additional themes regarded as relevant added. For a broader context on the status quo beyond the ATC area, the IDP and MSDF should be consulted.

Some information related to specific parts of the area is very detailed – predominantly because detailed studies have been undertaken for them before – while in other cases less detailed information is available. Arguably, the level of detail information presented for some areas is not required for preparing the LSDF. It is nevertheless presented for the record and because broader conclusions can be drawn from it.

5.1. The Transformative History and Social Capital of Stellenbosch

Stellenbosch has a rich history of developing and implementing initiatives which transformed – or are transforming – the area and broader constituencies for many generations. These are not attributed to one sector of society, but rather individuals or groups across of different affiliations or backgrounds conceptualising and executing projects or programmes through influence, investment, and harnessing wide-ranging resources in a manner which focuses diverse interests on common objectives, garners more support and grows benefits over time.

Examples of transformative initiatives in Stellenbosch abound, including:

- The establishment of a university – now ranked as a "Top 3" university across Africa – enabled by a £100 000 donation by a local benefactor, Mr Jan Marais of Coetzenburg (and built upon earlier education initiatives, including the establishment of the Theological Seminary, Stellenbosch Gymnasium, and Victoria College.
- The active purchasing of historic buildings in town with a view to restore and conserve them by Dr Anton Rupert (at a time when, as pointed out by Dr Rupert, despite some achievement in the conservation of historic buildings in South Africa, for every building restored, 40 to 50 were demolished)[6].
- The rapid development of Stellenbosch's wine and tourism industries (including Stellenbosch establishing the first wine route in South Africa as an organised network of wineries open to visitors and tourists in 1971).
- The development of numerous private corporations with international reach (with Stellenbosch accommodating the global headquarters of 20% of the South African Stock Exchange).
- Innovus – a division of the university – becoming a continental and South African leader institution in technology development, entrepreneurial support and development, and innovation.
- Numerous philanthropy and community assistance programmes and projects, addressing the immediate and longer term needs of citizens.

5.1.1. Key Attributes

- Key attributes of Stellenbosch which contributes to its capacity to enable transformative initiatives include:
- Considerable intellectual capacity and associated institutions, advancing learning and knowledge, both integrated and subject specific.
- Wealth, generously allocated to explore new ways of approaching current challenges across many sectors.
- Strong social capital – shared values and trusted personal relationships and networks, both within and outside institutions – which contribute to individual and collective opportunity and development at many levels.
- A rich natural and urban environment, attractive as a place of residence and inviting of further investment.
- The inherent energy of poorer citizens and communities (illustrated, for example, in the rapid rebuilding of homes without much external assistance post fire disasters).

5.1.2. Opportunities

Arguably, there is more that could be done in Stellenbosch, learning from and building upon its history of transformative practice.

The way settlements are structured – different activities are organized within them, the form these activities take, and the extent to which they can be accessed by people – fundamentally impacts on the livelihood opportunity of inhabitants. The structure and form of South African cities and settlements – including Stellenbosch – illustrate generations of development and management directed at maximising opportunity for specific groups while restricting others. Since the democratic transition in South Africa, much has been done to reverse discriminate settlement development and management practices. Specifically, at policy level, the "spatial restructuring" and "integration" of settlements have received much priority.

In practice, despite a progressive policy and legislative framework aimed at restructuring, little progress has been made. Arguably, urban

6 Lipman, E. N., Principles of Urban Conservation, Architect & Planner (undated, but pre 1990)

development and management practice remain skewed to benefit some more than others. Our policy-speak and actions are not aligned. The consequences are multifold. Different groups remain apart, as well as associated fear and lack of understanding. Rather than a "shared" space, settlements are increasingly becoming a set of guarded domains. At the same time, the very practices structured to keep people apart have proved to be environmentally, economically, and financially unsustainable.

The ATC initiative was conceptualized to address these settlement challenges. It recognized that:

- Resource constraints will inhibit government from restructuring settlements for the better on its own.
- Given Stellenbosch's social capital and material and intellectual wealth, it should be the place where real change in the way settlements is developed can be affected.
- Stellenbosch has for some time – in crafting a vision or objective – claimed to be (or be in the process of becoming) the "innovation capital" of South Africa. Reasonably, one can argue, the focus of work around this claim or vision has been on information technology and related systems, and that to be meaningful in our context, such a claim requires a much broader view of innovation, including innovative urban development and management.

5.1.3. Constraints and Actions Required

While there is considerable opportunity to learn from past and current achievements in implementing the ATC, important challenges remain. These include:

- How do one convince leadership from different sectors – many who possibly achieved great success based on "control" – to work together to achieve common aims in a context where one individual does not have absolute control?
- How are the different but interdependent resources required to undertake the ATC – ranging from intellectual, to financial, to land – viewed as of "equal" significance?
- How should major corporations relate to their "hometowns", work with local government, and assist in meeting common challenges through, among others, using their land resource?
- How are "leader" or starter projects enabled to facilitate learning and build support in initiatives anticipated to roll out over a long period?
- What kinds of agreements and institutional arrangements are needed for an initiative of this kind?
- How can citizens – from individuals to groups across sectors of society – actively participate in and benefit from the ATC initiative?

These questions – and there are many more – point to the rich context that needs to be addressed when tackling large transformation projects in the built environment. Critically, however, the questions perhaps indicate the lack of, and need for, a robust framework of processes and "ways of doing" for planning and executing transformation initiatives of the scale and nature of the ATC. The core question appears to be: Even if we can envisage a "shared and healed spatial future", how do we enable a "conscious choice for the priority of the possible"? How do we structure and govern the process towards this future? How do we ensure that the future pursued remains true to its intent, its root desire?

5.2. Area, Land Ownership and Use Rights

The area is very large in extent. Large parts of the area – except for Droë Dyke, Van der Stel, and Papegaaiberg – is in private ownership. Critical parts of the area form large landholdings in individual ownership. Large parts of the area are zoned for purposes no longer in demand (industrial related uses). Current zoning for the area is indicated on Figure 10.

The large area offers opportunity for significant development meeting a range of needs while inhibiting sprawl and the erosion of agricultural and natural assets in SM. A relatively few large landowners could assist in reaching a speedy agreement on the future of the area. The need for new zoning enabling development provides the municipality with the opportunity to direct development to agreed policy objectives.

5.2.1. Key Attributes and Opportunities of specific land parcels

Droë Dyke: Owned by the national government. It is understood that the Housing Development Agency has "first right" to development of the area, providing the opportunity for significant housing development.

Sawmill: It is understood that Steinhoff has sold the Sawmill site. It appears that a previous proposal for a regional shopping mall/office on the site will not be pursued. A more recent concept has been developed for a mixed-use area in terms of the zoning granted for the shopping/office complex.

Adam Tas: Owned by Distell and zoned for "Industrial".

Bosman's Crossing and Oude Molen: The area is privately owned. New commercial and residential development has occurred at Bosman's Crossing.

Bergkelder: Owned by Distell. The older parts of the site include two every large erven, both sides of the Plankenbrug River zoned as "Wine Industry". The two erven are separated by a strip zoned as "Local Authority" along the southern edge of the river. The river itself is State land and not zoned. The three erven closest to the main entrance are zoned "Light Industrial". There are no title deed conditions which restrict or limit the use of the property or its redevelopment, except standard title deed conditions which restrict the use to the applicable zoning or applicable township conditions.

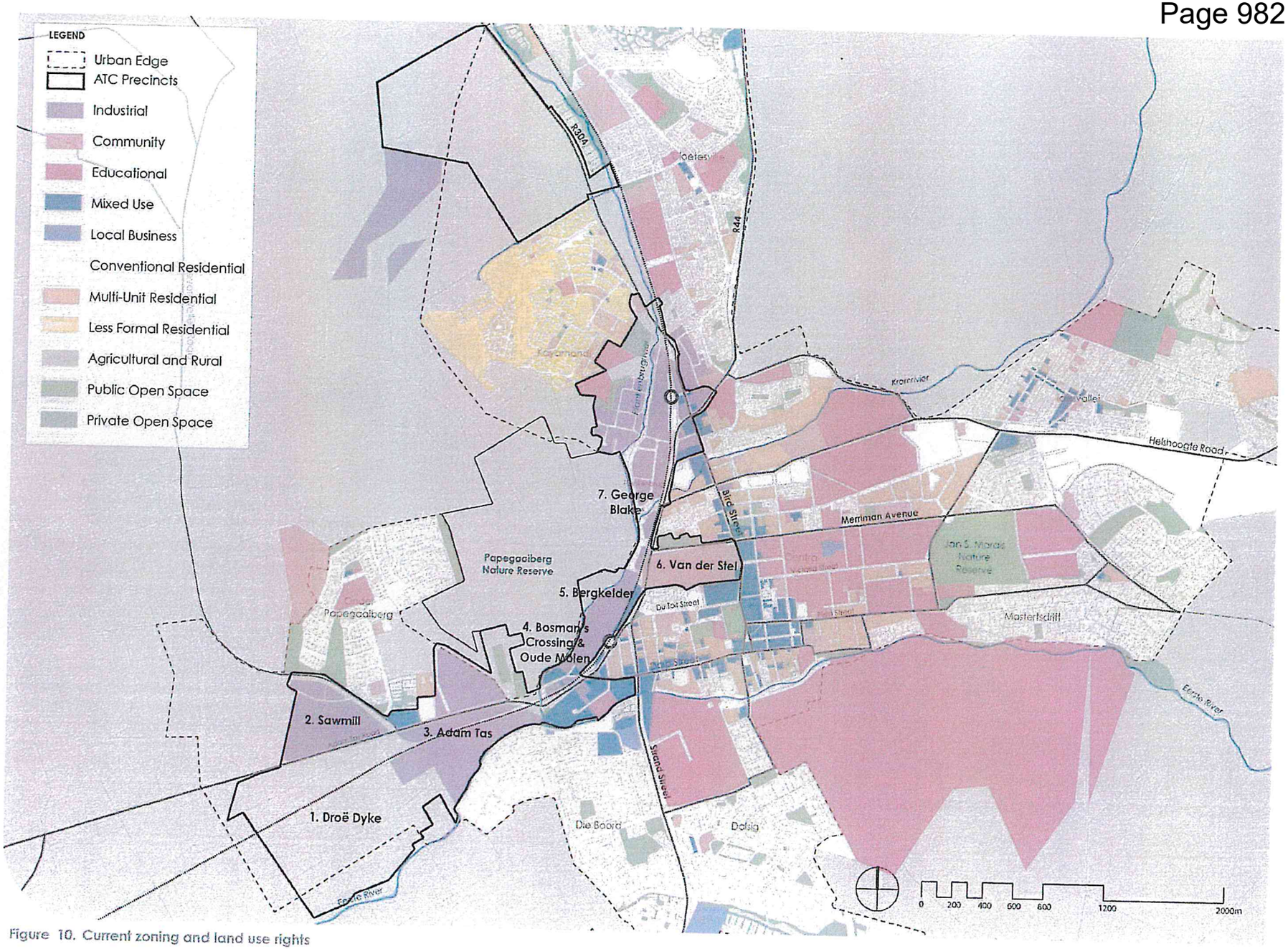


Figure 10. Current zoning and land use rights

Van der Stel: Owned by SM. Large parts were leased to sports clubs. The zoning is for community purposes, in line with its sports use history.

George Blake: Smaller sites owned by a multitude of individual owners and zoned for industrial use.

Rail Corridor: Owned by PRASA

5.2.2. Constraints and Actions Required

Given the extent of development opportunity, it is best to plan development holistically to ensure maximising landowner returns and public benefit and the coordination of infrastructure needs.

Mixed ownership requires public-private agreement on uses, infrastructure, and so on. Most of the area will require rezoning to enable redevelopment. Parts of the area zoned for industrial or business use are prized for its contribution defining the spatial contexts and environs for special places. Notable is the vineyards associated with the Oude Libertas theatre and Rupert Museum. These areas should arguably remain undeveloped, and the means to protect them explored as part of the ATC project.

There appears to be few title deed restrictions which will inhibit redevelopment, but a detailed review of title deeds is appropriate at later planning stages.

5.3. The Biophysical Context

5.3.1. Rivers

5.3.1.1. Key Attributes

Three rivers abut or traverse the site (the Eerste, Plankenbrug, and Krom). The Plankenbrug is severely polluted, largely owing to upstream infrastructure issues in Kayamandi, and agriculture, industrial and transport related pollution. Flood lines and hydrology issues may curtail development, especially on the Droë Dyke site.

5.3.1.2. Opportunities

The Plankenbrug River specifically can potentially be a significant public amenity and linear park, also



Figure 11. Photograph of the Plankenbrug (left) and Eerste River (right) (Source: Jeremy Rose, Infinity Environmental, 2021)

connecting districts of the ATC through NMT routes (This can build on and expand on work funded by Remgro along the Eerste River).

5.3.1.3. Constraints and Actions Required

To maximise the contribution of the Plankenbrug River to the overall development as a public amenity, upstream pollution needs to be managed, and infrastructure remedial work is required in Kayamandi. A regional-scale flood and water quality attenuation facility should be explored for the Plankenbrug to mitigate water quality issues. Flood lines and hydrology for the area should be updated. The opportunity for development contributions in support of appropriate/enhanced environmental management should be explored. A water use authorisation would be required in future if works in or near the river are proposed.

5.3.2. Papegaaiberg

5.3.2.1. Key Attributes

Papegaaiberg, comprising some 140,5ha, is a public conservation area (declared as a Section 23 Nature Reserve in terms of the National Environmental Management: Protected Areas Act). Its open use appears to be curtailed by management issues. Critically endangered renosterveld remnants occur on Papegaaiberg.

5.3.2.2. Opportunities

There is an opportunity for Papegaaiberg to become a core recreation space where biodiversity is celebrated, accessible to the ATC and rest of Stellenbosch.

5.3.2.3. Constraints and Actions Required

For Papegaaiberg to fulfil a role as a core amenity within the ATC and Stellenbosch, it will require a plan and associated budget and management arrangements.

5.3.3. Contamination

5.3.3.1. Key Attributes

Replace with 'Given the use history of parts of the area, soil and groundwater contamination may have occurred at the older industrial properties.

Asbestos-containing sheeting is widely used in older industrial buildings in the corridor (such as the Bergkelder).

5.3.3.2. Opportunities

Redevelopment of the area provides the opportunity to clean or contain areas with contaminated soils. Redevelopment of the area provides the opportunity to remove harmful asbestos-containing material in buildings and structures.

5.3.3.3. Constraints and Actions Required

Contamination risk assessments (i.e. Phase 1 soil contamination assessments) should be conducted for industrial sites in the corridor where the land use is changing. Where the risk of contamination is established, sampling of soils and groundwater to determine the level of risk must be undertaken. This would be applicable primarily to older industrial sites such as the Sawmill, Bergkelder, and Adam Tas). Asbestos surveys should be conducted on industrial properties where these are not already available. A work plan for removal must be approved prior to any demolition or redevelopment of affected buildings, and an asbestos clearance certificate provided on completion.

5.3.4. Green Services

5.3.4.1. Key Attributes

As noted in section 5.5 below, redevelopment of the Corridor will require significant investment in new services. Maximising the efficiency and 'green' services utilised by new development will contribute to reduced resource dependency.

5.3.4.2. Opportunities

Redevelopment of the area provides the opportunity to promote green services.

5.3.4.3. Constraints and Actions Required

Rooftop solar generation, sustainable urban drainage systems, and indigenous urban landscaping should be the norm.

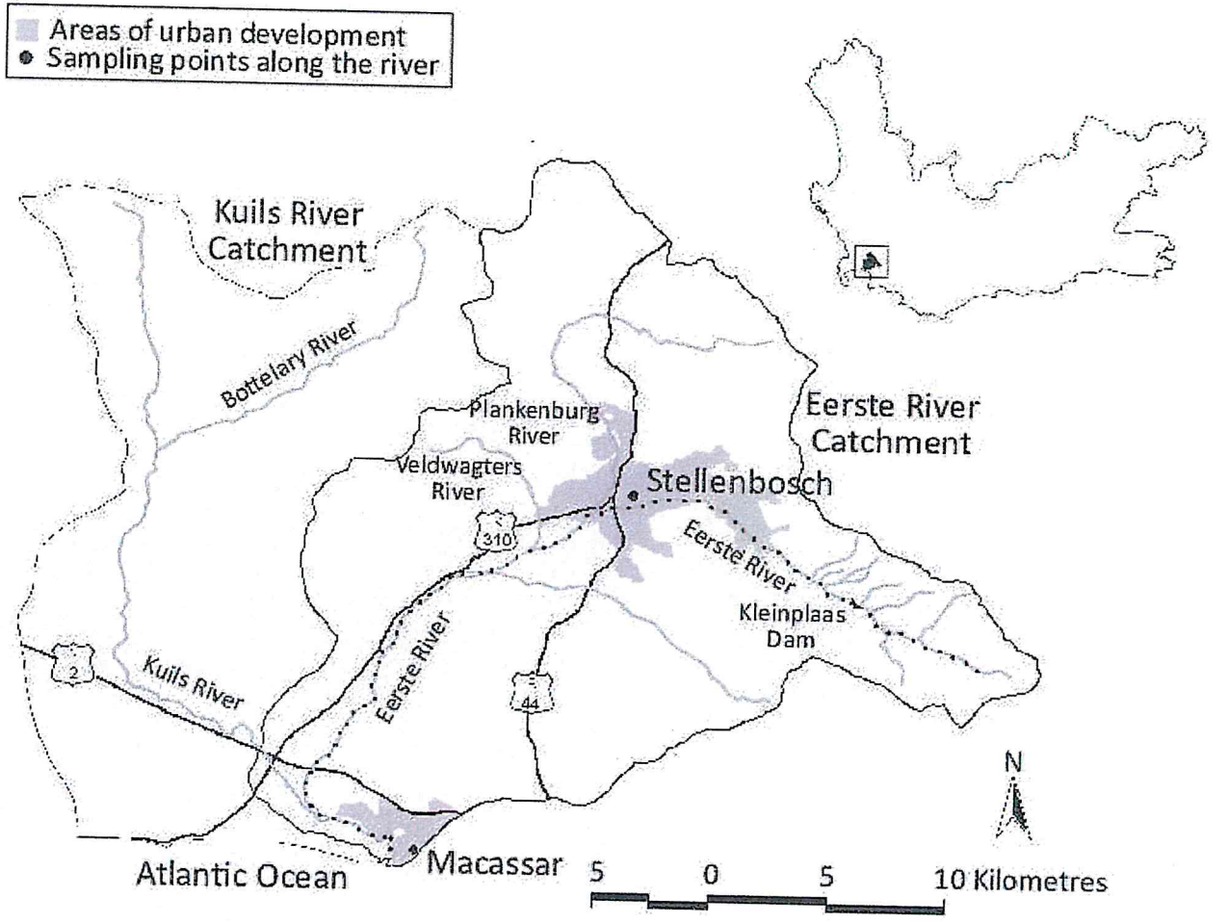


Figure 12. The location of the Eerste River in the Western Cape (Source: Meek, C.S., Richardson, D.M. & Mucina, L. (2013) Plant communities along the Eerste River, Western Cape, South Africa: Community descriptions and implications for restoration. *Koedoe* 55(1), Art. #1099, 14 pages)

5.4. The Socio-Economic Context[7]

5.4.1. Poverty

5.4.1.1. Key Attributes

Stellenbosch GDPR per capita has declined since 2015. This could be attributed to the growing population or be an indication of declining income levels in the area. The Gini coefficient of the Stellenbosch municipal area is the highest in the CWD and outside of the NDP target of 0.6.

5.4.1.2. Opportunities

Redevelopment of the area provide the opportunity to decrease access barriers to opportunity in Stellenbosch.

5.4.1.3. Constraints and Actions Required

High levels of poverty and indigence imply an increased burden on municipal financial resources to provide in community needs. Ideally, the ATC should not add to pressure on municipal resource. 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.

5.4.2. Education

5.4.2.1. Key Attributes

Within the Western Cape, the highest growth in learners is expected to occur in the Stellenbosch municipal area. A 2019 study found that the number of schools across the CWD remain mostly unchanged in recent years, with the proportion of no-fee schools to fee schools in the Stellenbosch municipal area remaining the same from 2016 to 2018.

5.4.2.2. Opportunities

Redevelopment of the area provide the opportunity to provide new educational facilities accommodating learners from all-over Stellenbosch.

5.4.2.3. Constraints and Actions Required

It is unlikely that existing schools within Stellenbosch can cater for learners from the ATC. New educational facilities will have to be provided.

5.4.3. Housing

5.4.3.1. Key Attributes

A significantly larger proportion of Stellenbosch residents reside in informal dwellings or shacks compared to the CWD. The estimated need for houses, municipality-wide, in the "give-away" bracket in 2016 was 11 6183. The estimated unfulfilled need of houses by 2036 assuming that no houses for the indigent will be built between 2016 and 2036 is 17 847. If the current rate of delivery persists only 7 805 units would have been added by 2036, thus still resulting in a significant backlog.

In the non-indigent bracket, the estimated need, municipality-wide in 2016 was 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.

Property prices and rentals in SM have shown significant growth (of a higher percentage than the increase in cost of building). Many lower income areas appear to have a high incidence of overcrowding. With a total student population of more than 30 000, there are only 8 000 beds available for students (2 300 of these beds are available for first-year students on the Stellenbosch and Tygerberg campuses).[8]

5.4.3.2. Opportunities

Redevelopment of the area provide a significant opportunity to increase access to housing for lower income groups – specifically those qualifying for "affordable" housing – and students.

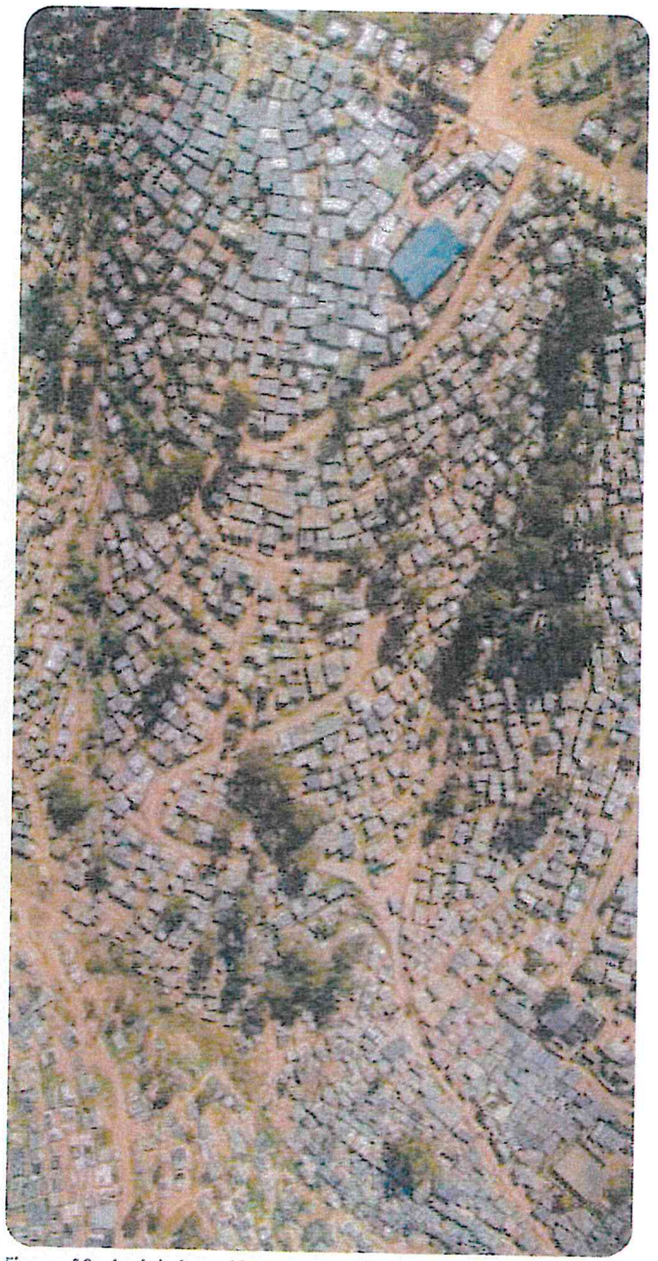


Figure 13. Aerial view of informal dwellings in Kayamandi (Source: https://unequalscenes.com/stellenbosch-kayamandi 2018)

7 Mostly sourced from From Stellenbosch Municipality, Urban Development Strategy, 2018

8 Dire shortage of student accommodation 'could worsen' https://www.iol.co.za/weekend-argus/news/dire-shortage-of-student-accommodation-could-worsen-42389997

5.4.3.3. Constraints and Actions Required

The provision of housing for targeted groups can be made a condition of the development rights to be allocated.

5.4.4. Employment

5.4.4.1. Key Attributes

Together, wholesale and retail trade, catering and accommodation; the finance, insurance, real estate and business services sector; and the community, social and personal services contributed almost 57% to total employment in SM in 2019. Job growth in these sector were offset by job losses in the agriculture, forestry and fishing, and manufacturing sectors.[9]

5.4.4.2. Opportunities

A high-level economic impact study prepared during the conceptual phase of the project indicated very significant employment creation opportunity, both during the construction and post construction phases of the project.

5.4.4.3. Constraints and Actions Required

It is unlikely that existing schools within Stellenbosch can cater for learners from the ATC. New educational facilities will have to be provided.

5.5. The Built Environment Context

5.5.1. Land Use

5.5.1.1. Key Attributes

In the past, the ATC area largely formed the industrial component of Stellenbosch town, with an emphasis on land extensive sawmilling and wine making operations (e.g., the Sawmill, Adam Tas, Oude Molen, Bergkelder). Smaller industrial enterprises are located along George Blake Road in the Plankenbrug area.

The sawmill has closed, and Distell has relocated most of its manufacturing operations from Bergkelder (some storage remains). Distell's operations at Adam Tas will continue for the foreseeable future.

Some residential and institutional uses (e.g., Police, Oude Libertas theatre, cemetery) occur in the western section east of the Sawmill. Bosman's Crossing, south-west of Oude Molen, has undergone steady redevelopment with housing and commercial use.

Kayamandi has gradually grown west and south-westwards, around the western flank of Papegaaiberg and separated from Onder-Papegaaiberg by one farm. To the east, particularly in the Dennesig and Du Toit/ Alexander Road areas, there is considerable interest in redeveloping single residential areas to higher density accommodation. However, the area has a dearth of public facilities (e.g., schools).

Van der Stel remains predominantly for sports use. Public areas such as the cemetery and Papegaaiberg are arguably poorly integrated with the surrounds and often unsafe for use/access.

5.5.1.2. Opportunities

The industrial use history of large parts of the area provides the opportunity to plan and develop significant parts of the site anew.

The extent of the area presents an opportunity for a range of uses, including uses requiring some form of cross-subsidisation.

A vacant school site exists in Onder-Papegaaiberg. The size of the Van der Stel lends itself to careful redevelopment and enhanced opportunity while maintain a sports component.

5.5.1.3. Constraints and Actions Required

The ensure that project objectives are met, a balanced mix and distribution of land uses will have to be pursued, including significant residential development (and associated public facilities).

5.5.2. Urban Structure and Built Form

5.5.2.1. Key Attributes

In large part, the ATC is segregated from Stellenbosch town through rail and road infrastructure.

Parts of the area – given its industrial use history and associated limited public access – are not well integrated.

Large industrial spaces – in varying conditions of repair – dominate large landholdings (e.g., the Sawmill, Adam Tas, Bergkelder).

The "in-town" vineyard abutting the R310 is unique and provides a special setting to Oude Libertas theatre.

5.5.2.2. Opportunities

Integration of the area with Stellenbosch town is possible with bridging at selective places. There is an opportunity to connect Papegaaiberg with Du Toit Road/Victoria Street – forming a "university avenue" – and Jan S Marais Park.

Integration between parts of the site is possible through connecting Distillery Road with George Blake Road as well as creative use of the river corridor. Some large industrial spaces lend themselves to adaptive re-use (or alternative interim uses).

5.5.2.3. Constraints and Actions Required

Integrating the ATC with Stellenbosch town, and parts of the area with each other, is a key challenge to be overcome in realising the area's full potential. To enable the Papegaaiberg-university avenue-Jan S Marais Park connection, bridging of the rail and R44 is required in the vicinity of Alexander Road/Du Toit Street.

9 From WCG: Socio-economic profile, Stellenbosch Municipality, 2019

5.5.3. Access and Movement[10]

5.5.3.1. Key Attributes

Vehicular access to the area – and between parts of the area – is limited. Development of Bergkelder/Oude Molen can be accommodated with the upgrading of Bird Street Intersection; the elimination of the rail level crossing at Adam Tas/ George Blake Road; the realignment of Merriman Avenue; upgrading of the existing Stellenbosch Rail Station; upgrading of the Adam Tas/Strand Street Intersection; and a new street-to-street pedestrian crossing adjacent to Stellenbosch Station.

For the Sawmill and Libertas, the realigned of Devon Valley Road, upgrade of the Adam Tas/ Devon Valley Road intersection, and the upgrade of the Adam Tas/Oude Libertas Street intersection is required.

With the development of Droeë Dyke, Adam Tas, and Van der Stell, a new overhead railway station and road-over-rail bridges are envisaged. Development of George Blake and Kayamandi North will require various station, bridging and intersection improvements.

5.5.3.2. Opportunities

There is an opportunity to connect Distillery Road with George Blake Road, providing for a continuous "spine" route through the area.

5.5.3.3. Constraints and Actions Required

Achieving overall project objectives will require a focus on walkability, NMT, and public transport.

5.5.4. Heritage

5.5.4.1. Key Attributes

Bergkelder[11]: In terms of a narrow definition of heritage there are few, if any, identifiable heritage resources (buildings) on the site. A group of buildings in the southern portion of the site dating from the first phase of development (mid 1940s to the 1960s) illustrate the character of the early Bergkelder.

5.5.4.2. Opportunities

Retention of the group of buildings illustrating the early phase of development can contribute to maintain the use history and character of the site. These buildings are capable of further adaptive re-use and could be substantially altered to accommodate new uses without impacting on the industrial character.

The retention of the overall grain and texture, visual grid, associated tree-lined avenues, stone-walled edge conditions, and the visual axes towards the Papegaaiberg, can contribute to the making of a special place.

5.5.4.3. Constraints and Actions Required

The Notice of Intent to Develop should state that the history of the site and the collection of mid-twentieth century buildings and their spatial relationships warrants a limited HIA, focused on the identification of place-making elements and the formulation of heritage indicators, to guide future development options which are responsive to the heritage of the place.

5.5.5. Engineering Services

5.5.5.1. Key Attributes

Phasing[12]: The existing bulk infrastructure can be utilised with minimal upgrades for the development of the Oude Molen/Bergkelder, Libertas, and Sawmill precincts.

Sewer Reticulation and Treatment: To unlock the Oude Molen/Bergkelder, Libertas, and Sawmill precincts, a minimal amount of bulk sewer pipelines needs to be upgraded. Unlocking Droeë Dyke, Adam Tas, and Van der Stell requires the upgrading of a substantial number of bulk sewer pipelines as well as a bulk sewer pump station to the wastewater treatment plant. Unlocking George Blake and Kayamandi North requires the upgrading of a substantial number of bulk sewer pipelines.

Water reticulation and treatment: To unlock Oude Molen/Bergkelder requires no new bulk water infrastructure is required. To unlock the Sawmill and Libertas, a proposed new 15Ml water storage reservoir is required at Pappegaaiberg. To supply the reservoir with water, a new water supply pump station is required. This water supply pump station will also supply the proposed new 6Ml water storage reservoir required to service George Blake/ Kayamandi North. A supply pipeline from the pump station to the reservoir is required as well as several bulk water supply pipeline upgrades to the Sawmill and Libertas.

Electrical engineering: To service the ATC, it is envisaged that two new electrical substations will be required as well as the upgrade of several electrical bulk supply lines. The two substations would divide the proposed ATC development into two supply zones. One substation will supply precincts south of George Blake, and another George Blake and Kayamandi North.

5.5.5.2. Opportunities

Existing infrastructure in the vicinity of the ATC could be enhanced and expanded to service the development. This work will also fulfil needs in surrounding areas.

5.5.5.3. Constraints and Actions Required

Most of the infrastructure implications of the development cannot be linked to specific sites. This implies that landowners will have to work together in infrastructure provision. The roll out of development will also have to carefully phased and aligned with infrastructure provision.

10 Based on The Adam Tas Corridor Bulk Infrastructure Concept Status Report, 2019 (prepared by Zutari)

11 Based on Die Bergkelder Site Erven 13801, 7602, 254, 257, 3454, 9545 Stellenbosch, Summary Report: Opportunities & Constraints from a Redevelopment Perspective, June 2018 (Distell)

12 Based on The Adam Tas Corridor Bulk Infrastructure Concept Status Report, 2019 (prepared by Zutari)

5.6. The Institutional Context

5.6.1. Policy

5.6.1.1. Key Attributes

The ATC has been included in the MSDF as a "catalytic" project. There appears to be poor integration between spatial and transport planning with SM transport planning focus and expenditure remain focused on roads and accommodating private vehicular transport. Inclusionary housing has been promoted in policy as a means to improve access and the functioning of settlements in South Africa. Arguably, there has been little success in particularly private sector initiatives to provide such housing. The WCG and Stellenbosch Municipality are both in the process of addressing policy gaps related to institutional housing. Norms and standards for public facilities – including schools – often imply facilities of a scale to conducive to high density/intensity development.

5.6.1.2. Opportunities

Inclusion of the ATC in the MSDF should assist in agreement to the LSDF and further planning processes. The ATC offers significant opportunity for the provision of affordable housing.

5.6.1.3. Constraints and Actions Required

The ATC LSDF is obliged to follow transport planning informed by national/provincial settlement planning and management statute and policy. The provision of affordable housing in the ATC area is a prerequisite for meeting national/provincial/ local spatial planning and management objectives and mandated by law. The LSDF should explore a reasonable proportion of affordable housing related to the land value added through the allocation of significantly enhanced development rights. The ATC should explore alternative standards for public facilities, especially schools.

5.6.2. Resources

5.6.2.1. Key Attributes

The SM's capital budget amounted to R1.339 bn over the 2019/20 MTREF. Most of the Municipality's capital budget (64%) was directed towards the trading services (basic service delivery) function, the majority of which will in turn was applied towards water and waste water management services (81% of the trading services budget)[13]

5.6.2.2. Opportunities

There appears significant opportunity to harness landowner resources to contribute to infrastructure and other benefits in exchange for the land use rights to be allocated for the ATC.

5.6.2.3. Constraints and Actions Required

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). Ways must be found for the ATC to pay for itself.

5.6.3. LUMS Resources

5.6.3.1. Key Attributes

Albeit the SM LUMS human resources have been strengthened over the immediate past, the resources to manage the ATC process and LUM applications will be considerable.

5.6.3.2. Opportunities

Given the unique social and corporate capital of Stellenbosch, directly impacted by the project; the extent of the project; and its potential value add, there is an opportunity to enhance municipal LUMS capacity with ATC specific enabling institutional arrangements (while recognising and respecting municipal accountability for LUMS).

13 From WCG: Socio-economic profile, Stellenbosch Municipality, 2019

5.6.3.3. Constraints and Actions Required

In parallel with the LSDF, the need for ATC specific institutional arrangements enabling of the SM should be explored.

5.7. Synthesis

The paragraphs below synthesise the status quo in relation to the ATC development area.

Development potential

- The ATC offers significant development potential and can meet a range of settlement development and citizen needs in Stellenbosch.
- Conceptual work indicated the potential of approximately 3m m² of bulk, a population of some 50 000, and more than 13 500 dwelling units.

Policy alignment

- In its location and intent, the project is aligned with national, provincial, and local integrated and sectoral built and natural environment statute, policy, and plans.
- This embraces broader spatial and non-spatial objectives, including protecting natural and agricultural resources, compacting settlements for greater efficiency, integrating communities traditionally spatially dislocated from areas of opportunity, a focus on building in a manner that supports NMT and public transport, the adaptive re-use of existing assets, growing the economy through infrastructure investment, and public-private partnerships in development with meaningful public benefits accruing from publicly allocated development rights.

Timeous and urgent

- The project is timeous and urgent as it occurs at a time when major landholdings in town have become available for alternative use owing to changes in the broader business and

logistics context of previous/current users, and specifically that of the wood and wine industry.

- Covid-19 has assisted in making the case for the ATC project. In some ways, it has brought the future in sight; a future Stellenbosch of deepening community need, one where critical challenges have not been addressed appropriately.
- It is one of a deepening need for housing and livelihood opportunity, including jobs, education, and the recognition of various forms of cultural expression. Deepening crime and other forms of social malaise is likely. There will certainly be increased pressure on public and private resources (whether those of most institutions or individual households).
- The underlying reasons for embarking on the ATC project remain, are becoming more pronounced through Covid-19, and more in need of concerted attention.

Building on local precedent and social capital

- The project can build on considerable local precedent and social capital for enabling innovative, transformative and catalytic change.
- This includes establishing the US; the protection of historic buildings and precincts in town (today significantly contributing to Stellenbosch's unique character and tourism economy); and the establishment of the wine industry.
- It also recognises the unique social capital and energy of Stellenbosch, including:
  - Corporations and institutions (with leadership) of international and national stature, some who owns and controls critical land parcels of the ATC and focused on sectors which can add significant value to settlement development and management processes.
  - Numerous community- and philanthropy-based initiatives addressing urgent citizen needs and expands local opportunity, with or without government assistance.

Integrated spatial contributions to local challenges

- Given the relationship between limited supply for affordable housing in Stellenbosch and challenges such as worker commuting from elsewhere, ways need to be found to make housing opportunity to be provided available to local workers.
- Redevelopment of the area provide a significant opportunity to increase access to housing for lower income groups – specifically those qualifying for "affordable" housing – and students.

Spatial integration

- Integration of the ATC area with Stellenbosch town is possible with bridging at selective places.
- There is an opportunity to connect Papegaaiberg with Du Toit Road/Victoria Street – forming a "university avenue" – and Jan S Marais Park.
- Integration between parts of the site is possible through connecting Distillery Road with George Blake Road as well as creative use of the river corridor.
- The NMT network of the ATC should be integrated with – and expand – that of Stellenbosch town.

Equity and balance in development

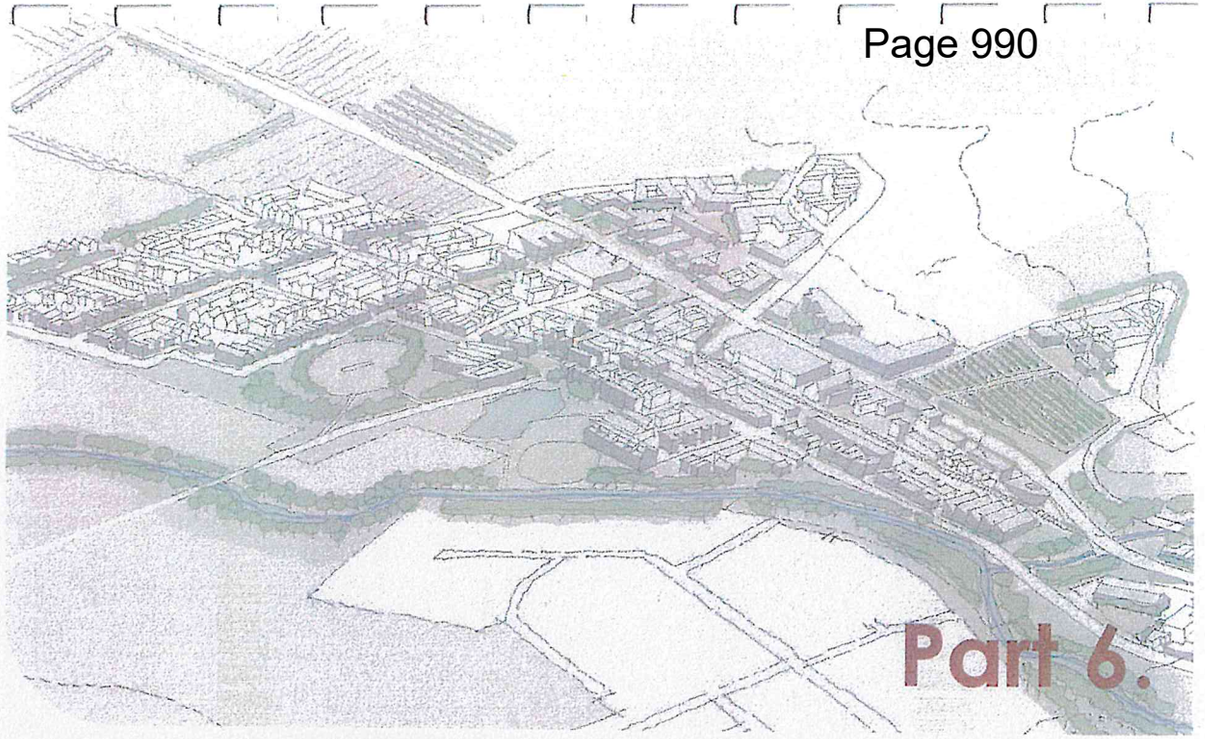
- Arguably, all parts of the ATC area have relatively equal potential to accommodate a similar range of uses.
- With the above in mind, relatively similar rights should be allocated across the area, including obligations towards public benefit uses such as affordable housing.
- Given the extraordinary demand for student housing in Stellenbosch, it will be prudent to distinguish between affordable housing for non-students and student housing in ATC land use allocations and yields.

The required planning and development process

- Given the extent of development opportunity provided by the ATC, the prevailing approach to development and applications for enhanced development rights where each landowner operates on his/her own will not maximise landowner returns nor public benefit.
- The development process needs to recognise:
  - A long roll-out period, with market conditions and societal needs shifting during the development period.
  - Upfront security for landowners on the overall rights to be allocated, associated core obligations (contributions to be made in "exchange" for the rights allocated), and processes.
  - A clear understanding of how the exercising of development rights relates to the provision of infrastructure and other public contributions.

Engineering services

- Existing infrastructure in the vicinity of the ATC could be enhanced and expanded to service the development. This work will also fulfil needs in surrounding areas.
- It appears that some development can start without extensive bulk infrastructure improvements.



Part 6.

Vision, Concept and Development Framework

6. Vision, Concept and Development Framework

6.1. Vision

The working vision for the ATC area is:

An ATC developed as:

- A proactive intervention to address needs in Stellenbosch, including fixing the mistakes of the past and enabling equitable acces to urban opportunity for all citizens.
- An integrated, inclusive environment for living, work, and enjoyment.
- A pro-active partnership between the public, private, and community sectors in response to citizen needs and national, provincial, and municipal policy.
- A place which embodies and expands our best knowledge of what constitutes good, equitable, and efficient settlement.
- A "new town in town" in Stellenbosch; integrating currently fragmented parts of the town, exploiting underutilized resources, and based on non-motorized and public transport.

In the process, what is held dear about Stellenbosch is respected and expanded.

6.2. Strategic Outcomes

Development of the ATC area seeks the following strategic outcomes:

- A vibrant, compact, and efficient urban district, respectful of the environment and history.
- Increased access to livelihood opportunity for ordinary citizens.
- Seamless integration with surrounding areas.
- Financial sustainability.
- Active partnership between stakeholders.
- A clear development process with speedy decision-making.

6.3. Concept

Diagram 3 illustrates the ATC conceptually.

A linear new district within Stellenbosch is envisaged, to the west of the main town and stretching from the old Sawmill and Droë Dyke in the south-west to Kayamandi and beyond in the north, adjacent to and straddling (in places) Adam Tas Road, the R44, and railway line.

The overall area is organised as district or precincts – like a "string of beads" – along a central movement system comprising road, rail, and NMT facilities. The corridor retains west-east and north-south vehicular and rail movement (both destined for Stellenbosch town and through movement), and can contain areas for storing vehicles, with occupants dispersed

"The Adam Tas Corridor is the start of Stellenbosch's emerging urban transformation district and the vision is to create an integrated urban-development corridor that is liveable, safe, resource-efficient, socially integrated, economically inclusive and globally competitive, in which all citizens can actively participate".

Kelvin Campbell (Urbanist and STIAS Fellow)

"A project like the new city corridor for Stellenbosch will need a simple purpose and clear principles.

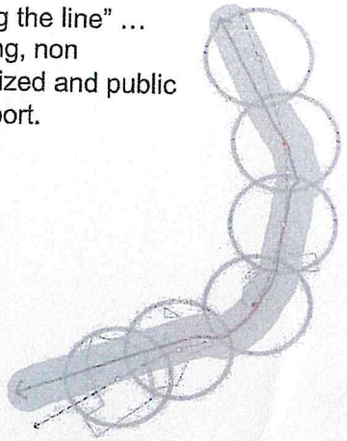
The purpose is to enlarge the commons in Stellenbosch, to make Stellenbosch liveable for all. The purpose should declare that we can change and will change.

Clear principles should enable public and private agencies and the public to collaborate to innovate; should encourage people to expand the commons rather than have the process stifled by the system; should mobilise hidden assets; should encourage doing and learning by doing; should focus on continuous incremental change; and should build a common platform to share learning and evolve the system. Most people want to do what is right. Most people understand honesty, fairness and will support it if the goal is to truly expand the commons."

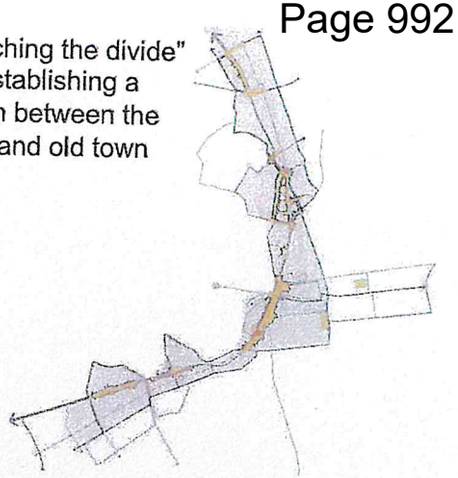
Hannes van Zyl (Stellenbosch resident, entrepreneur, and philanthropist)

ATC: Five key design ideas ...

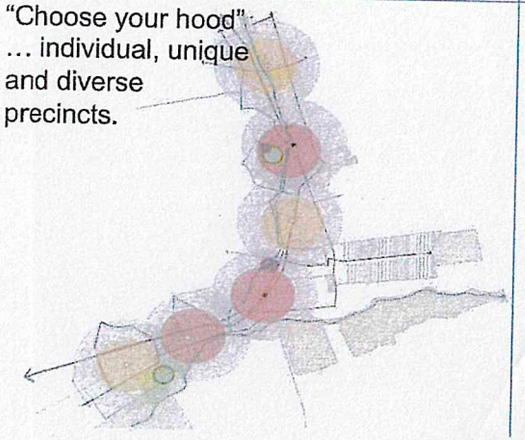
1. "Living the line" ... walking, non motorized and public transport.



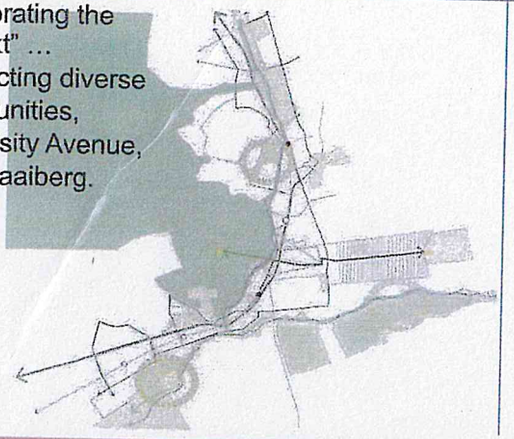
2. "Stitching the divide" ... establishing a seam between the new and old town



3. "Choose your hood" ... individual, unique and diverse precincts.



4. "Celebrating the context" ... connecting diverse communities, University Avenue, Papegaaiberg.



5. "A state of becoming" ... starting at different places towards a bigger whole.

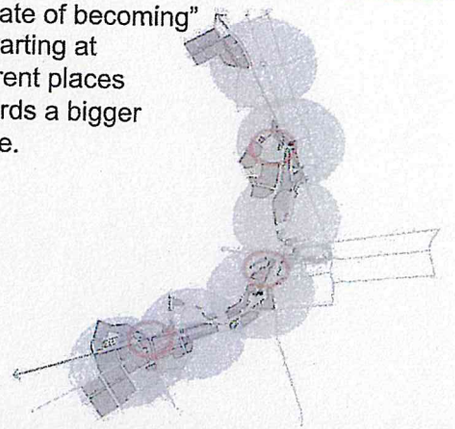


Diagram 3. Five key design ideas consituting the concept for the ATC

Five key design ideas underlie the concept:

1. Separate but linked districts, focused on walkability, NMT and public transport, organized linearly along the rail line and supporting movement routes.
2. Connections or "stitching" of the new development with the old town through intersections and crossings (both NMT and vehicular) at selective points.
3. Districts based on unique character (including the re-use and celebration of historic places).
4. Connecting and exposing key places, including Papegaaiberg and the University (through a "university avenue").
5. Commencing development at places of high opportunity (particularly the rail stations) and growing outwards from there.

into Stellenbosch via public and NMT. The ATC's central movement system is integrated with that of the rest of town through at grade intersections or bridges of different kinds at select points.

Precincts are centered on current or future rail stations/transport interchanges (all part of the central movement corridor) with surrounding development within walking distance from such interchanges. Overall, development within precincts is mixed – in its distribution horizontally across space, vertically within buildings, and in the size of spaces offered – and high density, up to four to six levels in height.

Nevertheless, the ATC is not homogenous along its length, with uses and built form responding to existing conditions and its relationship with surrounding areas. For example, the most intense development is envisaged in the Bergkelder area, centrally situated to the corridor. In other areas, special existing elements such as the vineyard adjacent to Oude Libertas, are retained. Droë Dyke and the precinct north of Kayamandi are envisaged as the most residential in activity mix, while Papegaaiberg retains its character as a natural environment.

Elements of the natural environment are integrated with the development, specifically through a network of public spaces and NMT routes. Papegaaiberg is a central feature of the ATC, envisaged as a core recreation space where biodiversity is celebrated, and accessible to the ATC and rest of Stellenbosch via NMT routes.

Structurally, Papegaaiberg forms part of a continuous west-east "public way"; a NMT route connecting the ATC with the old town via bridging the rail and R44 in the vicinity of Bergkelder/Van der Stel and continuing along Victoria Road – forming a "University Avenue" – to link with Jan S Marais Park/ STIAS. The historic street grid and spaces/places of the old town, including Die Braak and Rhenish Complex, intersects with University Avenue. The Plankenbrug River also intersects with this public way and forms a south-north riverside amenity and NMT route, linking precincts of the ATC with the existing and planned system of riverside routes along the Eerste River.

Housing, in the form of apartments serving different income brackets and household types, form part of each precinct. Public facilities, of design standards befitting a dense urban environment, are distributed throughout the area, and located close to stations/transport interchanges. Sports fields serving the area may be centralized in one or two places, linked to the NMT system.

Along the ATC as a whole – again depending on local conditions – significant re-use of existing buildings is envisaged. This contributes to diversity – in built character and activity (as reuse offers the opportunity for great variety of spaces) – as well as retaining and celebrating aspects of the industrial use history of the area.

Owing to its extent, development of the ATC will unfold over many years. Development may start at specific points while other areas are accommodating temporary uses prior to redevelopment. A key consideration in managing the roll-out of development over time is not to close off – through initial decisions – the full potential of the area.

Some current day needs to be considered for the ATC may change over time and must be accommodated with care. A good example is parking for private vehicles. It is anticipated that access to private vehicles – and the concomitant need for storage of vehicles – may change considerably over the development period of the ATC. One option accommodating present day needs for parking may be to centralise parking spaces and provide for parking in structures which could be readily adapted or redeveloped when needs change.

6.4. Development Framework

The overall development framework for the ATC is illustrated in Figure 14. Key aspects of the development framework are expanded upon in the sections below.

6.4.1. A linear district between the adjacent river and movement infrastructure

A linear new district within Stellenbosch is envisaged, to the west of the main town and stretching from the old Sawmill and Droë Dyke in the south-west to Kayamandi and beyond in the north, adjacent to and straddling (in places) Adam Tas Road, the R44, and railway line.

6.4.2. Linked precincts focused on interchange points

The linear ATC development area comprises several precincts, linked to each other and surrounding areas through rail, road and NMT movement infrastructure. Although precincts exhibit distinct characteristics and potential, based on location, use history, and so on, all – except Papegaaiberg and Oude Libertas – is expected to have a mix of uses and relatively high-density development. While precincts are linked, each is proposed to focus on a central interchange point – a station or other transport interchange – within walking distance of surrounding development.

Large parts of the ATC have traditionally been controlled by individual owners, each pursuing focused and relatively homogeneous use of their land parcels. Sawmilling and the wine industry are good examples. So is the conservation status and use of the Papegaaiberg and the institutional nature of Oude Libertas. Thus, the use history of parts of the ATC, together with land ownership, combines to assist in the delineation of precincts. This delineation also enables a clear distinction and allocation of shared and individual responsibility related to implementation of the Development Framework.



Figure 14. ATC Local Spatial Development Framework

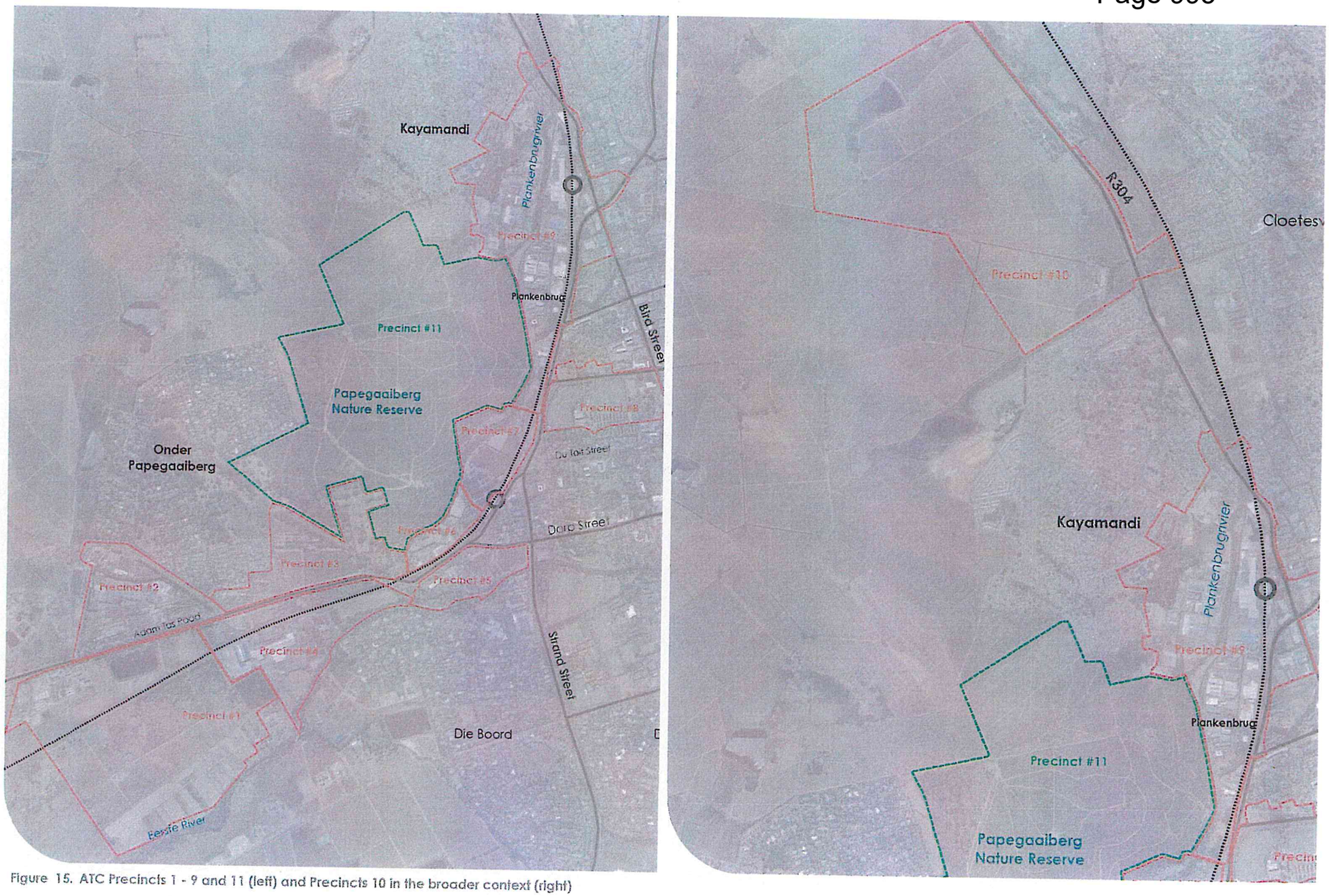


Figure 15. ATC Precincts 1 - 9 and 11 (left) and Precincts 10 in the broader context (right)

The overall character/identity of each precinct is described in the table below.

Table 6. Precinct Character / Identity Elements

PRECINCT	CHARACTER/IDENTITY
Precinct #1 Droë Dyke	A gateway precinct at the south-western entrance to Stellenbosch and the ATC. In general, together with the Northern Precinct, to contain a higher proportion of housing than other precincts, as well as mixed use retail and commercial activities. Some blocks to contain mostly housing. A major focus of formal and informal recreational and sport activities (some of which may serve the ATC and areas beyond) along the river corridor.
Precinct #2 Sawmill	A mixed use commercial and retail precinct, including housing, light industry, workshops and entrepreneurial spaces. Some adaptive reuse of old industrial structures.
Precinct #3 Oude Libertas	A largely institutional use precinct comprising the University of Stellenbosch Business School and Oude Libertas theatre complex, together with the cemetery and historic vineyard abutting Adam Tas Road.
Precinct #4 Adam Tas	A mixed use medium to high density precinct including residential and commercial/retail activity.
Precinct #5 Remgro	A mixed use medium to high density precinct including residential and commercial/retail activity with sensitive incorporation of the Rupert museum and vineyards.
Precinct #6 Bosman's Crossing	A mixed use medium to high density precinct including residential and commercial/retail activity with sensitive incorporation and adaptive re-use of historic structures.
Precinct #7 Bergkelder	A mixed use medium to high density precinct including residential and commercial/retail activity with sensitive incorporation and adaptive re-use of historic structures. Envisaged as a centre of the ATC and location for vehicular/NMT bridging between the ATC and existing development to the east.
Precinct #8 Van der Stel	A mixed use medium to high density precinct including rationalised sports uses and residential and commercial/retail activity with sensitive incorporation and adaptive re-use of historic structures. Incorporation of a new public transport interchange (possibly along Merriman Road).
Precinct #9 Plankenbrug	A mixed use area incorporating new development and adaptive reuse through redevelopment pf individual and consolidated properties currently in multiple ownership. Strong presence of small workshops and industrial spaces.
Precinct #10 Northern Extension	A gateway precinct at the northern entrance to Stellenbosch and the ATC. In general, together with the Droë Dyke Precinct, to contain a higher proportion of housing than other precincts, as well as mixed use retail and commercial activities. Some blocks to contain mostly housing. A focus of formal and informal recreational and sport activities.
Precinct #11 Papegaaiberg	A protected nature area sensitively developed as a central recreational park to contain active conservation, walking and cycling routes, linked to surrounding areas and the broader Stellenbosch NMT network.

6.4.3. Developable Areas

Table 7 indicates the developable area for the ATC and individual precincts. Developable were are calculated based on a block lay-of development parcels for each precinct and excludes riverine corridors, flood plains, vineyards, major routes, the railway corridor, sports fields, and major public open spaces.

A coverage ranging between 65% and 80% was applied to the developable area per block to calculate the available development built footprint and resultant bulk. The coverage percentage applied relates to the proposed density of the block where the lowest density has a coverage of 65% and the highest density a coverage of 80%. High density, perimeter block development is envisaged for most of the corridor. This courtyard typology allows for the maximum use of the site while creating protected parking or play courtyards within the centre of the block. The majority of parking will need to be accommodated as structured parking in high-density blocks and not as surface parking.

6.4.4. Land Use

Given the location of the ATC as part of an already developed area, access to major transport systems, and a strategic objectives of maximising existing land resources and establishing a vibrant, compact, and efficient urban district enabling NMT, land use across the ATC is envisaged as mixed and of relatively high density.

All precincts are to be mixed use, excluding Papegaaiberg. Droë Dyke and the Northern Extension, given location, will contain a higher proportion of residential use than other precincts.

In relation to land use, the groupings of land use in Table 7 have been assumed for preparing the Development Framework.

Table 7. Developable Areas per Precinct

PRECINCT	Block Area (m²)	Internal Streets (15%)	Developable Areas (before Coverage applied) (m²)
Precinct #1 Droë Dyke	509 191	76 379	432 812
Precinct #2 Sawmill	164 917	24 738	140 179
Precinct #3 Oude Libertas	69 818	10 473	59 345
Precinct #4 Adam Tas	167 607	25 141	142 466
Precinct #5 Remgro	72 703	10 905	61 798
Precinct #6 Bosman's Crossing	48 782	7 317	41 465
Precinct #7 Bergkelder	99 943	14 991	84 952
Precinct #8 Van der Stel	80 917	12 138	68 779
Precinct #9 Plankenbrug	331 141	49 671	281 470
Precinct #10 Northern Extension	339 627	50 944	288 683
Precinct #11 Papegaaiberg	-	-	-

Table 8. Broad Land Use Descriptions

LAND USE GROUPING	EXPLANATION
Residential	Medium density social housing and inclusionary housing comprising 2-4 storey duplexes or walk-ups with shared courtyards/ internal green spaces.
Mixed use residential	Medium to high density residential apartments with active ground floor use comprising retail and/or other complimentary activities. *Ratio: 80% Residential, 20% Commercial/retail*
Mixed use commercial	Medium to high density commercial activities including retail, hospitality and residential components. *Ratio: 20% Residential, 80% Commercial/retail*
Light industry	Workshops, studios, warehouses and other, light industrial activities integrated into surrounding land uses with minimal segregation and blank facades.
Sports	Sport fields, club houses and other sporting related activities.
Public facilities	Public institutions such as schools, libraries, government services, clinics, community centres as well as cultural institutions (e.g., museums or theatres).

6.4.5. Massing and Density

The broad distribution of densities and building heights across the ATC area is illustrated in Figures 16 and 17. Building heights range from two to six storeys, informed by:

- Land use, where predominantly residential development is envisaged to be two to four storeys and mixed use residential and mixed-use commercial four to six storeys.
- Context, including the presence of buildings to be retain for adaptive re-use, places to be protected through sensitive adjacent development, and location in relation to major transport routes.

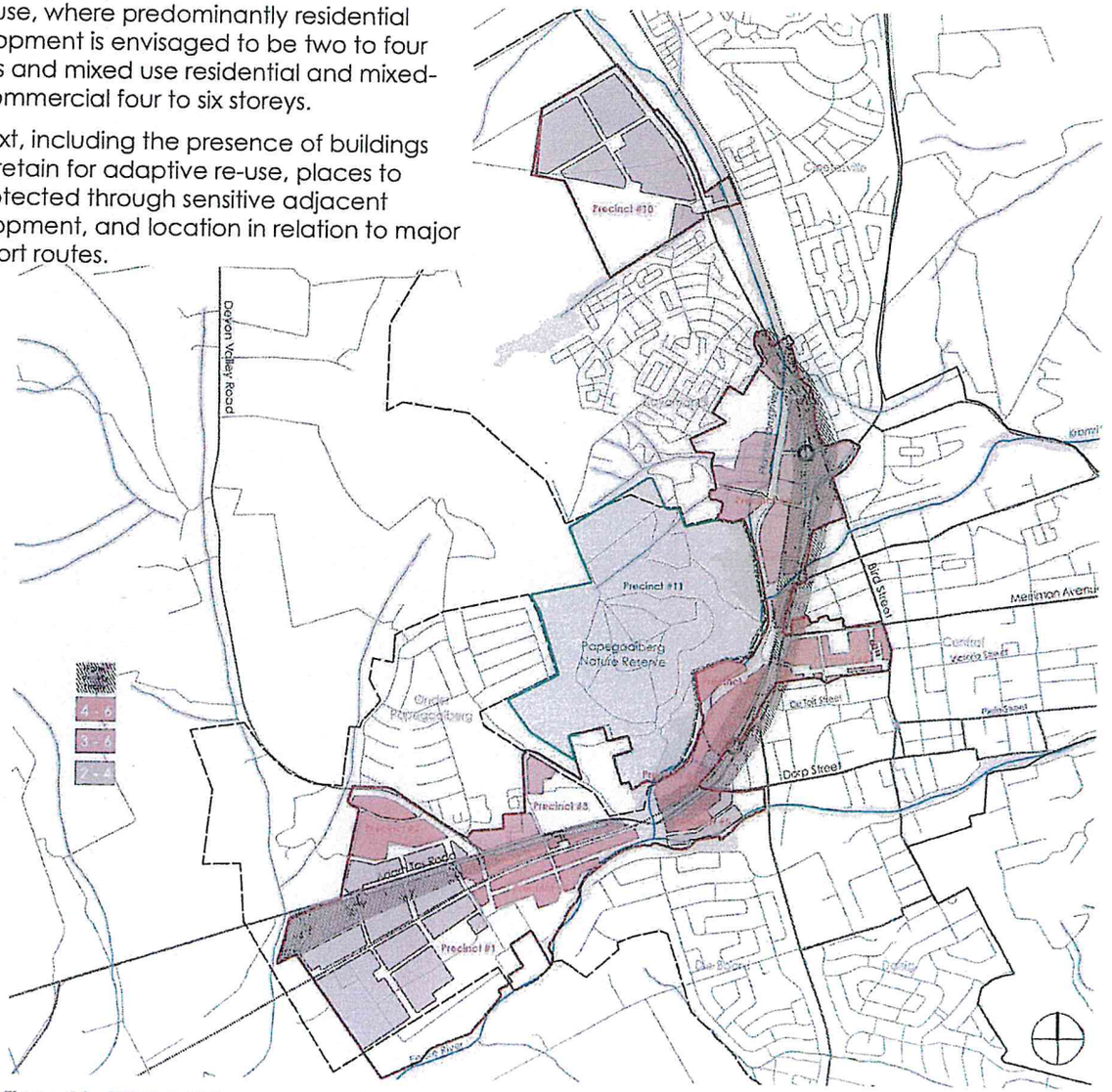


Figure 16. ATC Height Ranges per precinct

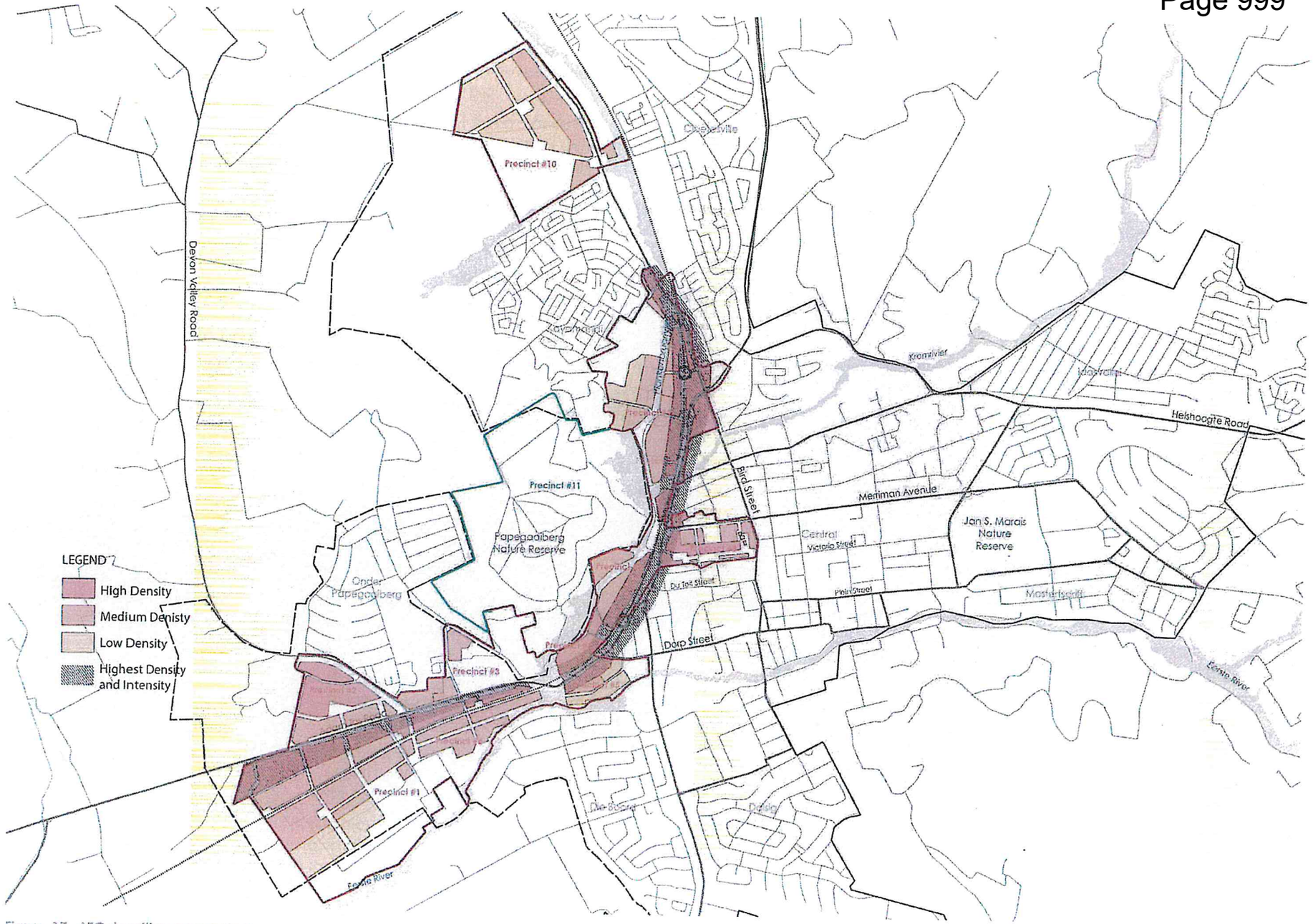


Figure 17. ATC densities per precinct

6.4.6. Bulk

The bulk applicable to the ATC as a whole and individual precincts have been determined following several steps:

- Identification of the m² area of development parcels – within the overall Development Framework – within each precinct based on developable areas (which excludes riverine corridors, flood plains, vineyards, major routes, the railway corridor, sports fields, and major public open spaces).
- Distinguishing between two types of development parcels/areas identified: green fields and brownfields (where future adaptive reuse will be applicable, also informed by heritage inputs).
- Application of an efficiency ratio of 85% to brownfields parcels to accommodate adaptive reuse.
- A reduction of 15% from the area of development parcels to accommodate internal streets and circulation.
- An application of a building height range to development parcels.
- Application of land use categories proportionally to the total bulk for each precinct (informed by the envisaged character of each precinct).
- Calculation of the bulk for each land use and each precinct, reflected as a minimum and maximum.
- Application of a range of nett densities to the area/bulk assigned for residential use, providing an estimate number of units.

Bulk calculations indicate both a minimum and maximum bulk per precinct. This enables flexibility in implementation – given changing market conditions over the period of implementation – while still attaining the urban qualities pursued and financial sustainability.

The apportioning of land use and bulk for the ATC area is summarised in Table 9 below.

Table 9. Land Use Bulk Summary for the ATC as a whole

LAND USE	% ALLOCATION	MINIMUM BULK (m²)	MAXIMUM BULK (m²)
Residential	**12**	**372 971**	**528 793**
Mixed use residential	**28**	**884 948**	**1 250 285**
Residential	*80*	*707 959*	*1 000 228*
Commercial / Retail	*20*	*176 990*	*250 057*
Mixed use commercial	**29**	**908 685**	**1 227 516**
Residential	*20*	*181 737*	*245 503*
Commercial / Retail	*80*	*726 948*	*982 013*
Light industry	**16**	**500 076**	**669 315**
Sports	**3**	**104 551**	**143 809**
Public facilities	**12**	**375 427**	**526 881**
	TOTAL	**3 146 659**	**4 346 599**

LAND USE	% ALLOCATION	MINIMUM BULK (m²)	MAXIMUM BULK (m²)
Residential	**40**	**1 262 667**	**1 774 524**
Commercial	**29**	**903 938**	**1 232 070**
Light industry	**16**	**500 076**	**669 315**
Sports	**3**	**104 551**	**143 809**
Public facilities	**12**	**375 427**	**526 881**
	TOTAL	**3 146 659**	**4 346 599**

The apportioning of land use and bulk for individual precincts is summarised in Table 10 below.

A workbook of all developable area and bulk calculations for the area and precincts is included as Appendix B.

Table 10. Land use/bulk summary for individual precincts

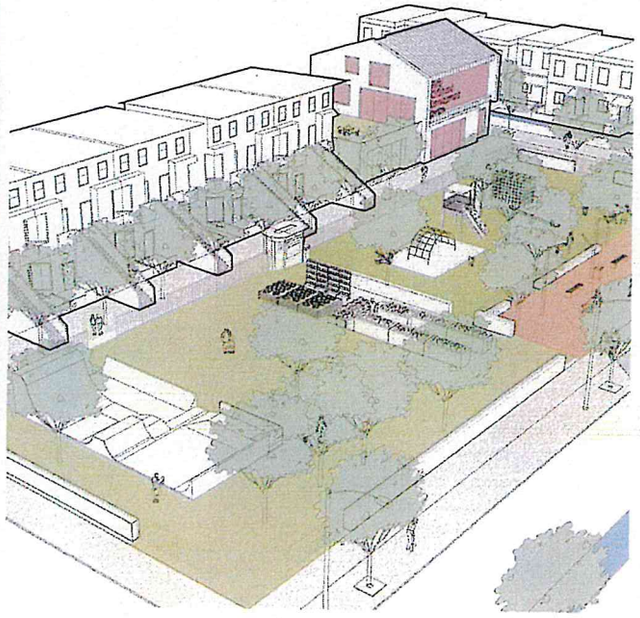
PRECINCT	Residential		Mixed Use Residential		Mixed Use Commercial		Light Industry		Sports		Public Facilities	
	Min Bulk m²	Max Bulk m²	Min Bulk m²	Max Bulk m²	Min Bulk m²	Max Bulk m²	Min Bulk m²	Max Bulk m²	Min Bulk m²	Max Bulk m²	Min Bulk m²	Max Bulk m²
Precinct #1 Droë Dyke	234 758	328 902	264 103	370 014	-	-	-	-	29 345	41 113	58 690	82 225
Precinct #2 Sawmill	-	-	107 624	172 830	122 998	197 520	61 499	98 760	-	-	15 375	24 690
Precinct #3 Oude Libertas	-	-	24 947	42 371	42 371	42 371	-	-	-	-	33 263	56 495
Precinct #4 Adam Tas	-	-	158 305	204 295	158 305	204 295	39 576	51 074	-	-	39 576	51 074
Precinct #5 Remgro	-	-	24 857	33 185	49 714	66 370	24 857	33 185	-	-	24 857	33 185
Precinct #6 Bosman's Crossing	-	-	45 114	56 392	39 474	49 343	22 557	28 196	-	-	5 639	7 049
Precinct #7 Bergkelder	-	-	-	-	138 641	190 085	46 214	63 362	-	-	46 214	63 362
Precinct #8 Van der Stel	-	-	75 716	104 677	97 349	134 584	-	-	21 633	29 908	21 633	29 908
Precinct #9 Plankenbrug	-	-	-	-	213 761	276 317	305 373	394 739	30 537	39 474	61 075	78 948
Precinct #10 Northern Extension	138 213	199 891	184 283	266 522	46 071	66 630	-	-	23 035	33 315	69 106	99 946
Precinct #11 Papegaaiberg	-	-	-	-	-	-	-	-	-	-	-	-

















Precedent of housing typologies appropriate to the ATC context (refer to the supporting ATC guidelines for further urban design and landscape precedent per precinct and sources of all projects)

- Compact, multi-functional facilities;
- Surveilled and safe play areas;
- Sites wrapped with residential;
- Clustering of facilities e.g. public library, adult education, community hall etc.









Figure 18. Precedent of Urban Schools (refer to the supporting ATC guidelines for further precedent per precinct and sources of all projects)

6.4.10. Landscape and Historic Character

The landscape and heritage review of places and buildings for the ATC revealed eleven areas of distinct, broad landscape and historic character areas. These, illustrated in Figure 19, are:

1. Urban-rural transition and gateway (western entry to Stellenbosch).
2. Timber processing (the sawmill from the early 20th century).
3. Historical set piece and vineyard forecourt, including an area of public memory, reflection, passive recreation, and historical river crossing (the cemetery and Bosman's Crossing).
4. Wine processing (Stellenbosch Farmers Winery mid to late 20th century)
5. Interface with historic core (the Dorp Street point of entry).
6. Brandy production (early to late 20th century) and the historical millstream network (Oude Molen).
7. Wine cellar and brandy production (mid to late 20th century, specifically Bergkelder), and movement infrastructure (including the station area).
8. Interface zone with historic core (including the Van der Stel entry to the area).
9. Industrial expansion (late 20th century to the north), including historical settlement and displacement (the Bird Street point of entry to Stellenbosch).
10. Urban-rural transition and gateway (northern area).
11. Passive recreation and retreat (Papegaaiberg).

The following sheets outline the heritage significance, character, and proposed heritage indicators for each of the areas.

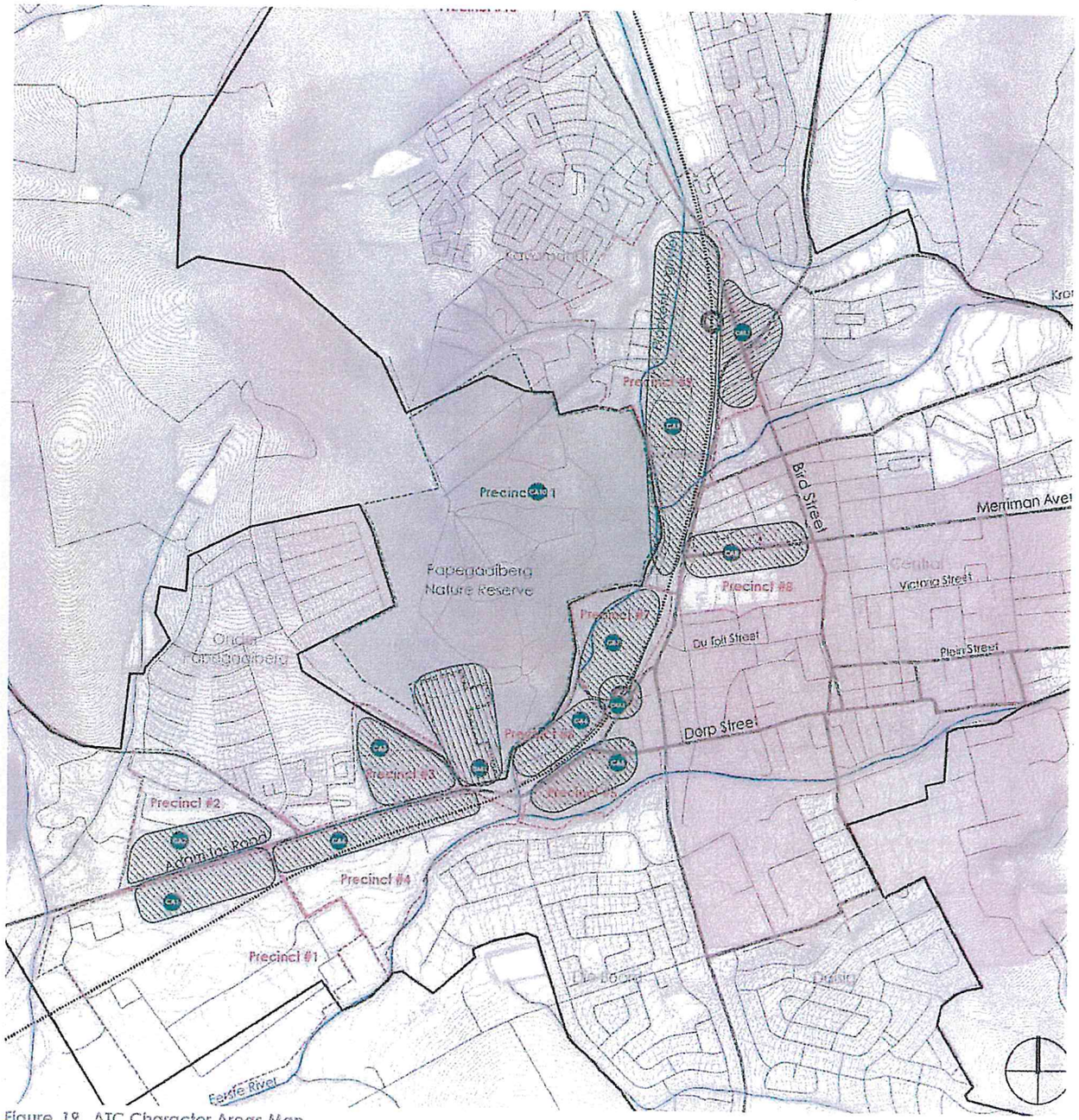
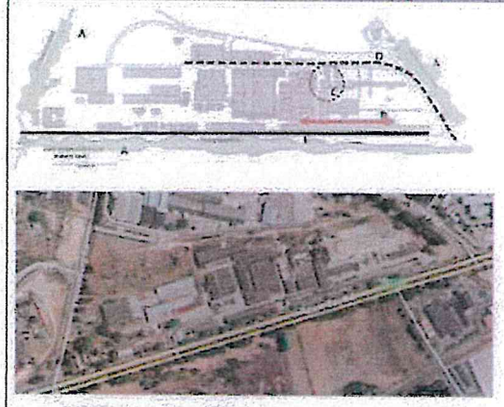


Figure 19. ATC Character Areas Map

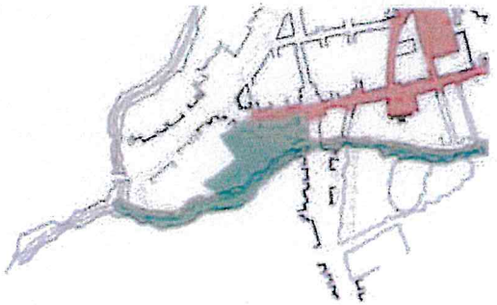
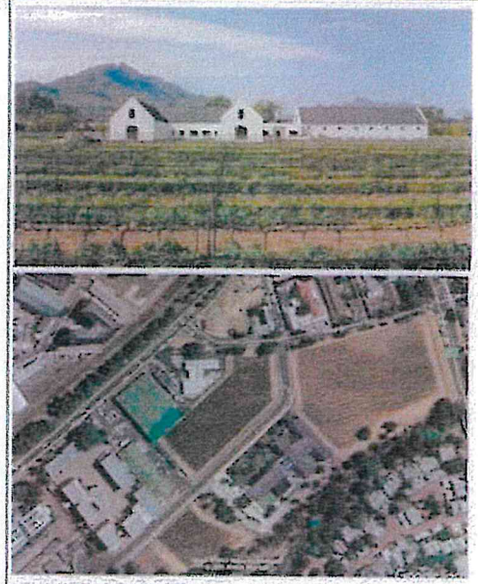
Name	Heritage Significance Grading	Character Statement Description and Character Forming Elements	Heritage Indicators Capacity to Accommodate Change & Absorb Development
CA 1 **GATEWAY CONDITION** **Rural-urban transition and gateway (west)**	Role as point of entry to Stellenbosch from the west. Landscape elements contributing to the Stellenbosch landscape context; flanked by mature trees creating a green frame with views eastwards towards the mountains. Green edge conditions contrasting with hard built edge to the north and west. Significance limited to scenic envelop and associated long views towards the Hottentots Holland Mountains. Entry point to Klein Vredenburg (Grade II).	Line of stone pines and other mature trees framing long views towards the Hottentots Holland Mountains to the east. Green edge conditions in contrast to hard built form immediately to the north and west.	Maintain treed edge along Adam Tas Road. Establish building setback conditions to maintain transitional landscape quality between urban and rural conditions. Maintain views through towards the Hottentots Holland Mountains to the east based on a combination of setback and height controls. Maintain visually permeable edge conditions. Controls on signage to minimize visual clutter (e.g.no third-party signage) Respect and acknowledge entrance to Klein Vredenburg. Tree maintenance and planting plan.  (SHI 2018)

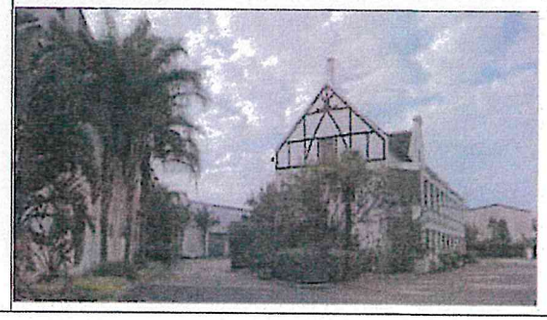
Name	Heritage Significance Grading	Character Statement Description and Character Forming Elements	Heritage Indicators Capacity to Accommodate Change & Absorb Development
CA 2 **SAWMILL SITE** **Timber processing (early 20th C)**	Industrial technological significance associated with the timber industry in the early 20th century and its role in the development of the fruit industry in terms of packaging. Landmark value as a highly visible industrial site in Stellenbosch. Distinctive edge conditions comprising a continuous 2m high street boundary wall with perforated panels and columns contributing to a pattern of edge conditions with particular solid to void relationships; 1930s character of perforated wall panels. No individual structures worthy of formal protection. Relic site with the buildings being vacant and derelict. Small core group of structures representative of the role of the site in the timber industry. Significance resides is in associations with timber processing/manufacturing and its resulting built form character.	Cross section of trees adjacent to the roadway, continuous wall treatment with a particular rhythm of solid to void, and long linear sheds behind. Tight, modular, orthogonal layout of buildings with a relatively fine grain, high coverage factor, density gradient across the site and varying figure ground relationships. Relatively low-rise nature of buildings flanking Adam Tas Road.	 Sawmill HIA (Snelling 2015) Retention and adaptive reuse of core grouping (C). Retain the wall along Adam Tas Road to as great an extent as possible with limited points of entry. Maintain the existing line of trees. Maintain hard building edge along Adam Tas Road with a limited building line with 2 storey height control on buildings immediately flanking the site. Maintain the manufacturing and light industrial character of the area as a major component of a mixed-use precinct. Maintain the built form character in terms of figure ground relationships.

Name	Heritage Significance Grading	Character Statement Description and Character Forming Elements	Heritage Indicators Capacity to Accommodate Change & Absorb Development
CA 3 **OUDE LIBERTAS** **Historical set piece and vineyard forecourt** **CA 3.1** **CEMETERY** **Public memory, reflection, passive recreation, historical river crossing) (cemetery and Bosman's Crossing)**	High historical, architectural significance. Distinctive landmark at entry to Stellenbosch. Distinctive setting of the architectural ensemble and its generous vineyard forecourt; vineyard forecourt contributing to sequencing of solid to void, open to closed relationships along this section of Adam Tas Road. High historical and social significance of the cemetery in terms of layering, interdenominational use and nature of open access. Cemetery contributes substantially to a parkland setting immediately abutting a high use zone to the east. Heritage value of historical patterns of access and river crossing. Heritage value of the archaeological 'monument' as the site of an ESA site discovered in 1899 (PHS Grade II)	Formal landmark architectural ensemble with a green forecourt. Cemetery set within a parkland setting. Historical route network and river crossing. Vineyard foreground and rows of mature trees create the foreground to the site, which is set against a dark, forested backdrop on the slopes of the Papagaaiberg.   SHI (2018)	 Google Earth (2021) Maintain green forecourt to Oude Libertas; no new buildings to be permitted in this zone. New buildings to be located behind the line established by the Oude Libertas complex and homestead. New interventions must not visually overwhelm the complex. New interventions to be complementary to the historical cultural and educational role of Oude Libertas. Maintain the open access and parkland nature of the cemetery with minimal edge treatments. Opportunities for memorialization as part of the public space realm.

Name	Heritage Significance Grading	Character Statement Description and Character Forming Elements	Heritage Indicators Capacity to Accommodate Change & Absorb Development
CA 4 **DISTELL** **Wine processing (Stellenbosch Farmers Winery mid to late 20th C)**	Site of an early 20th century black settlement referred to as Mon Repos or Platteklip Location c1918. Site of Stellenbosch Farmers Winery (SFW) since 1925 (Oude Libertas farm) until the merger with Distillers Corporation to form Distell in 2000. Social historical value with SWF as an early agricultural co-operative dating to the post WW I period playing a major role in the promotion of the Stellenbosch wine industry for white farmers through the centralisation and regulation of wine production and markets, including the export market.	Boundary treatment and gateway; pillars, visually permeable panels framing views of buildings immediately adjacent.   Google Earth street view (2021) Formal composition of architectural elements and boundary treatments. Part of a sequence of hard and soft edge treatments along Adam Tas with Distell providing a hard agro-industrial edge in contrast to the green forecourt to the Oude Libertas to the west. Entrance to Klein Vredenburg providing a strong edge to the south.	 Google Earth (2021) Maintain edge treatment along Adam in terms of pillars, visually permeable panels and planting, and the interface with the Cape Revival complex including the rhythm of gable ends, elaborate gateways and neo classical central entrance piece. Retain the Cape Revival complex facing onto Adam Tas with a range of adaptive reuse options accommodated. Soft edge treatment along entrance road to Klein Vredenburg to screen hard parking areas and loading areas. Consider opportunities for a continuous walkway adjacent to the Eerste River and its role as a seam in linking precincts as part of a continuous public realm including the recreational role of the Distell Cricket Club.

	Potential grading of a component of the Cape Revival complex addressing Adam Tas. Relationship between the Cape Revival complex and Adam Tas in terms of strong place-making and landmark qualities. Architectural value of the complex in term of the use of Cape Revival architectural elements related to the branding of SFW in the export market. Vast majority of buildings not worthy of formal heritage protection, particularly to the south of the railway line. Social recreational role of the Distell Cricket Club.	Eerste River forming the southern edge and the location of the Distell Cricket Club adjacent to the river creating a soft interface.	 View of Distell from Distillery Road

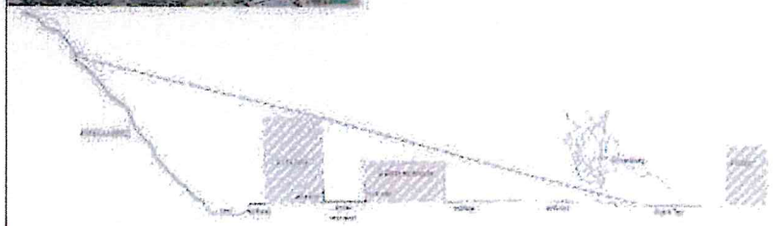
Name	Heritage Significance Grading	Character Statement Description and Character Forming Elements	Heritage Indicators Capacity to Accommodate Change & Absorb Development
CA 5 **DORP STREET** **Interface with historic core (Dorp Street point of entry)**	Major point of entry into the historic core of Stellenbosch via Dorp Street. Dorp Street having high heritage value as one of the main structuring elements of the historic core. Vineyard setting at point of entry has place-making qualities in terms of providing a green framing element to the historic core.	Juxtaposition of agro-industrial and commercial buildings, cultural centre and ornamental vineyard setting to the Rupert Museum. Location between two structuring elements (Dorp Street and Eerste River) and the strategic location of the Rupert Museum as a semi -public institution, which could form part of a continuous public realm relative to the river and pedestrian network.  SHI (2018)	 Google Earth (2021) Maintain green forecourt to the Rupert Museum and its landmark qualities. Consider the opportunities for a continuous landscape walkway adjacent to the Eerste River and the role of this river corridor as a seam in linking precincts associated with the river. Role of Eerste River as a major structuring element of the historic core.

Name	Heritage Significance Grading	Character Statement Description and Character Forming Elements	Heritage Indicators Capacity to Accommodate Change & Absorb Development
CA 6 **BOSMAN'S CROSSING AND OUDE MOLEN** **Brandy production (early to late 20th C); historical mill stream network**	Collection of buildings worthy of retention and adaptive reuse grouped along a tight linear corridor: Cape Revival House 1925 Grade IIIA; Mill House 1965 Grade IIIC; Warehouse 1950s Grade IIIC; Vinlab 1923 Grade IIIC. Juxtaposition of river and Papegaaiberg with a tight linear corridor comprising the river, road network and railway, industrial buildings, mountain edge). Historical reference to old mill and millrace.	Mixed-use activity comprising medium high density residential activity (6 stories with ground level retail) in immediate juxtaposition with light manufacturing. Distillery Road as an extension of Bosman's Crossing and the original route into Stellenbosch from the south and its role as linking or binding element though the southern section of the corridor. Sequence of hard and soft spaces; soft green crossing, hard built edges; Oude Molen forecourt; views towards Papegaaiberg backdrop.	Retention of views towards the Papegaaiberg. Integrate the riverine corridor with a pedestrian linkages and opportunities for access into the Papegaaiberg, particularly near Bosman's Crossing Retention of the historic core grouping and associated spaces with their integration into a public space network (diagram below) Extension of Bosman's Crossing and Distillery Road as a linking or binding element as part of the street network though the corridor (see diagram below) Two stories on ATC retaining views towards the Papegaaiberg with higher density along the river (see cross section below). Continue good precedent at Bosman's Crossing with a residential apartment urban typology adjacent to the river, sequencing of open and close spaces and mix of uses particularly light manufacturing/artisanal activity, e.g. foundry and furniture making.  Postlethwayt & Snelling (2020)



Louw & Dewar Urabn Design Framework for Oude Molen (2016)

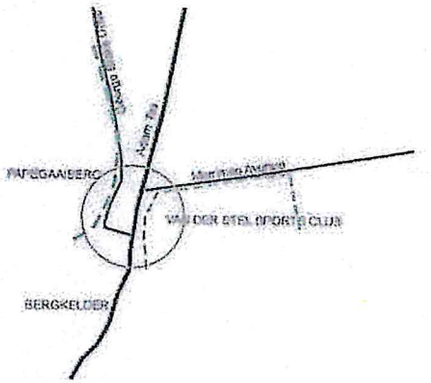




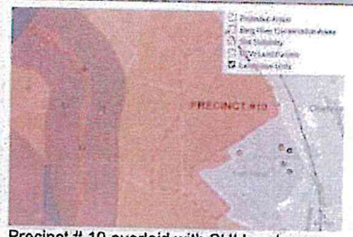
Indicative Cross Section through Bosman's Crossing

Name	Heritage Significance Grading	Character Statement Description and Character Forming Elements	Heritage Indicators Capacity to Accommodate Change & Absorb Development
CA 7 **BERGKELDER** **Wine cellar and brandy production – mid to late 20th C**	Historical, technological and scientific contextual value (Grade IIIC) Setting of the Plankenbrug River and slopes of the Papegaaiberg into which the Bergkelder is inserted. Technological and scientific innovations from the late 1960s. Role in increasing international connections, primarily related to viticultural, oenological and marketing developments, particularly post 1992. Collection of buildings dating from the mid-20th century of a particular architectural typology and place-making quality (morphology, spatial relationships, riverine and mountain setting). Equipment related to the evolution of wine-making and maturation techniques from the mid-20th century. Potential evidence of mill sleut. Industrial archaeological value of the structures.	Industrial buildings relating to the wine industry. Industrial buildings with a particular architectural typology, urban morphology and visual spatial relationship with the river and Papegaaiberg. Group of mid-20th century buildings in the southern portion of the site dating from the first phase of development, approximately from the mid1940s to the 1960s. Buildings have been adapted over time, particularly in terms of height to accommodate changes in technology. 	High degree of resilience and ability of accommodate change. However, not to be treated as a green field site. Retention of the overall grain and texture of the site, i.e. figure ground relationships, to reflect the industrial evolution of the site. Retention of the mid-20th century building grouping for adaptive reuse in a mixed-use environment; could be substantially altered to accommodate new uses yet retaining industrial built form character. Retention of the visual grid, tree lined avenues and stone walled edge conditions as a structuring device, particularly the visual axes towards the Papegaaiberg. Opportunities for inclusion into a high to medium mixed-use development corridor to build on the strategic location of the site.  

CA 7.1 **STATION** **Movement Infrastructure**	Historic significance of the railway network dating to the mid-19th century. Distinctive landmark qualities of the Cape Revival station building and its forecourt.  Google Earth street view (2021)	Movement infrastructure, linear binding element of public infrastructure linking Kayamandi through the corridor to metropolitan Cape Town. Strategic location at the periphery of the historic core and head of a grid of streets defining the western edge of the historic core immediately at the interface with the agro-industrial group of buildings associated with Berg Kelder, thus binding the historic core and the future growth corridor.	Conceptualise as part of a linear linking system associated with the Bosmans Crossing through the Oude Molen Precinct to the station.

Name	Heritage Significance Grading	Character Statement Description and Character Forming Elements	Heritage Indicators Capacity to Accommodate Change & Absorb Development
CA 8 **VAN DER STEL** **Interface with historic core (Merriman and Brid Street point of entry)**	 Precinct # 8 overlaid with Historic Core and Special Streets, Places & Buildings (SHI 2018) Contextual value adjacent to the historic core with is concentration of streets, places and buildings of heritage value. Major entry point into the historic core via Merriman Avenue and Bird Streets with Bird Street being one of the main structuring elements of the historic grid. Green open space in close proximity to the Papegaaiberg (pinch point) at a cross route condition and as part of an integrated green/open space structuring system. Social value of the sports club.	Large recreational open space on the edge of the historic core bounded by streets forming part of its grid system. Mix of land uses including sports facilities, transport hub, retail, corporate and residential.  Structuring elements Zone of intersection between green and urban systems; historic and contemporary conditions.	Medium degree of resilience to accommodate new development recognizing townscape and landscape opportunities and constraints being located immediately adjacent to the historic core with strong visual spatial linkage with the Papegaaiberg and at a cross route condition with a high degree of accessibility.  Avoid the simple "filling in" of open space. Respond positively to the juxtaposition of fine-grained residential fabric (south) and coarse grained industrial fabric (west) as well as the gateway conditions and strategic location of the precinct at the entrance to the historic core and in relation to Bergkelder and George Blake precincts as core components of the growth corridor. Redevelopment of the site must retain a strong green linkage element and contribute to the public open space network of the town.

Name	Heritage Significance Grading	Character Statement Description and Character Forming Elements	Heritage Indicators Capacity to Accommodate Change & Absorb Development
CA 9 **GEORGE BLAKE** **Industrial expansion – late 20th C (north)**	Late 20th century light industrial landscape. Low, if any heritage significance. There are no heritage structures in the area.	No elements that contribute to area character. The only potential elements relate to the stream flowing down from the Papegaaiberg into the Plankenburg river and the gridiron street pattern providing visual and potential pedestrian linkages to the Papegaaiberg.	Considerable capacity to absorb a more intensive pattern of development. Plankenburg riverine corridor and the opportunities for a continuous landscaped pedestrian walkway with cross linkages into Kayamandi to be incorporated into a precinct plan. Similarly, the orthogonal street pattern should be maintained and visual /spatial linkages to the Papegaaiberg enhanced in terms of a grid of views. Web of green and visual connectivity between the Papegaaiberg and the Plankenburg riverine corridor.
CA 9.1 **BIRD STREET** **Historical Settlement & Displacement (Bird Street point of entry)**	Considerable historical social significance in terms of the association with forced removals related to the Group Areas Act in Du Toitsville in the 1960s. Historical and visual significance of the avenue of trees flanking Bird Street and its role as an early access route from Paarl dating from the late 17th century.	Light industrial, heavily trafficked area. The only remaining house of Du Toitsville (69 Bird Street Osman House).  Oak tree avenue on Bird Street and station building and forecourt as last remaining physical elements of Du Toitsville.	Maintain the avenue of oak trees flanking Bird Street, a major point of entry into Stellenbosch from the north. Develop a tree management programme to ensure the long-term protection of the trees. Explore opportunities for the memorialization of the forced removals related to Group Areas in collaboration with the affected community.

Name	Heritage Significance Grading	Character Statement Description and Character Forming Elements	Heritage Indicators Capacity to Accommodate Change & Absorb Development
CA 10 **Urban-transition and gateway (north)**	 Precinct # 10 overlaid with SHI Landscape Units of suggested Grade IIIB heritage value Located in a landscape of suggested Grade IIIB heritage value in terms of the SHI (2018). Aesthetic value in its contribution to an agricultural landscape approaching Stellenbosch via the R304. Landscape of urban-rural transition with gateway opportunities. Embedded within this landscape, heritage resources of Grade III heritage value (Monterosso IIIB; Cloetesdal Farm IIIC).	Orthogonal field patterns with access arrangements off the R304 and a sloping topography. Long views towards mountain peaks framed by green edge conditions.  Google Earth 2021 (R304 street view looking south east) Undulating sloping topography with subtle skyline conditions framing environmental rooms.  Google Earth 2021 (R304 street view looking north west)  Monterosso farm part of 1930/50's pattern of settlement along the R304 (SHI 2018)	Some degree of resilience with the need to balance the urban expansion of the town while responding to the landscape context and thus avoiding peripheral sprawl. Development should comprise a clear settlement structure including a legible public structure and green structure. Avoid the sameness in settlement pattern or continuous swathes of development with the creation of environmental rooms, thresholds or markers in the landscape to punctuate development pockets. Provide a density gradient in response to topographical conditions and movement routes with higher densities on the valley floor and lower slopes and lower densities on the upper more visually prominent slopes. Provide a variation in built form typologies including the use of taller or landmark buildings at key points in the settlement structure. Positive response to the patterns of access off the R304 in terms of geometry, cross route conditions and axial alignments. Careful consideration edge treatments e.g. use of tree planting to reinforce gateway qualities, visually permeable boundaries. Explore the principle of a local 'high street' parallel to the R304 and linking Kyamandi with its surroundings.

Name	Heritage Significance Grading	Character Statement Description and Character Forming Elements	Heritage Indicators Capacity to Accommodate Change & Absorb Development
CA 11 **PAPEGAAIBERG** **Passive recreation and retreat**	Identified in the SHI (2018) to be grade IIIB heritage value. Considerable visual/spatial significance; dramatic and vivid rural and natural landmark quality in immediate juxtaposition with the urban built form of Stellenbosch. Place of spiritual quality and significance; place of refuge; of retreat and contemplation, relatively unencumbered by perceptions of exclusion and exclusivity, and spatial division.	Green frame to the town. Dramatic visual spatial juxtaposition of rural and urban. Steep topography establishes a green wall to the Adam Tas corridor. Heightened altitude affords panoramic views over Stellenbosch in the midfield and the Hottentots Holland mountains beyond.  SHI (2021)	Maintain the existing natural unbuilt quality. Enhance the integration with the public realm and open space system of the town to ensure a continuity of green; a continuous network of public open space integrated with the water network, including rivers, canals and the leiwater system. Enhance access opportunities, particularly from the cemeteries at the point of entry into Stellenbosch and Kayamandi. Develop a use management plan specifying use intensity zones (passive and active recreation), permissible and prohibited activities. Explore memorialization opportunities. To include a public participation programme to elicit the range of meanings associated with the place. Ensure that any built form interventions, including paved surfaces, benches, shaded areas and possible memorial opportunities are integrated into the landform, utilize appropriate materials and have minimal visual impact.

6.4.11. Environment

Key to the Development Framework is to incorporate, restore, and celebrate environmental assets.

Two foci are particularly important. The first the restoration and incorporation of the Plankenbrug River as a central, functional element of the development. If upstream pollution can be managed, the river corridor could serve multiple roles, including an amenity and value adding feature to adjacent development, as well as a NMT route linking precincts, integrated with similar routes in Stellenbosch town.

The second is the incorporation of Papegaaiberg as a central place of recreation, conservation, and "retreat" in the urban structure of Stellenbosch. The natural environment of Papegaaiberg could be preserved, while providing increased, safe access for recreational purposes. Key will be how and where access points are structured and organized, the nature of recreational development (e.g., structured walking and cycling paths, look-out points, and so on), as well as its interface with adjacent development. Papegaaiberg should become, through multiple and carefully managed use and access, a sacred, treasured space for all citizens.

Central to the exposure, preservation, and celebration of Papegaaiberg is its linkage to the rest of Stellenbosch town with the proposed university avenue.

6.5. Movement, access, and parking framework

6.5.1. Global transport trends

- Approaching the movement, access, and parking for the ATC occurs within a framework of emerging global transport trends, including:
- Significant shifts in policy to accommodate the transformation of the way transport is sourced, operated and maintained.
- A significant shift to the use of public transport.
- Potential shifts away from private vehicle ownership and a potential increase in car-pooling and rental pools.
- An increasing dependency on electric/ hydrogen vehicles and the increasing obsolescence of the petrol/ internal combustion engines.
- Inter-dependencies and collaboration between the public and private sector.

6.5.2. Movement network

The movement network associated with the ATC is illustrated in Figures 20 and 21). Key aspects of the movement network are:

- A continuous central vehicular route between precincts – from the Sawmill via Oude Libertas, Bosman's Crossing, Bergkelder, Plankenbrug, to Kayamandi – and incorporating elements of Distillery Road, George Blake Road, and Rand Road. This route should accommodate NMT and public transport functions.
- Adam Tas Road/ R44 maintaining its role as a "mobility" route.
- Vehicular road intersections with Adam Road/ R44 (at grade and grade separated in the vicinity of Bergkelder/ Van der Stel).
- A NMT route following the Plankenbrug and Eerste River corridors and linked to the existing/ proposed system for Stellenbosch town.
- The existing rail, incorporating the two existing stations (Stellenbosch and Du Toit, both upgraded) and two new ones proposed at Droë Dyke/ Sawmill and Kayamandi North.
- Nine new pedestrian crossings along ATC with crossing intervals of between 400-600m (from an operating perspective, these crossings will need to be grade-separated, preferably underpasses given the high clearance and ramp length required for overpasses).

6.5.3. Parking

In relation to parking, the movement network acknowledges:

- The underlying objectives of the ATC project to pursue an environment prioritising public and non-motorised transport.
- The reality of having to accommodate parking – serving Stellenbosch town and the ATC area – while expecting to progress towards lower private vehicle dependence and use over time; this, in turn, requiring innovative transitory arrangements, including the provision of parking in a form enabling ready conversion in future to other uses.
- Centralised parking facilities, delinking the provision of parking from the specific entity served.

6.5.4. Parallel actions

The movement network assumes that:

- PRASA will continue/ reinstate operations of the railway corridor service with new rolling stock and the implementation of additional rolling stock for increased demand.
- The possible establishment a concessional corridor between Eerste River and Klapmuts stations (or the development of a railway system that comprises of a combination of the above).
- Ultimate doubling of the railway line between Eerste River and Muldersvlei Stations.
- The early development of subsidised public transport services linking the different ATC precincts and rail stations with the university and the Stellenbosch CBD. Such a public transport system will have to be developed in an incremental manner (until such time as it could be incorporated into the SM IPTN).
- The transformation of the Stellenbosch minibus taxi industry (Association Based Companies/

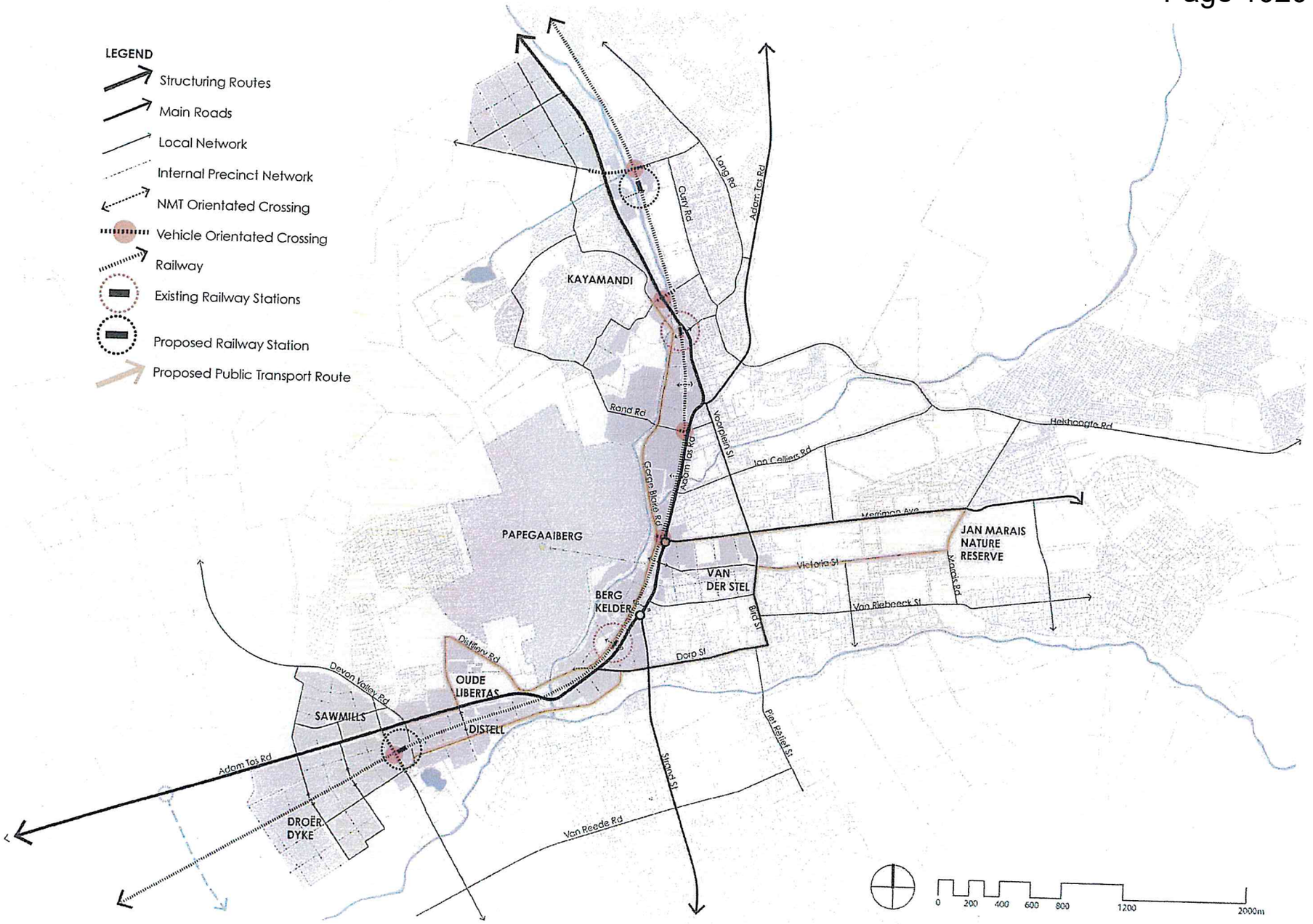


Figure 20. ATC vehicular movement structure

Vehicle Operating Companies) by means of contracted services. This is a contentious process and, in many respects, based upon both legislative responses as well as the value proposition offered to the industry to transform.

- The allocation of housing opportunity to people living, working and/ or studying in Stellenbosch, in that way assisting to removing commuters to and from Stellenbosch using private vehicles.
- Broader regional transport network implications being addressed.

A summary of transport improvements per development phase is provided in section 6.6.3. Development Phasing.

6.6. Bulk services framework

6.6.1. Scope of bulk services framework

The bulk services framework follows an analysis of existing bulk infrastructure services capacity and demand associated with the minimum and maximum land use and bulk scenarios presented above.

6.6.2. Phasing

Figure 22 illustrates a development phasing scenario for the ATC, based on:

- Unlocking the initial precincts that would require the minimum amount of bulk infrastructure upgrades.
- Considering precincts with the potential of developing, or which might be in a position to develop sooner than others.

Table X illustrates indicative development phases and duration, based on the proposed sequence of infrastructure upgrades. The indicative phasing could be adjusted based on demand and associated changes to infrastructure development.

Table 12 illustrates indicative bulk floor area per phase (based on an average of the minimum and maximum bulk proposed for the ATC).

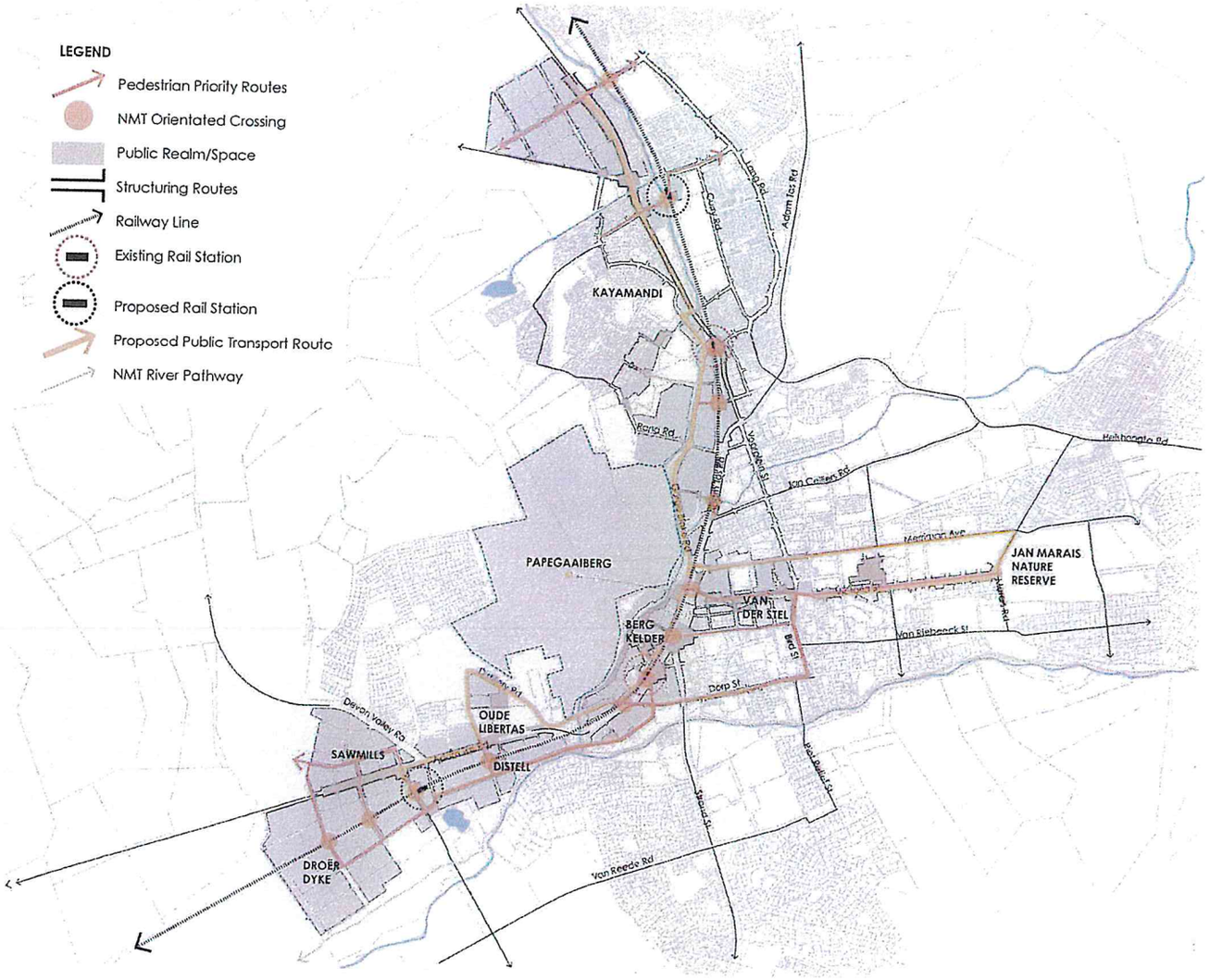


Figure 21. ATC non-motorised movement structure

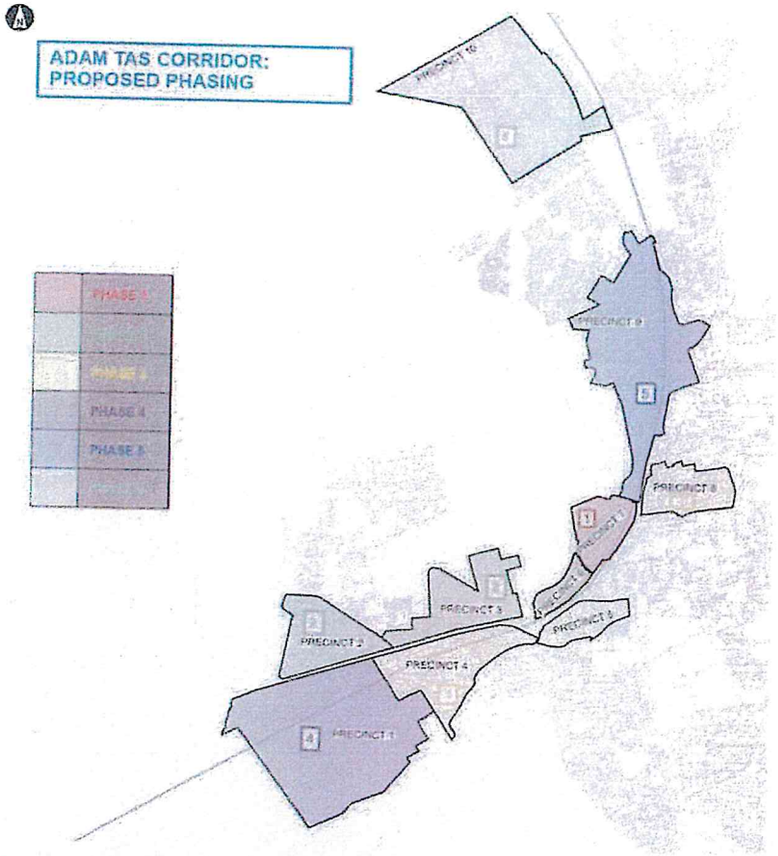


Figure 22. Proposed Development Phases (Zutari, 2021)

Table 12. Proposed phasing of precincts

PHASE	DURATION (YEARS)	PRECINCTS
1	0-3	6, 7
2	3-7,5	2, 3
3	7,5-15	4, 5, 8
4	15-22,5	1
5	22,5-30	9
6	22,5-30	10

Table 13. Indicative bulk floor area per phase

PHASE	TOTAL	PRECINCT									
		1	2	3	4	5	6	7	8	9	10
1	400 820						126 882	273 938			
2	518 101		397 191	120 910							
3	856 058				443 249	145 105			257 704		
4	704 575	704 575									
5	700 112									700 112	
6	563 507										563 507

6.6.3. Transport improvements per phase

Table14 and Figure 23 outlines transport infrastructure improvements required per phase and precinct.

Table 14. Transport infrastructure improvements per phase and precinct

PHASE 1: Precincts 6 & 6		
1	Upgrade Intersections	Improvements on Adam Tas Road at the intersections of Blersch Street, Bird Street and Merriman Road.
2	New Bridge Eliminating Rail Level Crossing	Realignment of Merriman Road and provision of a road/rail bridge to eliminate the rail level crossing and removing two signalised intersections along Adam Tas Road.
3	Street to Street Pedestrian Bridge	Street to Street rail crossing at Stellenbosch Station from Precinct 6 and 7 to Adam Tas Road.
4	Upgrading of Existing Rail Station	Improvements to Stellenbosch Rail Station.
PHASE 2: Precincts 2 & 3		
1	New Road Link	Realignment of Devon Valley Road.
2	Upgraded Intersections	Upgrade of the intersection of Adam Tas and Devon Valley Road and Adam Tas and Vredenburg Road.
PHASE 3: Precincts 4, 5 & 8		
1	Street to Street Pedestrian Bridge	Street to Street rail crossing at Oude Libertas Road linking to Precinct 3 and 4.
2	New Intersection	Provide new intersection on Winery Road.
3	New Overhead Rail Station	New Station opposite Oude Libertas intersection.
PHASE 4: Precinct 1		
1	New Road Link	New road/ rail bridge to provide access to Precinct 1 from Adam Tas Road.
PHASE 5: Precinct 9		
1	Upgrade Intersections	Improvements on Adam Tas Road at the intersections of Bird Street.
2	Street to Street Pedestrian Bridge	Street to Street rail crossing at Du Toit Station across Adam Tas Road.
3	Upgrading of Existing Rail Station	Improvements to Du Toit Rail Station
PHASE 6: Precinct 10		
1	New Road Link	New link road at Last Road linking Precinct 10 with Cloetesville.
2	New Overhead Rail Station	New Rail Station opposite Last Road.
3	New Intersection	New access intersection to Precinct 10.

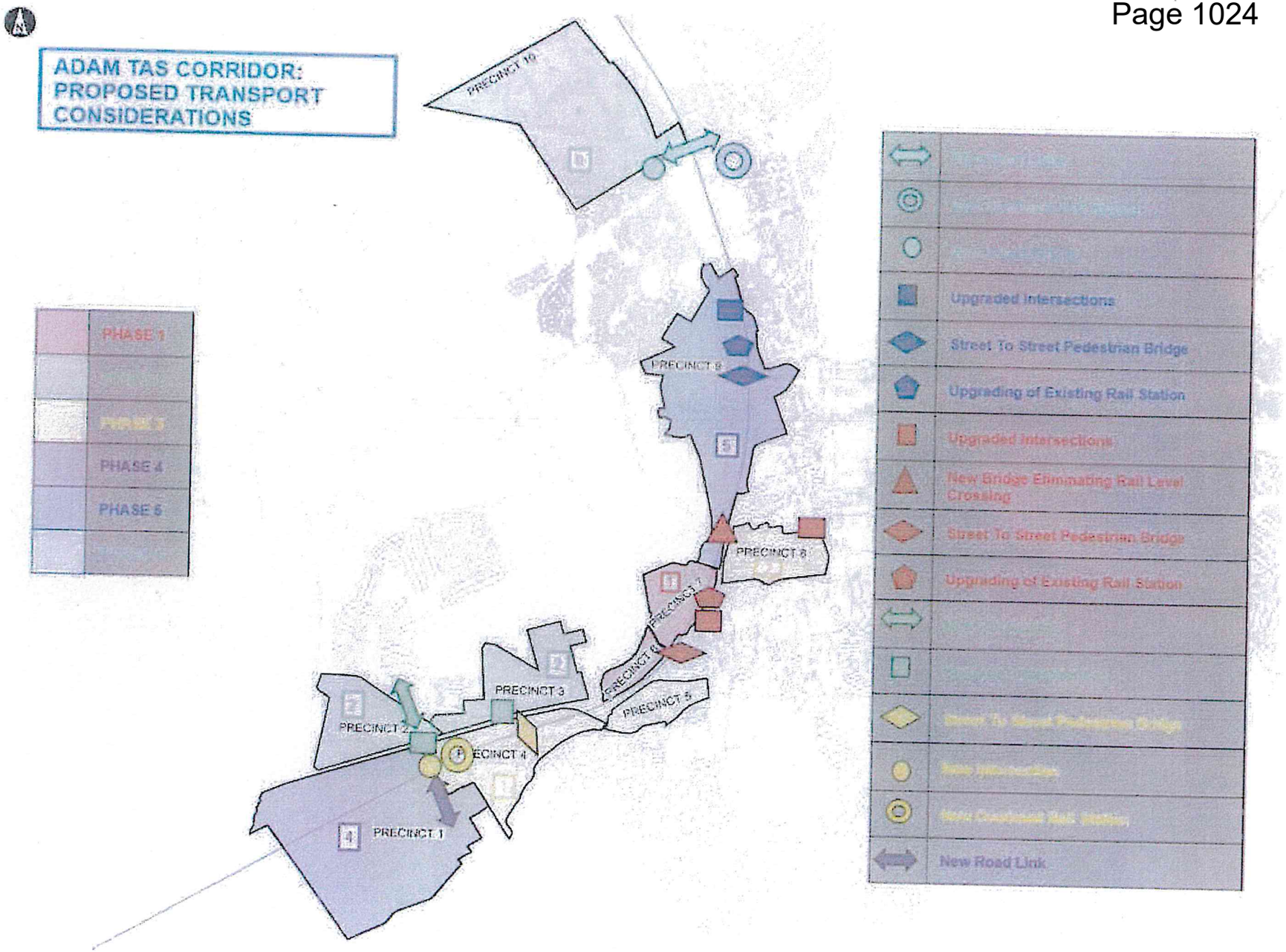


Figure 23. Proposed Transport Considerations (Zutari, 2021)

6.6.4. Bulk civil infrastructure

Table 15 and Figure 24 outlines bulk civil infrastructure improvements required per phase and precinct.

Table 15. Bulk civil infrastructure improvements per phase and precinct

PHASE 1: Precincts 6 & 6		
	Sufficient capacity is available for Phase 1 to continue without any bulk infrastructure upgrades to water supply and sewer reticulation networks.	
PHASE 2: Precincts 2 & 3		
1	Water Network Upgrade	Upgrade of existing water supply network to improve water supply to Precinct 2 and 3.
PHASE 3: Precincts 4, 5 & 8		
1	Water Network Upgrade	Possible shared cost for upgrade of existing water supply network of Phase 2 (Precinct 2 and 3).
PHASE 4: Precinct 1		
1	Water Network Upgrade	Installation of new bulk water connection pipeline for water supply to Precinct 1.
2	New Sewer Reticulation Pipeline	Installation of new gravity bulk sewer reticulation network for Precinct 1.
3	New Sewer Pump Station	Installation of new sewer pump station to pump sewerage from Precinct 1 to the existing WWTW.
4	New Sewer Rising Main	Installation of new sewer rising main from the proposed new pump station to the existing WWTW.
PHASE 5: Precinct 9		
1	Upgrade Sewer Reticulation Pipelines	Installation of new gravity bulk sewer reticulation pipelines to improve network capacity.
2	New Sewer Pump Station	Installation of new sewer pump station to improve network capacity.
PHASE 6: Precinct 10		
1	New Reservoir	Construction of proposed new Reservoir at Pappagaaiberg.
2	Water Supply Upgrade	Upgrade Water supply to the proposed new Pappagaaiberg reservoir.
3	New Water Pump Station	Installation of new water pump station at the proposed new Pappagaaiberg .reservoir
4	New Water Supply Pipeline	Installation of new water supply pipeline from new Pappagaaiberg pumpstation towards the existing Kleinvlei reservoir.
5	New Water Pump Station	Installation of new water pumpstation at the existing Kleinvlei Reservoir.
6	New Water Pump Station	Installation of new water pumpstation at the existing Kayamandi 1 and Kayamandi 2 Reservoirs.
7	New Reservoir	Construction of proposed new Reservoir at Kayamandi.
8	New Water Supply Pipeline	Installation of water supply pipeline from the new Kayamandi water pump station to the new Kayamandi reservoir.
9	New Water Network Pipeline	Installation of new bulk water supply network pipeline from the new Kayamandi reservoir to supply water to Precinct 10.
10	New Sewer Reticulation Pipeline	Installation of new gravity bulk sewer reticulation network for Precinct 10.

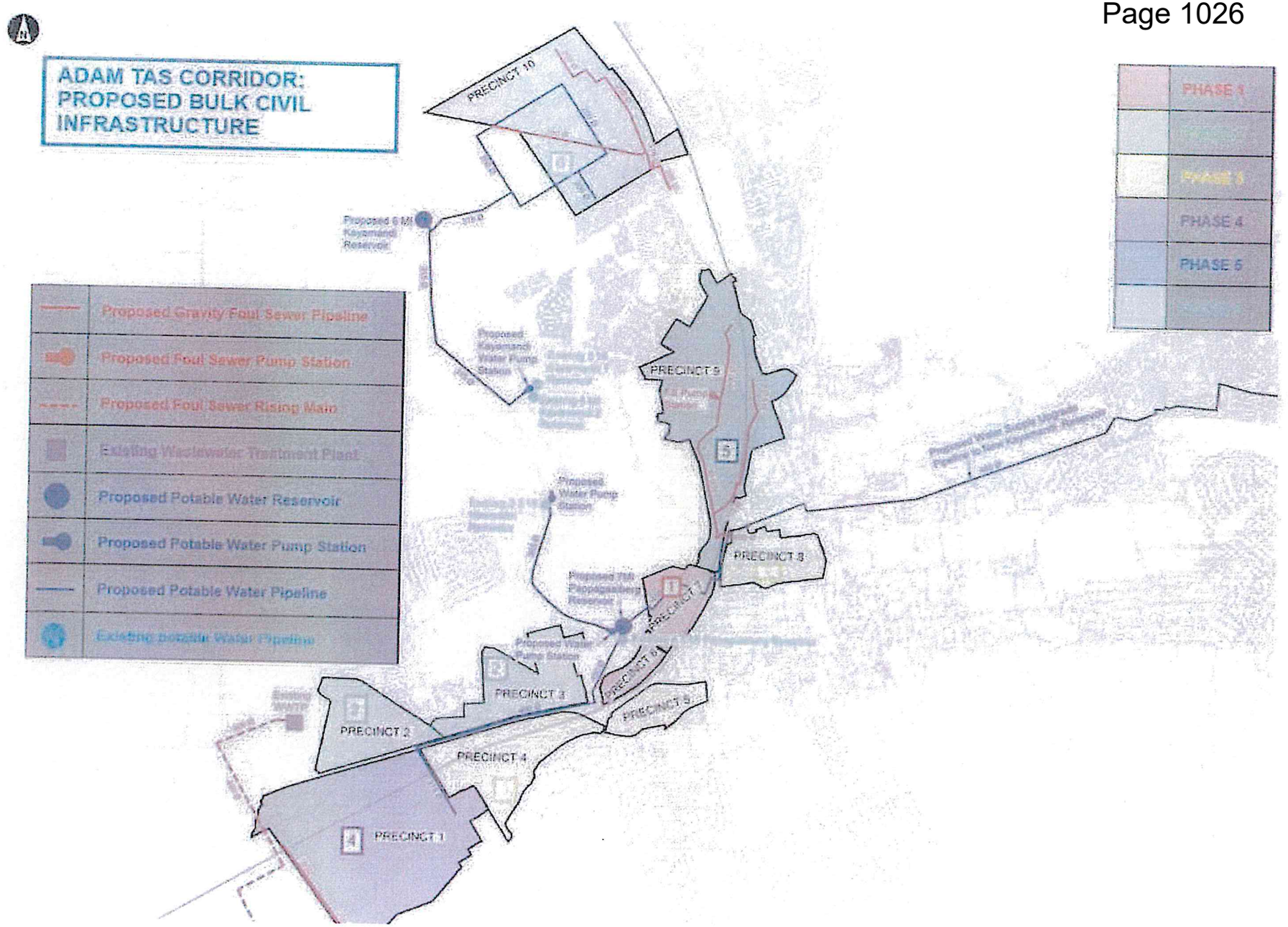


Figure 24. Proposed Bulk Civil Infrastructure (Zutari, 2021)

6.6.5. Bulk electrical infrastructure

The electrical bulk infrastructure is divided into two zones, Electrical Sub A and Electrical Sub B as per Figure 25 These zones require upgrades of the substations that falls within these areas as the precincts within each area develops. Precinct 1 to 8 falls within the Sub A upgrade zone and Precinct 9 and 10 within the Sub B upgrade zone. From a phasing perspective, the proposed phasing takes into account these upgrade zones, and should be further considered should the phasing be adjusted in future as upgrading of the substations would be a considerable cost.

6.6.6. Bulk infrastructure costs

The development costs of infrastructure as proposed in the LSDF has been estimated (as an average of the minimum and maximum of development proposed).

The total development contribution cost amounts to approximately R1 440m. The total cost to upgrade infrastructure in order for development to take place amounts to approximately R1 368m. The development contribution cost is therefore R289m more than the upgrade cost which would be the additional cost that the development will have to contribute to the Stellenbosch Municipality in order for development to take place. This is a good indication that the proposed development could be feasible.

The more detailed cost estimates is attached as Appendix C.

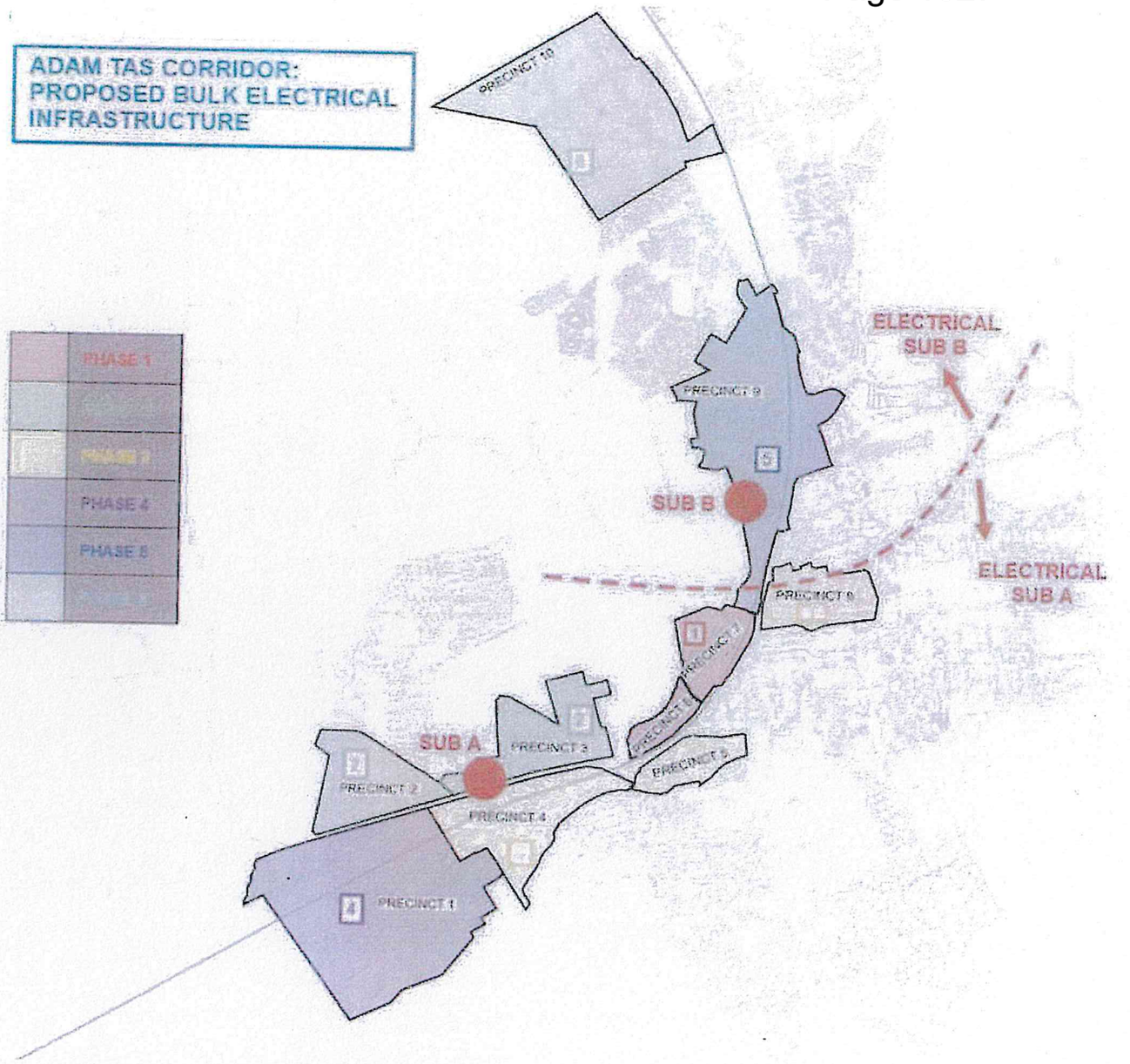
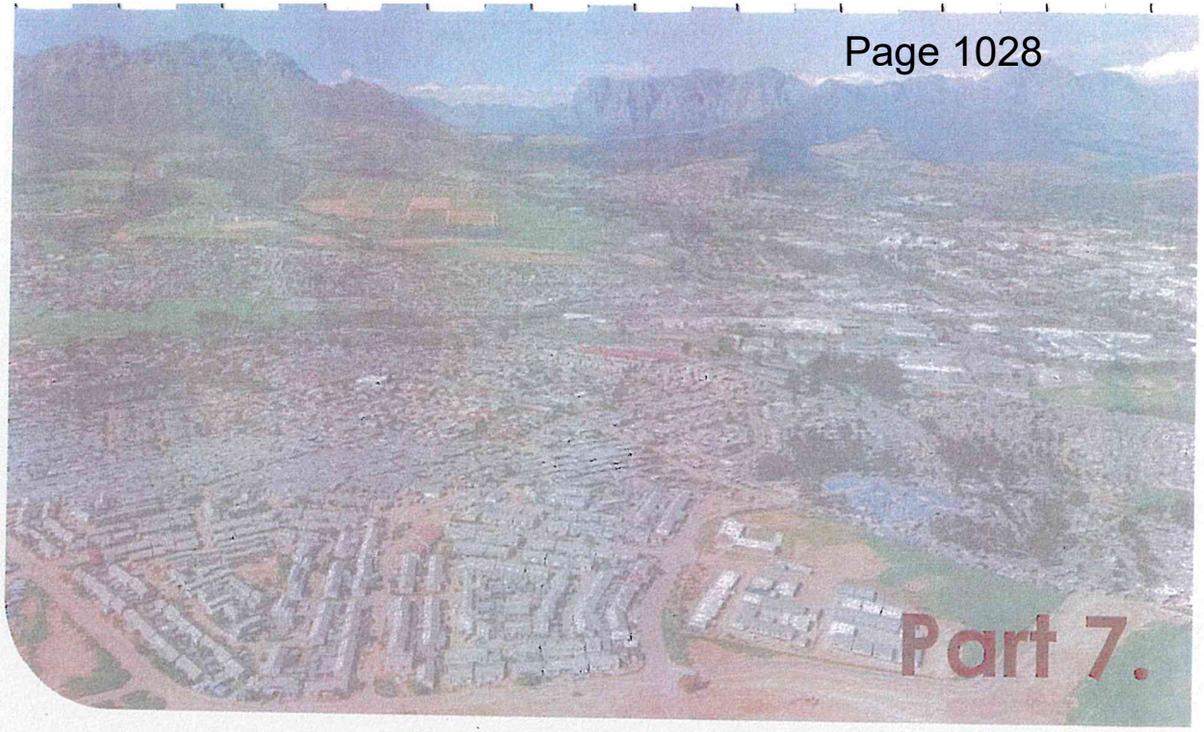


Figure 25. Proposed Bulk Electrical Infrastructure (Zutari, 2021)



Part 7.

Economic Impact

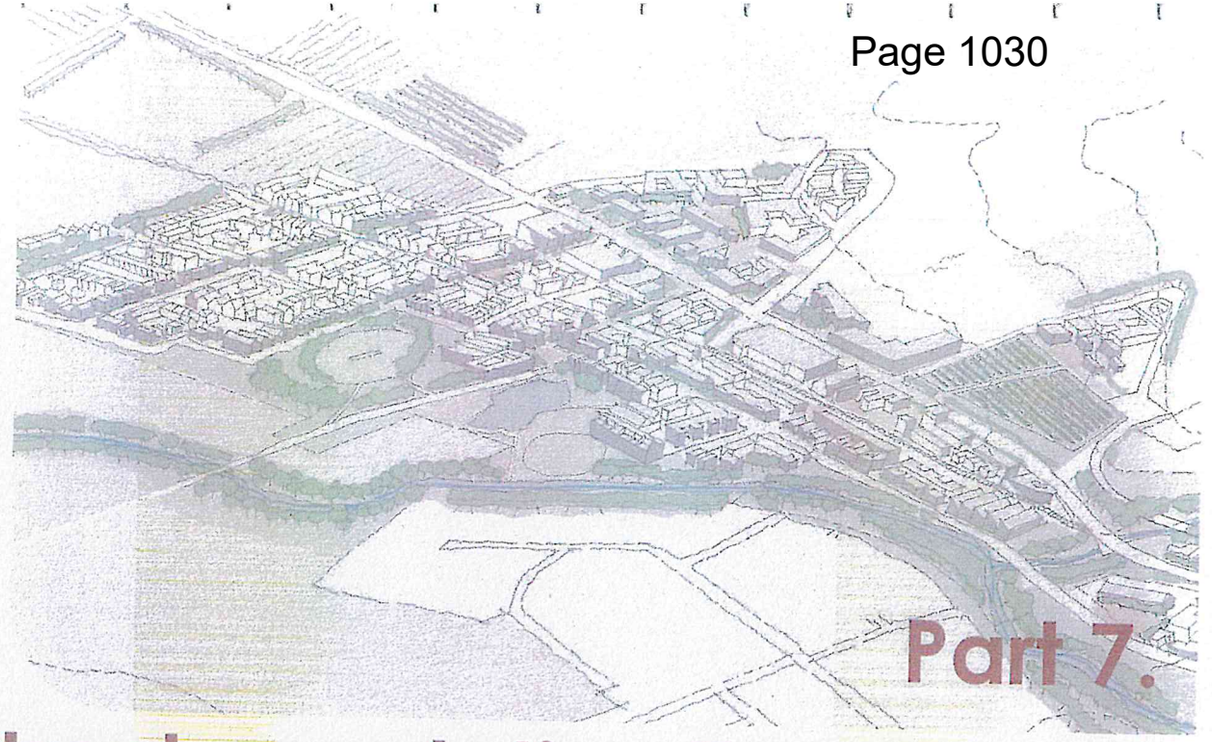
7. Economic Impact

As part of work on the ATC LSDF, the potential contribution of the planned development on the local economy has been estimated. The socio-economic impact assessment (SEIA) distinguished between two phases of the proposed ATC development, namely the construction and operations phases.

The study concentrates on the economic effects of the project using a macroeconomic impact analysis methodology, performed for the construction and operational period of the project and the accompanying infrastructure. The analysis was aimed to estimate the impact on GDP, employment and household Income.

The full report is attached as Appendix D. The report concludes that there are clear economic and occupational returns linked to investments related to the ATC project. The proposed development is also well aligned with several goals and objectives of the local, provincial and national governments.

In terms of its impact on the local economy, it could create positive benefits in terms of employment and output, the retention of skills, and increased government income provided that project management focuses on keeping the interests within the Stellenbosch LM.



Part 7.

Implementation Framework

8. Implementation Framework

8.1. Approach to the Implementation Framework

This section addresses the issue of how to manage the roll-out of the ATC – the inputs and outputs required, and its integration – to meet stated development objectives for the area.

Section 21 (p) of SPLUMA, specifies that a MSDF must "include an implementation plan comprising of:

- Sectoral requirements, including budgets and resources for implementation.
- Necessary amendments to a land use scheme.
- Specification of institutional arrangements necessary for implementation.
- Specification of implementation targets, including dates and monitoring indicators.
- Specification, where necessary, of any arrangements for partnerships in the implementation process."

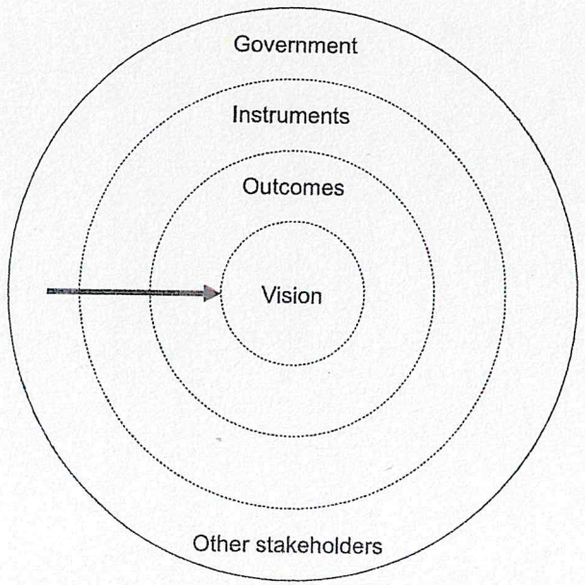


Diagram 4. Approach to the ATC Implementation Framework

The Department of Rural Development & Land Reform's SDF Guidelines refers to the MSDF implementation framework as "high-level ... setting out the required institutional arrangements, policies and guidelines that will support adoption of the SDF proposals while aligning the capital investment and budgeting process moving forward." In specific contents, it includes policies, guidelines, a capital Investment framework, spatial priorities and required precinct plans, institutional arrangements, description of public and private sector roles, possible partnerships, and implementation requirements (defined as timeframes moving forward, and inputs into the IDP and sector plans).

SPLUMA does not specify LSDFs as a sub-category of SDFs. However, as indicated earlier, Section 9 of the SM Land Use Planning By-law of 2015 specifically identifies LSDFs as a level of spatial planning. In setting out the purpose of LSDFs, the By-law refers to elements normally associated with implementation, including spatial planning guidelines; detailed policy and development parameters; detailed priorities for land use planning, biodiversity and environmental issues; and guiding decision-making on land use applications.

While aware that the current focus is an LSDF, the approach followed here is one of recognising that although the traditional tools of spatial planning – plans and development regulation – are necessary, they are insufficient to bring about the ATC as desired. Similarly, the "lists" of tools or instruments of implementation provided in SPLUMA, its guidelines, and the SM Land Use Planning By-law, are not necessarily logically organised or "complete" to ensure implementation.

In broad terms, it is believed that the vision for the ATC can be realised should it be described as specific outcomes, pursued in concert by government and other stakeholders through employing a full range of urban management instruments at their disposal, as illustrated in Diagram 4.

In relation to instruments of governance for managing the roll-out of the ATC, an expanded set (from that referred to in SPLUMA or the SM By-law) is presented in Table 16.[14]

Table 17 illustrates in summary form (in two sheets) the relationship between project strategic outcomes for the ATC and the application of supportive instruments of urban management.

14 This work is broadly based on and expands upon the work of Neilson as presented in Instruments of governance in urban management (Australian Planner, 39:2 2002) and Urban Infrastructure Finance and Management, (edited by Wellman and Spiller, John Wiley & Sons, Ltd. 2012). Added to Neilson's instruments are plans/programmes, guidelines, and asset management.

Table 16. Instruments of governance for roll-out of the ATC

INSTRUMENT	EXPLANATION
Policy	Policies operate at many levels, from very high order strategies to policies that guide detailed operational decisions. Their aim is to give clear statements about the intentions of the government or other relevant organisations.
Plans, programmes, and projects	Plans, programmes, and projects – both spatial and sectoral and ranging in sphere/scale of influence – interprets and gives effect to policy through prioritising certain actions and resource allocation.
Legislation and regulations	Legislation is the law, and regulations the rules that govern action within the framework set by law.
Guidelines	Guidelines provide options for executing policy or aspects of plans in a manner which will give effect to policy.
Fiscal measures	Fiscal measures relates to the revenue-raising activities of government. The structure of taxation (where it exists) and pricing for goods and services impacts on outcomes of urban development and ongoing capacity to manage growth and change. Full cost recovery for urban services will produce a different city from one where services are heavily subsidised.
Financial measures	The spending priorities of the government will influence the form and functioning of each city. This is especially the case with transport infrastructure, housing for lower income groups, public amenities and the public realm, and other aspects of the built environment.
Asset management	The manner in which assets, e.g., land, is used to achieve development objectives.
Institutional arrangements	The roles and responsibilities of government, the private sector, and communities can vary greatly depending on ideology, private sector capacity, and community expectations, and this variation will result in different management and developmental outcomes. Within governing bodies the way functions, powers, and responsibilities are allocated across different organisations will also have substantial effects on management style and capacity, and therefore on the functioning of a city.
Advocacy	Leadership and advocacy influence community and business behaviour and hence the way cities perform. Road safety campaigns, antilittering campaigns, and water and energy conservation campaigns have all been shown to change behaviour and improve urban performance against declared objectives.
Knowledge management	Sharing knowledge and experience impacts on the speed with which changes occur in cities. Learning how others have been successful and replicating their efforts are important elements in modern urban management.

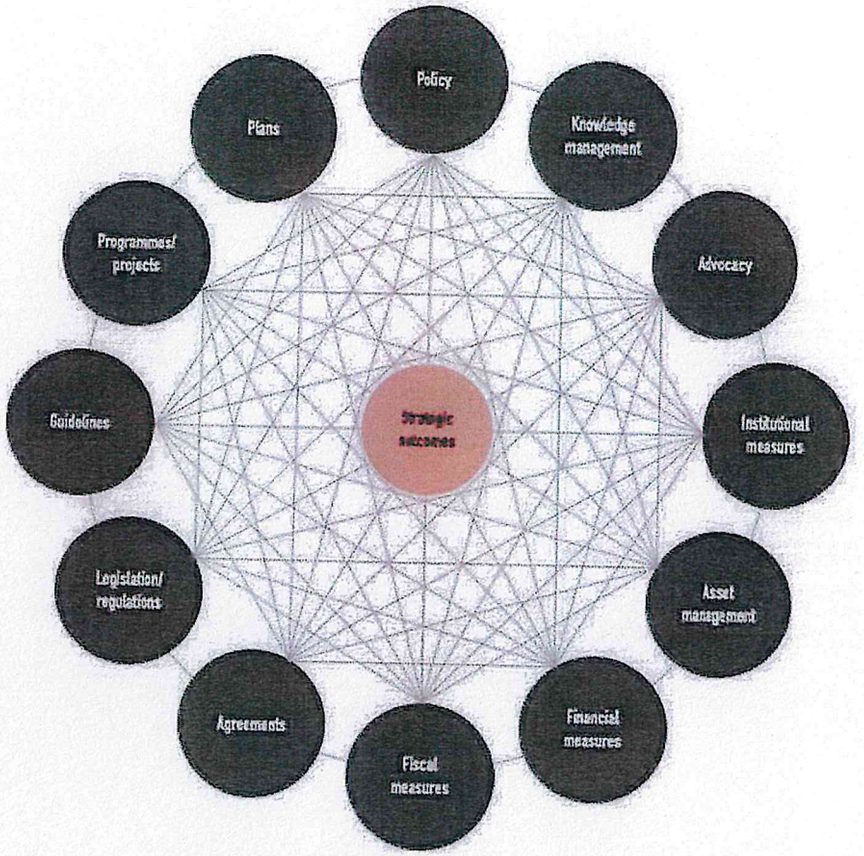


Diagram 5. The interrelationship of instruments of governance

Table 17. Strategic outcomes and supportive management instruments (Sheet 1)

STRATEGIC OUTCOMES	POLICY	PLANS/PROGRAMMES/PROJECTS	LEGISLATION/ REGULATIONS	GUIDELINES	FISCAL MEASURES
A vibrant, compact and efficient urban district, respectful of the environment and history	• Incorporation of the project in higher-order municipal policy. • Specific policy in support of high density, mixed use, pedestrianism, environmental remediation and integration, and historic recognition.	• Incorporation of the project in the municipal IDP. • An ATC Development Framework focused on compact, dense development. • A programme to undertake remedial environmental actions. • Indication of historic places/ structures to be respected in the plan.	Incorporation of development parameters which support plan objectives in the Zoning Scheme By-law (e.g., bulk, density, areas to be conserved, etc.).	Incorporation of guidelines related to land use distribution, built form, landscape, the environment, and heritage.	Possible rates reductions and other fiscal measures for meeting specific plan objectives (e.g., density targets).
Increased access to livelihood opportunity for ordinary citizens	Policy in support of increased access (including housing) for ordinary citizens to opportunity-rich areas.	• Development of programmes/ projects which specifically targets the needs of ordinary people. • Incorporation of the project objectives in stakeholder social responsibility plans/programmes.	Incorporation of increased livelihood opportunity parameters (e.g., affordable housing) in the Zoning Scheme By-law.	Guidelines related to the allocation of housing and other opportunity.	Possible rates reductions and other fiscal measures for meeting specific plan objectives (e.g., affordable housing).
Seamless integration with surrounding areas		Incorporation of bridging proposals in municipal transport/mobility plans.			
Financial sustainability	Policy to ring-fence funds generated through the ATC (e.g., development contributions) for use within the area.		• Ringfencing of project related development contributions. • Ringfencing of the area as a recipient of "in-leu" affordable housing contributions.		• Possible rates reductions and other fiscal measures for meeting specific plan objectives (as described above). • Incorporation of the area as a UDZ.
Active partnership between stakeholders	Operational policy in relation to partnerships.	Developing joint programmes/projects between the private and public sectors.		Guidelines setting out the various roles and responsibilities of stakeholders.	
A clear development process with speedy decision-making	Policy to define an ATC specific development process.	A clearly articulated hierarchy of plans and associated requirements.	Incorporation of project specific development processes in the municipal LUMS.	• Guidelines related to the LUMS process. • Guidelines related to interim use and lead projects.	Possible waving of LUMS fees/ charges for specified uses/ activities.

Table 18. Strategic outcomes and supportive management instruments (Sheet 2)

STRATEGIC OUTCOMES	FINANCIAL MEASURES	ASSET MANAGEMENT	INSTITUTIONAL ARRANGEMENTS	ADVOCACY	KNOWLEDGE MANAGEMENT
A vibrant, compact and efficient urban district, respectful of the environment and history	Proactive planning/budgeting for supportive infrastructure, public facilities, and environmental remediation/ management.	• Reservation of government land assets to achieve plan objectives. • Commitment by landowners to reserve their land to achieve plan objectives.		Active/continuous support for the project by public, private, and community leadership.	Systems to share knowledge about what is available, what works, and challenges in relation to the quality of place pursued.
Increased access to livelihood opportunity for ordinary citizens		• Qualifications related to use of government land framed in a manner which support increased access to livelihood opportunity for ordinary citizens. • Commitment by landowners to reserve agreed sections of their land for increased livelihood opportunity purposes (e.g., affordable housing).	Project specific institutional arrangements to ensure targeted beneficiation (e.g., availability of affordable housing to local citizens/workers).		Systems to share information about opportunities related to the project (e.g., work, housing, education/training).
Seamless integration with surrounding areas	Proactive planning/budgeting for bridging measures.				
Financial sustainability		Minimising the cost of government land to meet project objectives.	Project specific institutional arrangements to manage funds between precincts.		
Active partnership between stakeholders			Regular, structured engagement between stakeholders (at different levels).		Systems to share information between partners related to different but interdependent needs (including trends).
A clear development process with speedy decision-making			Project specific institutional arrangements in support of the municipal LUMS process.		Systems to clearly communicate LUMS obligations and progress.

Importantly, as illustrated in Diagram 5, the instruments are interdependent and support each other. Projects fail when the full range of instruments are not used and structured in a mutually supportive manner. Figure 26 illustrates this interrelationship between instruments in the context of the LSDF and other common municipal management instruments, ranging across spheres of government and functional areas. The predominant focus of the LSDF is highlighted. Given the extent of the ATC area, multiple landownerships, and extended projected development period, considerably more detailed work will be required around aspects of implementation following adoption of the LSDF.

National statute prescribes the framing of lower-level legislation and regulations, integrated, sector-specific, and spatial policy and plans, and the way municipalities are resourced and work, including institutional arrangements and budgets.

The LSDF – as a lower-level spatial plan aligned to the MSDF – provides inter alia a development framework, infrastructure recommendations, and guidelines for development of the area. The rights implied are incorporated in local LUMS By-laws, with the application of rights supported by legal agreements, the alignment of municipal sector plans, project specific incentives, institutional arrangements, and so on.

This interplay of various management instruments in support of project conceptualisation, specification, and implementation occurs within a surround of general and project-specific institutional support, knowledge generation and sharing, public participation and leadership support and advocacy.

The following section addresses each of the instruments identified above in more detail.

8.2. Instruments for Implementation

8.2.1. Policy

Tables 19 - 22 outlines a policy framework for the ATC area, linked to strategic outcomes.

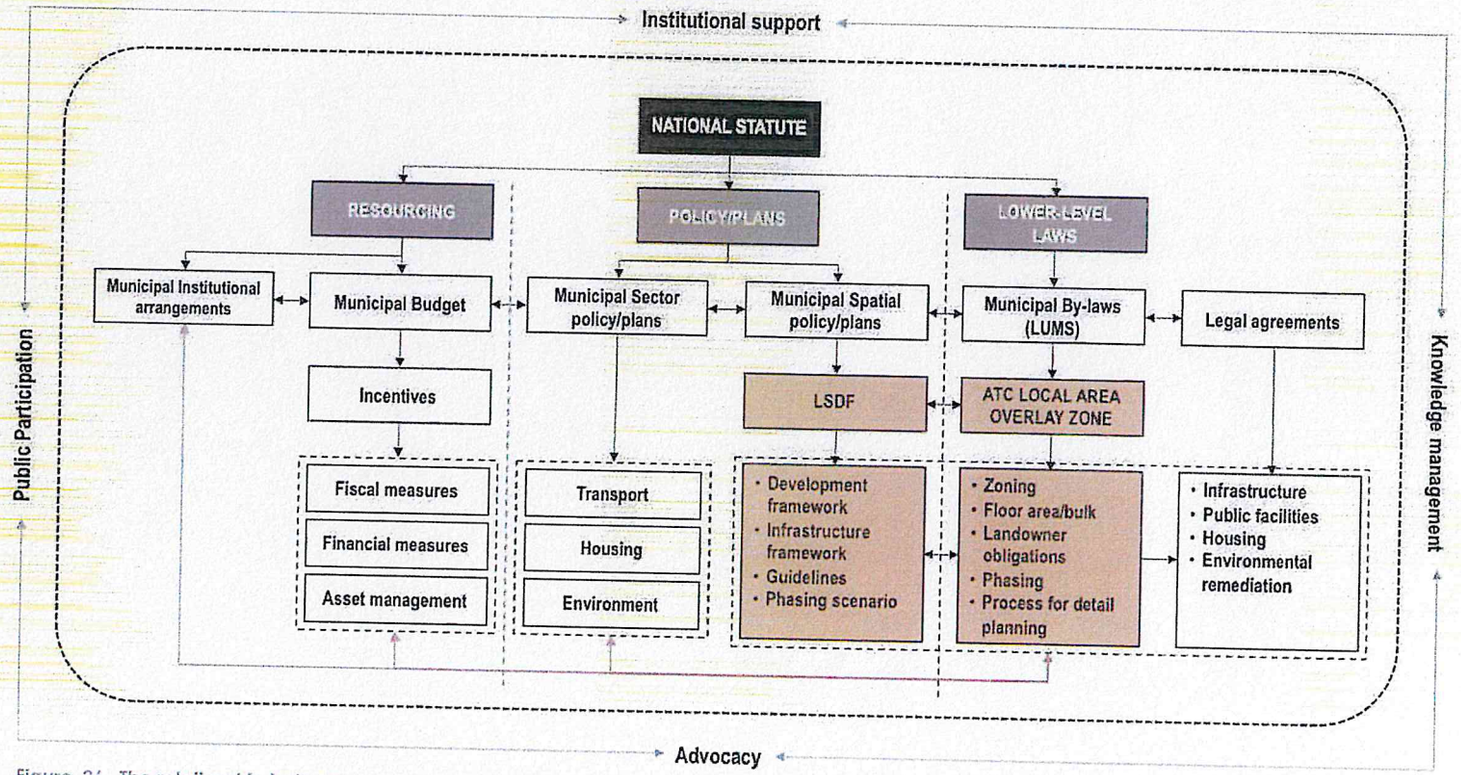


Figure 26. The relationship between management instruments

Table 19. ATC policy framework

1.	A VIBRANT, COMPACT AND EFFICIENT URBAN DISTRICT, RESPECTFUL OF THE ENVIRONMENT AND HISTORY		
	Policy statement	**Explanation**	**Policy guidelines**
1.1	**Ensure that the ATC reflects urban qualities in development.**	• Facilitate compact development, mixed use, pedestrianism, public and NMT. • Provide access to economic opportunities, public institutions, social facilities and public transport. • Encourage development that provide a range of housing options to different housing markets. • Ensure the provision of adequate, accessible public spaces, large and small, and accommodating a range of activities. • Ensure the clustering of public facilities and overlap with public space. • Accommodate a range of large and small actions/activities and some flexible spaces enabling innovative, creative, and entrepreneurial use. • Provide for adaptiveness and incremental development (across scales).	• The LSDF DF should provide for high density, mixed use development, facilitating pedestrianism, public and NMT. • The LSDF should indicate the minimum and maximum densities which will ensure urban qualities in development. • The LSDF DF and lower-level plans should ensure that sufficient land is reserved to accommodate public facilities and recreational spaces, large and small. • Standards for public facilities must be fitting of a dense urban environment (e.g., the sharing of sports fields should be considered to minimise space allocations). • Government must ensure that their medium-term plans and budgets provide for the development of public facilities.
1.2	**Appropriately manage development impacts on natural resources, while protecting, restoring and enhancing natural assets within the ATC.**	• The development should protect environmental resources and contribute to the restoration of degraded environmental assets. Land development must optimise the use of land and existing structures and infrastructure, and actively seek alternative, environmentally responsible, and resource-efficient servicing solutions.	• Incorporate urban greening, sustainable urban drainage systems, and public amenity into urban design. • Enhance access to open spaces and river corridors. • Upgrade and rehabilitate degraded urban river systems and open spaces. • Integrate the rivers into the urban fabric by developing a positive interface and public access along the river corridors. • Maintain conservation areas and ensure new development contributes to conservation efforts. • Optimise the use of land by densifying and redeveloping within the urban area; • and actively promote resource-efficient servicing solutions including NMT, alternative water sources, and distributed electricity generation.
1.3	**Ensure that the ATC is contextually apt in urban form and respects and enables heritage and cultural development.**	• Development must recognise the special structure and form of Stellenbosch town, current access limitations, and the need to protect environmental resources, historic elements and precincts of value while accommodating further growth and expanded opportunity. • Development must retain elements of the area which contributes to history and place character and enable the establishment of new places and processes which contributes to cultural development. In this way, the ATC will expand Stellenbosch's stock of publicly accessible historic precincts and places, supporting national heritage assets and a critical tourism industry.	• The LSDF should provide high-level guidelines for incorporating heritage and culture considerations. • The LUMS should define how these considerations should be incorporated in lower-level plans. • Stellenbosch Heritage Foundation and other similar local institutions are key partners in ensuring that heritage and culture considerations are respected in all levels of planning.

Table 20. ATC policy framework (continued)

2.	INCREASED ACCESS TO LIVELIHOOD OPPORTUNITY FOR ORDINARY CITIZENS		
	Policy statement	**Explanation**	**Policy guidelines**
2.1	**Ensure that the ATC increases local access to work opportunity.**	The development must enable job creation and entrepreneurship during all phases of its roll-out.	• Lower-level plans should enable work opportunity through allocating land appropriately and providing for micro enterprises and informal traders around activity generators which attract high levels of pedestrian traffic. • Development contracts should specify local employment targets. • Project roll-out should be supported with readily available information on local suppliers.
2.2	**Ensure access to a range of housing types.**	Specific provision should be made for affordable and inclusionary housing across the site.	• The LSDF and Zoning Scheme By-law provisions should indicate the proportion of affordable and inclusionary housing to be provided across the area. • A distinction should be made between affordable and inclusionary housing and student housing in determining the proportion of housing for different markets to be provided for. • Landowners who want to retain ownership of their land should consider long-term leases to enable affordable and inclusionary housing to be provided by accredited institutions. • Consider giving preference to Stellenbosch residents/workers in the allocation of certain categories of housing. In this way, a related strategy of lowering daily commuting to and from Stellenbosch will be achieved.
3.	SEAMLESS INTEGRATION WITH SURROUNDING AREAS		
	Policy statement	**Explanation**	**Policy guidelines**
3.1	**Ensure that the ATC is spatially integrated with the rest of Stellenbosch town.**	• Parts of the ATC must me seamlessly integrated with each other, the rest of Stellenbosch and enable integration of adjacent areas (e.g., Kayamandi). • Spatial integration should specifically consider NMT.	• The LSDF and lower-level plans should specifically address linkages via: - Connecting Papegaaiberg with Du Toit Road/Victoria Street – forming a "university avenue" – and Jan S Marais Park. - Connecting Distillery Road with George Blake Road. - Bridging of the rail and R44 at selective points (with bridging in the vicinity of Bergkelder and Merriman/Alexander Road/Du Toit Street a specific priority). • Develop guidelines to clearly indicate the nature of bridging required/ desired.

Table 21. ATC policy framework (continued)

4.	FINANCIAL SUSTAINABILITY		
	Policy statement	**Explanation**	**Policy guidelines**
4.1	**Ensure that the LASDF process increases land value and assists in the funding of public services and facilities requiring a level of cross subsidisation.**	The project should seek ways to fund the development "internally", meaning that the cost of infrastructure and some community/ environmental services could be funded by the development opportunity.	• Ring-fence development contributions for use within the ATC area.
4.2	**Provide incentives to landowners to contribute to common development objectives.**	• Ensure that available government incentives are applicable to the project. • Develop ATC specific municipal incentives.	• Apply for the ATC to be declared a UDZ. • Expand the Stellenbosch RZ to cover the whole ATC area. • Develop mechanisms for the ATC to receive "in-lieu of" contributions from developments elsewhere (e.g., in relation to affordable housing). • Experiment with different partnering solutions in facility provision that offer operational sustainability (e.g., assisting with operating costs of schools where land and capital costs are provided by the private sector).
5.	ACTIVE PARTNERSHIP BETWEEN STAKEHOLDERS		
	Policy statement	**Explanation**	**Policy guidelines**
5.1	**Ensure public, private, and community sector planning and developing towards common development objectives.**	• Following tradition and the norm, it is possible for individual land owners in the area to "go it alone", to alienate land no longer needed for their purposes, or attempt profitable development for alternative uses. • However, it is believed that much is to be gained if the different land owners, large institutions, government, and communities in Stellenbosch explore, plan, and execute development of the land together, in a manner which best serves the public interest. • Only in this way is a scale of development achievable which will ensure affordability of required infrastructure to unlock the area to its full potential, and to achieve a full range of activities and benefits, including the highly profitable, ones requiring subsidisation, the large and the small.	• Respect the different resources and assets which individual interests bring to the project. • Seek the broad sweeping in of information across sectors, and its consideration in an inter-sectoral and inter-disciplinary manner. • Recognise the inherent creativity and community of common interest that exists in people to solve urban problems. It implies that people working together with a collective self-interest can come up with solutions that individuals or governments working alone might never consider. • Seek to enable change processes that build coalitions for change, create shared purpose and make systems work better for everyone, converting potentially controversial policy problems into projects of collaborative innovation. • Ensure that municipal processes for planning/budgeting include project needs (e.g., incorporation of services in the SM Capital Expenditure Framework). • Establish processes aimed at preparing the private sector for acting appropriately (i.e. beyond purely private interest) in response to the rights allocated to them and the "themes" of beneficiation that they may want to support specifically (e.g. education and sport). • Building special purpose core capacity with a clear mandate (a dedicated institution) as spearhead for executing the vision and plan to the "side" of supporting institutions (who have other day-to-day responsibilities). • Specifically support parallel work undertaken by work groups at STIAS to explore options for the project.

Table 22. ATC policy framework (continued)

5.	ACTIVE PARTNERSHIP BETWEEN STAKEHOLDERS		
	Policy statement	**Explanation**	**Policy guidelines**
5.2	**Respect the existing mandates and corporate processes of partners.**	While various partners contribute to ATC work, the project should respect the statutory roles and responsibilities – and associated institutional arrangements and processes – of partners in relation to the project.	Develop processes for all to contribute while respecting existing mandates (e.g., the municipal accountability for LUMS).
5.3	**Proactively seek public participation in and contribution to the project throughout its roll-out.**	While recognising the provisions for public participation contained in spatial planning and built environment statute and regulations, the project should seek to enable active participation by the public, those interested and affected, and landowners, on an ongoing basis.	• Develop web-based publicly accessible ATC information sharing platforms. • Consider on-site offices accessible to the public for major precincts during development roll-out.
6.	**A CLEAR DEVELOPMENT PROCESS WITH SPEEDY DECISION-MAKING**		
	Policy statement	**Explanation**	**Policy guidelines**
6.1	**Establish a flexible regulatory environment while meeting common development objectives.**	Consider a hierarchical planning/approval process within the context of a clear understanding of overall rights and obligations.	• Clearly specify overall rights, common urban elements to be provided/contributed to, and obligations in the LSDF and zoning scheme. • Define precincts coinciding with land ownership to enable private sector spatial and business planning within the context of known overall rights, common urban elements to be provided/contributed to, and obligations. • Specify the detail of lower-level plans and agreements to ensure alignment.
6.2	**Ensure an early start to development.**	The project should commit to thinking big but taking "baby" steps, including enabling lead projects that improve current conditions and provide the opportunity for learning through constant experimenting.	• Develop a strategy for interim use. • Develop a "balanced" portfolio of lead projects, representative of a broad range of interests/needs to be met by the project. • Clearly communicate the LUMS process and associated obligations.

8.2.2. Plans, programmes, and projects

Plans and programmes in support of ATC implementation covers a broad range of initiatives, outlined in Tables 23 - 24.

Table 23. Plans, programmes, and projects in support of the ATC

PLAN/PROGRAMME/ PROJECT	PURPOSE	ACTIONS REQUIRED IN RELATION TO THE ATC
Integrated Municipal Plans / Programmes		
Integrated Development Plan (IDP)	The IDP is the municipality's overarching "business plan", its instrument for coordinating its service delivery initiatives and providing guidance on its priorities and resource allocation.	As a significant initiative supported by the SM, the ATC is included in the 5-year and annual IDP.
Medium Term Revenue and Expenditure Framework (MTREF)	The MTREF, as prescribed by the MFMA, sets out the municipality's indicative revenue and projected expenditure for the budget year, plus two outer financial years.	When completed and adopted, it is expected that the SM MTREF will incorporate the commitment and concomitant implications of the ATC LSDF.
Capital Expenditure Framework (CEF)	SPLUMA requires that MSDFs "determine a capital expenditure framework for the municipality's development programmes, depicted spatially". It should provide a consolidated, high-level view of infrastructure investment needs in the 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. SM started preparing its first CEF late in 2018, in parallel with the MSDF review.	When completed and adopted, it is expected that the SM CEF will incorporate the commitment and concomitant implications of the ATC LSDF.
Spatial Plans		
Municipal Spatial Development Framework (MSDF)	The MSDF is a statement of public policy that seeks to influence the overall spatial distribution and form of land use, associated infrastructure, public facilities within the municipal area to give effect to the vision, goals and objectives of the Municipal IDP. Prepared in terms of SPLUMA, it attempts to answer the following questions: "How should the municipal area develop over the next five to thirty years to meet the needs of its citizens? What kind of development will take place, where will it take place, and who will be responsible for what aspect of the development?" The SM MSDF was approved by Council in 2019.	The ATC has been included in the SM MSDF as a catalytic project to enable achieving SM IDP/MSDF objectives.
ATC Local Spatial Development Framework (LSDF)	The LSDF, prepared in terms of Section 9 of the SM Land Use Planning By-law of 2015, provides more detail in respect of a proposal/area provided for in the MSDF.	The current process is focused on the preparation of an LSDF, including setting out the development parameters to be applicable to the ATC area for incorporation in the SM Zoning Scheme By-Law 2018.
ATC lower-level spatial plans	Owing to the size of the ATC and the different ownership of large parcels (each with different development "agendas"), it could be appropriate to develop lower-level plans for each of the parcels within the framework set by the LSDF.	The ATC LSDF sets out the role, focus and specifications of lower-level spatial plans to be undertaken for parts of the ATC. A proposed hierarchy of plans for the ATC is set out in Appendix E.

Table 24. Plans, programmes, and projects in support of the ATC (continued)

PLAN/PROGRAMME/ PROJECT	PURPOSE	ACTIONS REQUIRED IN RELATION TO THE ATC
Sector Plans / Programmes		
SM sector plans/programmes	SM has sector plans for different functional areas, including transport, housing, local economic development, and environmental management. These plans represent the SM's functional area response to overarching municipal objectives.	When completed and adopted, it is expected that SM sector plans will incorporate the commitment and concomitant implications of the ATC LSDF in sector plans. Specifically, the alignment of infrastructure and transport plans are important.
ATC sector/theme plans/ programmes	Owing to the size of the ATC and the need to manage the provision of different services between precincts (and different landowners) over time, it may be necessary for the ATC to have sector/thematic plans and programmes addressing inter alia engineering services, housing, the provision of public facilities, and provisions related to phasing, interim use, and lead projects.	When completed and adopted, it is expected that sector/ theme plans will be prepared for the ATC as part of managing its roll-out.
Lead Projects		
ATC lead projects	Some projects within the ATC area are implementation ready and can be supported because urgent community needs will be met, project learning assisted, project support built, public access to the area enabled, and so on.	• Agreement on the criteria for selecting lead projects. • Agreement on the processes to be followed to enable implementation of lead projects. • A list of lead projects.

To date, the ATC has been incorporated in key SM framework plans and policy, including the MSDF and IDP. Case studies have indicated that cementing the vision and plan for transformation projects in overarching public policy and statutory plans are critical to success.

The LSDF will pave the way for incorporation of the project in medium term organisation-wide and sector business plans and budgets, detailed spatial plans for precincts of the ATC, and the preparation of specific sector/thematic plans enabling the roll-out of the project.

It is also expected that completion and adoption of the LSDF will commence incorporation of the project in the business plans of partner organisations and landowners.

As indicated in case study research, supporting lead projects are important instruments enabling large urban development and transformation projects. Specifically, lead projects can assist in:

- Tapping available interest and resources.
- Serving urgent needs.
- Making use of existing un- or underused assets.
- Demonstrating that pursuing the overall project objectives is paying off.
- Building understanding and credibility of the vision, plan, and associated institutional arrangements.
- Exposing generally inaccessible areas to the public, in that way growing awareness, appreciation for what is possible, and support for further initiatives.
- Building the network of supporters for the transformation vision and plan.
- Removing obstacles to change and learning.
- Promoting more cooperation among project partners, stakeholders, and associated networks.
- Neutralising cynics and self-centered opponents.
- Providing the space to sustain momentum on other change programmes and projects which may have longer time frames or are less visible over the short-term (e.g., expansive service infrastructure investment).

- Exposing the site to potential investors.

Specific criteria for the selection of lead projects for the ATC could include:

- A balanced package of lead projects, reflecting the overall objectives of the ATC as a balanced and diverse community. This means that lead projects should include infrastructure, institutional, commercial, and housing initiatives.
- Accommodating projects of specific benefit requiring accommodation urgently.
- Fit in terms of overall project objectives and plans.
- The potential to significantly unlock further development.
- Existing infrastructure capacity to serve the development.
- Not inhibiting longer term plans.

The section on the incorporation of the LSDF into the Zoning Scheme By-law and associated planning process describes a process for governing the detail planning/approval of lead projects.

At this stage, the potential lead projects have been suggested as listed in Table 25.

Albeit not part of the proposed ATC Local Overlay zone area, residential areas north and south of Van der Stel has undergone some change from single residential development to multistorey apartments. This trend should be supported – as a set of adjacent lead projects – owing to the convenient location of the area for non-motorised transport, both in relation to the existing Stellenbosch CBD, the university, and ATC.

8.2.3. Legislation and regulations

Incorporating LSDF into the Zoning Scheme

A LSDF guides and informs decisions made by the Municipality relating to land development, without conferring or removing development rights. For rights to be allocated to the ATC – enabling actual development as contemplated in the LSDF – the envisaged rights and obligations need to be incorporated in the SM Zoning Scheme By-Law 2018.

Table 25. Suggested lead projects

PROJECT	PRECINCT	DESCRIPTION
US Business School.	Precinct #3 Oude Libertas	The US has explored relocating the USB to Stellenbosch for several years. The chosen location is adjacent to the Oude Libertas theatre complex. The intent is that the USB will also assist in the sustainability of the theatre.
Bridging between Bergkelder and Merriman Avenue.	Precinct #7 Bergkelder, and Precinct #8 Van der Stel	The current level rail crossing at Bergkelder is not safe and insufficient to provide access between the ATC and Stellenbosch town. A grade separated vehicular crossing in the vicinity of Merriman Avenue can unlock development of Bergkelder and other parts of the ATC.
A secondary school.	Precinct #7 Bergkelder	Initial discussions have taken place between Distell and interested parties to establish a new secondary school on part of the Bergkelder site. The space standards of the school will reflect its urban location, with sports fields located elsewhere.
Enhancement of sports fields.	Precinct #1 Droë Dyke, and Precinct #4 Adam Tas	Initial discussions have taken place between Distell and interested parties to upgrade and enhance the cricket/ sports fields associated with the current Distell facility adjacent to the Eerste River (precinct 4).
PRASA station enhancements.	Precinct #7 Berg Kelder, and Precinct # 9 Plankenbrug	PRASA is planning platform/station enhancements at Stellenbosch and Du Toit stations.

The manner of incorporation should ensure:

- Meeting project objectives: and specifically, early coordinated development which addresses challenges associated with shared infrastructure and public benefit contributions.
- A LUMS which is clear, removes unnecessary or duplicating steps towards development, and allocates accountability fairly.
- A LUMS aligned with current legal roles and responsibilities.

There appears to be three broad options for incorporating the LSDF's envisaged rights and obligations in the LUMS as prescribed in the SM Zoning Scheme By-Law 2018:

- The current system, whereby each landowner applies for rezoning to achieve the rights contemplated in the LSDF.
- A proactive substitution by the SM of the current zoning of the property constituting the ATC with a new set of rights closer aligned to that contemplated in the LSDF.
- Establishing a fit for purpose "ATC Local Area Overlay zone", as provided for in the provisions related to overlay zones in the SM Zoning Scheme By-Law and stipulating additional development parameters aligned the provisions of the LSDF.

The current system will not meet project objectives, specifically in relation to managing shared responsibility to infrastructure and public benefit contributions or a stream-lined approval process. Neither will to the option of a substitution zoning, an option arguably introduced to accommodate Municipal applications and rectifying anomalies between existing use and zoning. Specifically, neither system will enable a rigorous process of shared planning for shared infrastructure and public benefit contributions or phasing of development in line with infrastructure improvements.

The most appropriate option for incorporating the LSDF's envisaged rights and obligations in the LUMS appears to be establishing an ATC Local Area Overlay zone as provided for in Section 17 of the SM Land Use Planning By-law, 2015. In terms of the By-law an Overlay Zone means a category of zoning that applies to land or a land unit in addition to the base zoning and that stipulates additional development parameters or use rights that may be more or less restrictive than the base zoning; and may include provisions and development parameters relating to:

- Primary or consent uses.
- Base zoning.
- Subdivision or subdivisional areas.
- Development incentives.
- Density limitations.
- Urban form or urban renewal.
- Heritage or environmental protection.
- Management of the urban edge.
- Scenic drives or local areas.
- Coastal setbacks (where coastlines are involved).
- Any other purpose as set out in the zoning scheme.

From the perspective of the ATC, establishing an Overlay Zone will have the following advantages:

- Framing development parameters specific to the project context, including the specific objectives pursued through the project.
- Ensuring a high-level of integration in the work undertaken by different landowners for different parts of the area over a prolonged period of time.
- Enabling a clear and accountable LUMS process while allowing significant flexibility over time to accommodate changes in societal and landowner context.

Establishing an Overlay Zone will involve an amendment to the SM Zoning Scheme By-law, 2018, following the procedures related to public participation and approval set out in Sections 12 and 13 of the Municipal Systems Act. In terms of the SM Zoning Scheme By-law, 2018, the Overlay Zone does not change the underlying zoning of the properties to which it relates but may vary the development parameters relating to these properties. Further:

- The development parameters of an Overlay Zone may be more restrictive or more permissive development parameters than the development parameters applicable to the underlying base zoning of the land concerned.
- The development parameters of the base zone remain applicable unless it is replaced with an alternative development parameter in the particular overlay zone. In those instances where an Overlay Zone specifies a more restrictive development parameter, the Overlay Zone prevails. In an instance where an overlay zone specifies a more permissive development parameter the more permissive rule in the Overlay Zone replaces the parameter in the base zone. In instances where the Overlay Zone does not alter or explicitly abolish an applicable development parameter, the base zone parameters will continue to apply.
- The provisions of an Overlay Zone do not in any way override any obligations which arise out of National and Provincial Legislation.

A draft description of the ATC Local Area Overlay zone is attached as Appendix F.

Development agreements

Development agreements are important instruments in projects – and specifically large projects likely to roll-out over a lengthy period of time – to ensure that development as envisaged in spatial plans takes place.

Arguably, not all that is required to meet the strategic outcomes of the project could be met through its incorporation in zoning through establishing an Overlay Zone. Development agreements adds to the overlay zone provision through:

- Allowing greater latitude to advance local LSDF policies in sometimes new and creative ways.
- Allow public agencies greater flexibility in imposing conditions and requirements on proposed project.
- Affording landowners greater assurance that once approved, their projects can be built.

In support of the ATC implementation, agreements are envisaged dealing with inter alia:

- Shared responsibility related to the provision of infrastructure services and the phasing of infrastructure, including the extent and use of development contributions.
- Incentives offered to landowners (including the cost of public land to be made available for development and conditions associated with its development).
- Shared responsibility related to the formation and operation of institutional arrangements established in support of the ATC Overlay Area.

- Landowner and shared responsibility related to the provision of affordable and inclusionary housing.
- Shared responsibility related to undertaking environmental remediation work.
- Shared responsibility related to the provision and operation of public facilities.

The CCT's Services Agreement where the City allows bulk municipal services to be designed and or constructed by landowners/developers in lieu of development contributions is an example of agreements that could be concluded between the SM and landowners/developers. The Services Agreement is concluded and signed by all relevant parties before commencement of any design and/ or construction work.

The contents of a generic Services Agreement is outlined in Table 26. The process steps to be followed are outlined in Table 27.

Albeit it the Services Agreement above relates to infrastructure services, the model can be adopted for other work undertaken by landowners/ developers, including providing for affordable housing, public facilities, and environmental remediation work.

It is also likely that agreements will be required at two levels: the first being between major landowners acting collectively on shared obligations, services, and facilities, and second related to matters impacting on one landowner.

Table 26. Contents of Services Agreement

COMPONENT	EXPLANATION
Generic Services Agreement	
Annexure A: Development rights	Copies of the approved development rights reflecting the final SPLUMA/ LUPA and NEMA approvals as well as any further development agreements and correspondence stipulating development contributions payable, how escalation will be calculated, and when development contributions will be payable.
Annexure B: Municipal services	• An engineering report by a responsible engineer reflecting the municipal bulk infrastructure services which the developer must construct in lieu of development contributions (in accordance with the agreement). • A cost summary, design drawings and, if available at this stage, a tender report is to be included. • The tender report must reflect that a transparent tender process was followed and at least three contractors were evaluated. • If a tender report is not available at this stage of the contract, the Agreement must reflect an undertaking by the Developer to follow a transparent tender process to the satisfaction of the CCT (which will entail that at least three contractors will be evaluated).
Annexure C: Programme for completion of municipal services	The developer's programme for implementing the municipal services and undertaking to complete the construction of the municipal services in accordance with the dates and times as fully set out in the annexure.
Annexure D: Proxy	The authority of the developer's representative to sign documents (in the form of a proxy or a formal decision by the Directors).

Table 27. Steps for concluding a Services Agreement

STEPS TOWARDS COMPLETING THE SERVICES AGREEMENT	**1. Statutory Approvals**	Obtain relevant LUMS and other statutory approvals. The SPLUMA/LUPA approval along with any other applicable statutory approvals (NEMA, NWA, NHRA) will form part of the record submission in Annexure A.
	2. DC liability	Determine DC liability, as per DC calculator.
	3. Engineering Design	• Submission of external bulk infrastructure designs for approval. • The approved design will form part of the record submission in Annexure B. • Based on the above the extent of infrastructure eligible for a DC discount will be determined.
	4. Cost Estimate	• The Developer's consulting engineer must determine an accurate cost estimate of the bulk services using a detailed schedule of quantities. • This estimate must be based on recent market-related rates and the complete schedule reflecting the total cost must be provided as part of the record submission in Annexure B. • This cost estimate will be used to determine the quantum of the DC discount.
	5. Construction Programme	A clear, itemised construction programme reflecting the contractual commencement- and completion date must be submitted with the agreement as part of annexure C.
	6. Contractor Procurement	When procuring a Contractor to install the infrastructure specified in the Services Agreement, the Developer must follow a fair, equitable, transparent and competitive process of calling for at least 5 for bids from infrastructure providers and appoint the bidder offering the most cost effective bid.
	7.Tender Evaluation	• A detailed tender report, reflecting the tender evaluation and award process, must be submitted to the City to finalise the cost of the Bulk Engineering Services. • On completion of the Consultant's report the City must acquire an independent evaluation of the tendered price. • Both the above reports will form part of the record submission in Annexure B.
PRIOR TO BANK APPROVAL	**8. Bank Guarantee**	• Where the developer requests Building Plan approval prior to the completion and handover of the works, a guarantee equal to the amount of the Municipal Services must be provided to the City by a reputable financial institution. • The guarantee must cover the cost of providing the infrastructure and the guarantee must be strictly in accordance with the city's approved format. • Only once the guarantee has been approved by the City may building plan approvals be granted where the DC liability owed by the applicant has not been met through either payment or infrastructure value.

Environmental Authorisation

An application for environmental authorisation may be made for listed activities likely to be required as part of the redevelopment. This could be undertaken at the level of the entire corridor, at the precinct level, or for individual developments. Figure 27 indicates key areas and listed activities likely to be applicable in these areas (summarised and not exhaustive – consult GN 324-327 of 2017 for full listings).

Consideration should be given to the scale at which environmental authorisations are applied for. A single integrated environmental authorisation could be applied for in respect of the entire corridor. However, the level of detail required to accurately assess and manage the environmental impacts may not be forthcoming at an early stage. In addition, some of the impacts that require management, such as the closure of industrial facilities, should be managed by the landowners on the 'polluter-pays' principle. It is therefore recommended that environmental authorisations be considered as follows:

- **Industrial closure and decommissioning applications or soil contamination assessments** in terms of Part 8 of the National Environmental Management: Waste Act should be undertaken on a site-specific basis by the respective owners of heavy industrial sites in Precincts, 3, 6, 7 and 9.
- The proposed **Northern Extension** into agricultural land to the north (Precinct 10) should be considered in an environmental and agricultural impact assessment.
- **Activities in the Papegaaiberg Nature Reserve** should be considered in a Protected Area Management Plan to be prepared for the reserve in line with the requirements of the National Environmental Management: Protected Areas Act and the intentions of the LSDF, notably around improving access and amenity value of the reserve. Environmental authorisation should be sought for listed activities associated with implementing this management plan.
- **Activities that affect the Plankenbrug and Eerste Rivers**, including new or upgraded bridges, pedestrian infrastructure, flood mitigation measures, and development in the floodplain (especially at Precinct 1: Droë Dyke) should be considered in a **corridor-wide hydrological and aquatic study**, and the recommendations of this study should inform an application for environmental and water use authorisation of the required works, as well as Maintenance Management Plans to be adopted, to minimise future applications.
- Any changes of land use in areas zoned for Open Space may require environmental authorisation and should be individually confirmed with the competent authority.

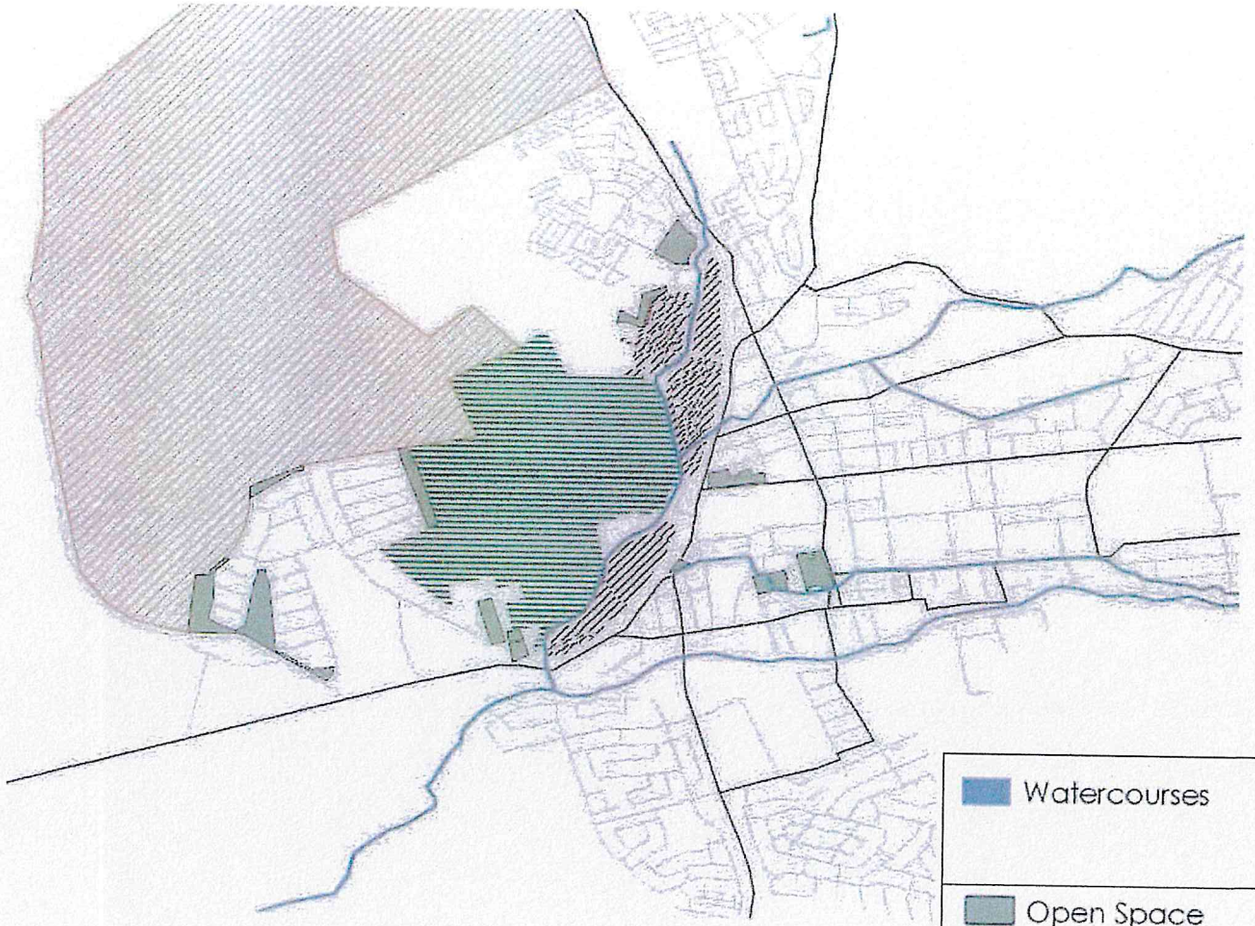


Figure 27. Environmental Authorisation spatial parameters (Infinity Environmental , 2021)

Watercourses	Inside or outside urban areas: 10 cubic metres of material removed from, deposited in, or moved in a watercourse (Activity 19 of Listing Notice 1) Outside urban areas: infrastructure greater than 10 square metres in extent (Activity 14 of Listing Notice 3)
Open Space	Transformation of land bigger than 1 000 m² to residential, retail, commercial, industrial or institutional use (zoned for conservation, protected areas, or sensitive areas identified in an EMF). (Activity 15 of Listing Notice 3)
Protected Areas	Widening of roads, clearing of indigenous vegetation (Activities 18 and 26 of Listing Notice 3)
Agriculture	Residential, mixed, retail, commercial, industrial or institutional development greater than 5 hectares (inside urban areas) or 1 hectare (outside urban areas) (Activity 28 of Listing Notice 1)
Industrial	Residential, retail, recreational, tourism, commercial or institutional developments of 1 000 square metres or more, on land previously used for mining or heavy industrial purposes (Activity 26 of Listing Notice 1) Decommissioning of activities such as fuel storage (Activity 31 of Listing Notice 1)

Heritage Authorisation

The primary trigger for Section 38 are categories of development listed in Section 38 (1) of the NHRA as indicated in Diagram 6 below.

These categories of development trigger the submission of a Notification of Intent to Develop (NID) to Heritage Western Cape (HWC). A HIA is triggered if heritage resources are to be impacted.

There are three types of heritage management areas within the ATC:

- **Type 1:** Large areas within the ATC do not warrant the applicable of the provisions of Section 38 given no or low heritage significance and/or high degree of resilience to accommodate change. Examples include the redevelopment of large areas of the Distell and George Blake precincts. In such areas, exemptions from the provisions of Section 38 should be applicable through a Heritage Management Agreement entered into between the Stellenbosch Municipality and HWC in terms of Section 42 of the NHRA. Exemptions could be also be applicable to Section 34 in the case of permitting requirements for the alteration of buildings older than 60 years not deemed to be worthy of formal protection. However, the focus here is on larger scale development activities as covered in Section 38. Until such time that Section 38 exemptions apply, Section 38 (1) categories of development within the ATC will need to be subject to at least the submission of a NID.
- **Type 2:** Some precincts contain a focused set of heritage issues and/or heritage sub-precinct are thus likely to trigger the need for a focused HIA process. An example includes the redevelopment of the Bergkelder Precinct.
- **Type 3:** A few precincts have a high degree of heritage significance and sensitivity to accommodate change and are therefore likely to trigger the need for a more complex HIA process depending on the nature and degree of intervention. Examples the Oude Libertas and Papegaaiberg Precincts.

In accordance with the above types of heritage management areas, three levels of heritage assessment are identified:

- **Level 1:** The submission of a NID to comply with Sec 38(1) with the recommendation that no further HIA is required.
- **Level 2:** A HIA focused on a specific set of issues or heritage sub precincts, which potentially could be "signed off" at precinct plan or SDP level.
- **Level 3:** A comprehensive HIA potentially requiring a level of heritage expertise and involving detailed assessment at different scales including precinct plan, site development plan (SDP), building plan and landscape plan level.

There is a range of heritage issues across the study area. Many of the overarching issues could be addressed in the form of a precinct level plan to be informed by an urban design and heritage framework and resulting in the designation of an overlay zone.

This is a more proactive mechanism compared to the reactive nature of HIA processes. This could also provide the basis for exemptions from the general provisions of Section 38 and Section 34 of the NHRA, as well as Section 35 in terms of archaeology.

The precincts and sub precincts to be subject to HIA processes are specified in the table below. Similarly, the broad guidelines or directives that need to be addressed in the precinct plan are indicated.

It is recommended that a Heritage Advisory Panel (HAP) be constituted under the auspices of the Municipality or whatever institutional mechanism is developed for strategic projects identified within the ATC. The purpose of the HAP would be provide input into heritage assessment processes within the ATC, specifically to advise on the briefs for the precinct plans and overlay zones, to ensure that the guidelines/directives relating to area character and other heritage issues are adhered to, and to provide input into the heritage approval process for the individual precincts.

The precinct plans for the individual precincts should specify the heritage processes to be followed for each precinct and identify exemptions from NHRA processes (Sections 34, 35 and 38). Typically, exemptions would be related to no or low levels on a combination of no or low of heritage significance and potential heritage impacts.

38. (1) Subject to the provisions of subsections (7), (8) and (9), any person who intends to undertake a development categorised as—

(a) the construction of a road, wall, powerline, pipeline, canal or other similar form of linear development or barrier exceeding 300m in length;

(b) the construction of a bridge or similar structure exceeding 50 m in length;

(c) any development or other activity which will change the character of a site—

(i) exceeding 5 000 m^2 in extent; or

(ii) involving three or more existing erven or subdivisions thereof; or

(iii) involving three or more erven or divisions thereof which have been consolidated within the past five years; or

(iv) the costs of which will exceed a sum set in terms of regulations by SAHRA or a provincial heritage resources authority;

(d) the re-zoning of a site exceeding 10 000 m^2 in extent; or

(e) any other category of development provided for in regulations by SAHRA or a provincial heritage resources authority.

Diagram 6. Section 38 (1) of the NHRA

Table 28. HIA processes per precinct

Name	Acceptable thresholds of change	Heritage Process	
		Level	Scope
CA 1 GATEWAY CONDITION	High threshold; ability to accommodate change. Adherence to overall indictors related to gateway condition; edge treatments and retention of mountain views to be captured in the SDP.	Level 1	No HIA required to the east of the Adam Tas Road scenic corridor.
		Level 2	HIA at SDP level to stipulate nature of edge conditions along Adam Tas Road, building massing and form at interface to enable mountain views to the east, and landscaping.
CA 2 SAWMILL SITE	High threshold; ability to accommodate change. Adherence to overall indicators for framing elements along Adam Tas Road to be captured in the SDP.	Level 2	Approved HIA (2015). SDP to stipulate nature of edge conditions along the interface with Adam Tas Road, building massing and form to frame the road (not parking), the retention of tree belts along the boundaries of the site, and the retention and enhancement of the mid-20th century industrial building typologies. Compliance with the indicators of HIA (2015).
CA 3 OUDE LIBERTAS	Low threshold; minimal opportunity to accommodate change in the immediate context of the Oude Libertas complex and in the vineyard forecourt.	Level 3	Range of interventions subject to a HIA process including visual, built form, social and archaeological assessments, and a comprehensive public participation process. Precinct plan, SDP, building and landscape plan level of heritage assessment.
CA 3.1 CEMETERY	Low threshold; minimal intervention related to opportunities for enhancing heritage values including public appreciation.	Level 3	Range of interventions subject to a HIA process with an emphasis on social-historical, archaeological, landscape, public access and memorialisation issues, and a comprehensive public participation process.
CA 4 DISTELL	High threshold; ability to accommodate change. Adherence to the overall indicators related to framing elements facing onto Adam Tas Road to be captured in the precinct plan and SDP.	Level 1	No HIA required to the east of railway line except for addressing potential impacts on the landscape setting of Klein Vredenburg
		Level 2	HIA at Precinct and SDP level to stipulate the nature of edge conditions along the Adam Tas Road, building massing and form (including setbacks), adaptive reuse of Cape Revival Complex.
CA 5 DORP STREET	Low threshold at it relates to Dorp Street; low ability to accommodate change at point of entry into the historic core. Adherence to the indicators related to the Dorp Street interface, context of the Rupert Museum and riverine corridor.	Level 3	HIA at precinct plan and SDP level. Range of interventions subject to a HIA process with emphasis on townscape and landscape issues.
CA 6 BOSMAN'S CROSSING AND OUDE MOLEN	Medium to high threshold; ability to accommodate change. Adherence to the indicators for this precinct.	Level 2	Approved Oude Molen HIA (2020) Focused HIA for the balance of the precinct to address potential pedestrian linkage across the railway line into the historic core, the extension of Distillery Road as a linkage route through the precinct, pedestrian access along the Plankenburg River and onto the Papegaaiberg and the extension and enhancement of the light manufacturing, mixed use quality of the area, based on the positive precedent established by the grouping of buildings around Bosman's Crossing

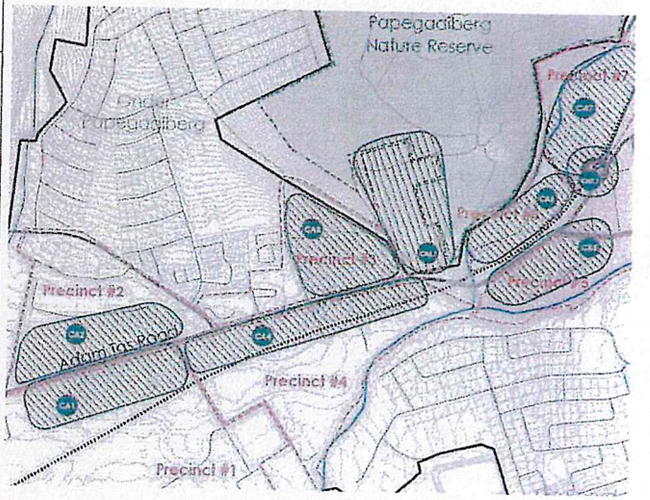
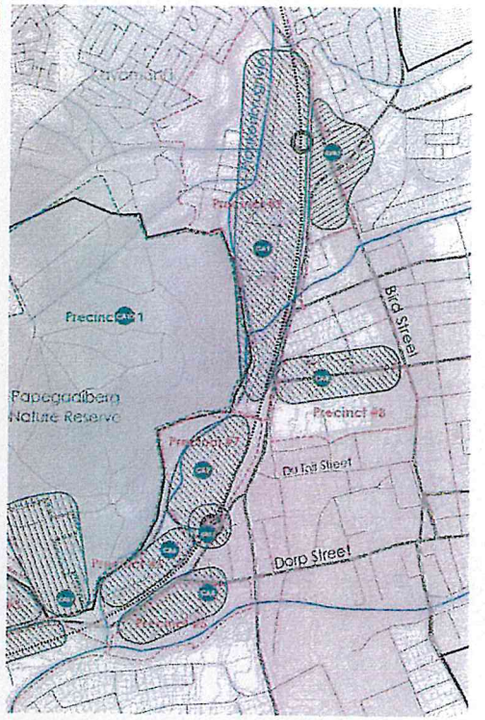


Table 29. HIA processes per precinct (continued)

Name	Acceptable thresholds of change	Heritage Process	
		Level	Scope
CA 7 BERGKELDER CA 7.1 THE STATION	High Threshold; ability to accommodate change. Adherence to the indicators to be incorporated in the precinct plan and SDP.	Level 2	Precinct plan to stipulate structuring elements contributing to site character including orthogonal pattern affording visual connectivity to the Papegaaiberg, the mid 20TH century industrial built form character, figure ground relationships and the interface with the Plankenburg River. Establish linkage opportunities between precincts 6 and 7. Focused HIA at SDP level related to core mid-20th century grouping of structures to the south adjacent to station and Oude Molen Precinct.
CA 8 Van der Stel	Medium threshold; ability to accommodate change. Adherence to indicators to respond positively to the strategic location of the precinct at the entrance to the historic core and in relation to Bergkelder and George Blake industrial precincts, and the need to retain and enhance to a green public space network.	Level 2	HIA at precinct plan and SDP level to stipulate adherence with the indicators.
CA 9 GEORGE BLAKE	High threshold; ability to accommodate change. Adherence to overall guidelines related to edge conditions (interface with Plankenburg river and access to Papegaaiberg) to be captured in the overlay zone/precinct plan.	Level 1	No HIA required. Overlay zone/precinct plan to stipulate nature of edge conditions, potential landscaped pedestrian zone adjacent to Plankenburg river, the retention of the orthogonal street pattern to maintain visual/spatial linkages to the Papegaaiberg, and spatial linkages with Kayamandi.
CA 9.1 BIRD STREET	Relatively high threshold; ability to accommodate change. Zone around the station and the link to Bird street has a more limited ability to accommodate change	Level 2	A SDP for the station area and linkages to Bird street to be subject to a HIA with the focus on the social history and significance related to forced removals in DuToitsville. To address opportunities for memorialization and to include a public participation process in collaboration with the affected community.
CA 10 URBAN TRANSITION AND GATEWAY (NORTH)	Medium level threshold, ability to accommodate change. Adherence to guidelines to balance the urban expansion of the town while responding to the landscape context and thus avoiding peripheral sprawl.	Level 2	HIA at precinct plan and SDP level to stipulate adherence with the indicators.
CA 11 PAPEGAAIBERG	Low threshold; ability to accommodate change. A natural area with minimal opportunities for built form interventions.	Level 3	Precinct plan focused on land use intensity zones; passive and active recreation spaces, permitted and prohibited activities and a landscape framework plan identifying soft and hard landscaping elements (pathways, benches, shaded areas) including a possible amphitheatre on the lower slopes; and the identification of memorialization opportunities to be subject to a HIA process to include adjacent landowners, range of user groups and community representatives



8.2.4. Guidelines

Development guidelines provide preferred options for executing policy or aspects of plans in a manner which will give effect to policy.

The LSDF guidelines are available as an additional document and summarised in Appendix D.

Guidelines are provided at the broader ATC scale as well as for each precinct in relation to:

- Urban structure and built form.
- Heritage and culture.
- Landscape.
- Environmental matters.
- Engineering services.

8.2.5. Fiscal measures

Fiscal measures which can support the ATC include:

- The UDZ tax incentive – administered by SARS – which aims to encourage private sector-led residential and commercial development in inner-city areas with developed public transport facilities. SM needs to confirm whether the UDZ incentive will be extended beyond March 2021, and if so, apply to establish an UDZ to include the whole of the ATC area.
- A reduction in municipal rates subject to meeting certain development objectives or standards. In the case of Jo'burg's "Corridors of Freedom" project, a rates rebate of 75% in the first two years is applicable, while 50% of rates are rebated in the first year of operation. In addition, Social Housing Institutions (SHIs) receive a 50% rate rebate every year, and there is a rebate in place for sectional title developments over a density of 80du/ha.
- A reduction in service connection or plan scrutiny fees.
- A specific relationship between ATC landowners/developers and financial institutions to ensure favourable lending rates for meeting specific objectives. Debt financing constitutes an important aspect of financing developments, with debt repayments making up a substantial portion of developer expenses. When a lending rate decrease is facilitated between financial institutions and landowners/ developers, it can be cut costs and increase the development surplus.

The SM needs to determine to what extent municipal rates reimbursements and lower charges could be provided to promote achieving ATC objectives.

8.2.6. Financial measures

A strategic objective of the ATC – recognising the multitude of spending demands on the SM – is that the project should largely fund itself, without additional municipal spending. The SM's main contributions rather relate to the allocation of development rights, the way its assets are used to enable the project, and supportive LUMS, infrastructure implementation, and fiscal measures.

Nevertheless, some proactive planning/budgeting for supportive infrastructure, public facilities, and environmental remediation/management from the SM can be expected, to meet specific municipal objectives related to, or in response to the ATC.

As part of the LSDF, the possible development contributions associated with bulk services required for the minimum and maximum bulk of development proposed have been calculated. This work is included as Appendix G.

It is understood that this work will be reviewed as the process proceeds (also checking the anticipated cost of infrastructure against infrastructure commitments already included in municipal plans and budgets). Critically, it appears that the extent of contributions required will cover the cost of infrastructure needed to serve the development (and, also serving needs in adjoining areas).

8.2.7. Asset management

In relation to government-ownership, the following land holdings are critical to the ATC:

- Van der Stel, the Plankenbrug River embankment (owned by the SM), and Papegaaiberg (owned by the SM).
- Droë Dyke (owned by the National Department of Public Works).
- The rail corridor and adjacent land (owned by PRASA).
- An undeveloped school site in Onder Papegaaiberg (owned by the WCG).

The preamble to the SM's policy on the management of its immovable property recognises the inequitable spread of ownership of immovable property throughout the municipal area, the historical causes thereof, and the leading role of the Municipality in redressing these imbalances by ensuring that the immovable property assets under its control are dealt with in a manner that ensures the greatest possible benefit to the Municipality and the community that it serves, and makes available economic opportunities. The preamble also recognises that the Municipality must manage its immovable property in a fair, transparent, and equitable manner. Section 5.1 states guiding principles for the policy, including:

- The use of the Municipality's immovable property to promote social integration, to redress existing spatial inequalities, to promote economic growth, to build strong, integrated and dignified communities and to provide access to housing, services, amenities, transport and opportunities for employment.
- The promotion of access by black people to the social and economic benefit of immovable property ownership, management, development and use.

The policy recognises three broad methods of property disposal:

- Competitive processes (through formal tenders, public auction, closed tenders, and/ or unsolicited bids).
- Non-competitive processes (where non-viable property is disposed to an adjacent owner regarded as the only party who can use the land, or viable property is disposed without a competitive process).
- The exchange of land (when it is advantageous to the Municipality and other parties to exchange land in their ownerships and will achieve best consideration for the municipality).

At the level of principle it is recommended that the SM and other public bodies who all have similar property related policy as the municipality employ property assets in their ownership to the benefit of the overall project objectives of the ATC, as opposed to a means to raise funding for general service delivery.

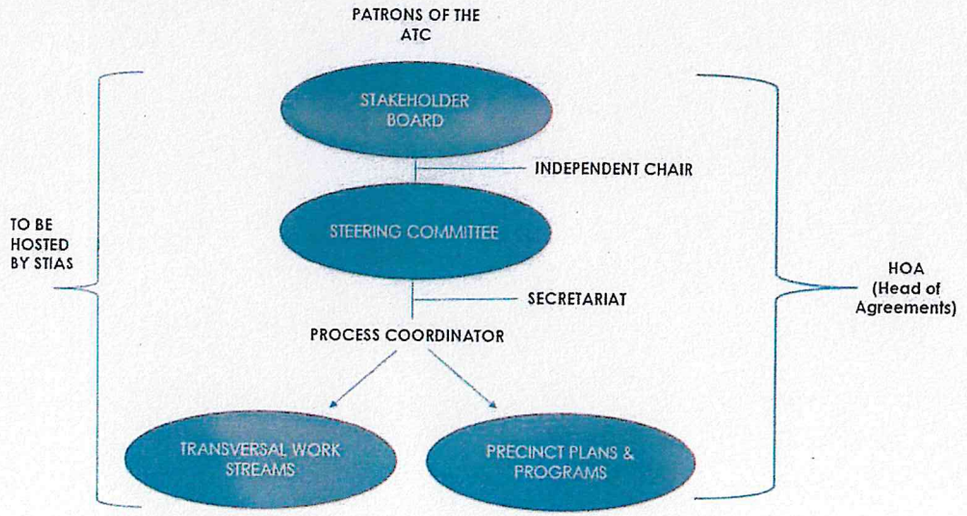
8.2.8. Process and institutional arrangements

As indicated in section 1.3, ODA was appointed by the project partners in 2019 – following on the pre-feasibility work, finalization of the concept ATC Development Framework and its testing for engineering and macro-economic impact – to frame recommendations on the governance and management of the development process going forward.

ODA found that the ATC development process lacks the necessary governance and management arrangements – and is under resourced – when considering the preparatory work required as the process attempts to progress to the planning and mobilisation and implementation phase(s) of work. The main reason for this may lie in the lack of appreciation of the need for collective proposals, decisions and commitments required from the main landowners (starting with the private landowners) to enable the approval and allocation of additional land use rights. In this context ODA noted that:

- The conceptual phase work was predominantly produced via a STIAS Fellowship, the MSDF preparation process, and voluntary action funded by a limited number of private sector stakeholders.
- The current process is governed by an Interim Steering Committee with draft terms of reference, and one project manager with a

A: Conceptual/Planning Phase



B: Pre-implementation

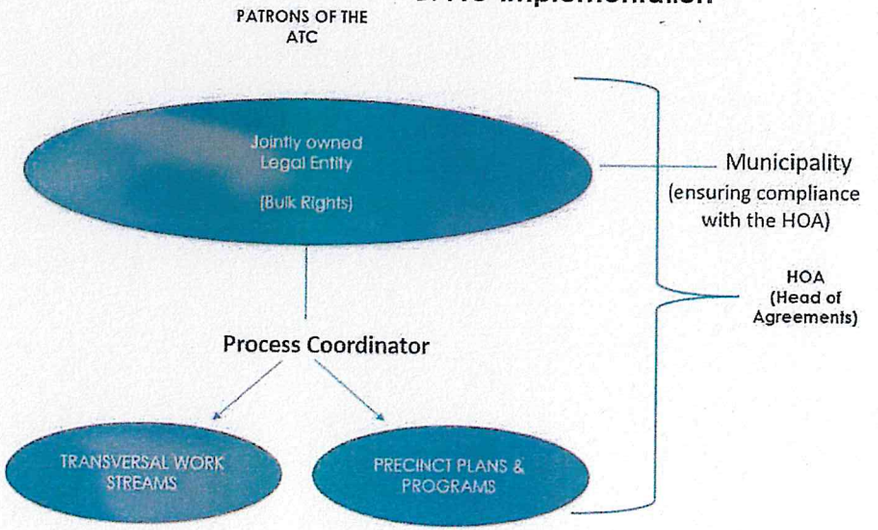


Table 30. Roles and responsibilities related to the governance structure

INTERIM STEERING COMMITTEE	PROCESS COORDINATOR	STAKEHOLDER BOARD	PATRONS
The interim steering committee must build consensus on the following matters: • The long-term vision for the town and its environs and the role of the ATC development process in pursuing this vision. • The values and principles that should guide the unfolding of the ATC development process. • The beneficiation model that will guide the ATC development process. • The duties and obligations (terms and conditions) on which the land use rights to be defined in the HOA will be premised. • The structure and ultimate composition of the steering committee, stakeholder board and finally the legal entity that will be the custodian of the bulk rights to be allocated. • The appointment of patrons to the process. • The immediate term resourcing arrangements required to take the process forward.	**Develop and maintain the process architecture and management arrangements to deliver on:** • The overarching planning, infrastructure and environmental aspects of the ATC development process. • The overarching finance and beneficiation framework for the ATC development process. • The model for innovation and incubation to support the ATC development process. • The overarching communication and consultation plan in support of the ATC development process. • The framework for documentation, research and learning in support of the ATC development process.	**Consider the interim steering committee's recommendations on:** • The ultimate composition of the steering committee and stakeholder board. • Candidates who could serve as patrons to the process. • The HOA (i.e., the SM's requirements pertaining to the duties, obligations and conditions on which the issue of land use rights will be premised). • The appointment of the proposed process coordinator. • The resourcing of the process over the next 18-36 month period. • The framework for the consolidated management of land use rights (i.e., the legal structure to guide the ATC development process over the medium to long term).	• To be the guardians of the vision and the values that drives the process; • Patrons must be provided with the higher ideals and values of underpinning the process when approached; • Patrons should be chosen with due recognition for and appreciation of personal positions and interests; and • The choice of patrons should allow for inter-generational "handing-of-the-baton".

Table 31. Short-term process/institutional actions

1st Quarter 2020	2nd Quarter 2020	3rd Quarter 2020	4th Quarter 2020	1st Quarter 2021
• Wrap-up pre-feasibility phase and produce proof of concept in form of a Prospectus or similar document. • Settle process leadership, governance, management and resourcing arrangements for next phases of work (make the required appointments). • Initiate strategic planning/visioning and next phase communication and consultation process.	• Settle HOA with the main landowners and those who have been invited to join the process.		• Secure the appropriate land-use framework. • Prepare interim use, demonstration project and incubator strategy.	• Develop lead project strategy.

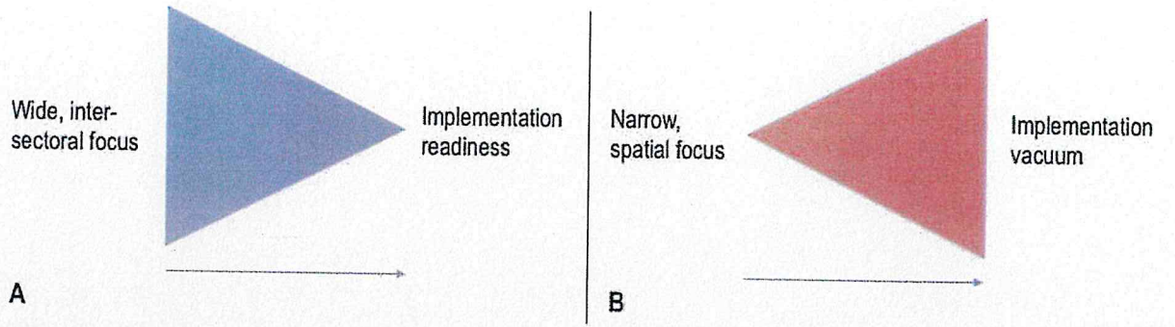


Diagram 7. Contrasting approaches to the ATC task

limited budget relying on an ad hoc resourcing model (the services of this project manager was termination towards the end of 2019).

- The current process requires significant capacity enhancement on the side of the SM to deliver the required planning policy and land use framework.
- The current attempts at building a "coalition of interest'' relies heavily on a stand-alone corridor-based spatial concept.

In support of the ODA findings, the case studies undertaken following the ATC conceptual phase indicated that successful large transformation projects all developed special purpose core capacity with clear mandates to assist in executing the vision and plan to the "side" of accountable institutions mandated by law to undertake local spatial planning and land use management. Comparing these projects with the ATC, the case study work concluded that the ATC will require institutional arrangements enabling:

- Coordination of the detailed planning initiatives by the various landowners within the framework set by the LSDF, the Adam Tas Corridor Local Area Overlay zone, and associated agreements/measures.
- Assistance in preparing and monitoring of applications related to the ATC area for decision-making by the SM and other statutory bodies.
- Assisting in preparing detailed planning for precincts requiring an active role by the Municipality (e.g., the George Blake and Kayamandi North areas).
- The storage and dissemination of knowledge related to the project on behalf of stakeholders.
- Advocacy and fundraising related to the project.

In concluding its initial work, ODA recommended that clear process governance proposals should be set for the different work phases.

In parallel with preparation of the LASDF, ODA undertook further work in line with their earlier recommendation. The further work – discussed with key corporate and institutional partners in the ATC process – is attached as Appendix H. Included are principles guiding the institutional design process, as well as the purpose, functions, composition, tasks, financing and legal form of two bodies proposed, an Independent Mediating Body (referred to as the ATC Development Trust), and a collective ATC landowners organisation.

8.2.9. Advocacy

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 social and economic development, in a manner which is sustainable. Determining and managing the direction, nature, and form of spatial development within the municipal area, is a key function. Elected representatives carry significant authority in relation to decision-making. Their task is a difficult one. While acting upon the technical work and inputs of officials, elected representatives are often required to deal with and mediate between different needs and requests on a daily basis, whether emanating from a specific sector (e.g., one functional area struggling from a lack

of resources to fulfill its services), a community, individual citizen, or the corporate sector.

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

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 32 below begins to outline such an agenda from the perspective of LSDF.

A more detailed exploration of public benefit framework is provided in Appendix I. Arguably, this framework is key to a leadership advocacy agenda.

8.2.10. Knowledge management

Knowledge management is a key instrument contributing to efficient, appropriate and meaningful urban development and governance. It has numerous dimensions: Municipalities provide and manage services based on various knowledge streams, including technical information related to various services and information related to citizen need. Citizens interact with municipalities based on what is known to them, or what they can expect. Citizens also use places and associated opportunity based on knowledge, or the lack thereof. Arguably, the more knowledge is available, and the more all stakeholders contribute to the formation of knowledge, the more viable and appropriate interventions will be, the better municipal partnerships, and the more value can be extracted from the places they engage with by citizens. Critical also, knowledge management is important throughout the project cycle, from project inception to execution, and management of the development completed.

Table 32. An advocacy agenda for the ATC

Issue	Specific Concerns Relating to Issue
Public Benefit	• The extent to which local residents will benefit from opportunity created through the project (throughout the project cycle)
The "balance" of the overall development	• The extent to which the project exhibits a balance of uses providing for a vibrant, diverse, and 24/7 living environment.
Appropriateness to context	• The extent to which the project meets local needs (e.g., housing of different kinds, employment, entrepreneurial opportunity, and so on). • The extent to which the project recognises aspects of history and enables cultural expression.
Project institutionalisation	• The extent to which institutional arrangements for the project are appropriate to ensure speedy delivery. • The extent to which the project harnesses public, private, and community resources towards common objectives.
Project resourcing	• The extent to which the project is sufficiently resourced to ensure implementation. • The extent to which the project can fund itself and assist to alleviate pressure on government resources for infrastructure, housing, public facilities, and so on.

Table 33. Aspects of knowledge management

Aspect	Explanation	Comment
Knowledge creation/acquisition	• How knowledge about what is possible in relation to the project is acquired and created, and by whom.	
Knowledge sharing	• Whether knowledge about the project is generally available to those seeking better understanding of what is planned/possible.	
Knowledge utilisation/adoption	• Whether knowledge about current ways of doing and precedent – and its consequences – are used to develop more appropriate responses.	
Knowledge recording/storage	• Whether understanding/learning about the project is actively recorded and stored for others to use/learn from.	

In relation to the ATC project, critical aspects of knowledge management requiring attention are outlined in the table below.

The history of the ATC project exhibits innovative ways of knowledge creation, including the involvement of STIAS through availing Fellowships and its space and facilities for the exploration of aspects related to the project.

At this stage, the following aspects of knowledge management appears critical:

- Packaging the LSDF work – including the way rights are to be allocated and the associated landowner obligations – in a manner which enables stakeholder discussions.
- Initiating an online platform for information dissemination and exchange on the project.

8.3. Summary of Incentives

Incentives should be carefully considered by the Municipality because they represent (in some cases) a "discount", or waived cost that remains a cost to be resourced from elsewhere on the Municipality's budget, i.e., incentives will need to be budgeted for and therefore affordable, and therefore will need to be costed. It is also critical that any incentives that may be offered are made explicit in decision-making processes to ensure transparency and fair competition on equal terms.

Arguably, the most significant incentives offered to landowners through the ATC process are the increased land development rights and associated streamlined development process. Table 34 below summarises a range of incentives that could be considered in further deliberations on the project.

Table 34. Summary of possible incentives

INCENTIVE	EXPLANATION	REQUIREMENTS	ACTIONS REQUIRED
National incentives			
Urban Development Zone	The UDZ is a tax incentive administered by SARS, and aims to encourage private sector-led residential and commercial development in inner-city areas with developed public transport facilities. The UDZ tax incentive has, in terms of the 2020 budget announcement, been extended for one year, from 31 March 2020 to 31 March 2021[1].	The UDZ allows businesses which fall within its area to benefit from significant tax savings for building development which fall into the following categories: • The erection, extension or improvement of or addition to an entire building. • The erection, extension, improvement or addition of a part of a building representing a floor area of at least 1 000 m². • The erection, extension or improvement of or addition to low-cost housing. • The purchase of such a building or part of a building directly from a developer.	• SM needs to confirm whether the UDZ incentive will be extended beyond March 2021. • •SM needs to apply to establish an UDZ to including the whole of the ATC area.
Restructuring Zones (RZs)	• RZs are areas identified by municipalities as areas where social housing will be accommodated. • Social Housing is a rental or co-operative housing option, which requires institutionalised management. It is provided by accredited Social Housing Institutions (SHIs) or in accredited social housing projects. Social housing provides good quality rental accommodation for the upper end of the low income market (R1 500-R15 000).	The state subsidises social housing in order to ensure provision of rental housing of exceptional quality, at affordable rentals in well located areas. This is done through capital grant funding called the Consolidated Capital Grant (CCG). The average cost of construction is R426 000 per unit (including land and bulk services) and the current quantum that the SHRA administers is R271 867 per unit.	SM needs to apply to geographically extend its RZs to include the whole of the ATC area.
Spatial planning related incentives			
Increased development rights	Increased development rights through a change in the Zoning Scheme By-law.	In the case of the ATC, the new development rights are arguably the most significant incentive granted to landowners, specifically as the current zoning applicable to most of the area is very restrictive in relation to the nature of uses which are permitted.	Agreement to the proposed ATC Local Area Overlay zone as outlined in the LSDF.
Density bonuses	Density bonuses are often applied to achieve agreed planning objectives, for example, if the maximum development density on the property is 80 units/ha, and the developer wants to provide an additional 20 affordable units, an equivalent density bonus is awarded, allowing the developer to provide these affordable units without decreasing the number of market-orientated units. Although extra costs are incurred by the developer with the provision of affordable units, revenue from the market units are retained.	Arguably, through the development rights to be allocated, the ATC incorporates "bonuses", aimed at both financial sustainability and achieving agreed societal objectives.	

1 https://www.sars.gov.za/ClientSegments/Businesses/My-Bus-and-Tax/UDZ/Pages/default.aspx

Table 35. Summary of possible incentives (continued)

INCENTIVE	EXPLANATION	REQUIREMENTS	ACTIONS REQUIRED
Spatial planning related incentives			
Parking requirements	Parking takes up considerable space and contribute to development costs. A lesser parking requirement can lower development costs and also contributes to other project aims such as promoting NMT.	• The City of Jo'burg is developing a mechanism to quicken the planning application approval to inclusionary housing developments through ensuring projects that better meet the mandate of the City are prioritised.	SM must agree on parking requirements applicable to the ATC area as a whole.
Faster plan approval	• Time delays in obtaining land rights through development applications and building plan approvals reflects in the opportunity cost carried by the private developers, while taxes and levies accumulate to make up considerable holding costs for the property. • Streamlining plan approval will save developers time and money while ensuring fast-paced property development, including housing provision.		• SM needs to decide whether the whole of the ATC or specific uses will qualify for faster approval. Making provision for specific uses only may not assist because there are dependencies between rolling out different activities. • The successful implementation of this incentive necessitates improved synchronisation of application procedures between municipal departments to truly fast-track development.
Other Municipal Incentives			
Bulk service contributions	Bulk services are payable to the municipality when rezoning takes place to increase the rights and built intensity of properties. The cost is designed to upgrade the bulk infrastructure in the area to accommodate higher intensity development. Bulk service contributions could be reduced for certain types of uses.	Ideally, in the case of the ATC, bulk service contributions, connections, and associated payment holidays should be determined for the area as a whole.	Incentives related to bulk services should be worked out as part of the overall services agreement for the ATC.
Services agreements for private sector design/ implementation of bulk services	The municipality can allow bulk municipal services to be designed and/or constructed by landowners/ developers in lieu of development contributions		
Bulk service infrastructure "holidays"	Delaying bulk payments helps curb the initial expenses of the developer. An advantage of this incentive is that the municipality still receives a financial contribution, albeit delayed, from the developer, negating a decline in municipal revenue.		
Bulk service connection times	Similar to the case of faster plan approvals, reducing connection time to bulk services saves the developer time and money.		

Table 36. Summary of possible incentives (continued)

INCENTIVE	EXPLANATION	REQUIREMENTS	ACTIONS REQUIRED
Other Municipal Incentives			
Municipal rates	With this incentive, a certain percentage of municipal rates are reimbursed. Current monthly rates payable by the developer to the municipality are determined by the property use and value.	The mechanism is implemented in the City of Jo'burg's Corridors of Freedom project. When certain development standards and density objectives are met with a development in this area, a rates rebate of 75% in the first two years is applicable, while 50% of rates are rebated in the first year of operation. In addition, SHIs receive a 50% rate rebate every year, and there is a rebate in place for sectional title developments over a density of 80du/ha[1].	The SM needs to determine to what extent municipal rates reimbursements could be provided to promote achieving ATC objectives.
Releasing public land for development without charge	Government land could be released at minimal or no charge in order to meet agreed development objectives.	Three sites are particularly significant in the ATC: the nationally owned Droë Dyke, municipally owned Van der Stel, and the provincial school site in Onder-Papegaaiberg.	Government can release their land to enable achievement of agreed development objectives.
Lending rates	A specific relationship could be established between ATC landowners/developers to ensure favourable lending rates for meeting specific objectives. Debt financing constitutes an important aspect of financing developments, with debt repayments making up a substantial portion of developer expenses. When a lending rate decrease is facilitated between financial institutions and developers, it can be an important incentive for private developers, cutting expenses and increasing the development surplus.		
Non-monetary incentives	Various non-monetary incentives could include policy support, institutional support for the development, technical assistance, and a favourable (or stream-lined) regulatory regime, leadership advocacy, and knowledge management support.		

1 https://www.sapoa.org.za/media/2948/inclusionary-housing_revised.pdf

8.4. A High-Level Implementation Plan

A high-level implementation plan for the ATC following completion of the Draft LSDF is indicated in Diagram 8.

The implementation plan illustrates that considerable work remains to be done prior to implementation of the ATC and following upon completion of the LSDF. Ideally, given the extent of development envisaged, discussion with major landowners should commence in parallel with finalisation of the LSDF (and prior to statutory LSDF public participation) with a view to obtaining high-level agreement on proposed land use rights, and the associated obligations, incentives, and processes.

Apart from proceeding as individual "developers" in response to the LSDF, landowners will have to act collectively, specifically in relation to the provision of shared public facilities and infrastructure (which may be designed and implemented by landowners/developers in agreement with SM). It would be appropriate to establish institutional arrangements for joint action early in the process.

As outlined elsewhere, the ATC LSDF and proposed Local Area Overlay zone is part of the same interdependent package. It would appear sensible to undertake related public participation as one initiative; advertising the LSDF and Local Area Overlay zone simultaneously.

Landowners can finalise precinct planning in parallel with the finalisation of service agreements related to shared obligations.

8.5. Monitoring and Evaluation

Monitoring and evaluation and evaluation will require a different focus as the project proceeds.

At this stage, progress on the following aspects appear most relevant for monitoring and evaluation:

- Landowner and SM administrative agreement on:
  - The Development Framework, the Local Area Overlay zone, and associated processes.
  - The phasing and manner of infrastructure provision.
  - Landowner obligations.
  - Government incentives in support of the project

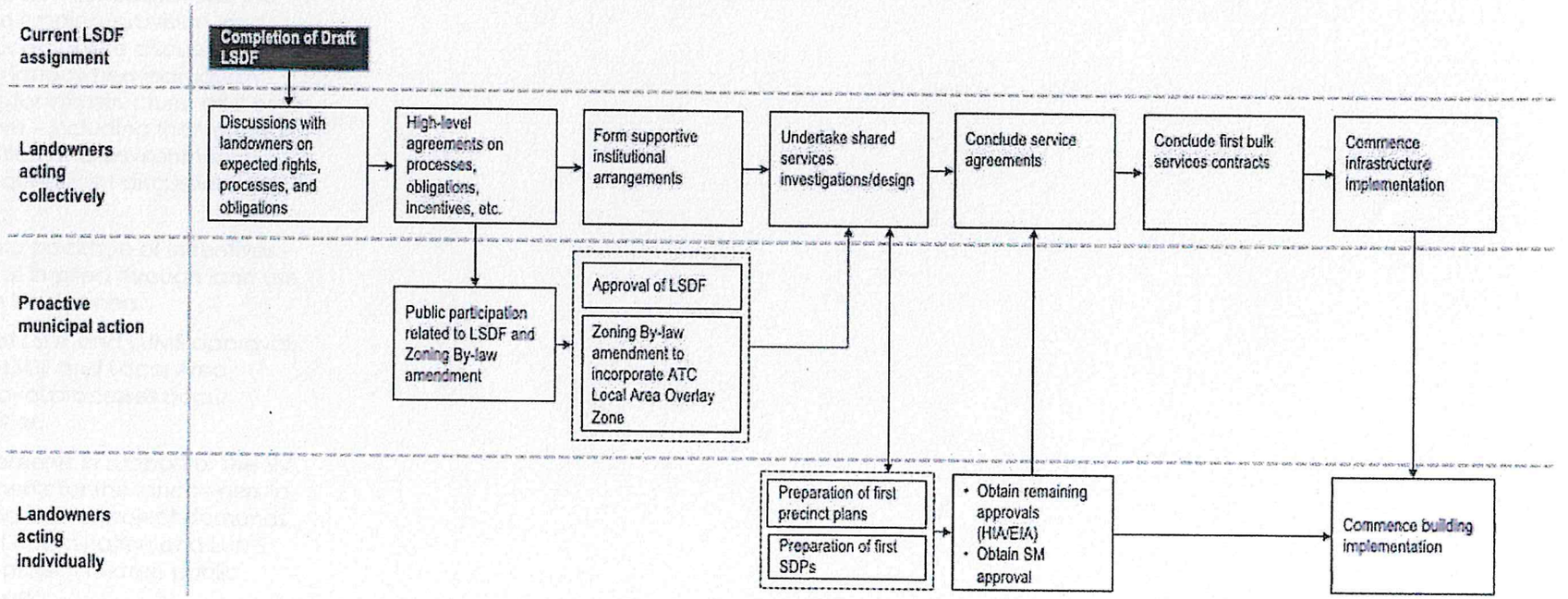
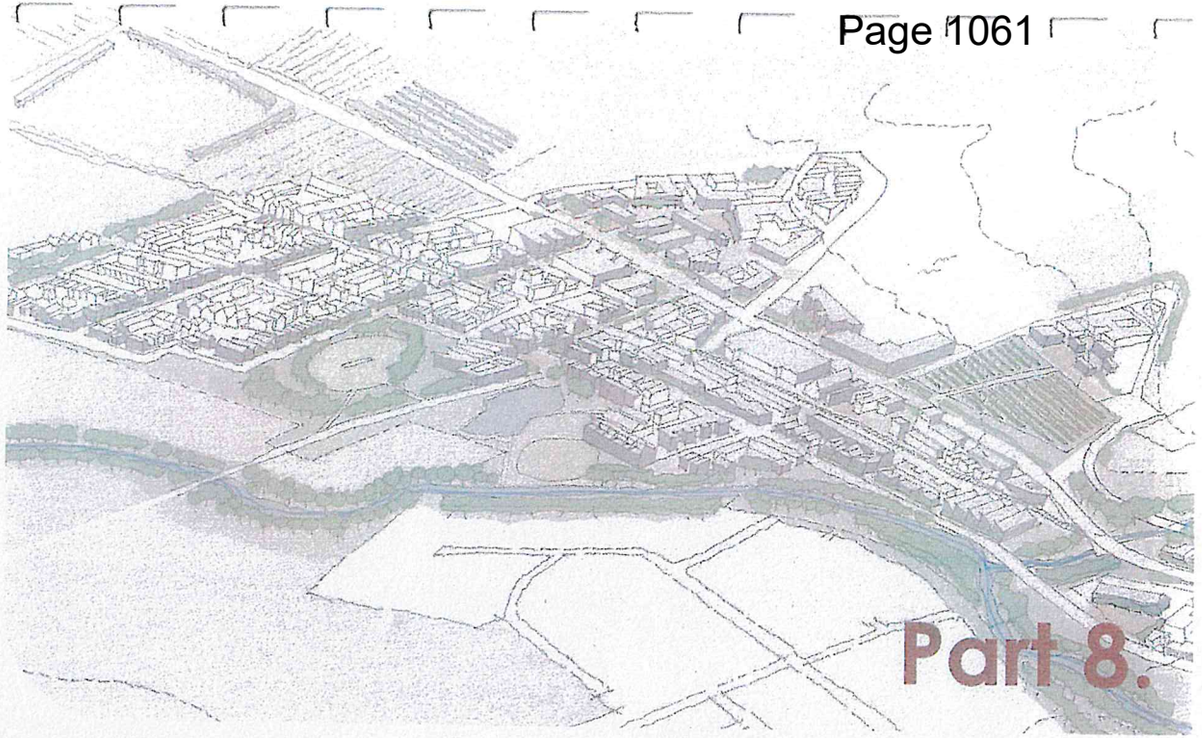


Diagram 8. High-level implementation plan



Part 8.
Conclusions

9. Conclusions

The ATC project has the potential to address many current and anticipated future development needs in Stellenbosch. It is a large project, potentially offering up to 4m m² in development bulk, allocated to a broad range of uses and activities typical of vibrant, mixed use urban districts. This includes 10 000 - 13 000 dwelling units in the form of apartments, for different market segments and addressing different household needs.

It can increase available livelihood opportunity in Stellenbosch for the better for many over generations to come.

Owing to the extent of the project, the anticipated lengthy development period, and the number of landowners and stakeholders involved, implementation aligned to the strategic objectives of the project will be challenging.

Through the early establishment of development rights and associated processes, it is believed that the LSDF contributes significantly to enable successful project implementation over time. Critical will be to provide for project leadership and support arrangements which can ensure ongoing coordination between landowners, extending the network of stakeholders supporting and contributing to the project, adherence to stated strategic objectives, and the fulfilment of shared obligations and programmes.

At the end those involved in further deliberations and decision-making about the ATC – spheres and institutions of government, landowners, business and institutional leadership, community organisations and citizens – should consider the alternative to supporting and implementing the ATC as presented in the LSDF; not presenting a shared vision, plan, and processes, and allowing ad-hoc development over time by individual landowners. The loss of opportunity over generations to come will be very significant.

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APPENDIX 4



Adam Tas Corridor

Development Guidelines

Stellenbosch Municipality

September 2021

FINAL DRAFT

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Introduction

1. Introduction

1.1. Background and Purpose

In January 2021 a project team was appointed to prepare a Local Spatial Development Framework (LSDF) for the Adam Tas Corridor (ATC) area in Stellenbosch. The ATC LSDF area stretches along the R310 and R44 roads along the foot of Papegaaiberg from the largely disused Cape Sawmills site in the west to Kayamandi and Cloetesville in the north, forming the western edge of the Stellenbosch town.

Given the extent of the ATC area and anticipated lengthy development period, the ATC LSDF is not as detailed in its recommendations as most LSDFs prepared by municipalities. Rather than providing detailed land use proposals, the ATC sets out the minimum necessary guidance – in terms of development principles, land use, urban structure, and infrastructure to enable meeting the project objectives while accommodating change in market conditions over the development period of the project.

Considerable attention is given to the applicable Municipal Land use Management System (LUMS) and landowner obligations associated with exercising development rights to be allocated following the LSDF process. In addition, guidelines have been developed to support the coherent and co-ordinated implementation of the ATC Framework which is expected to occur in a phased manner. The guidelines have also been to provide direction for landowners and decision-makers, both at the broader scale as well as at a precinct level. This report sets out these guidelines according to landscape, public realm, built environment, engineering and infrastructure components in a user-friendly manual format based on overarching framework objectives and precinct specific development intentions.

1.2. Vision and Goals

The working vision for the ATC area is follows:

- A **proactive intervention** to address needs in Stellenbosch, including fixing the mistakes of the past and enabling equitable access to urban opportunity for all citizens.
- An **integrated, inclusive environment** for living, work, and enjoyment.
- A **pro-active partnership** between the public, private, and community sectors in response to citizen needs and national, provincial, and municipal policy.
- A place which embodies and expands our **best knowledge and practise** of what constitutes good, equitable, and efficient settlement.
- A **"new town in town"** in Stellenbosch; integrating currently fragmented parts of the town, exploiting underutilized resources, and adopting non-motorized and public transport as the dominant form of access.

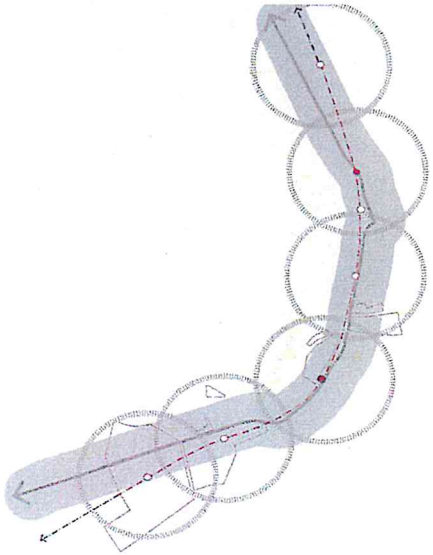


Figure 1. ATC Guiding development approach 1- 'Living the Line

1.3. The ATC Development Framework

The Development Framework integrates the built, natural and transport systems of the development and is based on five key design ideas:

1. Separate but linked districts, focused on walkability, NMT and public transport, organized linearly along the rail line and supporting movement routes.
2. Connections or "stitching" of the new development with the old town through intersections and crossings (both NMT and vehicular) at selective points.
3. Districts based on unique character (including the re-use and celebration of historic places).
4. Connecting and exposing key places, including Papegaaiberg and the University (through a "university avenue").
5. Commencing development at places of high opportunity (particularly the rail stations) and growing outwards from there.

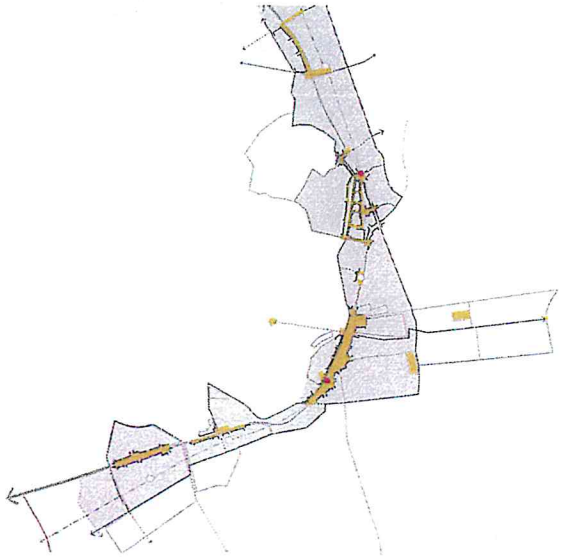


Figure 2. ATC Guiding development approach 2- Stitching the Divide'

The overall development framework for the ATC is illustrated in Figure 6.

1.4. Development Objectives

The ATC LSDF is supported by a set of agreed **strategic outcomes** and **objectives** that range in focus from:

- enabling appropriate development form;
- promoting increased access to livelihood opportunities for ordinary citizens;
- promoting spatial integration;
- supporting financial sustainability;
- promoting active stakeholder partnerships; and
- providing a clear institutional process to enable speedy decision- making.

The development guidelines have been specifically drafted to support the realisation of the strategic outcomes for the ATC development. The strategic outcomes that have spatial implications and are applicable to the development guidelines are summarised below:

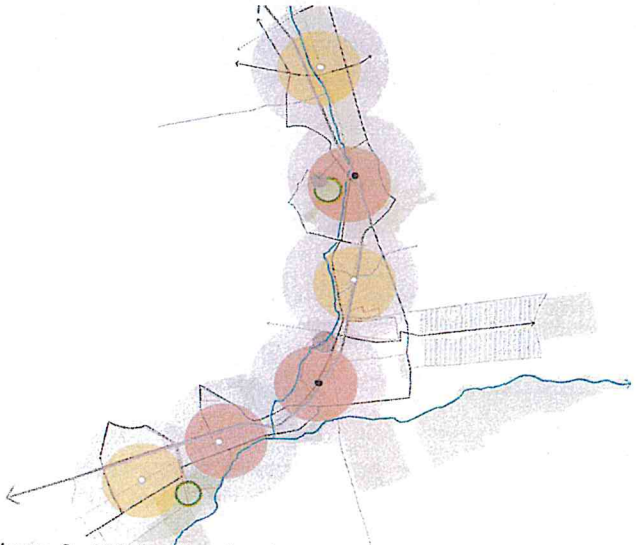


Figure 3. ATC Guiding development approach 3- Choose your Hood

A VIBRANT, COMPACT AND EFFICIENT URBAN DISTRICT THAT IS RESPECTFUL OF THE ENVIRONMENT AND HISTORY

Ensure the ATC reflects urban qualities in development by:

- Facilitating compact mixed use development that prioritises NMT modes of access;
- Promoting convenient access to economic opportunities, public institutions, social facilities and public transport;
- Providing a range of housing opportunities to different housing markets;
- Providing a hierarchy of accessible public space, that accommodates a range of activities;
- Promoting clustering of public facilities that integrate with public space;
- Accommodating a range of spaces to support innovative, creative and entrepreneurial use



Figure 4. ATC Guiding development approach 4- Celebrating the Context

Appropriately manage development impacts on natural resources, while protecting, restoring and enhancing natural assets within the ATC by:

- Protecting environmental resources and contribute to the restoration of degraded environmental assets.
- Optimising the efficient use of land, existing structures and infrastructure as well as prioritise the application of environmentally responsible and resource- efficient servicing solutions

Ensure the ATC is contextually apt in urban form and reszpects and enables heritage and cultural development by:

- Recognising the special structure and form of the Stellenbosch town, current access limitation and the need to protect environmental resources, historic elements and precincts of value while accommodating further growth and expanded opportunity
- Retention of elements of the area which contributes to history and place character and enable the establishment of new places and processes which contributes to

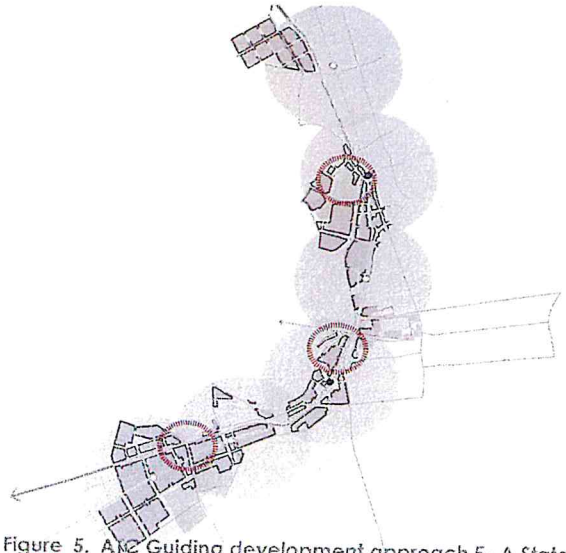


Figure 5. ATC Guiding development approach 5- A State of becoming

cultural development. Thereby expanding Stellenbosch's stock of publicaly accessible historic precincts and places, supporting national heritage assets and a critical tourism industry

INCREASED ACCESS TO LIVELIHOOD OPPORTUNITY FOR ORDINARY CITIZENS

Ensure the ATC increases local access to work opportunity by:

- Enabling job creation and entrepreneurship during all phases of its roll-out

Ensure access to a range of housing types:

- Ensuring specific provision is made for affordable and inclusionary housing across the site

SEAMLESS INTEGRATION WITH SURROUNDING AREAS

Ensure the ATC is spatially integrated with the rest of Stellenbosch by:

- Ensuring the design of new areas as well as the redevelopment of existing areas enables the seamless integration of existing parts of Stellenbosch including the old town and new areas (ie Kayamandi)
- Prioritising NMT options as means to integrate fragmented and isolated development

1.5. Report Structure

The guideline report is structured in two sections, with the first providing guidance at a **Precinct wide** scale. The guidelines in this section are applicable to the entire development. The second section of the report provides **Precinct Specific** guidance to protect the varying unique features within the ATC as well as to support varying development responses that relate to the precincts location. At all times, the guidelines are principle based and relate to realising the ATC strategic outcomes. The location and boundaries of the 11 identified Precincts within the ATC are indicated overleaf.

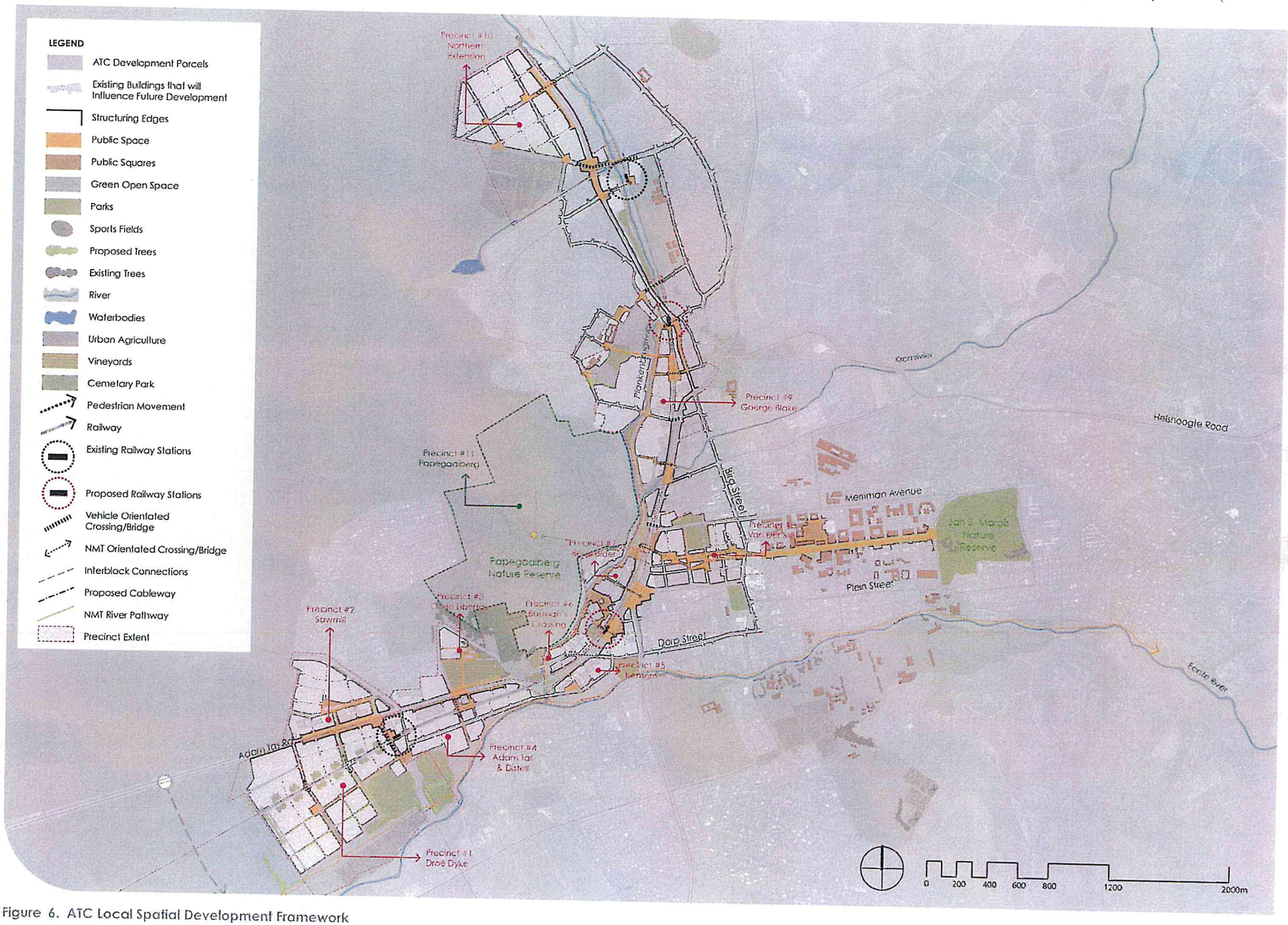


Figure 6. ATC Local Spatial Development Framework



Part A.

ATC Precinct- Wide Development Guidelines

Page 1075

2. ATC Precinct Wide Development Guidelines

This section provides overarching development guidelines for all of the precincts in the ATC and is applicable to all landowners.

The precinct-wide guidelines are structured according to the following themes:

- Green Network and Systems
- Development Structure and Buildings
- Public Realm, Landscape Engineering and Infrastructure Elements

2.1. Green Network and Systems

2.1.1. Approach to Rivers

Existing Condition

Three rivers abut or traverse the site, namely the Eerste, Plankenbrug, and Krom Rivers and converge at the ATC site.

Water quality and habitat diversity in the Plankenbrug River have been reduced by stormwater and wastewater discharges from Kayamandi and Stellenbosch and has been identified as a high risk area for human health.

Additional factors that have caused degradation of the river include pollution and eutrophication of the water due to over-fertilization of surrounding areas and upstream human activities.

Invasive alien vegetation (Grey Poplar (Populus canescens), Oak (Quercus robur), Weeping Willow (Salix babylonica), Stinkbean (Paraserianthes lophantha), Port Jackson (Acacia saligna), Black Wattle (A. mearnsii), Long-leaved Wattle (A. longifolia), Poplar (Populus deltoides), Pittosporum spp, Spanish reed, kikuyu and nasturtiums has replaced much of the indigenous riparian vegetation throughout the Eerste River catchment. These alien trees have modified the banks, confining and deepening the channel, thereby increasing erosion.

The health of the river is largely dependent on the status of the riparian vegetation. Remnants of indigenous vegetation persist in and along the river. These include trees such as the Cape Willow (Salix mucronata), Spoonwood (Hartogiella schinoides), Wild Peach (Kiggelaria africana), Rock Candlewood (Maytenus oleoides), and Breede River Yellowwood (Podocarpus elongatus).

The Plankenbrug River along the boundary of Papegaaiberg is of conservation importance, being an ecological corridor that helps to link the Hottentots Holland Mountains with natural areas in the Cape Flats and the coast. In addition, these rivers provide habitats for anumber of organisms that form part of the biodiversity of the area.

Opportunities

The Plankenbrug River can potentially be a significant public amenity and linear park, connecting the precincts of the ATC through NMT routes as discussed in the accompanying Adam Tas Corridor Local Spatial Development Framework.



Figure 7. Polluted Plankenbrug River

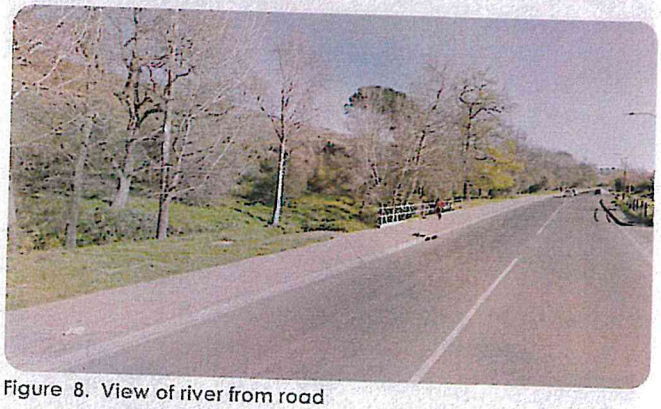


Figure 8. View of river from road

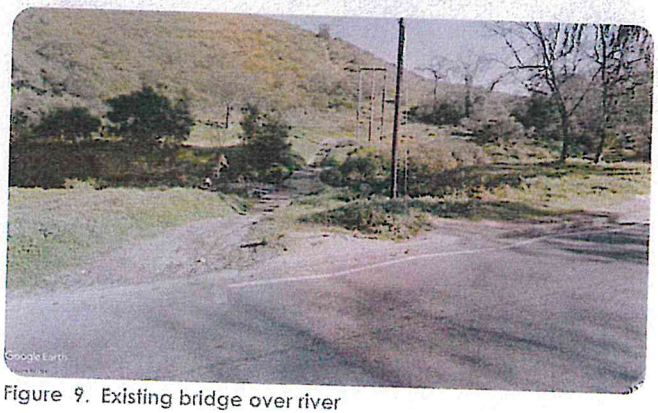


Figure 9. Existing bridge over river



Figure 10. Open space alongside river along route from Kayamandi

Recommendations:

- A freshwater biologist would be required to assess the state of the river and advise on remediation processes.
- To maximise the contribution of the Plankenbrug River to the overall development as a public amenity, upstream pollution needs to be managed, and infrastructure remedial work is required in Kayamandi.
- Improve stormwater and wastewater management in Kayamandi and Stellenbosch.
- Maintain a buffer area along river banks Restore the indigenous riparian vegetation along the rivers

2.1.1.0.1. River Guidelines

1. Water quality of the river to be improved through improved upstream storm water & wastewater management.
2. Channel shape of the river to be restored.
3. Create a buffer zone alongside the river - ideally this should be 10m on either side.
4. The roadside edge of the river to be developed to create interaction with the river.
5. The mountainside edge of the river to have natural riparian vegetation restored (See Appendix 2)
6. The river and river banks to be cleared of alien vegetation on a regular basis (bi-annually) and replanted with indigenous riparian vegetation, enhancing the ecological function of the river as well as creating a visually appealing natural space.
7. Typha capensis and Phragmites australis reeds to be cleared periodically to allow for free flow particularly during storm events.
8. Where the river if flanked by transport routes on both sides, a natural buffer zone (ideally 10m) should be created between the river and transport route and the edges restored as



Figure 11. Natural paths crossing small rivers



Figure 12. NMT routes along river

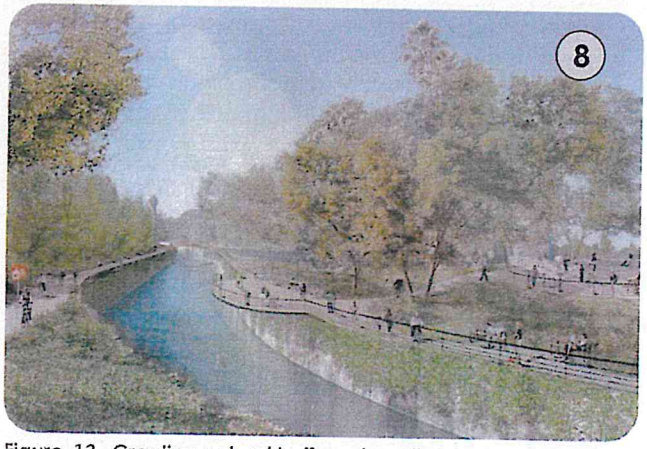


Figure 13. Creating natural buffers along the river on both sides

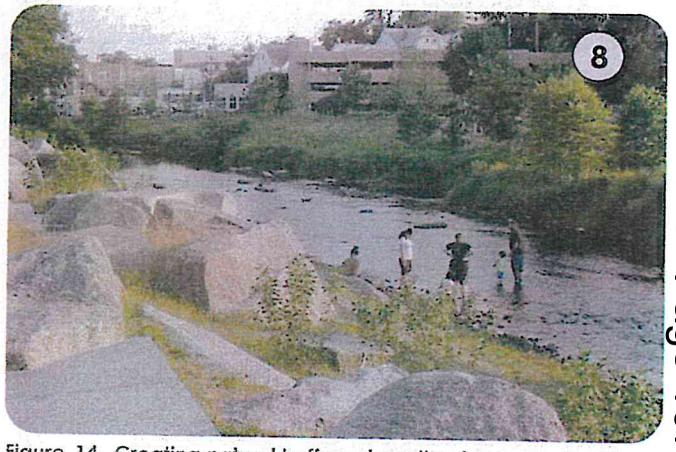


Figure 14. Creating natural buffers along the river on both sides

discussed above. The buffer zone to encourage interaction with the river though the use of raised boardwalks & viewing decks.

9. Access to Papegaaiberg, via the river, improved through the use of small bridges at various access points. The design and style of the bridges to be relevant to the precinct and sensitive to the natural environment and heritage of the space.
10. Different levels of access to be used. For example, larger timber bridge at main access point (see Landscape Masterplan) with smaller, more rustic bridges at minor access points.
11. Landscaped walkways along the Eerste and Plankenbrug rivers to range from informal natural paths (Precinct 4) to formal timber decks and paved walkways (along George Blake Road).

2.1.2. Approach to Floodplains

Existing Conditions

The figure alongside shows the extent of the floodplain in the ATC study area. Some areas within the floodplain have been developed.

Opportunities

Resilient landscape planning & design can help communities live with periodic flooding, if & when it occurs. It's important that a systems-based approach is used that goes beyond a single project.

These systems could be made up of preserved and strengthened ecosystems that act as natural channels and buffers; parks and open spaces that let water flow through safely, or store excess water for later use; and robust green infrastructure systems, including those for transportation networks, that cleanse and absorb flood water (SUDS).

Preserving ecosystems for flooding control also means preserving their biodiversity and all of the ecosystem services they provide – clean air and

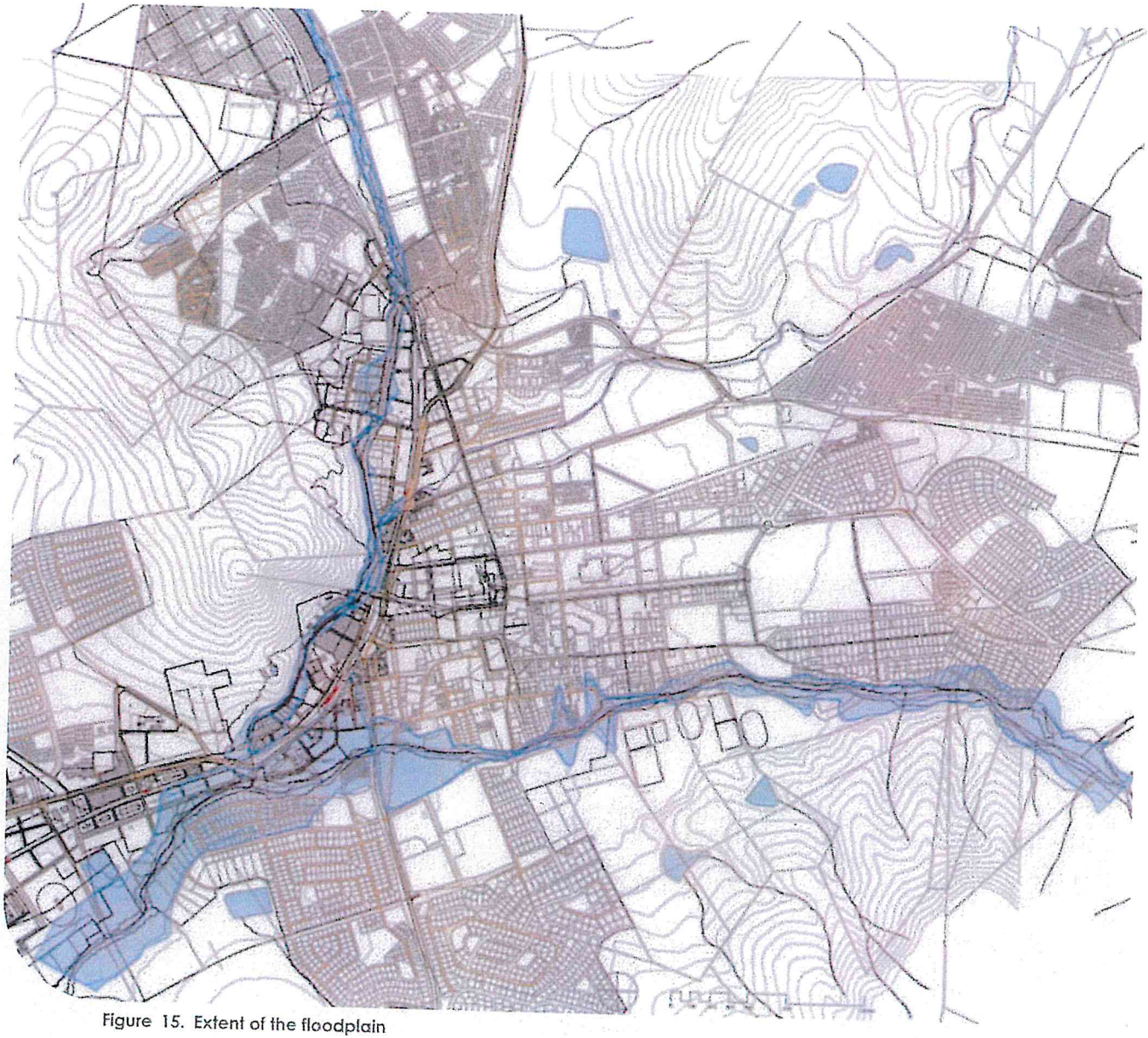


Figure 15. Extent of the floodplain

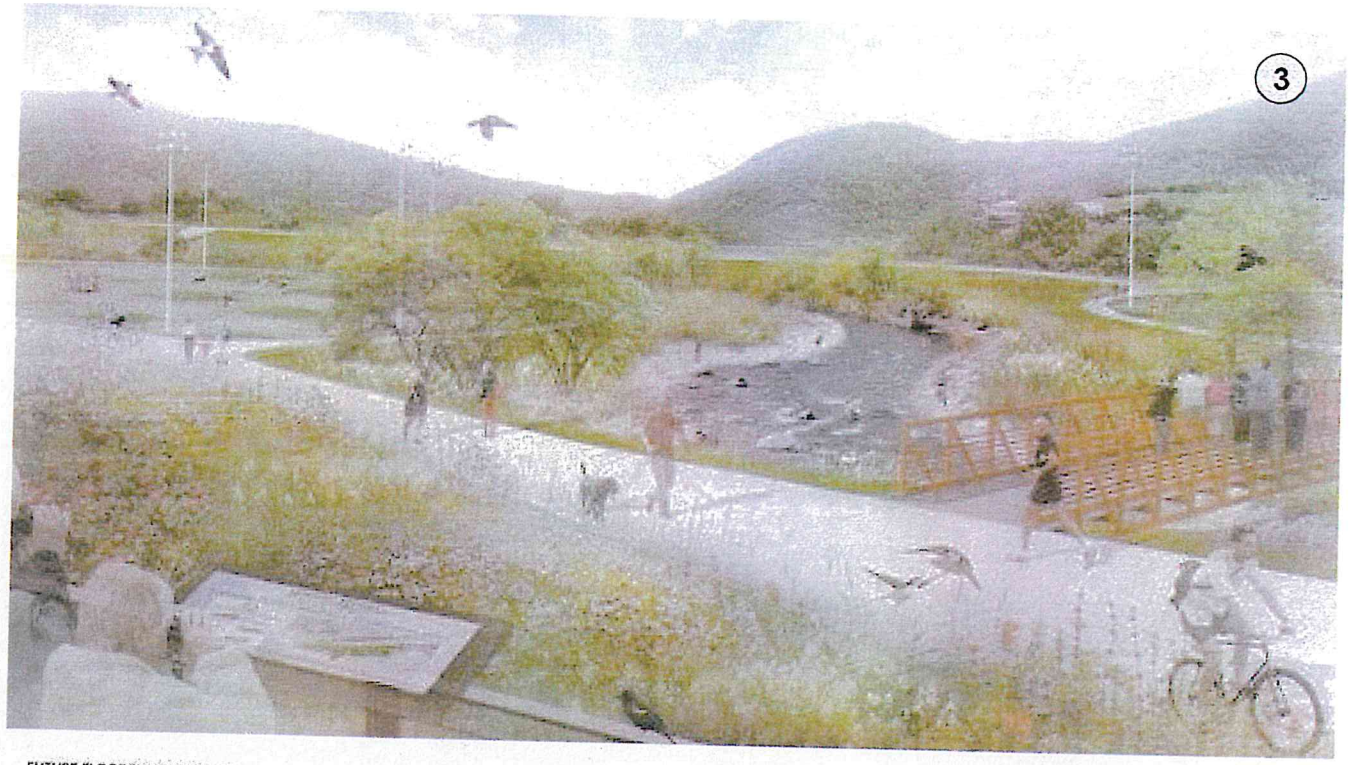
water, among others. Parks that move or store water during floods offer spaces for recreation that boost public health. In addition to absorbing water, green infrastructure cleans and cools the air, increases water quality, and recharges water tables.

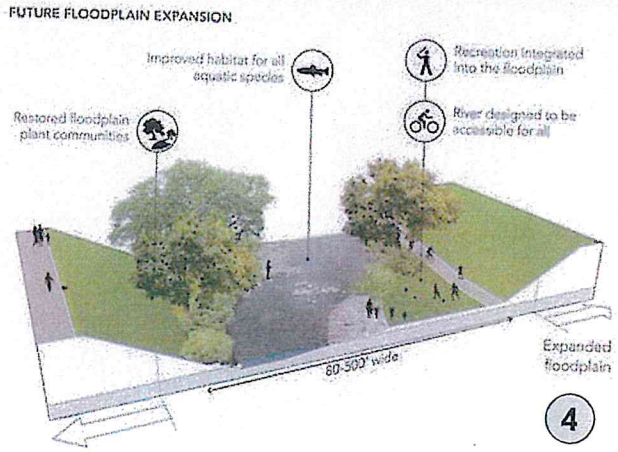
Recommendations:

- Development has already occurred within the floodplain, so measures / systems will need to be taken to prevent and / or alleviate damage when flooding does occur.
- Any future development within the floodplain should be carefully considered – it should preferably be landscaped public open space areas, as mentioned above.
- Watercourses and wetlands are integral to the storm water management system, are an important component of the City's biodiversity network, and represent an essential element in restoring the urban fabric of the City by providing both recreational and economic opportunities[1].

2.1.2.1. *Floodplain Guidelines*

1. Future development in the floodplain is to be carefully considered.
2. Areas within the floodplain to be designed with water attenuation / SUDS principles (See 2.3.6) in mind.
3. Areas that fall into the floodplain should preferably include landscaped recreational public open spaces & sport fields.
4. Channel shape of the river to be restored, existing river channels to be kept clear of alien vegetation and extensive reed beds to be cleared prior to winter rains, to allow for free flow of water during storm events.
5. Sustainable landscape and flood mitigation design needs to be embodied.





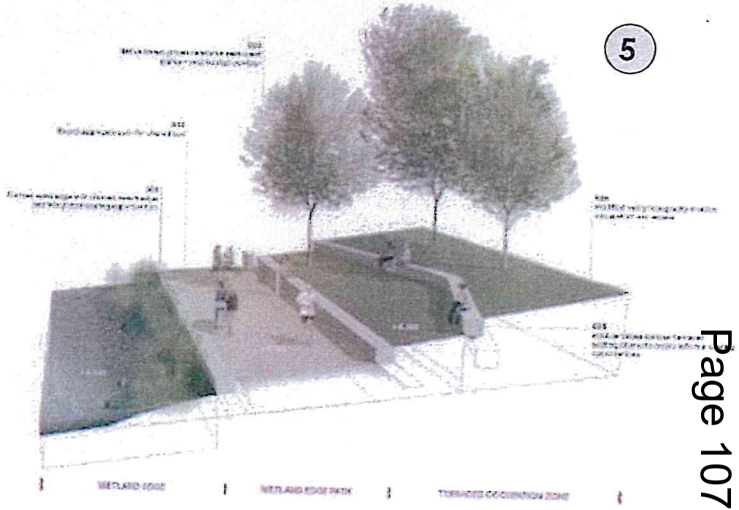


Figure 16. Examples of design inventions for use in floodplains

1 See CoCT Roads & Stormwater Department, Catchment, Stormwater and River Management Branch. (2009) Floodplain and River Corridor Management Policy

6. The landscape has a vital role to play in the water management strategy of the area and should be designed to withstand fluctuations in storm water run off and flooding.
7. Run-off from hard surfaces should be directed into swales where planting / reed beds provide filtration and removal of suspended solids.
8. Detention basins or normally dry ponds provide space for the attenuation of rainwater run-off during peak storm events and provide a contribution to the public space when they are dry, as well as ecological value of the site.
9. The vegetated swales would provide habitat for wildlife and also provide filtration and final cleansing of rainwater run-off quality prior to discharge off-site.
10. Use of indigenous plants that are able to withstand periods of dry as well as wet, should be planted in or near swales to prevent erosion, scouring and wash-out of surface drainage systems and to prevent debris from washing into and blocking storm water culverts.

2.1.3. Approach to Planting of Indigenous Natural Areas

Existing Conditions:

Climate

Stellenbosch falls in the winter rainfall area of South Africa. Stellenbosch is 128m above sea level. The climate is warm and temperate. The temperature averages 16.2 °C, and the annual rainfall is 787 mm.

Geology / Soil

Soils in the study area range from coarse sandy and loamy soils to well-drained dark alluvial to clay soils derived from shales and granite rocks.

The soil types identified in the area are fertile and mineral rich lending to the dominant land use of farming. With the rainfall pattern confirm the suitability of the area for farming, it also provides

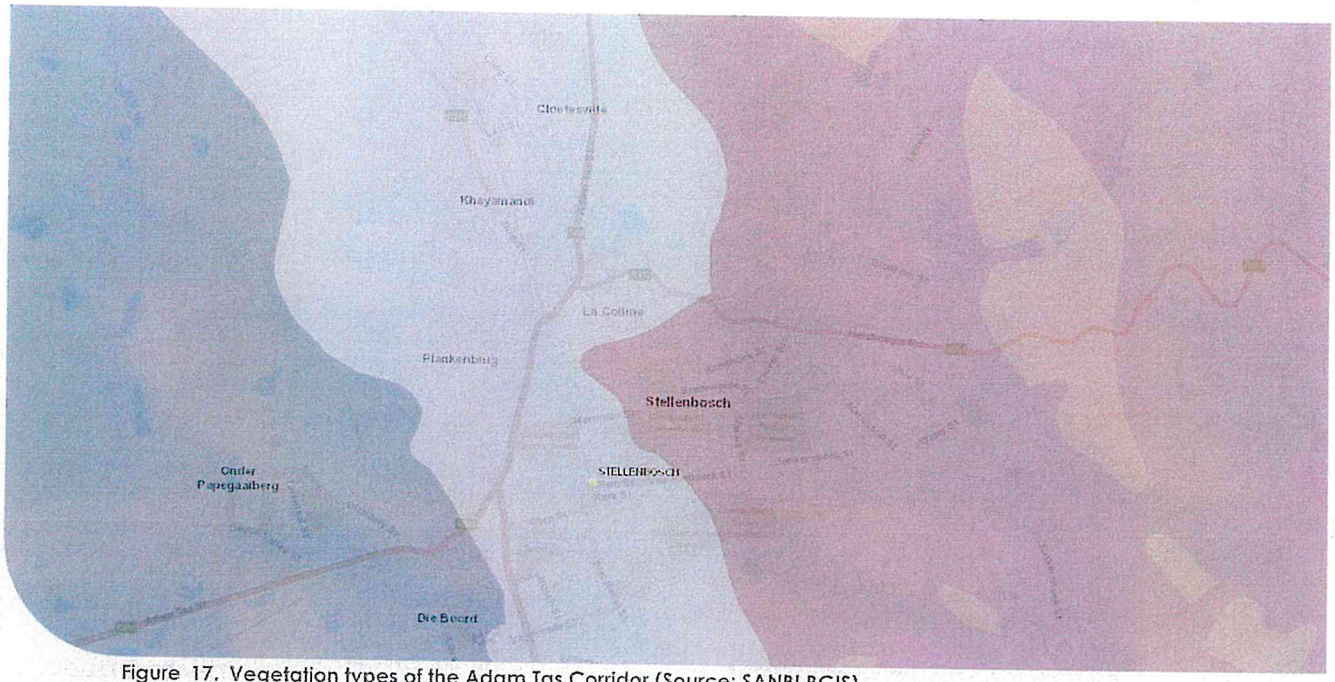


Figure 17. Vegetation types of the Adam Tas Corridor (Source: SANBI BGIS)

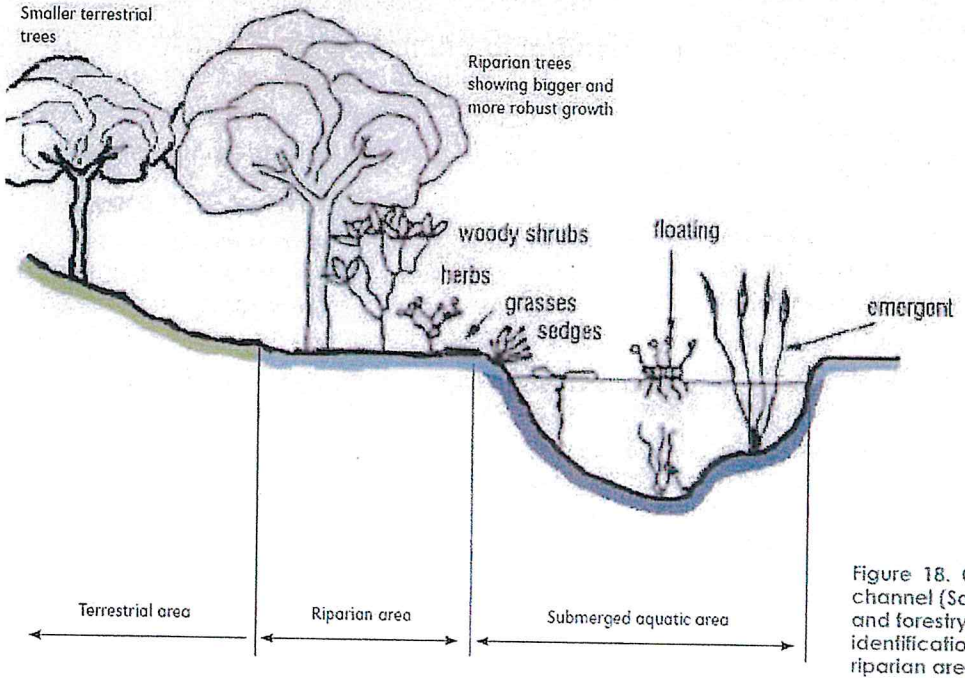


Figure 18. Cross section through riparian channel (Source: Department of Water Affairs and forestry. A practical field procedure for identification and delineation of wetlands and riparian areas)

opportunities for inclusive community focused planting installations.

Vegetation

There are three natural vegetation types (Mucina and Rutherford. 2006) that falls within the study area, namely, Swartland Granite Renosterveld (FRg2), Swartland Shale Renosterveld (FRs9) and Boland Granite Fynbos (FFg2). See Figure 17.

(NOTE: The vegetation type codes are based on Mucina & Rutherford, 2006.)

Swartland Granite Renosterveld and Swartland Shale Renosterveld are critically endangered vegetation types while Boland Granite Fynbos is regarded as vulnerable (SANBI, 2012).

Papegaaiberg falls into the Swartland Granite Renosterveld vegetation type, while the Plankenbrug River crosses both Swartland Granite Renosterveld and Swartland Shale Renosterveld.

Swartland Granite Renosterveld (FRg2):

This vegetation type is critically endangered1 and 80% of this type has already been transformed into agricultural lands and urban sprawl.

It occurs on moderate foot slopes and undulating plains and consists of grasslands and herbaceous vegetation, dominated by Renosterbos.

Swartland Shale Renosterveld (FRs9):

Swartland Shale Renosterveld is a critically endangered vegetation type 1. It is estimated that as much as 90% of the area in which this vegetation type occurs have been transformed. Remnants are found in isolated pockets, usually on steeper ground on Papegaaiberg.

Boland Granite Fynbos (FFg 2):

It occurs on moderately undulating plains & hills and consists of a dense 1-2m tall shrubland. Dominated by scrub, asteraceous & proteiod fynbos.

Granite Fynbos is characteristically tall & dense. The drier slopes contain asteraceous fynbos, wetter areas are dominated by proteoid fynbos, while waboomveld is dominant on the mid to lower slopes.

Typical plants that occur in FFg2 are various Protea, Leucodendron & Leucospermum species.

Riparian Planting

The biggest problem with South African rivers is the proliferation of alien vegetation as well as river water quality, due to upstream agricultural practices, wastewater and storm water.

2.1.3.1.1. Riparian Planting Guidelines

1. Invasive alien vegetation to be removed.
2. An invasive alien removal management & maintenance plan to be established.
3. In some areas, the Quercus robur should remain as it has changed the soil profile considerably and it could be detrimental to the river to have them removed.
4. Indigenous reed beds to be cleared or thinned out.
5. A Freshwater Biologist to be consulted to assess the river & water quality.
6. Downstream dispersal of seeds by water from intact riparian vegetation patches is one of the important ways that rivers are vegetated.
7. Seed dispersal by wind or animals along the riparian corridor and from adjacent terrestrial vegetation also plays a role. These corridors therefore need to be maintained.
8. Seed propagation from dispersal will be low in negatively transformed areas where few natural refuge areas remain;
9. In this case, riparian species seedlings should be supplied and / or areas or nodes restored where propagation can occur through restoration of the river channel and banks.
10. Many buried seeds have long viability and may remain dormant until suitable germination conditions.
11. Soil-stored seed banks are an important source of regeneration in vegetation subject to frequent disturbances, such as fires, and are likely to play a role in riparian vegetation dynamics.

The table provides guidelines for riparian planting types to be considered.

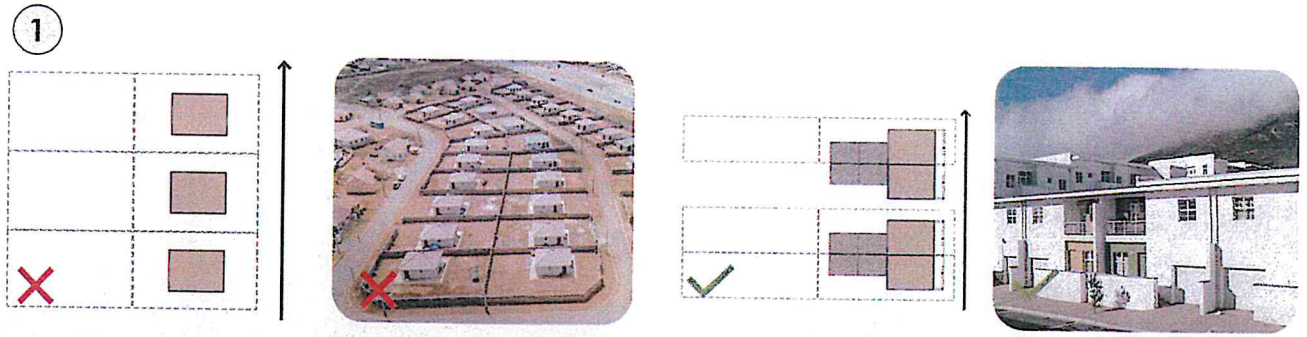
TREES	
Botanical Name	**Common Name**
Brabejum stellatifolium	Wild Almond
Brachylaena neriifolia	Water Witels
Diospyros glabra	Bloubessie
Kiggelaria africana	Wild Peach
Metrosideros angustifolia	Cape-gum
Salix mucronata	Cape Willow

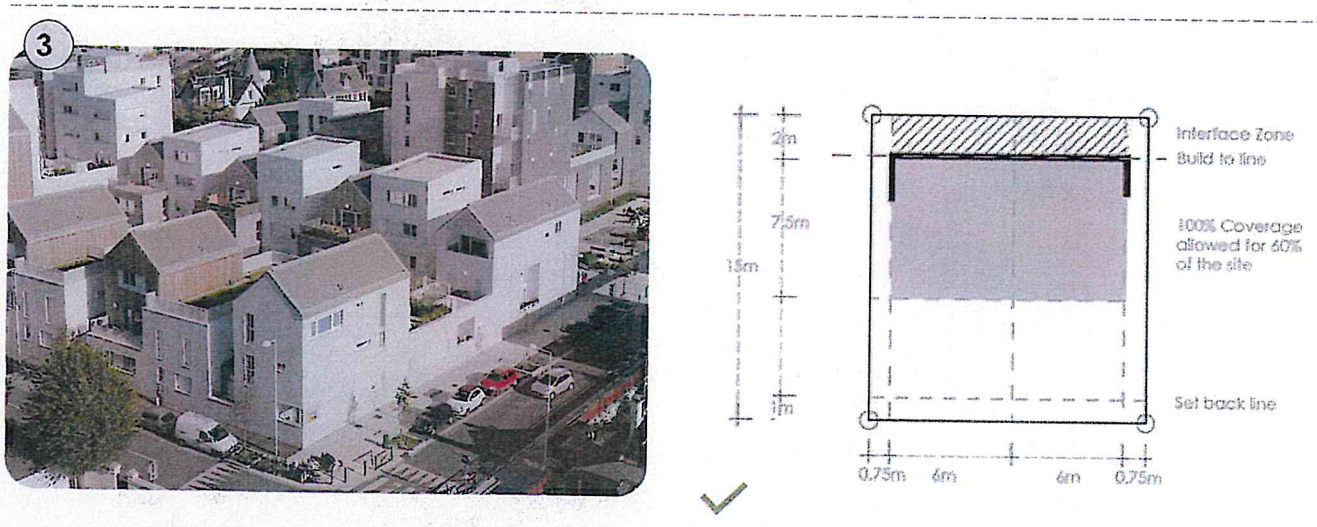
2.2.2. Approach to Building Placement

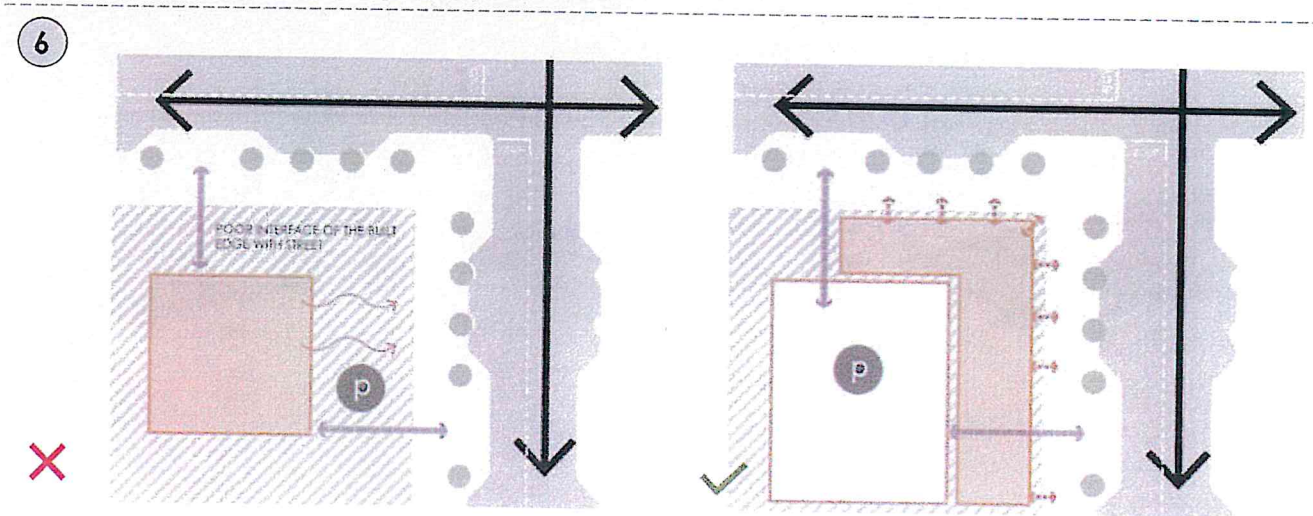
The placement of buildings on an individual property has a significant impact on both the public environment as well as the flexibility of the property and possible development options. Buildings that are located in the centre or to the back of a property provide little to no sense of enclosure to the street or space, limited surveillance opportunities overlooking the public realm and no flexibility in terms of growth over time and should be avoided.

In order to create a positive urban environment that includes, defined and surveilled streets, maximum flexibility for growth and ability to accommodate change, the following guidelines apply:

1. Position buildings to the front of plots along the street edge.
2. Establish setback lines of no more than 5m from the street boundary in residential environments and no more than 2m in a mixed-use environment.
3. Ensure continuity of the street edge: at least 60% of the building footprint should be placed on or within 2m of the street fronting property boundary to ensure street and space enclosure and continuity in the street façade.
4. Building entrances should be located along the street edge.
5. Ensure that buildings are configured to enable development to front onto and define the public realm and for secondary, service and private functions to be located to the backs of plots.
6. For both residential and commercial/retail uses, locate parking to the rear of the plot with the building along the street edge.







2.2.3. Approach to Street Edge and Property Frontage Conditions

The interface between public space or street space and the development that edges it is fundamental to the functioning and success of the public environment, which in turn impacts the social, economic and environmental functioning of the place overall. Built form that has a positive interface with the public realm helps to promote safety through surveillance and a sense of place,

The following guidelines should be applied:

1. Bring life to the street by maintaining visual connections between inside and outside, especially in the frontages of public buildings.
2. Promote the use of buildings to define and secure the perimeter boundary. Perimeter fences should be kept to a minimum, but used must be visually permeable (ClearVu fencing is preferable to palisade fencing).
3. Building facades fronting onto the public realm should be visually active (a building is considered "visually active" if 30% or more of the frontage includes features such as windows, doors, transparent walls and accessible open space)
4. The use of level changes is useful to demarcate between the public and private realm: front stoeps, steps, low walls, colonnades, overhangs and planting are all elements which can be used to create a sense of privacy from the public street, whiles still providing surveillance.
5. Provide protection from the elements with overhangs, colonnades, shading elements and strategic tree planting.
6. In multi-storey buildings, balconies should be incorporated to ensure that there is passive surveillance overlooking the public realm.
7. Locate primary entrances of mulit-storey buildings onto the street.

2



1



2.2.4. Approach to Public Facilities

Public facilities are special, landmark buildings that aid in activating, defining the public realm and creating a sense of place. Community halls, civic centres, public transport interchanges, education facilities, libraries, police stations, hospitals, places of worship and performance spaces fall under the Public facility category

They are places for communities to gather in a safe and secure environment. The design of these buildings and nodes should therefore be of high quality with a strong identity.

The following guidelines apply to the design and development of new and or upgraded public facilities within the ATC corridor:

1. A mixed-use approach should be taken whereby facilities are clustered to support the sharing of resources and optimization of space.
2. The type and scale of the public facility cluster should reinforce the nodal structure and hierarchy of the ATC.
3. A 'hub and spoke' logic should be applied between the public facility clusters to promote sharing of resources between them.
4. Locate public facility clusters within easy and convenient access to transit or non motorised routes.
5. Locate public facility clusters within mixed use precincts to support ease of access.
6. Associate public facilities with public spaces or parks where they can support the development of legible civic nodes.
7. Adopt urban building forms, coverage and setbacks. They should be designed as multi-storey, mixed use buildings on compact plots.
8. Design public facilities to function as a places for increased public safety by including 24 hour monitored waiting areas/ light boxes as piloted in the 'VPUU' projects in Khayelitsha, Cape Town
9. The perimeter of public facilities should ideally be made by buildings (rather than fences) to establish a secure and low maintenance perimeter and active street edges.
10. Façades must be positive and engaging to ensure an active, safe public environment.





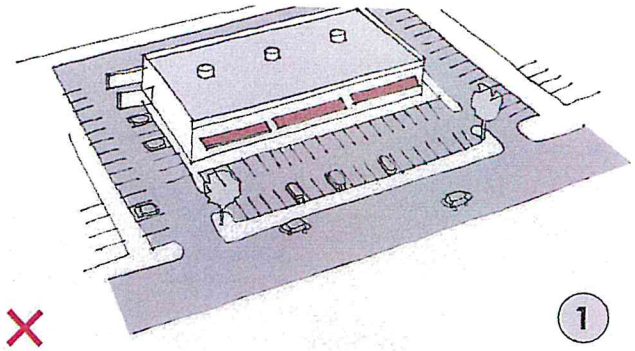
Figure 19. VPUU in Khayelitsha

2.2.5. Approach to Parking

While mixed use, TOD is premised on reducing dependence on cars and prioritising public transport, NMT access and movement, an element of vehicular access will be part of the ATC for the foreseeable future. Parking should however be designed in a way that its negative impacts are minimised and that it can evolve over time depending on the parking need. The approach to parking is to limit the visual impact of cars, while still providing parking in close proximity to homes and amenities wherever possible. While it is understood that the current environment requires space for cars, the idea is to 'future proof' the precinct so that spaces given to parking can be used for other purposes on a temporary basis in the present, and more permanently re- purposed in the future when public transport is the dominant mode.

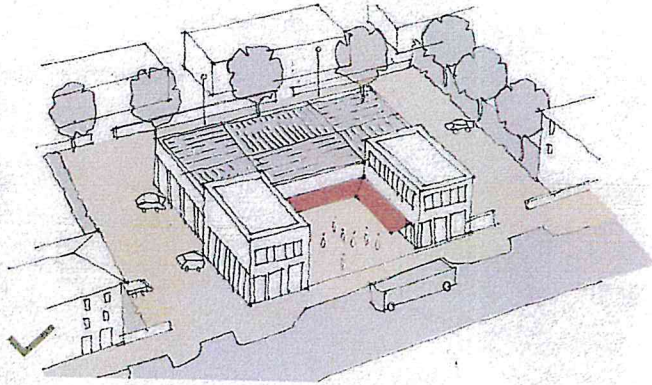
The location and design of parking is key. The form and location that parking could take is indicated below:

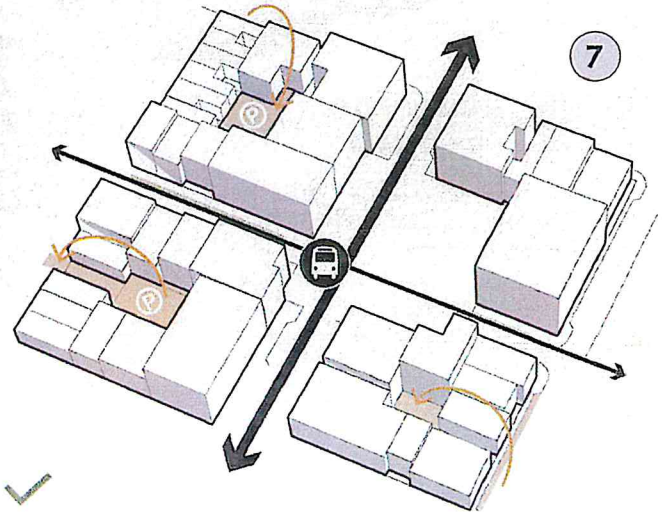
1. Parking lots should not be located in front of buildings, wherever possible it should be located towards the back of the property in order to create a positive street interface;
2. Design surface parking lots as multi-functional parking courts that can be used for other outdoor activities. Make provision for at least 30% of the total area for landscaping treatment including play facilities and seating areas for users surrounding the area
3. Parallel parking can be included within the streets sections but no more than 5 bays in a row before interrupted by a landscaped area or sidewalk extension;
4. Parking lots/park and ride and parking garages can occur within designated parking zones located close to public transport stops/stations.
5. Structured parking should have an appropriate floor to ceiling height to accommodate retrofitting to another use within the future.
6. Structured parking garages should be form part of a multifunctional facility with a positive street interface
7. Locate parking to the rear of plots, within internal parking courts with the development block or above the first floor within structured parking.
8. Avoid locating parking on the ground floor of buildings and where unavoidable, setback parking areas by a min of 10m from the dominant street edge in order to create active street frontage
9. Design the upper floors/ facade of structured parking garages to integrate with the surrounding urban fabric











2.3. Public Realm, Landscape, Infrastructure and Engineering Elements

2.3.1. Approach to Public Open space

A range of public open spaces are provided for in the ATC. These comprise both natural and urban spaces. In some cases the spaces are existing and required restoration, with others being new spaces.

The guidelines to support both the development of new areas as well as the restoration of existing spaces is outlined below



Figure 20. ATC Landscape Framework (AGC Architects and Development Planners, 2021)

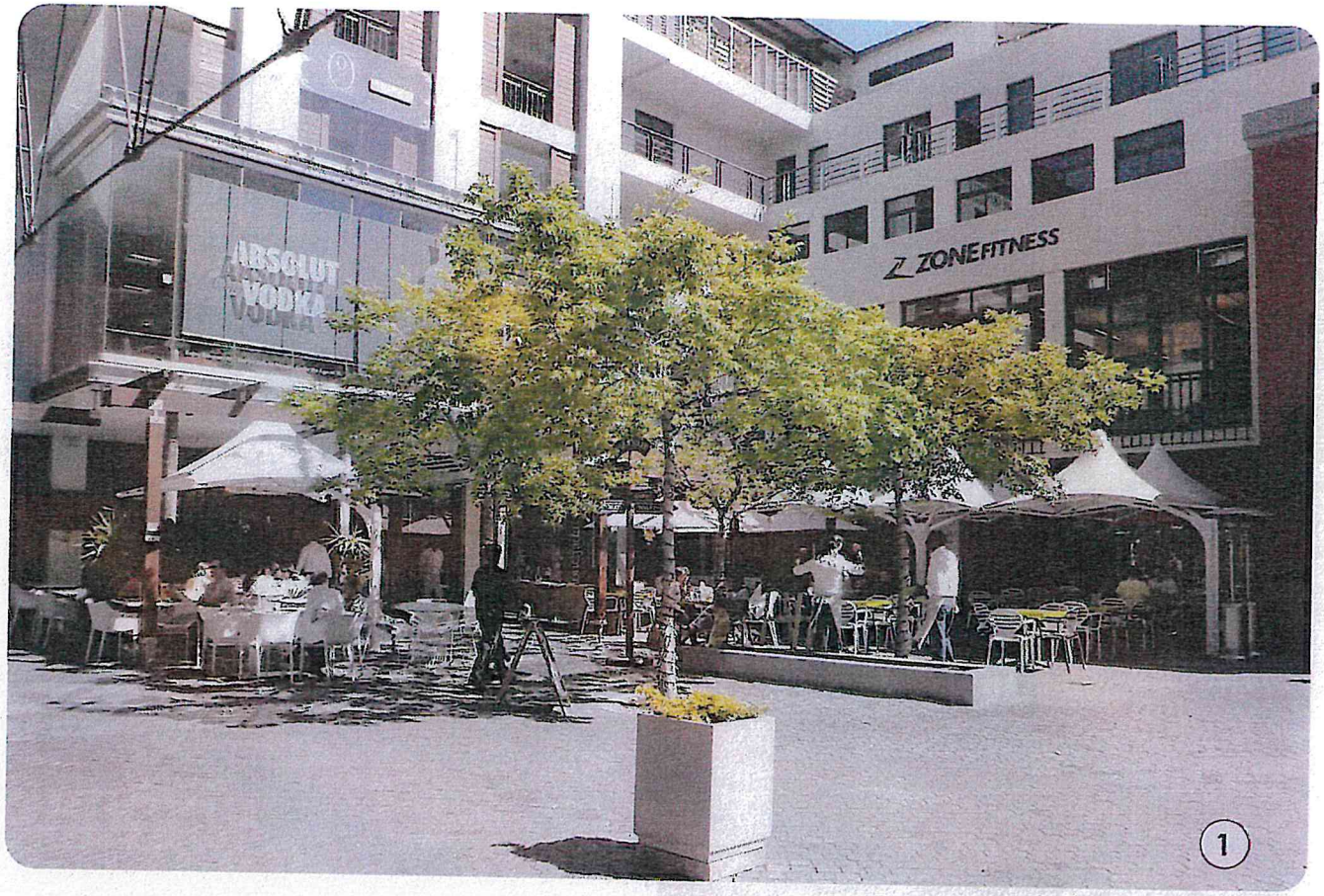
2.3.2. Public Squares and Forecourts

Public Squares and forecourts are the most important form of social infrastructure in urban developments. They act as "urban living rooms", and connect communities and inform people's "mental maps" of the place.

Public Squares and forecourts are typically paved (hard surfaced) and surrounded by buildings on a number of sides. They are designed to be functionally and proportionally appropriate to surrounding development and are designed to be flexible and accommodate a range of activities. These range in size and function including transit, civic and local squares. The following guidelines apply:

2.3.2.1.1. *Public Squares and Forecourts Guidelines*

1. Locate at places of high accessibility and associate with public transport, public facilities and retail concentrations.
2. Use landmarks, clearly defined edges and the relationship with the surrounding buildings to structure and organise legible spaces.
3. Define boundary/ transition between public space and private space using level changes, low walls and planting rather than high fences or barriers.
4. A minimum of 3⁄4 or 60% of outer edge should include features, walls, or building facades to define the space within. This allows 40% of permeability to enter or exit the space.
5. Balance the perceived openness and definition by ensuring permeable boundary treatments at edge of space.
6. Arrange doors, windows and overlooking elements of buildings to overlook adjacent public spaces.
7. Provide lighting scaled to pedestrians in public spaces to provide useable, active space.







Locate lighting to indicate paths and areas for night-time use.

8. Establish human scaled squares with appropriate sense of enclosure by maintaining a width of space to height of surrounding building ratio of no more than six times wider than the height of buildings around it. (ratio of 6:1)
9. Signal pedestrian priority though continuous surfaces over streets that edge or traverse spaces and demarcate vehicular and transit lanes around squares with bollards or low walls where necessary.
10. Encourage social interaction and diversity of use by designating zones for stopping, standing, sitting and people watching, informal play and events.
11. Edge with buildings that bring activity such as public buildings, small shops and food outlets.
12. Accommodate activities such as markets, events, exhibitions and markets.
13. Create a positive interface to the square that provides passive surveillance of the square.

2.3.3. Green Spaces and Pocket Parks

Edges can be activated through the creation of "Pocket Parks", route planting and materiality.

Green Spaces & Pocket Parks will help activate the edges of the roads, railway and enhance the NMT routes, whilst enhancing the public spaces along the routes. They would also make use of neglected spaces.

These pocket parks would have different functions according the precinct in which they occur. These could be:

- Green shaded landscaped areas – these could also be areas which serve multiple purposes:
- Recreation and SUDS design elements
- Hard landscaped (paved) areas with seating
- Play areas – closer to residential communities or in a larger park, such as the proposed Railway Park
- Exercise parks
- Trading areas
- Mixed use areas

The river plays a large role as a major green space and green NMT route and should be activated through restoration and design as discussed earlier (see section 2.1).

2.3.3.1.1. Green Spaces Guidelines

1. Design with the precinct and community requirements in mind
2. Allow interaction with surrounding activities
3. Create visual buffer if alongside a major route
4. Defined edges with a possible focal point
5. Design using SUDS principles
6. Maintain the hard landscaping (paving) and street furniture palette to provide a basic legibility throughout.
7. Maintain planting palette.





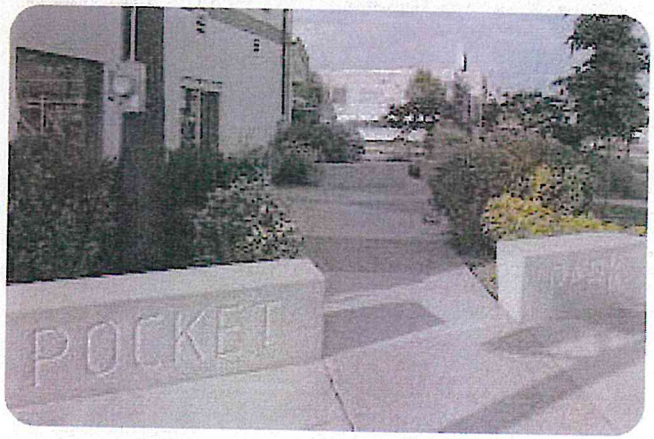




Figure 21. Examples of Green Spaces & Pocket Parks

2.3.4. Railway Recreational Park

A Railway Recreational Park is proposed to be developed within the railway reserve, close to station and alongside the railway line (Precinct 7). This is envisaged to activate the whole transport precinct area.

The vision is a railway / industrial themed park with skateboard ramps, play, take away foods, markets and trading that links with the heritage of the area.

The existing railway structures and old railway lines to be used as design features (see precedent).

Trees and planting can be used to create a contrast between industrial and nature.

2.3.4.1. *Railway Park Guidelines*

Awaiting



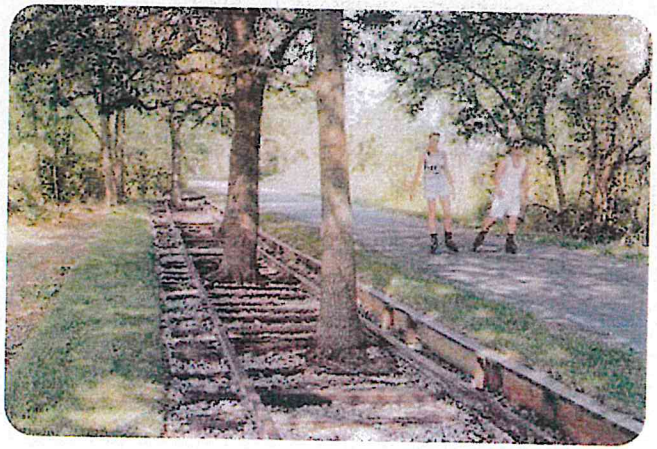






Figure 22. Examples of a railway recreational park and simple interventions for public seating and landscaping

2.3.5. Sports Fields

Sports fields use many resources and can be environmentally unfriendly spaces, yet they create important open recreational spaces.

There are many opportunities to create sustainable sports areas for use by the local communities as well as safe recreational spaces.

2.3.5.1. Sports Fields Guidelines

There are various important components to sustainable sports fields:

1. Investigate other innovative methods / technologies to reduce the need for potable water in irrigation. If possible, incorporate under-field storage of rain water to be used for supplemental irrigation

Water Preservation:

2. Water usage for sports fields can be very high due to irrigation and to clean the venue / stadium. Stadiums can reduce water depletion by implementing green initiatives such as rainwater collection, water harvesting and recycling, particularly where there is roof space.
3. Replace lawn with synthetic lawn to reduce water usage.
4. Create green bio-swale areas to recharge water table at the edges of the sports fields and in parking areas.

Energy Preservation

5. The use of alternative energy sources decreases energy usage, such as solar and wind power to power stadiums.

Low Pollution

6. Use of green building materials result in lower waste and pollution in the environment.

Financial Benefits

7. Green projects are essentially cheaper to sustain and operate. Expect lower water, energy, maintenance and insurance premium costs. The value of the project will also appreciate over time.
8. Developments alongside sporting facilities to incorporate green initiatives to support the sporting facilities.



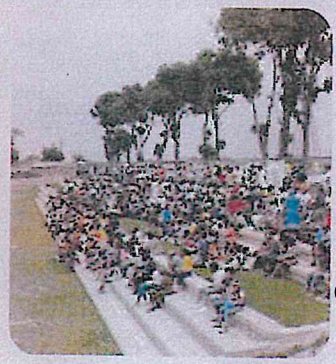


Figure 23. Sport fields precedent









PRECEDENT EXAMPLE: IThemba Labantu, Philippi

Mixed Use Sports and Retention pond facility

(Drawing reference: Design Africa Architects)

2.3.6. Approach to Sustainable Urban Drainage Systems (SUDS)

Existing Conditions

Road surfaces and parking areas along the ATC are the main causes of storm water runoff.

At present, all stormwater runoff goes into the storm water drain system.

The central medians are mostly narrow in the study area. Parts of the medians are landscaped (see Figures 24 - 26).

The road and railway reserves are grassy. The road reserves show walkway desire lines by pedestrians, emphasizing the need to a more formalised pedestrian walkway.

The parking areas are predominantly hard dry spaces with very little planting.

Opportunities

Due to the high storm water runoff potential of the roads & parking areas, the use of SUDS principles, provides an opportunity to promote a healthy environment through designing for water quantity management, water quality treatment, whilst enhancing biodiversity.

SUDS design options in combination with landscaping, alongside the roads, the central road median and in parking areas should be an important requirement in future road and parking space development.

Recommendations

Use of permeable paving used in parking areas & areas of hard landscaping to recharge the water table or for collection in tanks where irrigation is required.

Parking areas should be landscaped, using trees to provide shade as well as small bio retention areas for storm water



Figure 24. Google Earth Street View Image (2021)



Figure 25. Google Earth Street View Image (2021)



Figure 26. Google Earth Street View Image (2021)

2.3.6.1. *SUDS Guidelines*

Sustainable Drainage Systems (SUDS) offer an alternative to conventional storm water management which focuses on quantity flow management, by collecting runoff and channeling it to the closest watercourse. This has an impact on the environment through siltation and pollution.

SUDS provide an opportunity to promote a healthy environment through designing for water quantity management, water quality treatment, whilst enhancing biodiversity.

Typical SUDS options include: bio-retention areas, filter strips, infiltration trenches, sand filters and swales. These will aid in cleansing the storm water and recharging the ground water. The type of option used is dependent on the storm water (flow quantity) requirements.

Treatment of Roads:

1. Road reserves to include SUDS options mentioned above to allow for cleansing & water table recharge.
2. Central medians, where wide enough, to include SUDS options. These can range from filter strips or infiltration trenches with a stone layer above, to vegetated swales which can take a larger quantity of storm water flow as well as being an attractive feature.
3. Vegetated swales can be planted with relevant plant species able to withstand seasonal flooding.

Treatment of Parking Areas & hard landscaped areas:

4. Permeable paving or permeable asphalt to be used where possible.
5. SUDS options to be included where possible within parking areas. These can be attractively designed solutions which enhance the space.
6. These can be planted vegetated swales or stone lined infiltration trenches

7. Tree holes can also become bio-retention areas where storm water can soak in and recharge the ground water. Tree surrounds should allow water flow and can be included in drainage channels.
8. Routes to be planted with hierarchy in mind.

The tables on the following page give guidelines on planting species as options for SUDS.





Figure 27. Example of edge activation using tree planting & seating whilst incorporating SUDS design



Figure 28. Example of tree use in a pocket park







Figure 29. SUDS precedent images

SWALE EDGE & SLOPES	
Botanical Name	Common Name
Arctotis stoechadifolia	African daisy
Asparagus densiflorus	
Carpobrotus acinaciformis	Sour Fig
Carpobrotus edulis	Sour Fig
Chrysocoma coma-aurea	Golden heads
Arctotis stoechadifolia	African daisy
Asparagus densiflorus	
Coleonema album	Confetti Bush
Elegia filacea	Little golden curls
Elegia tectorum	Cape thatching reed
Eriocephalus africanus	Wild rosemary
Geranium incanum	Carpet Geranium
Helichrysum cymosum	Yellow everlasting
Helichrysum dasyanthum	
Helichrysum patulum	Kooigoed
Juncus capensis	
Kniphofia uvaria	Red Hot Poker
Pelargonium betulinum	Camphor-scented pelargonium
Pelargonium capitatum	Rose-scented pelargonium

SWALE BASE & WET AREA	
Botanical Name	Common Name
Agapanthus species	
Cliffortia ferruginea	Glastee
Elegia stipularis	
Elegia tectorum	Cape thatching reed
Elegia nudum	Reed
Isolepsis prolifer	Sedge
Juncus bufonius	Toadrush
Juncus dregeanus	Rush/biesie
Juncus kraussii	Rush
Kniphofia uvaria	Red Hot Poker
Wachendorfia thyrsiflora	Rooikanol
Zantedeschia aethiopica	Arum lily

2.3.7. Approach to Non-Motorised Transport (NMT)

Existing Conditions

The edges of the roads at present are non pedestrian friendly. This can be seen through the many desire lines that run alongside Adam Tas Road (see Figures 30 and 31).



Figure 30. Google Earth Street View Image (2021)



Figure 31. Google Earth Street View Image (2021)

Opportunities

- To formalise the pedestrian paths, intersected with pocket parks and or public spaces with varying functions.
- Using SUDS design to create pedestrian & cycling routes
- To create safe user friendly routes

2.3.7.1. NMT Guidelines

To make non-motorised modes of transport viable and convenient requires rebalancing of the street space so that it caters to all modes of transport. The physical design of streets and the provision of sidewalks, crossings, and other walking infrastructure is crucial to creating a high-quality walking environment.

This requires the following:

1. Systematic traffic calming on smaller streets to reduce motor vehicle speeds and provide safe places for the mixing of pedestrians and other modes (shared lanes)
2. Pedestrian and cycle infrastructure that is physically separated from motor vehicle traffic on larger streets, paired with traffic calming or traffic control to facilitate safe crossings.
3. Pedestrian footpaths should provide clear space for walking, with other elements positioned in a strategic manner. These elements include paving, landscape planting, street lighting, street furniture, and other sidewalk amenities.







Figure 32. Examples of integration of NMT & SUDS interventions

4. There are also features that make streets more accessible, including curb ramps, tactile paving, and accessible traffic signs.
5. Similarly, dedicated cycle tracks should be provided, separate from the mixed traffic carriageway.
6. To use sustainable urban drainage (SUDS) design and / or landscaping to create non-motorised transport routes as a method of separating pedestrian walkways and cycle routes from the main streets.
7. Large streets require signalisation or traffic calming at crossings and intersections to enable pedestrians and cyclists to cross the street safely.
8. The river provides a "green" recreational NMT route that connects Kyamandi to the industrial area , to the station and to the town. This NMT route would be treated differently as a more recreational route, emphasizing the river itself. This could include boardwalks and decks with seating over the river.
9. NMT and recreational areas to be differentiated from roads through the use of paving.

2.3.8. Approach to Bridges and Grade Separation

Bridging elements within the ATC are important pieces of public investment. They ensure the accessibility between opportunities on either side of the railway line and busy, wide Adam Tas Road. These bridging elements are either NMT focused or vehicle focused and can either be overhead or underpass.

2.3.8.1. *Pedestrian Bridges/Underpasses*

Pedestrian overpasses and underpasses allow for the uninterrupted flow of pedestrian movement separate from vehicle traffic typically where no other option is feasible. Their design must ensure pedestrian and cycle safety and comfort as a priority.

The following guidelines apply:

1. Bridges and underpasses should be designed to maximise the safety of users at all times; Where appropriate integrate safety features such as balustrades and vertical supports as design opportunities to enhance the visual appeal of the structure
2. Locate bridges in positions of high NMT access and convenience. Locate on clear, direct, and well-connected routes that are accessible by everyone including pedestrians, cyclists, and people pushing prams or wheelchairs.
3. To improve safety locate entrance points to bridges and underpasses close to active spaces such as shops, parks and public spaces or markets. Bridges should not be positioned in isolated locations
4. Integrate pedestrian bridges within or on the edge of buildings where possible. This will promote access for the disabled where lifts can be integrated within the building structure







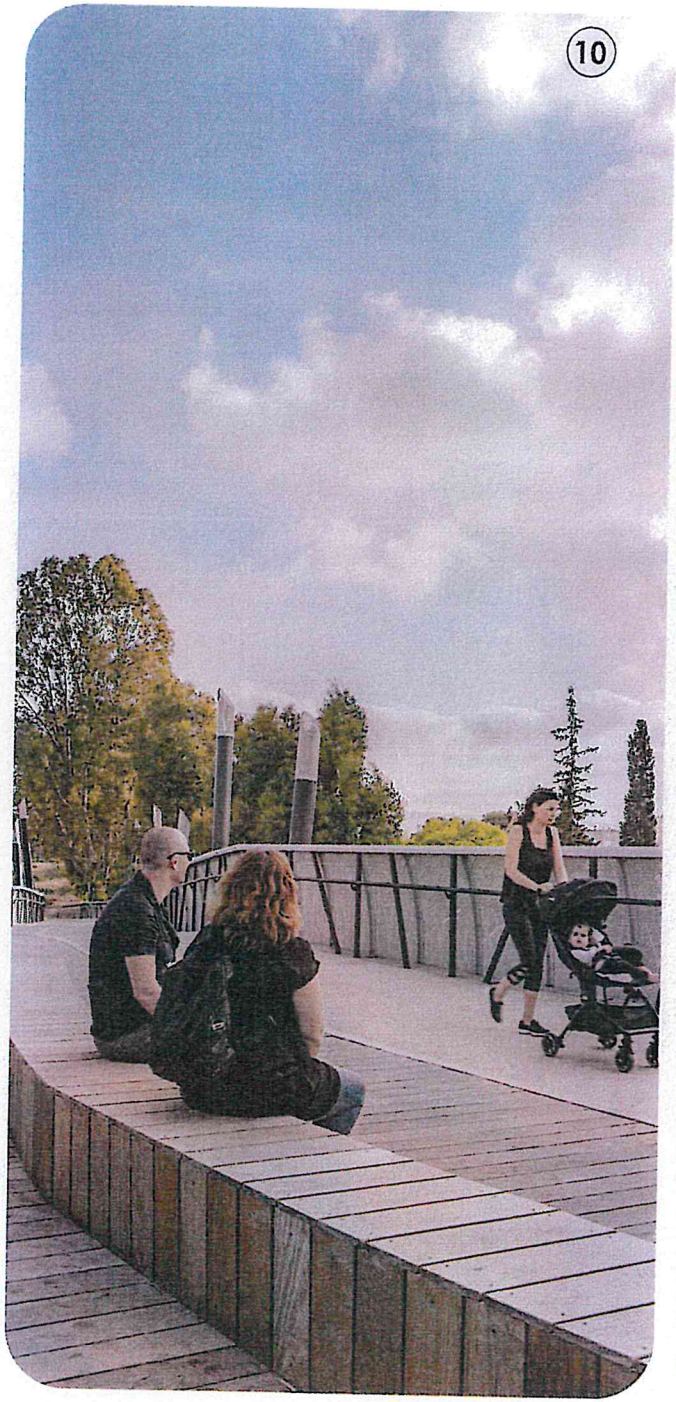
5. If a route over a bridge or through an underpass or is restricted to a single entrance and exit, it should be the shortest possible route and avoid curves or corners.
6. Provide durable lighting for safe nighttime use.

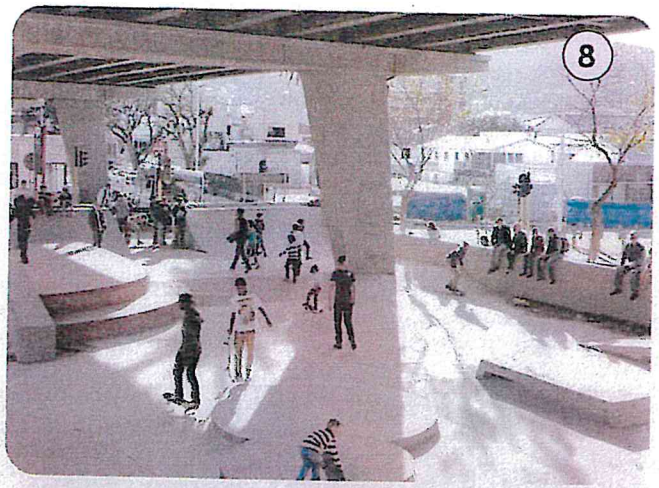
2.3.8.2. *Vehicle Bridges*

Vehicle bridges are large and expensive pieces of public infrastructure. They should be carefully designed to minimize their impact on the public realm and pedestrian experience

The following guidelines apply:

7. Vehicle bridges should be elegantly designed to minimise their negative impacts.
8. Where an underpass is created by an overhead vehicle bridge, the space should be carefully designed to create a positive place.
9. Design breaks and openings into the overhead surface to allow maximum entry of natural light;
10. Include sidewalks and NMT facilities with all vehicle bridges.
11. Allow a minimum pedestrian-way width of 3m on overpasses and underpasses.









2.3.9. Approach to Streetscape Planting

Existing Conditions

Historically, the deciduous English Oak (Quercus robur) is one of the most well-know of all exotic species in South Africa. Coming from Europe, it was one of the first trees to be planted by the early settlers in the Cape region as it was deemed to be suitable for providing wood for wine barrels.

There are many mature English Oaks lining the streets of Stellenbosch, giving Stellenbosch the name 'Eikestad', which means village of oaks.

Based on the manner in which ATC will create a series of new neighbourhoods within the existing town footprint of Stellenbosch, there is opportunity for creating a new identity building on the character and heritage of the ATC sites, as an extension but also in contrast with the old character of town. Considering new planting aesthetics that are appropriate to the geology and climate can thus add to a new and identifiable character throughout the ATC.

2.3.9.1. *Streetscape Planting Guidelines*

1. Retain the use of English Oak trees at heritage gateway points
2. Introduce new tree species in the pocket parks and along transport routes
3. Use of more ornamental / colourful tree species to demarcate a recreational use space.
4. In appropriate areas, fruiting trees & vines can be incorporated in the design to link to the agricultural heritage of Stellenbosch.



Figure 33. Quercus robur (English Oak). This is an important heritage tree of Stellenbosch and should be used in combination with other indigenous trees.



Figure 34. Erythrina caffra (Coastal Coral Tree). An indigenous, deciduous, water wise and colourful tree that can be incorporated into the "pocket parks".



Figure 36. Harpephyllum caffrum (Wild Plum). An indigenous, water wise solid tree that can be used as a street tree and in parks / open spaces



Figure 35. Calodendron capense (Cape Chestnut). This is a ornamental tree of the Cape and is mostly evergreen. It is suitable for use as a shade tree in parks.

2.3.9.2. *Streetscape and SUDS Planting List*

The following tables contain planting options as per the above guidelines.

TREES	
Botanical Name	**Common Name**
Calodendron capense	Cape Chestnut
Erythrina caffra / lysistemon	Coral Tree
Harpephyllum caffrum	Wild Plum
Quercus robur	English Oak
Searsia pendulina	Wit Karee

ACCENT PLANTING	
Botanical Name	**Common Name**
Aloe arborescens	Krantz aloe
Aloe barberae	Tree aloe
Aloe cryptopoda	Geelalwyn
Aloe thraskii	Dune aloe
Strelitzia reginae	Crane Flower

SHRUBS	
Botanical Name	**Common Name**
Leucospermum spp	Pincushion
Orthosiphon labiatus	Pink Sage
Pelargonium capitatum	
Pelargonium cordifolium	Heart leaved pelargonium
Pelargonium reniforme	Kidney leaved Pelargonium
Plumbago auriculata	Plumbago
Polygala fruticosa	Heart leaved polygala
Salvia aurea	Bruinsalie
Tecoma capensis	Cape Honeysuckle

GROUNDCOVERS, BULBS AND RHIZOMES	
Botanical Name	**Common Name**
Arctotis spp	
Agapanthus spp	
Aristea ecklonii	Blue Stars
Chasmanthe aethiopica	Cobra lily
Cotyledon spp	
Dietes grandiflora / bicolor	Iris
Felicia filifolia	Bulbous Sedge
Gazania spp	
Geranium incanum	Carpet geranium
Helichrysum dasyanthum	Fynbos everlasting
Osteospermum moniliferum	Bietou

2.3.10. Approach to Street Lighting and Furniture

2.3.11. Lighting

Lighting increases safety in areas that people use, such as streets, public open spaces and transport nodes.

It aids in geographic orientation, as people can use well-lit focal points as landmarks to help them find their way.

It highlights the identity and history of an area, for well-lit historic details draw attention to the uniqueness of an area.

Lighting can create a mood and or sense of drama.

2.3.11.1. Lighting Guidelines

Transport Nodes:

1. People feel more secure when train, bus and taxi stops are well lit.
2. Lighting also draws attention to and encourages use of such amenities.

Signage:

3. Well-lit maps, along with directional and informational signage, are essential to providing orientation and safety at night.

As a traffic-calming device:

4. A hierarchy of lighting to be implemented
5. The difference between a pedestrian-lit street and a highly illuminated highway automatically signals to drivers that they have entered a new and different zone, and compels them to slow their driving speed.

Street Character:

6. Special conditions relating to street character are important considerations in determining an appropriate fixture.
7. Qualities such as the architectural or historical character of the building or park edge, the existence and density of a tree canopy, and the degree of ambient light are all factors.
8. The use of the street will determine the type of lighting required. For instance, if the main use is to channel a rapid flow of traffic, the recommended height of the lights, light level & brightness would differ from that of a low-traffic residential street, which should in turn differ from a pedestrian-oriented street.
9. Street lighting that is implemented as part of an overall streetscape design in conjunction with street furniture and other elements, that will reflect the character and pedestrian-oriented quality of the street, and can potentially enable the off-street area (sidewalks, public open spaces, pocket parks) to be more conducive to pedestrian and trading activities.
10. Light fixtures that serve different purposes should relate to one another as part of a design family of fixtures.

Edges:

11. More closely spaced light posts create a stronger edge along a sidewalk, reinforcing the sidewalk itself as an exterior habitable space.
12. The edges of any public open spaces, for instance, interesting gateposts, fences, and specimen trees visible from the adjacent street, should be lit to help define and identify the interior space.
13. Buildings located on the edges of a public open space can also have seasonal lights, bringing attention to the larger district beyond the park.

Entrances & Architectural details:

14. Lighting entrances, archways, cornices and columns can call attention to the uniqueness or heritage aspect of a building or structures, and bring a sense of drama to the experience of walking at night.
15. Careful evening lighting around building entrances, particularly train stations, commercial and residential building doorways contributes to the safety of a district and highlights heritage features.

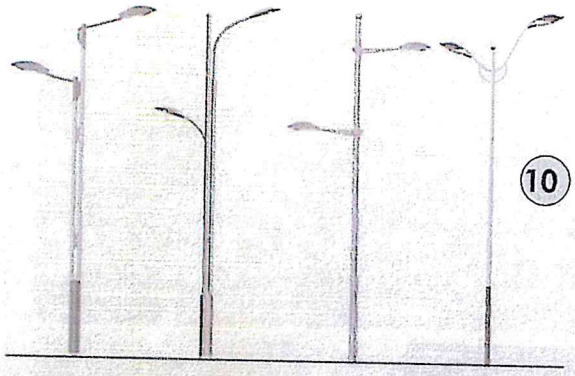
Landscaping & public open spaces:

16. Up-lighting of large trees creates atmosphere and effect
17. Trees lit with small white fairy lights have become a popular sight in many areas as they impart a magical feeling and bring positive attention to streets and public spaces.
18. Effective low level lighting in public open spaces / pocket parks to create atmosphere and safety.

Natural Areas:

19. Lighting in natural areas ie along the river walkway to be subdued. Bright lighting can have a negative impact on the biological systems of natural areas.
20. The walkways and bridges to have low level lighting at low lux levels.





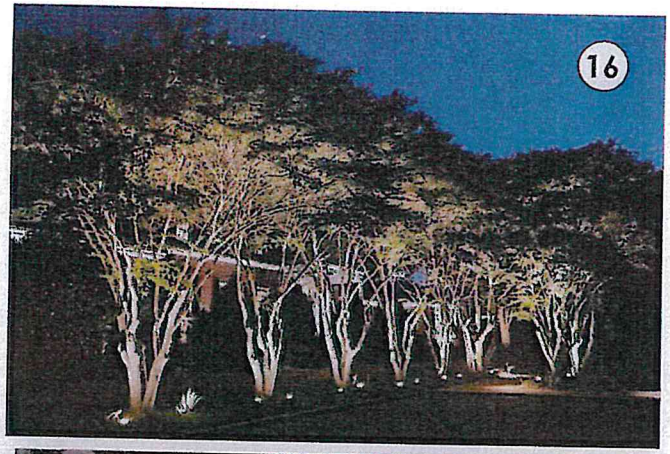










Figure 37. Lighting precedent

2.3.12. Approach to Universal Access

Streets, transport nodes & NMT routes

Use of streets and public transport services can be a serious challenge for Special Needs Users (SNU) and various guidelines need to be followed to allow ease of access.

Natural Areas

All access to river crossings (bridges) and river walkways must be accessible to disabled persons.

2.3.12.1. *Universal Access Guidelines*

Streets, transport nodes & NMT routes:

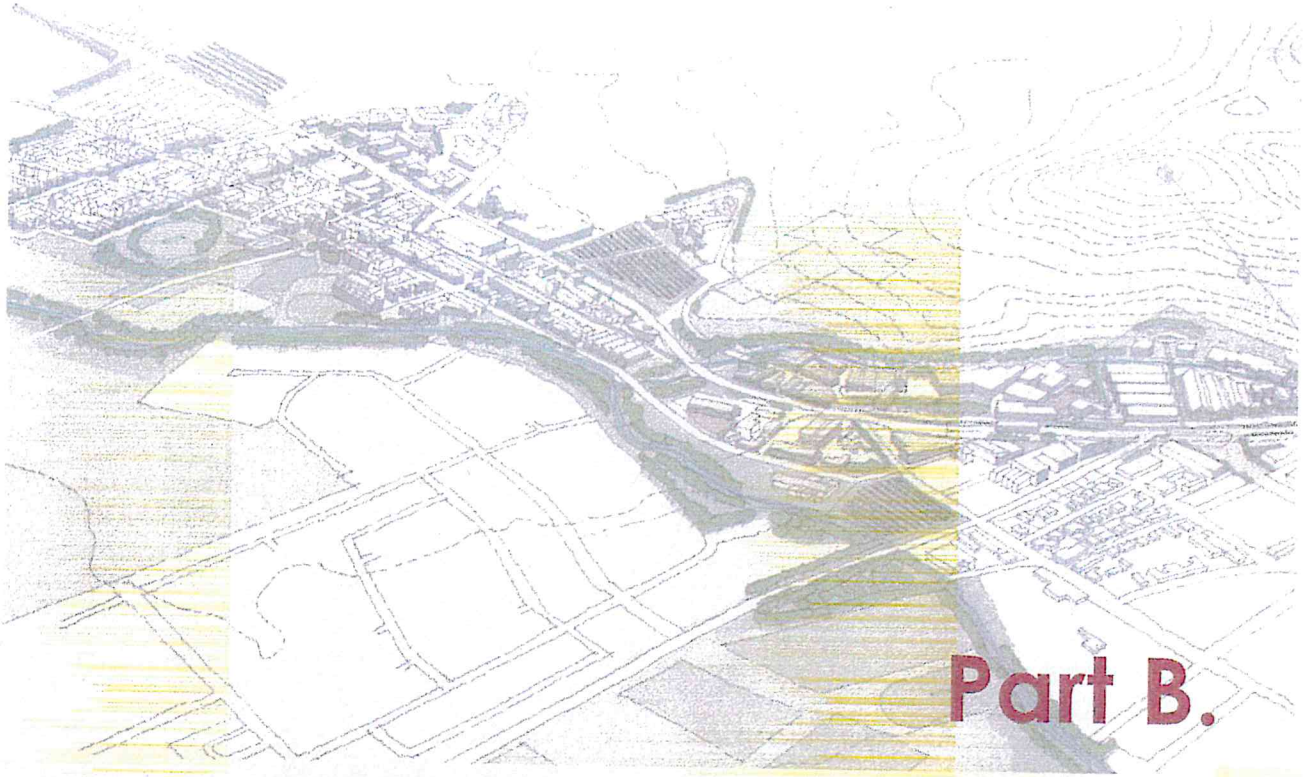
1. Designing of neighbourhoods and the built environment that include walkways, cycle ways, traffic calming, public spaces and clear pedestrian crossings.
2. NMT routes to be constructed of materials that allow ease of access and movement.
3. Slopes of 1:15 gradient to be used instead of steps.
4. Enhanced connectivity to stations and surrounding environments, public transport interchanges, public transport stops and taxi ranks.
5. Universal accessibility to all forms and modes of public transport including trains, buses and mini-bus taxis.
6. Availability of transport information and way-finding for all including tourists.
7. The following design interventions & methods should be used:
   - Bicycle lanes
   - Walkways
   - Dropped kerbs
   - Tactile paving
   - Guard rails



Figure 38. Universal Access precedent

- Raised intersections
- Provision of ramps with suitable gradients
- Push buttons
- Audible signals
- Increased green time
- Way-finding signage

8. Natural Areas:
   - Guard rails on all river crossing bridges to prevent falling, when higher than 600mm from ground level
   - All bridges must be the required width to cater for wheelchairs.
   - A gradual slope or flat ground level bridge to allow for easy access
   - Walkways, informal & formal to be constructed of materials that allow ease of access and movement.



Part B.

ATC Precinct Specific Development Guidelines

3. Precinct Guidelines

3.1. Precinct 1

Intended Character and Function

A **gateway precinct** at the south-western entrance to Stellenbosch and the ATC. In general, together with the Northern Precinct, to contain a higher proportion of housing than other precincts, as well as mixed use retail and commercial activities. Some blocks to contain mostly housing. A major focus of formal and informal recreational and sport activities (some of which may serve the ATC and areas beyond) along the river corridor.

From a heritage perspective, it is identified as Character Area 1, with its distinguishing heritage features relating to its role as a **urban-rural transition** and **gateway** (western entry to Stellenbosch)

3.1.1. Heritage Guidelines

1. Maintain treed edge along Adam Tas Road.
2. Establish building setback conditions to maintain transitional landscape quality between urban and rural conditions.
3. Maintain views through towards the Hottentots Holland Mountains to the east based on a combination of setback and height controls.
4. Maintain visually permeable edge conditions.
5. Controls on signage to minimize visual clutter (e.g. no third-party signage)
6. Respect and acknowledge entrance to Klein Vredenburg.
7. Tree maintenance and planting plan.

3.1.2. Landscape and Public Realm Guidelines

Precinct 1 together with Precinct 2 form the gateway and entrance to the ATC project site. The vision is that this gateway is announced through materiality, planting and street furniture.

Guidelines:

1. Adam Tas Road is flanked by mature Stone Pines on one side (Figure 39). This creates a green frame with views eastwards towards the mountains. This is to be maintained based on a combination of setback and height controls.
2. Maintain the green edge conditions contrasting with hard built edge to the north and west. Maintain this transitional landscape quality between urban and rural conditions.
3. Maintain scenic envelope and associated long views towards the Hottentots Holland Mountains.
4. Maintain visually permeable edge conditions.
5. Tree planting where there are gaps, to maintain the framing aspect.
6. Completion of a tree maintenance and planting plan is required for all future development applications.
7. Railway park?

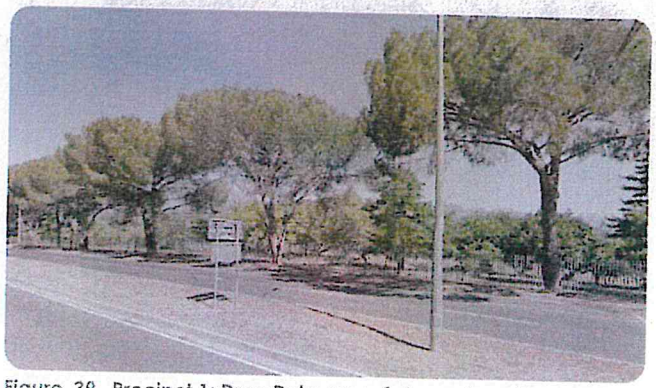
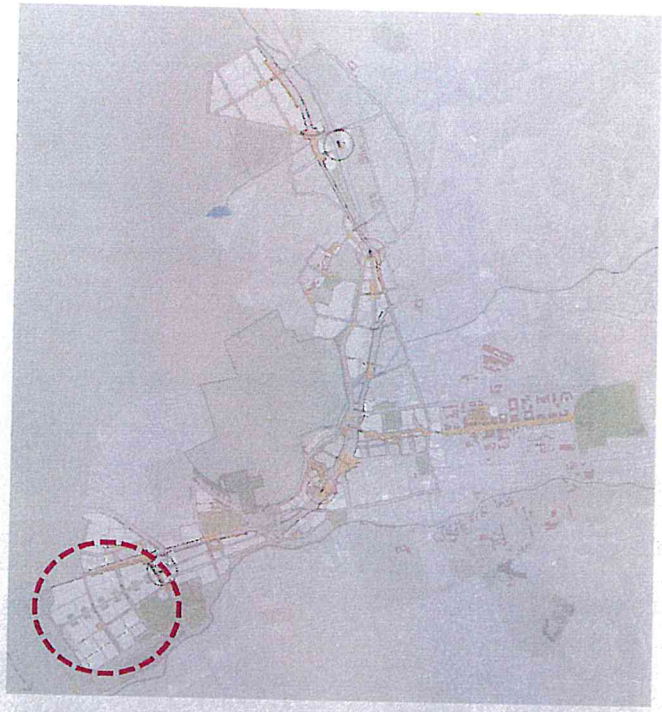


Figure 39. Precinct 1: Droe Dyke row of stone pines (Google Earth Street View Image (2021)



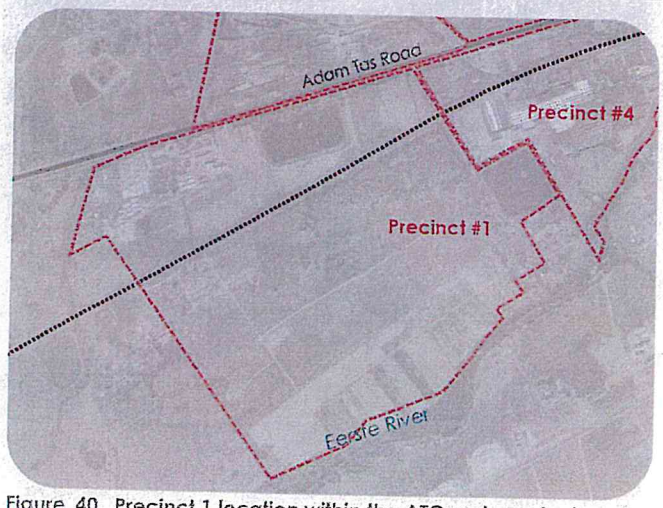


Figure 40. Precinct 1 location within the ATC and precinct boundary

3.1.3. Built Environment and Development Guidelines

The built form guidelines for Precinct 1 apply to development typologies, height, density, land use mix, interface, frontage and any special elements found within the precinct. These are unpacked below.

3.1.3.1. Development Form and Character

1. The precinct is predominantly residential (including supporting facilities) with mixed use commercial and retail development located along the Adam Tas Road and in smaller pockets throughout the precinct.
2. A range of development typologies should be incorporated into the precinct and should include semi-detached units, row houses and multi storey apartment blocks.
3. Buildings must be located along the street edge taking on a courtyard or perimeter block form no matter the typology.
4. Apartment blocks should include private, internal, landscaped courtyards accommodating parking if necessary (see 2.2.5. Approach to Parking guidelines);
5. Building heights in Precinct 1 should range from 2 to 4 storeys. with the greatest height along Adam Tas Road and the lowest height closer to the Eerste Rivier.
6. The density ranges from low to high (100 - 150+du/ha)
7. High density (150+du/ha) development should be located on the parcels located along Adam Tas Road, with medium density (120 du/ha) on either side of the railway line. Parcels in the south on the precinct should be low density(100 du/ha).
8. The greatest height, density and commercial/ retail activity must be concentrated along Adam Tas Road providing enclosure and activity.

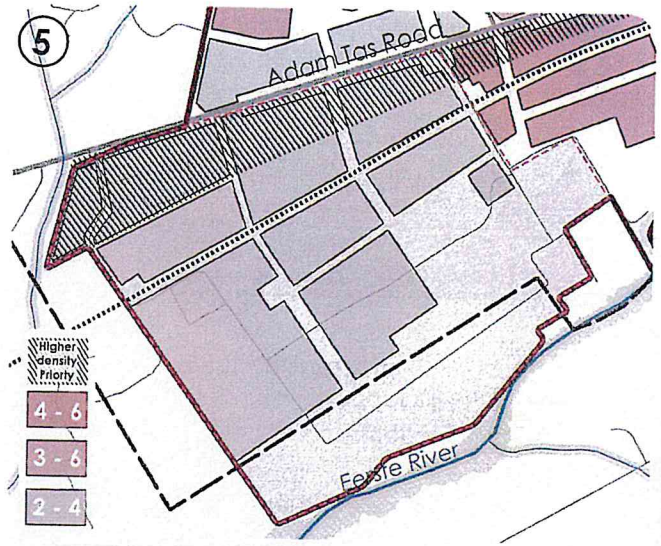


Figure 41. Precinct 1: Heights

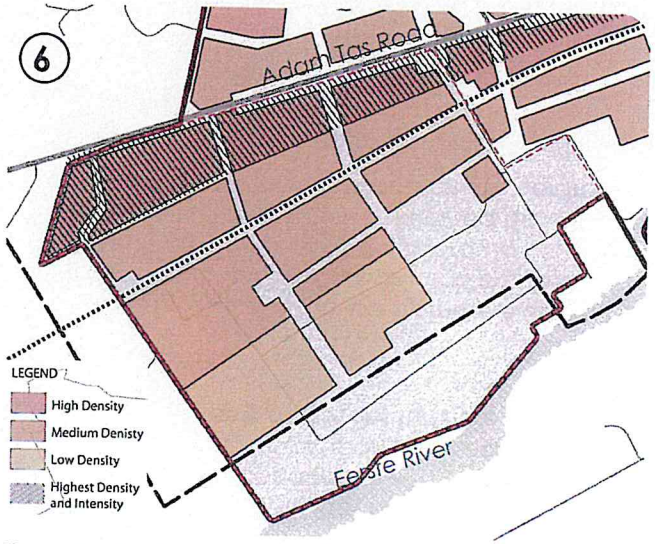


Figure 42. Precinct 1: Density and massing



Figure 43. 3 - 4 storey, mixed use apartment. Corner building frames a public space with activity on the ground floor (Drommedaris,Development)



Figure 44. 3-4 storey perimeter block typology including landscape courtyard



Figure 45. 2 storey row-house, perimeter block typology (District Six, Jacupa)

3.1.3.2. *Interface Qualities*

9. Building interface should contribute to the sense of enclose, activity and surveillance of a street or space;
10. Wherever possible multi-storey buildings should include balconies to create overlooking features and increase safety through surveillance;
11. Perimeter buildings have a maximum ground floor setback of 2m from the street edge. Above ground, buildings can overhang to the property boundary;
12. Semi-detached and row houses can be set back a maximum of 5m from the street edge to accommodate parking in front of the building and change of use over time.
13. Ideally the residential setback should be no more than 2m from the street edge;
14. Ensure public open space is surveilled and safe by including overlooking features, residential front doors and a public street surrounding the space. Backs of properties should not abut public space.
15. Allow for a gradation between public and private space, by designing semi private interfaces through the use of raised terraces, colonnades and landscaping where appropriate;
16. Activate the ground floor with front doors, commercial, retail, food and beverage uses.
17. Buildings fronting onto Adam Tas Road must include an active ground floor opening onto the sidewalk which includes landscape elements and tree planting to further define the street space. Some street parking may be included with the street section.

3.1.3.3. *Precinct Specific Guidelines*

18. Protect and minimise public accessibility to the rail reserve by locating private erven abutting the reserve.
19. Create a safe pedestrian bridge across the rail reserve associated with the railway station. The design of the bridge should be contextually appropriate, elegant, using robust materials, accommodating NMT users. See Section 2.3.8 for bridging guidelines.
20. Public facilities supporting residents of the Precinct should be clustered with public space and other public facilities. Facilities requiring the highest accessibility should be located in associated with the station. (See Section 2.2.4)

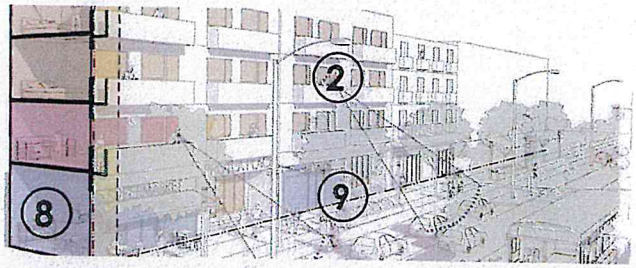


Figure 47. Mixed use interface along Adam Tas Road

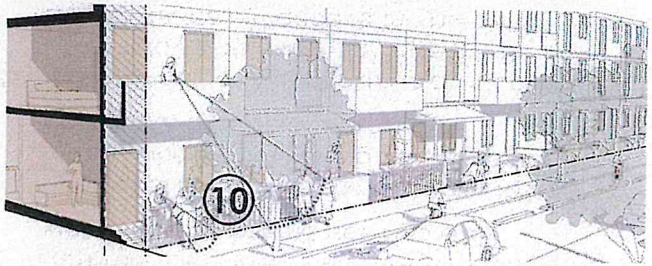


Figure 48. Residential interface along Neighbourhood Street



Figure 49. Residential units with 5m setback accommodating small businesses with parking in front of building

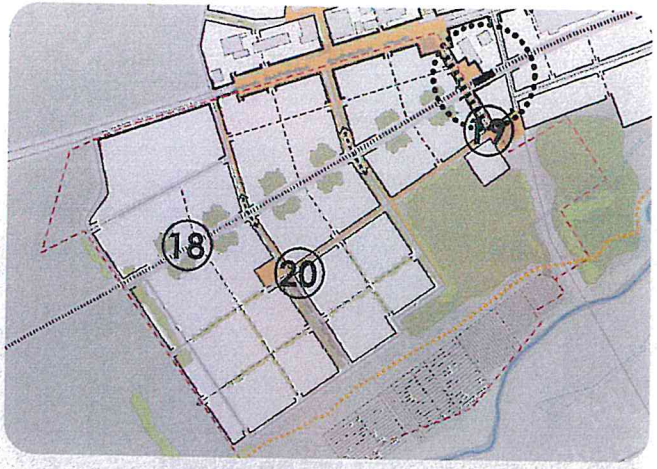


Figure 46. Precinct 1: Framework

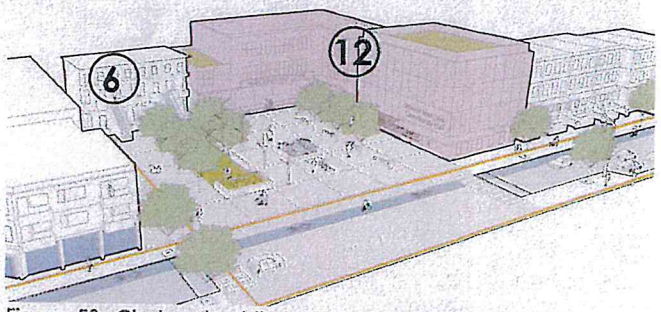


Figure 50. Clustered public facilities with public space in accessible location



Figure 51. NMT bridge including seating and lighting - an extension of the public realm

3.2. Precinct 2

Intended Character and Function

A **mixed use commercial and retail precinct**, including housing, light industry, workshops and entrepreneurial spaces. Some adaptive reuse of old industrial structures.

From a heritage perspective, it is identified as Character Area 2, with its distinguishing heritage features relating to **Timber processing** (the sawmill from the early 20th century).

3.2.1. Heritage Guidelines

1. Retention and adaptive reuse of core grouping (C).
2. Retain the wall along Adam Tas Road to as great an extent as possible with limited points of entry.
3. Maintain the existing line of trees.
4. Maintain hard building edge along Adam Tas Road with a limited building line with 2 storey height control on buildings immediately flanking the site.
5. Maintain the manufacturing and light industrial character of the area as a major component of a mixed-use precinct.
6. Maintain the built form character in terms of figure ground relationships.

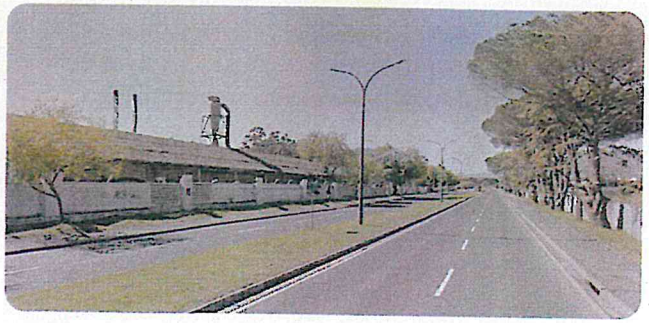


Figure 53. Precinct 2: View of sawmill building & wall (Google Earth Street View Image (2021)

3.2.2. Landscape and Public Realm Guidelines

Precinct 2 together with Precinct 1 form the gateway and entrance to the ATC project site. The vision is that this gateway is announced through materiality, planting and street furniture.

Guidelines:

1. Maintain the existing line of trees to soften the wall line of the Sawmill (see Figure 52).
2. Additional trees of the same species to be added where trees missing, to create a continuous avenue of trees.
3. Maintain corner & central median planting, using hardy water wise plant species to announce the entrance to the precinct.
4. promote additional accent planting (eg aloes) along boundary walls as an option.
5. Use SUDS principles (Section 2.4.3) where possible.

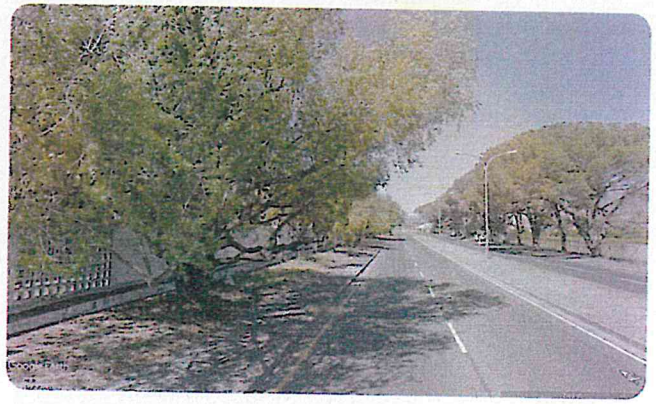


Figure 52. Precinct 2: Sawmill wall tree lined edge (Google Earth Street View Image (2021)

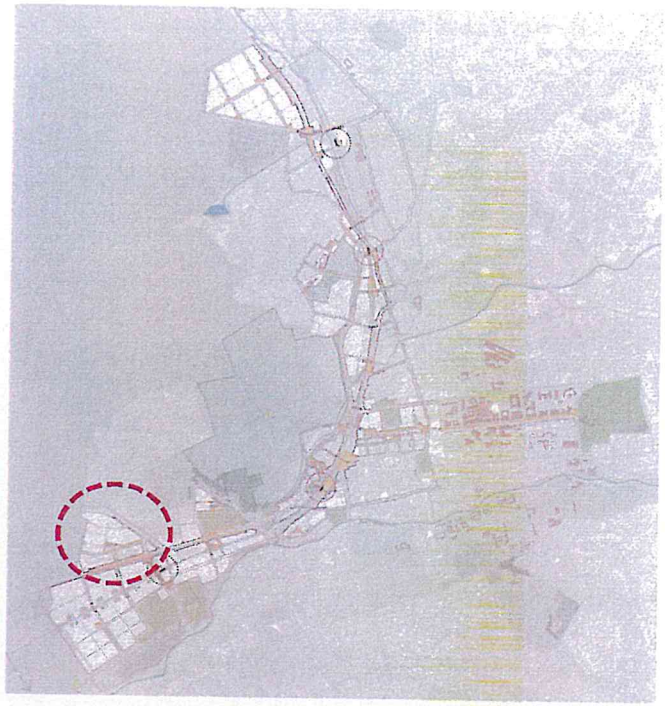




Figure 54. Precinct 2 location within the ATC and precinct boundary

3.2.3. Built Environment and Development Guidelines

The built form guidelines for Precinct 2 apply to development typologies, height, density, land use mix, interface and frontage. These are unpacked below.

3.2.3.1. Development Form and Character

1. The precinct is mixed use including light industry accommodated in retrofitted historical buildings along Adam Tas Road. Where possible retain existing structures and or reference the grain of previous development in the form and scale of new buildings.
2. Explore options in the building material palette and design language to reference the previous timber processing and industrial related activities in the precinct.
3. A range of development typologies should be incorporated into the precinct and should include multi storey apartment blocks and mixed use commercial buildings taking on a courtyard or perimeter block form.
4. Mixed-use, light industry and makers spaces should be accommodated within the adapted, core grouping of existing warehouse buildings
5. Development blocks should include private, internal, landscaped courtyards accommodating parking (see 2.2.5. Approach to Parking guidelines);
6. Building heights in Precinct 2 should range from 2 to 6 storeys. The core zone of existing heritage buildings along Adam Tas Road should have a maximum height of 2 storeys.
7. The density ranges from medium to high (120 - 150+du/ha)

8) High density (150+du/ha) development should be located on the parcels located in the north of the precinct away from Adam Tas Road, with medium density (120 du/ha) along Adam Tas road on parcels where existing old industrial structures will be retrofitted.

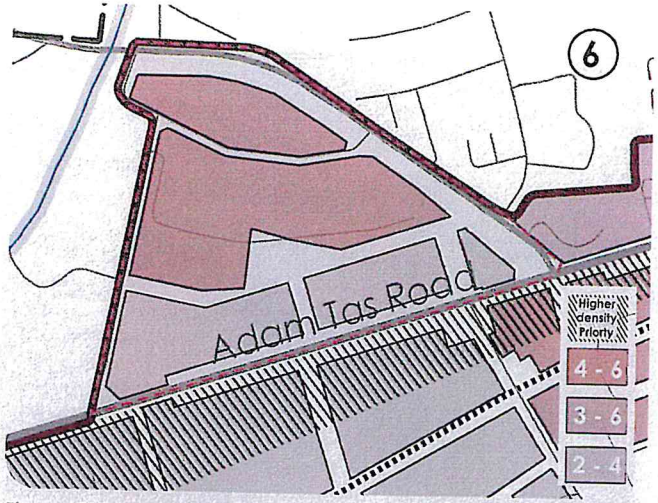


Figure 56. Precinct 2 Heights

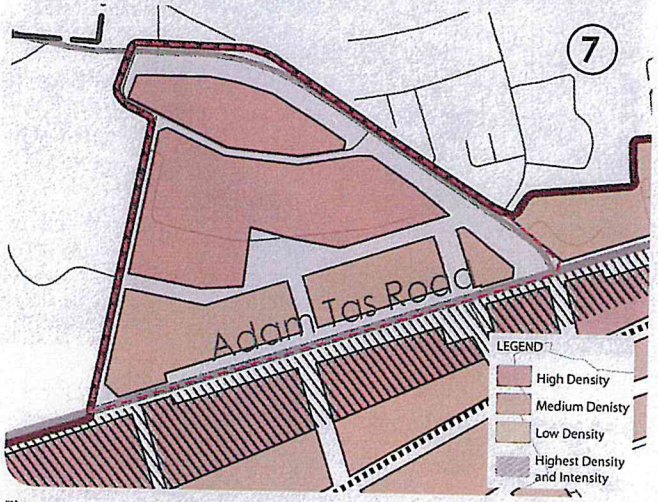


Figure 55. Precinct 2 Density and Massing









3.2.3.2. *Interface Qualities*

9. Building interface should contribute to the sense of enclose, activity and surveillance of a street or space;
10. Wherever possible multi-storey buildings should include balconies to create overlooking features and increase safety through surveillance;
11. Courtyard typology buildings should have a maximum ground floor setback of 2m from the street edge. Above ground, buildings can overhang to the property boundary;
12. Ensure public open space is surveilled and safe by including overlooking features, residential front doors and a public street enclosing the space. Backs of properties should not abut public space.
13. Activate the ground floor with front doors, commercial, retail, food and beverage uses.
14. Buildings fronting onto Adam Tas Road must include an active ground floor opening onto the sidewalk which includes landscape elements and tree planting to further define the street space. Some street parking may be included with the street section.
15. The frontage of buildings onto Devon Valley Road must create a positive interface between the new development and existing residential. Level changes, stairs and low walls create a gradation between public and private. Included in the wide road reserve should be a flexible zone for parking, SUDS and a generous NMT pathway.

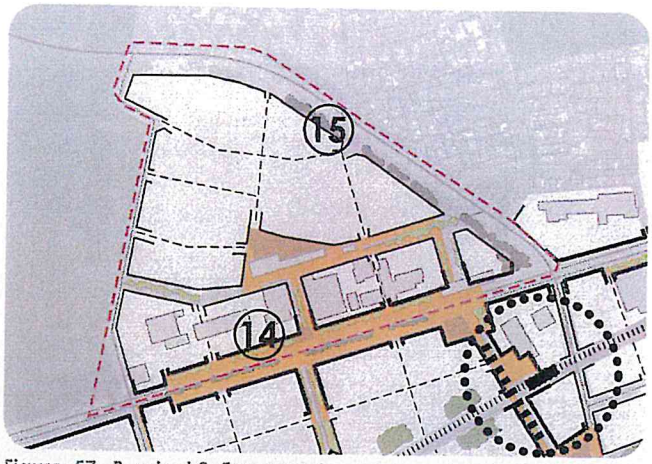
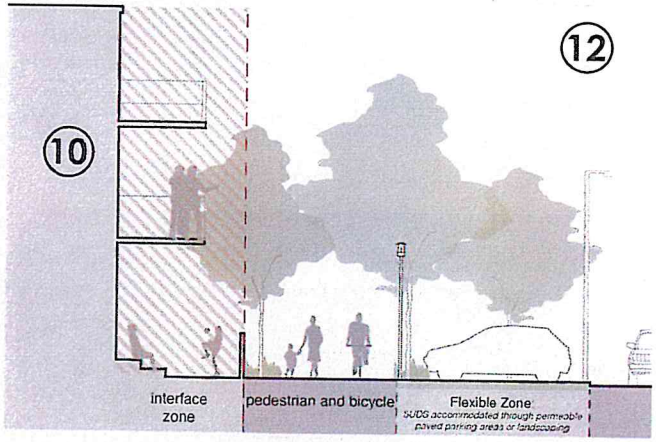
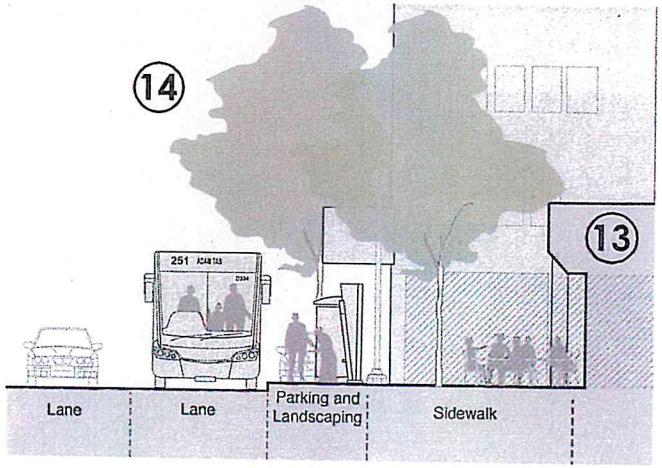


Figure 57. Precinct 2: Framework









3.3. Precinct 3

Intended Character and Function

A largely institutional use precinct comprising the University of Stellenbosch Business School and Oude Libertas theatre complex, together with the cemetery and historic vineyard abutting Adam Tas Road.

From a heritage perspective, it is identified as Character Area 3 with its distinguishing heritage features relating to its role as **historical set piece**, with the vineyard forecourt, cemetery and Bosman's Crossing functioning as areas of **public memory, reflection, passive recreation, and historical river crossing**.

3.3.1. Heritage Guidelines

1. Maintain green forecourt to Oude Libertas; no new buildings to be permitted in this zone.
2. New buildings to be located behind the line established by the Oude Libertas complex and homestead.
3. New interventions must not visually overwhelm the complex.
4. New interventions to be complementary to the historical cultural and educational role of Oude Libertas.
5. Maintain the open access and parkland nature of the cemetery with minimal edge treatments.
6. Opportunities for memorialization as part of the public space realm.

3.3.2. Landscape and Public Realm Guidelines

Guidelines:

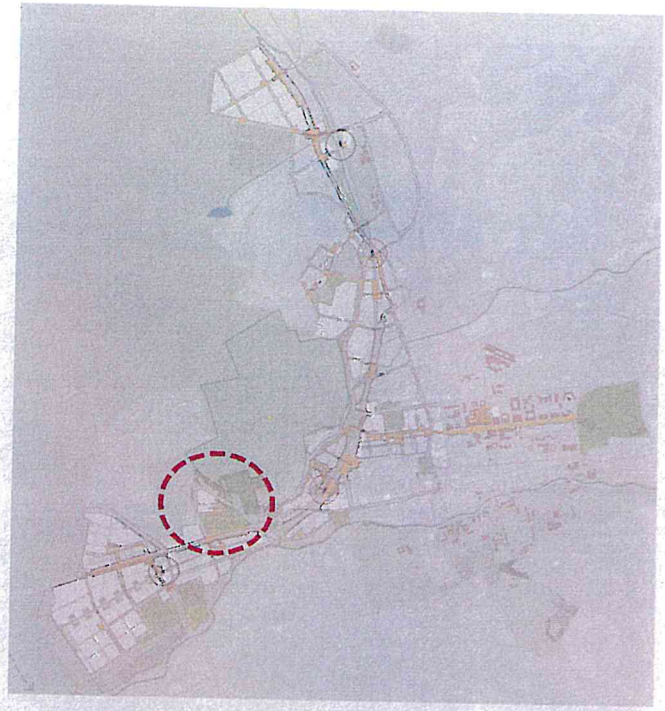
1. Maintain the vineyard foreground of Oude Libertas and the rows of mature oak trees which create the foreground to the site.
2. The visual axis on Adam Tas road on approach to the cemetery to be enhanced.
3. The Cemetery is of historical & social significance and contributes substantially to the parkland setting, and is currently unsafe & degraded. It needs to be upgraded to increase the amenity and heritage value of the park. The open access and parkland nature of the cemetery should be maintained with minimal edge treatments (Refer to Section 2.4.5 Special Green Spaces – Cemetery / Memorial Park for more detail).
4. Maintain the heritage value of historical patterns of access and river crossing.



Figure 58. Precinct 3: View of tree lined streets at Oude Libertas (Google Earth Street View Image (2021)



Figure 59. Precinct 3: View of tree lined streets at Oude Libertas (Google Earth Street View Image (2021)



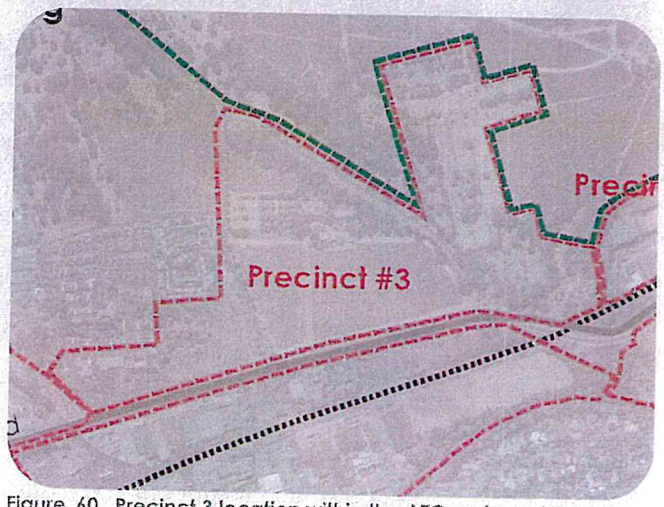
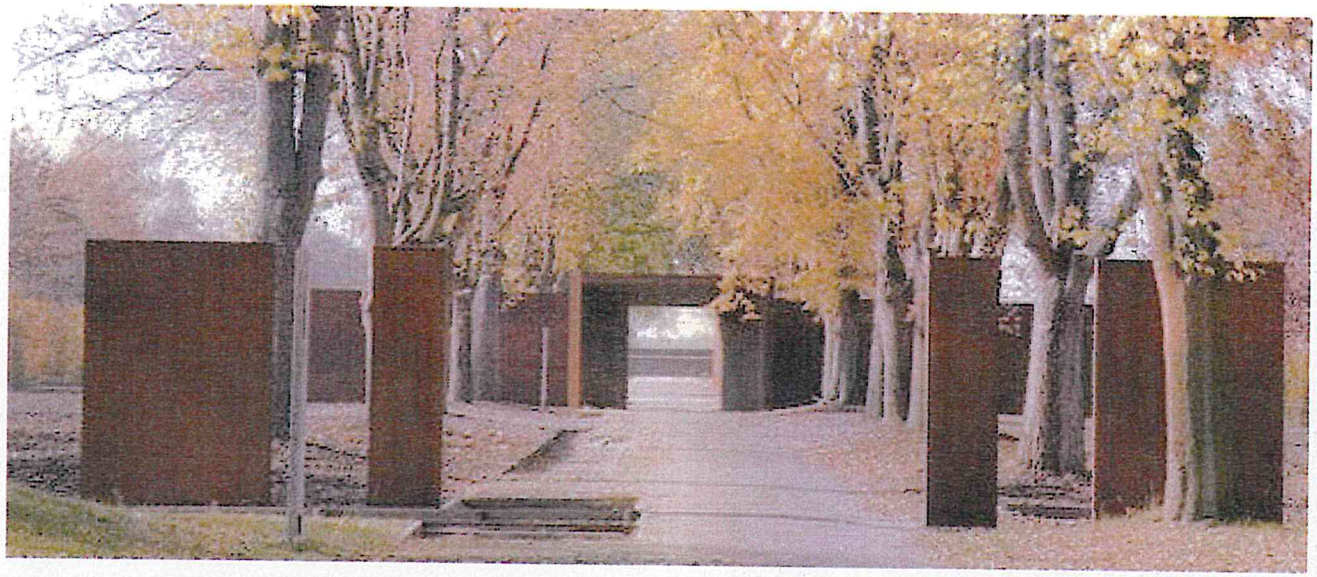


Figure 60. Precinct 3 location within the ATC and precinct boundary





Cemetery / Memorial Park Guidelines:

At present the cemetery is neglected, unkempt and is an unsafe place to visit.

This opens up many opportunities for improvement, which can have environmental, architectural and cultural benefits, which could change the way we relate not only to the past but also to the present. Urban cemetery planning is a way for cities to pay respect to history, while preparing for the future.

5. Create a landscaped forecourt / entrance to the cemetery.
6. Restoring the graves, particularly any of historical interest
7. Restoring the stark & neglected landscape – into meditative rooms / spaces and around the existing grave stones.
8. Creating a memorial space that is safe and attractive.
9. Creating meditative spaces with memorial benches that can be in an enclosed landscaped space or placed with a view.
10. Design a memorial wall / structure for storing ashes with memorial plaques.
11. Create safe pathways that encourage passive surveillance.
12. Cemeteries tell stories of the area – this should be embellished through the landscape and possibly interpretive signage.
13. Create a user-friendly safe park-like landscape, that becomes a connector green space between the residential area, Papegaaiberg and the River Walk.
14. Tree maintenance plan required.

Lighting:

15. Higher level pedestrian lighting at the entrance to announce the entrance and to create a safe well-lit space.
16. Low level lighting along pathways and in and around the gravestones and memorial areas to create mood.
17. Uplighting of larger trees to create light and mood



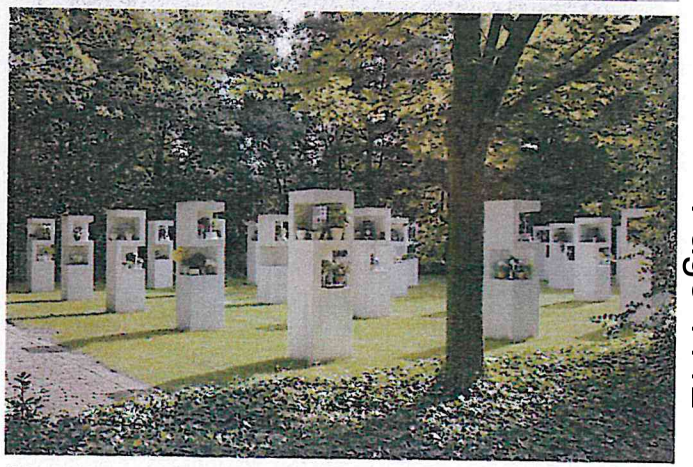


Figure 61. Memorial Park precedent

3.3.3. Built Environment and Development Guidelines

The built form guidelines for Precinct 3 apply to development typologies, height, density, land use mix, interface and frontage. These are unpacked below.

3.3.3.1. *Development Form and Character*

1. The precinct is predominantly institutional with some mixed use commercial and retail development located along the Adam Tas Road;
2. Institutional buildings should be multi-storey taking on an urban form accommodating a mix of uses;
3. Buildings must be located along the street edge of the block taking on a courtyard or perimeter block form including internal, landscaped courtyards accommodating parking if necessary (see 2.2.5. Approach to Parking guidelines);
4. Building heights in Precinct 3 should range from 3 to 6 storeys. with the greatest height along Adam Tas Road;
5. The density of the new parcels is medium (120du/ha)
6. The greatest height, density and commercial and retail activity must be concentrated along Adam Tas Road providing enclosure and activity;
7. Sensitive integration between existing buildings and new development should be considered while clearly defining the difference between the two.

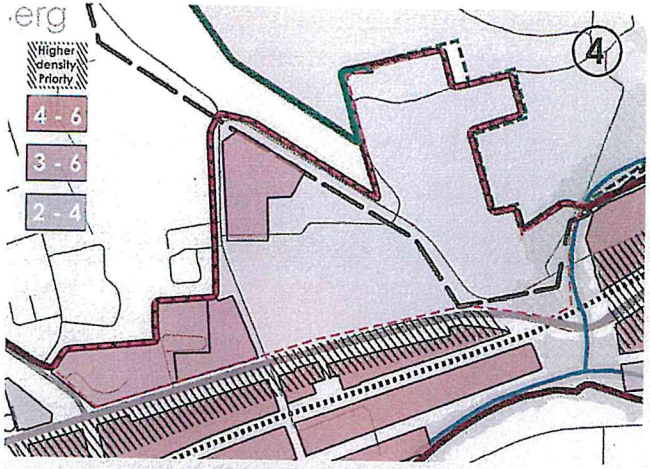


Figure 62. Precinct 3: Building Heights

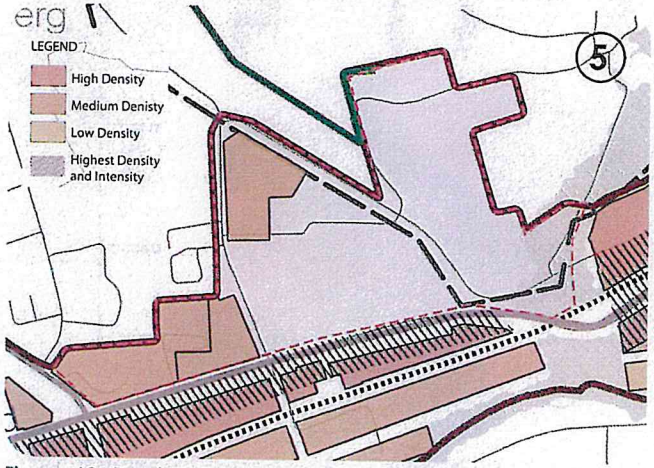


Figure 63. Precinct 3: Density and Massing







3.3.3.2. *Interface Qualities*

8. Building interface should contribute to the sense of enclose, activity and surveillance of a street or space;
9. Wherever possible multi-storey buildings should include balconies to create overlooking features and increase safety through surveillance;
10. Perimeter buildings should have a maximum ground floor setback of 2m from the street edge. Above ground, buildings can overhang to the property boundary;
11. Ensure public open space is surveilled and safe by including overlooking features, front doors and a public street enclosing the space. Backs of properties should not abut public space.
12. Allow for a gradation between public and private space, by designing semi private interfaces through the use of raised terraces, colonnades and landscaping where appropriate;
13. Activate the ground floor with front doors, commercial, retail, food and beverage uses.
14. Buildings fronting onto Adam Tas Road must include an active ground floor opening onto the sidewalk which includes landscape elements and tree planting to further define the street space.
15. Institutional buildings should have a direct physical and visual relationship with the street or public space. Avoid fences and boundary walls, rather creating a boundary with the building itself (see Section 2.2.4. for Public Facility guidelines)

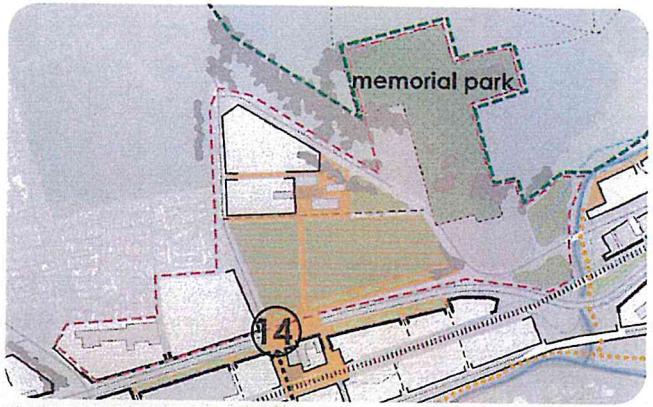
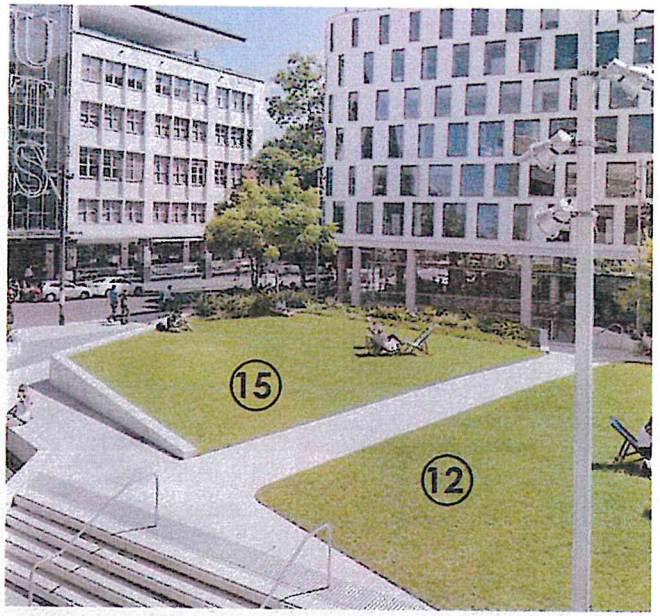
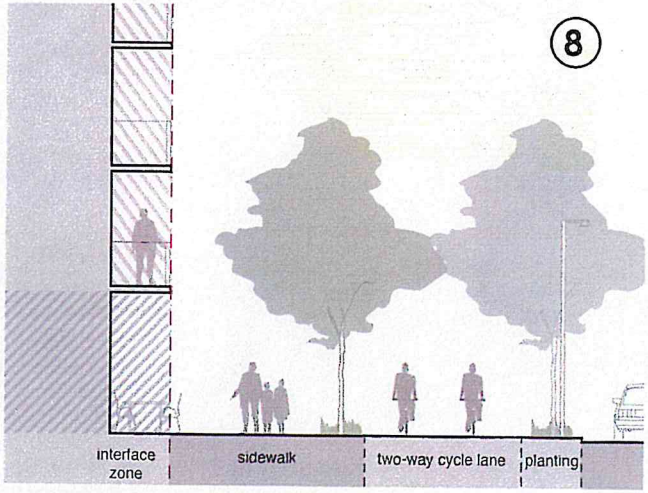
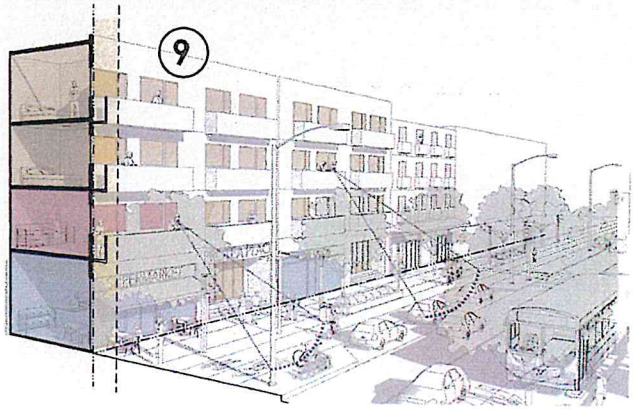


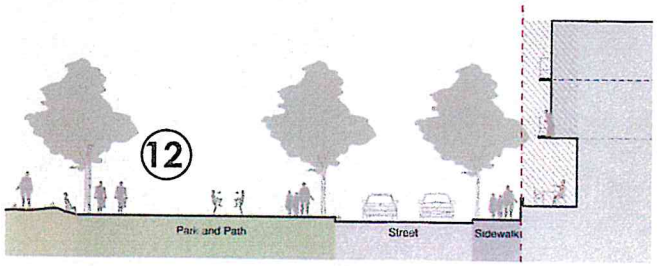
Figure 64. Precinct 3: Framework











3.4. Precinct 4

Intended Character and Function

A mixed use medium to high density precinct including residential and commercial/retail activity.

From a heritage perspective, it is identified as Character Area 4: Wine processing (Stellenbosch Farmers Winery mid to late 20th century)

3.4.1. Heritage Guidelines

1. Maintain edge treatment along Adam in terms of pillars, visually permeable panels and planting, and the interface with the Cape Revival complex including the rhythm of gable ends, elaborate gateways and neo classical central entrance piece.
2. Retain the Cape Revival complex facing onto Adam Tas with a range of adaptive reuse options accommodated.
3. Soft edge treatment along entrance road to Klein Vredenburg to screen hard parking areas and loading areas.
4. Consider opportunities for a continuous walkway adjacent to the Eerste River and its role as a seam in linking precincts as part of a continuous public realm including the recreational role of the Distell Cricket Club

3.4.2. Landscape and Public Realm Guidelines

Guidelines:

1. Maintain the existing sequence of hard and soft edge treatments along Adam Tas, where Distell provides a hard agro-industrial edge in contrast to the green forecourt to the Oude Libertas to the west.
2. Create a soft edge treatment along entrance road to Klein Vredenburg to screen hard parking areas and loading areas.
3. Create a continuous landscaped walkway adjacent to the Eerste River to link precincts as part of a continuous public realm including the recreational role of the Distell Cricket Club.
4. Continuous walkway adjacent to the river to provide and function as an ecological corridor connecting natural spaces.

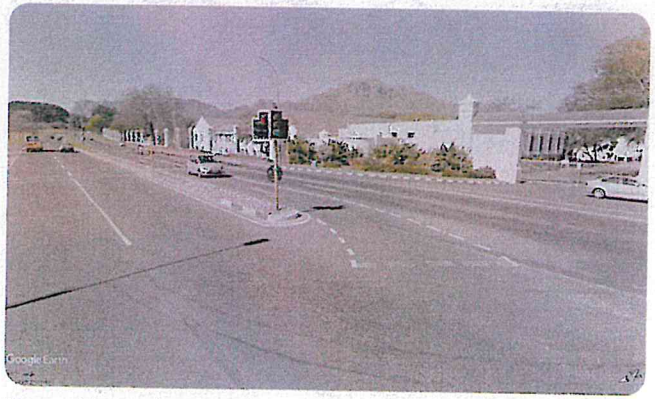


Figure 65. Precinct 4: View of Distell entrance (Google Earth Street View Image (2021)



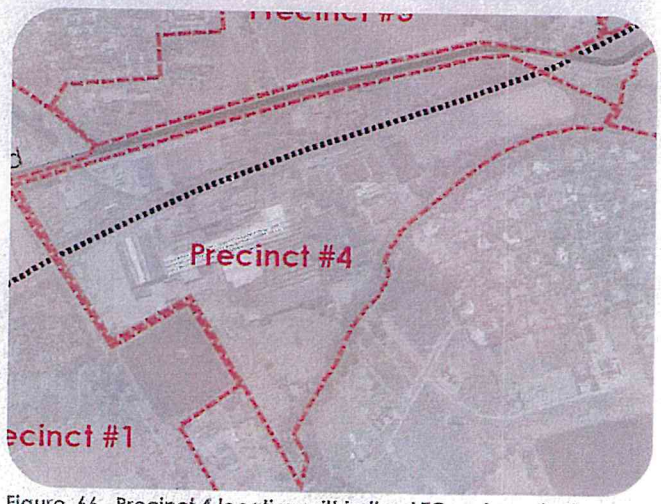


Figure 66. Precinct 4 location within the ATC and precinct boundary

3.4.3. Built Environment and Development Guidelines

The built form guidelines for Precinct 4 apply to development typologies, height, density, land use mix, interface, frontage and any special elements found within the precinct. These are unpacked below.

3.4.3.1. Development Form and Character

1. The precinct is mixed use with commercial and retail development concentrated along the Adam Tas Road.
2. The dominant building typology is a courtyard, perimeter block with buildings located along the street edge creating an internal courtyard
3. Buildings should include private or semi-private, internal, landscaped courtyards accommodating parking if necessary (see 2.2.5. Approach to Parking guidelines);
4. Building heights in Precinct 4 should range from 4 to 6 storeys with the greatest height along Adam Tas Road;
5. Precinct 4 is medium to high density (120 du/ha to 150 du/ha)
6. The greatest height, density and commercial/ retail activity must be concentrated along Adam Tas Road providing enclosure and activity.
7. Reinforce the prominence of corner sites through variation in massing.

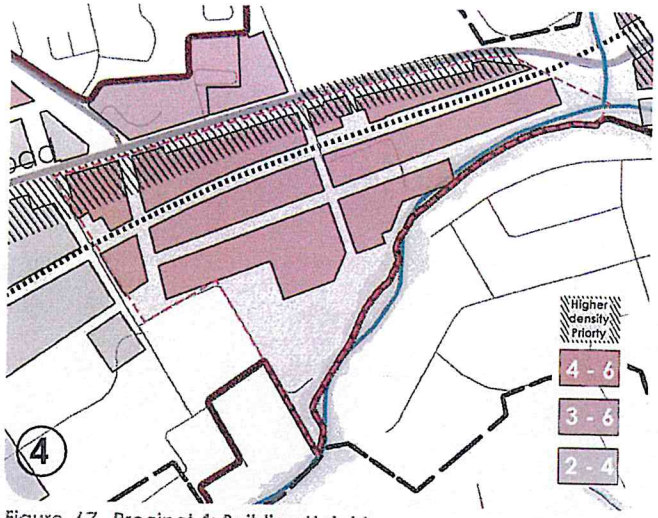


Figure 67. Precinct 4: Building Heights

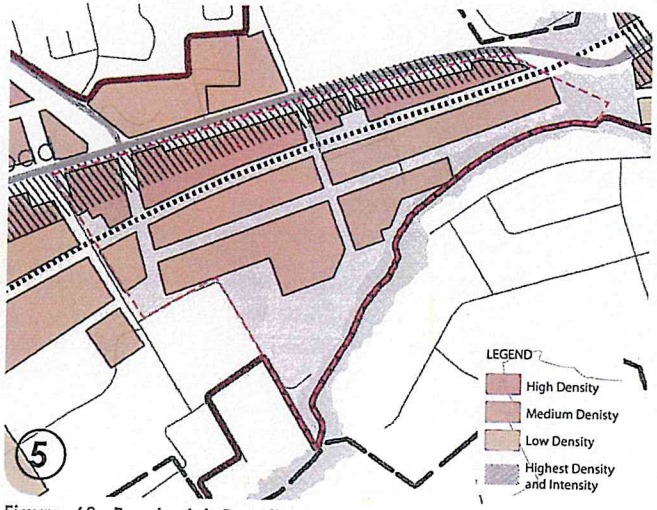
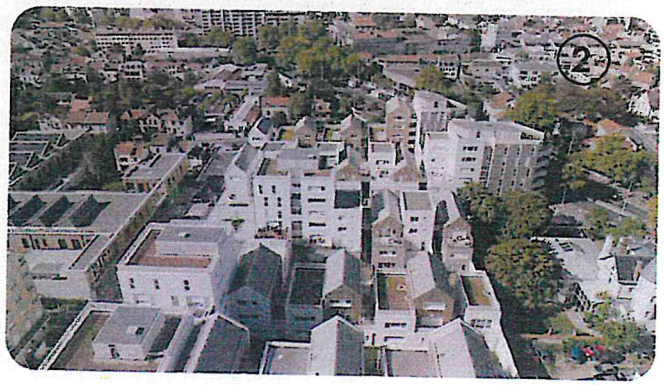


Figure 68. Precinct 4: Density







3.4.3.2. *Interface Qualities*

8. Building interface should contribute to the sense of enclose, activity and surveillance of a street or space;
9. Wherever possible multi-storey buildings should include balconies to create overlooking features and increase safety through surveillance;
10. Perimeter buildings have a maximum ground floor setback of 2m from the street edge. Above ground, buildings can overhang to the property boundary;
11. Ensure public open space is surveilled and safe by including overlooking features, residential front doors and a public street enclosing the space. Backs of properties should not abut public space.
12. Allow for a gradation between public and private space, by designing semi private interfaces through the use of raised terraces, colonnades and landscaping where appropriate.
13. Create soft edges along the river through parks and pathways.
14. Activate the ground floor with front doors, commercial, retail, food and beverage uses.
15. Buildings fronting onto Adam Tas Road must include an active ground floor opening onto the sidewalk which includes landscape elements and tree planting to further define the street space. Some street parking may be included with the street section
16. Connect building activities with the street by designing sidewalks and openings in building fronts to accommodate spill-out from retail and restaurants;
17. Scale buildings to people with canopies and balconies where buildings are on street front and low walls where buildings are setback from the street.

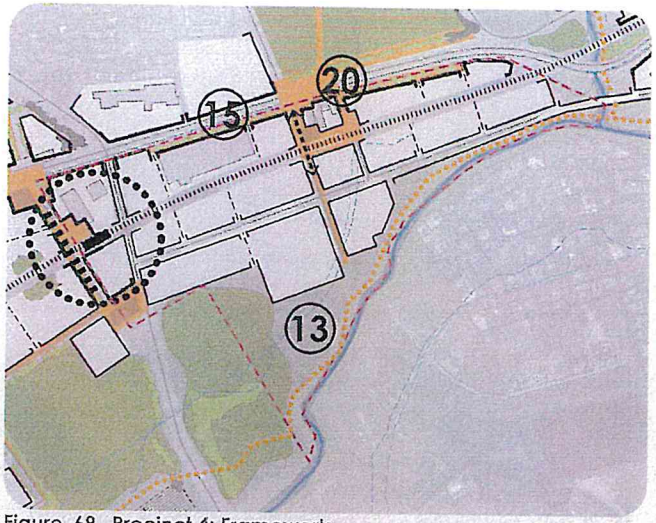
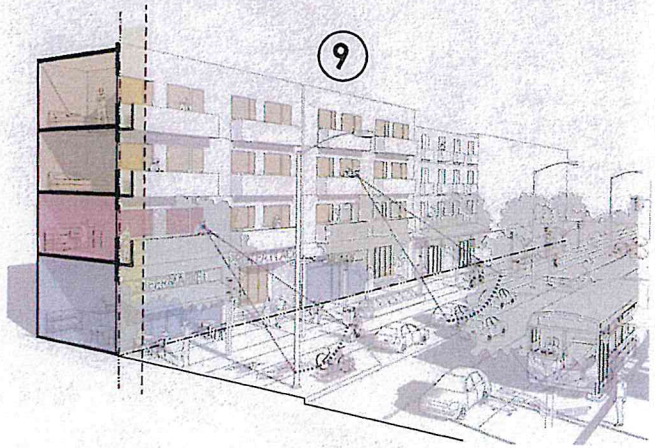
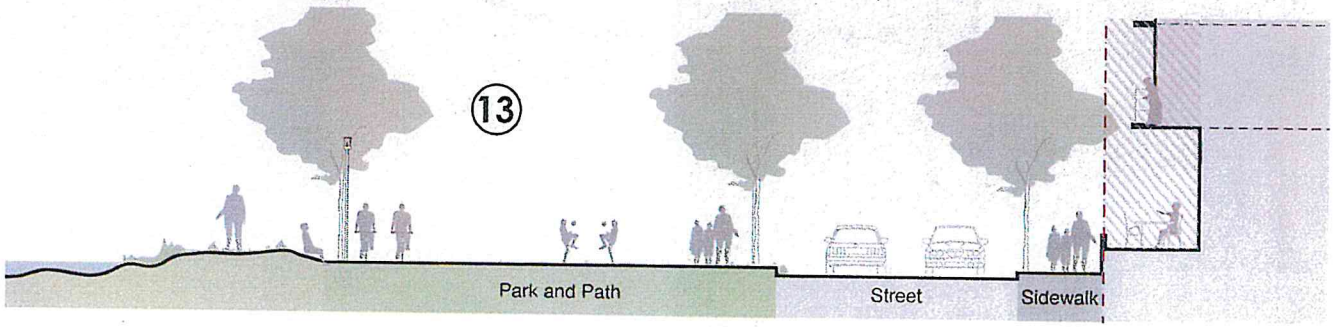


Figure 69. Precinct 4: Framework







3.4.3.3. *Precinct Specific Guidelines*

18. Protect and minimise public accessibility to the rail reserve by locating private erven abutting the reserve.
19. Create safe pedestrian bridge across the rail reserve associated with public space and or adjacent building. The design of the bridge should be contextually appropriate, elegant using robust materials, accommodating NMT users. See Section 2.3.8 for bridging guidelines.
20. Higher order public facility should be located along the Adam Tas Road and associated with a public space and NMT rail bridge crossing.

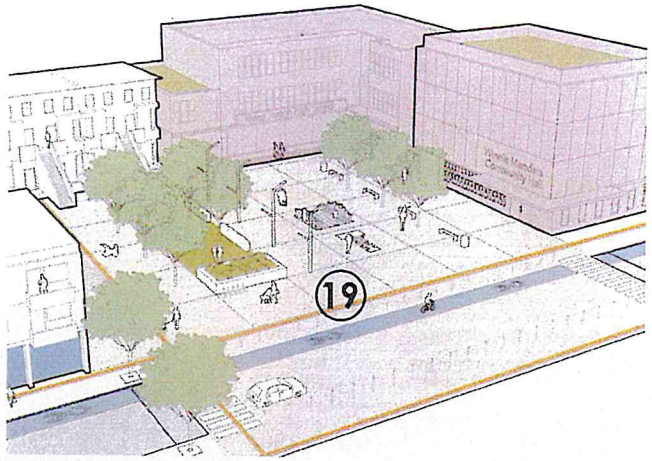


Figure 70. Clustered public facilities with central public space in accessible location connected to NMT



Figure 71. Safe and well designed pedestrian bridge



Figure 72. Aerial of private housing facing onto rail reserve

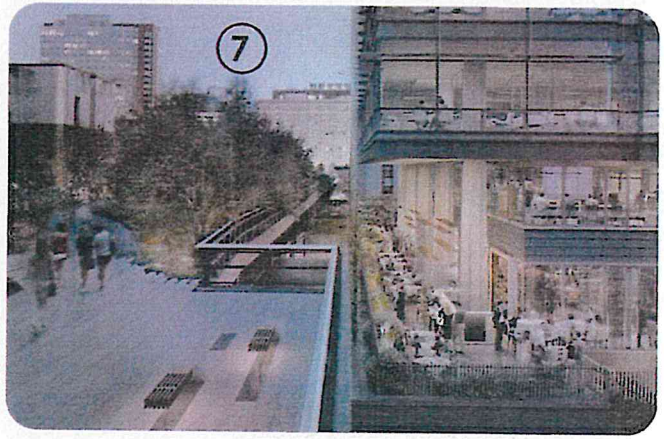


Figure 73. Variations in massing and height

3.5. Precinct 5

Intended Character and Function

A mixed use medium to high density precinct including residential and commercial/retail activity with sensitive incorporation of the Rupert museum and vineyards.

From a heritage perspective, it is identified as Character Area 5, with its distinguishing heritage features relating to its interface with the historic town core from the Dorp Street point of entry.

3.5.1. Heritage Guidelines

1. Maintain green forecourt to the Rupert Museum and its landmark qualities.
2. Consider the opportunities for a continuous landscape walkway adjacent to the Eerste River and the role of this river corridor as a seam in linking precincts associated with the river. Role of Eerste River as a major structuring element of the historic core.

3.5.2. Landscape and Public Realm Guidelines

Guidelines:

1. Opportunity for the integration of a Gateway Park with a vineyard heritage theme.
2. Use of a mix of 'heritage' and new 'heritage' planting at these gateway points as an introduction to Stellenbosch.
3. Edges to be softened. Increased tree planting where there are open spaces. Particularly along the edge of Agrimark.
4. Parking areas to be softened with tree planting.
5. SUDS design principles (Section 2.4.3) to be incorporated.
6. Maintain green forecourt and vineyard to the Rupert Museum.
7. Create a continuous landscaped walkway adjacent to the Eerste River, as a recreational river corridor linking precincts.



Figure 74. Precinct 5: Gateway entrance to historic core of Stellenbosch (Google Earth Street View Image (2021)



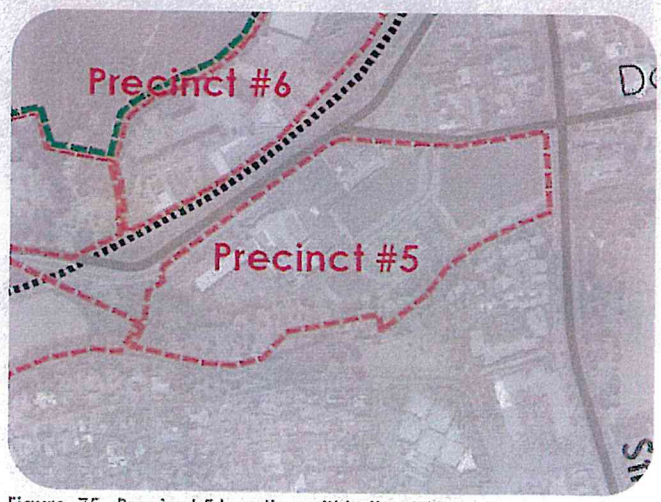


Figure 75. Precinct 5 location within the ATC and precinct boundary

3.5.3. Built Environment and Development Guidelines

The built form guidelines for Precinct 5 apply to development typologies, height, density, land use mix, interface and frontage. These are unpacked below.

3.5.3.1. Development Form and Character

1. The precinct is with mixed use with commercial and retail development concentrated along the Adam Tas Road.
2. A range of development typologies should be incorporated into the precinct including semi-detached units, row houses and multi storey apartment blocks.
3. The dominant building typology is a courtyard, perimeter block with buildings located along the street edge creating internal courtyards;
4. Buildings should include private or semi-private, internal, landscaped courtyards accommodating parking if necessary (see 2.2.5. Approach to Parking guidelines);
5. Building heights in Precinct 5 should range from 2 to 6 storeys. with the greatest height along Adam Tas Road;
6. The density in Precinct 5 ranges from low to high density (100 du/ha to 150 du/ha)
7. The greatest height, density and commercial and retail activity must be concentrated along Adam Tas Road providing enclosure and activity to the street.

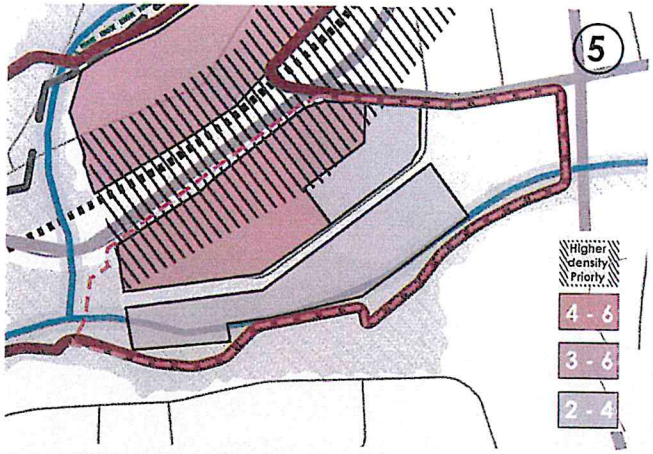


Figure 76. Precinct 5: Building Heights

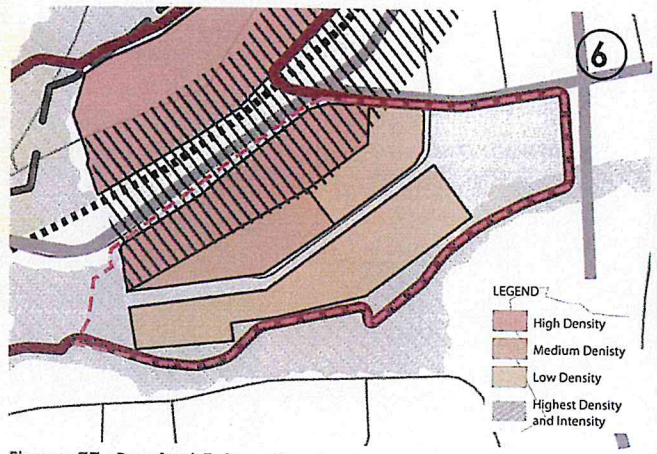


Figure 77. Precinct 5: Density







3.5.3.2. *Interface Qualities*

8. Building interface should contribute to the sense of enclose, activity and surveillance of a street or space;
9. Wherever possible multi-storey buildings should include balconies to create overlooking features and increase safety through surveillance;
10. Perimeter buildings have a maximum ground floor setback of 2m from the street edge. Above ground, buildings can overhang to the property boundary;
11. Ideally the residential setback (Semi-detached and row houses) should be no more than 2m from the street edge;
12. Ensure public open space is surveilled and safe by including overlooking features, front doors and a public street enclosing the space (parks, riverine corridor and vineyards). Backs of properties should not abut public space.
13. Allow for a gradation between public and private space, by designing semi private interfaces through the use of raised terraces, colonnades and landscaping where appropriate while maintaining views.
14. Create soft edges along the river through a linear park with SUDS and pathways.
15. Activate the ground floor with front doors, commercial, retail, food and beverage uses along primary routes.
16. Buildings fronting onto Adam Tas Road must include an active ground floor opening onto the sidewalk which includes landscape elements and tree planting to further define the street space. Some street parking may be included with the street section.
17. Buildings surrounding the public square should front directly onto the space with ground floor spill out activity and building entrances directly off the square. Vehicular access is taken from the rear of the property.

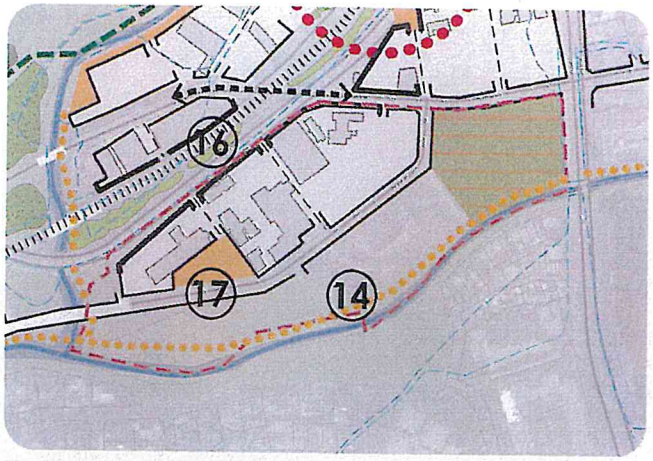
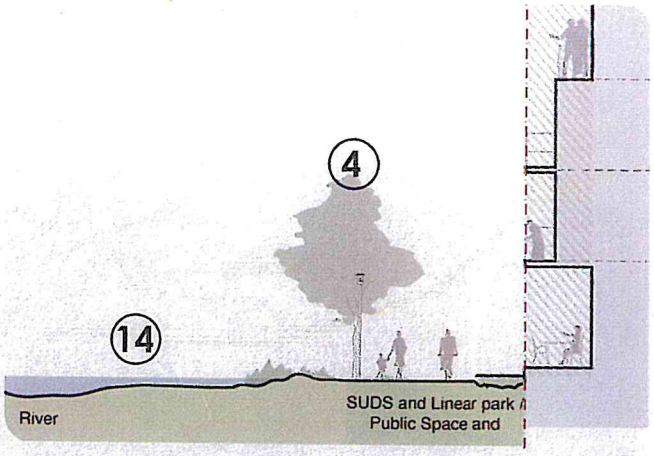
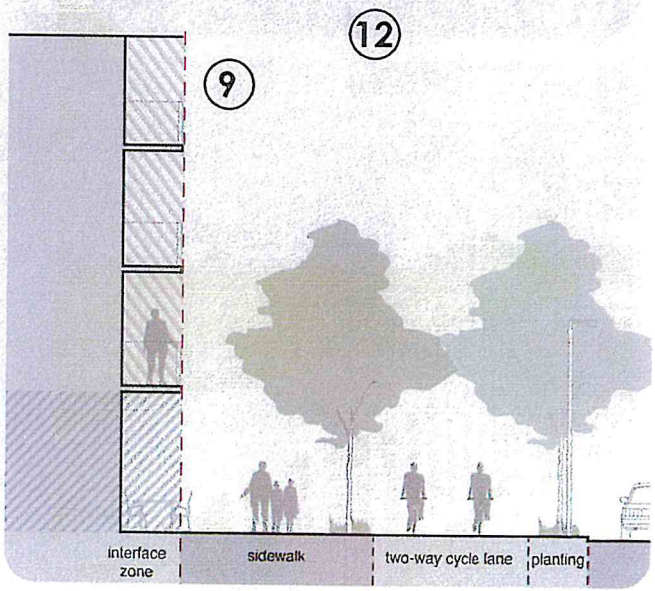


Figure 78. Precinct 5: Framework







3.6. Precinct 6

Intended Character and Function

A mixed use medium to high density precinct including residential and commercial/retail activity with sensitive incorporation and adaptive re-use of historic structures.

From a heritage perspective, it is identified as Character Area 6, with its distinguishing heritage features relating to **brandy production** (early to late 20th century) and the **historical millstream network** (Oude Molen).

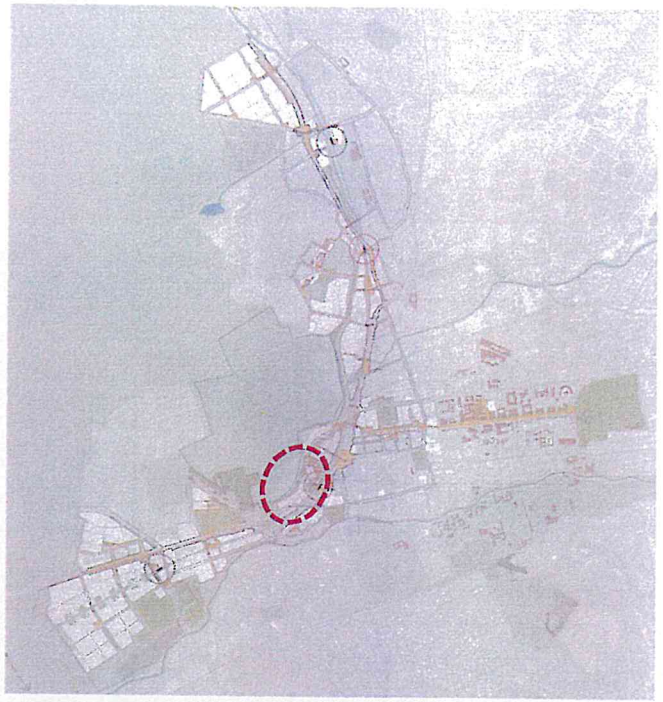
3.6.1. Heritage Guidelines

1. Retention of views towards the Papegaaiberg. Integrate the riverine corridor with a pedestrian linkages and opportunities for access into the Papegaaiberg, particularly near Bosman's Crossing
2. Retention of the historic core grouping and associated spaces with their integration into a public space network (diagram below)
3. Extension of Bosman's Crossing and Distillery Road as a linking or binding element as part of the street network though the corridor (see diagram below)
4. Two stories on ATC retaining views towards the Papegaaiberg with higher density along the river (see Figure 80 below).
5. Continue good precedent at Bosman's Crossing with a residential apartment urban typology adjacent to the river, sequencing of open and close spaces and mix of uses particularly light manufacturing/artisanal activity, e.g. foundry and furniture making.

3.6.2. Landscape and Public Realm Guidelines

Guidelines:

1. The tight linear corridor comprising the river, road network, railway, industrial buildings, and mountain edge allows for sensitive incorporation of landscape elements to link the river to the mountain.
2. Integrate the riverine public corridor with pedestrian linkages
3. Open space to emphasize entrance to Bosmans Crossing in form of a 'pocket park' or other landscaped feature.
4. Proposed access point to Papegaaiberg near Bosmans Crossing (Refer to Section 2.4.1).
5. Create & maintain the sequence of hard and soft spaces; soft green crossing, hard built edges; Oude Molen forecourt.
6. Retain views towards Papegaaiberg backdrop.



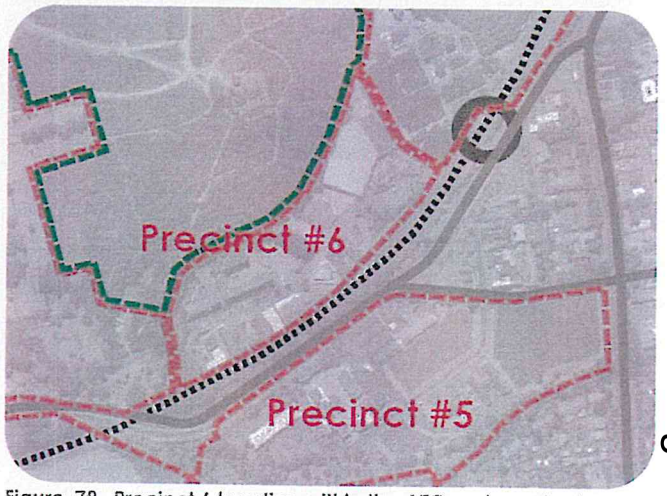
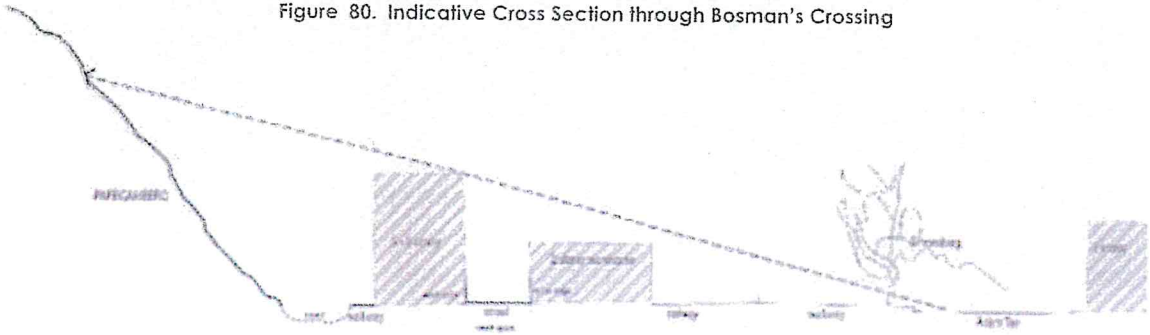


Figure 79. Precinct 6 location within the ATC and precinct boundary

Figure 80. Indicative Cross Section through Bosman's Crossing



3.6.3. Built Environment and Development Guidelines

The built form guidelines for Precinct 6 apply to development typologies, height, density, land use mix, interface, frontage and any special elements found within the precinct. These are unpacked below.

3.6.3.1. *Development Form and Character*

1. The precinct is mixed use, high density (150du/ha).
2. Building heights in Precinct 6 should range from 4 to 6 storeys.
3. The dominant building typology a courtyard, perimeter block with buildings located along the street edge creating an internal courtyard
4. Buildings should include private or semi-private, internal, landscaped courtyards accommodating parking (see 2.2.5. Approach to Parking guidelines);
5. Existing buildings to be adapted to accommodate new uses.

3.6.3.2. *Interface Qualities*

6. Building interface should contribute to the sense of enclose, activity and surveillance of a street or space;
7. Wherever possible multi-storey buildings should include balconies to create overlooking features and increase safety through surveillance;
8. Perimeter buildings have a maximum ground floor setback of 2m from the street edge. Above ground, buildings can overhang to the property boundary;
9. Ensure public open space is surveilled and safe by including overlooking features, residential front doors and a public street enclosing the space. Backs of properties should not abut public space.

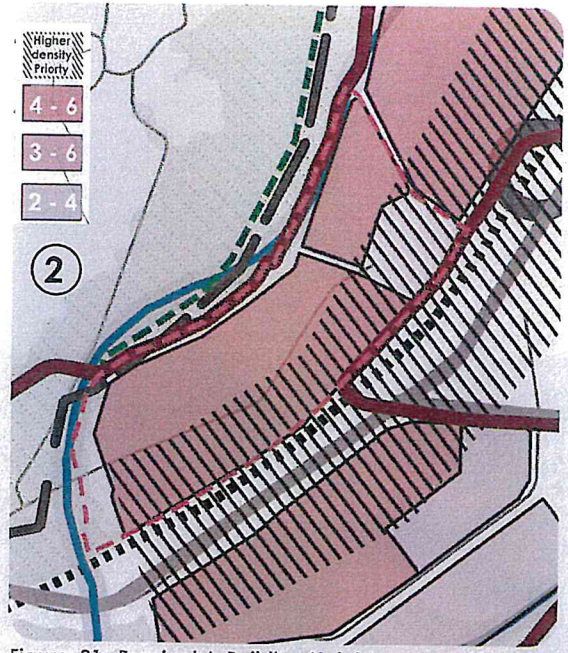


Figure 81. Precinct 6: Building Heights

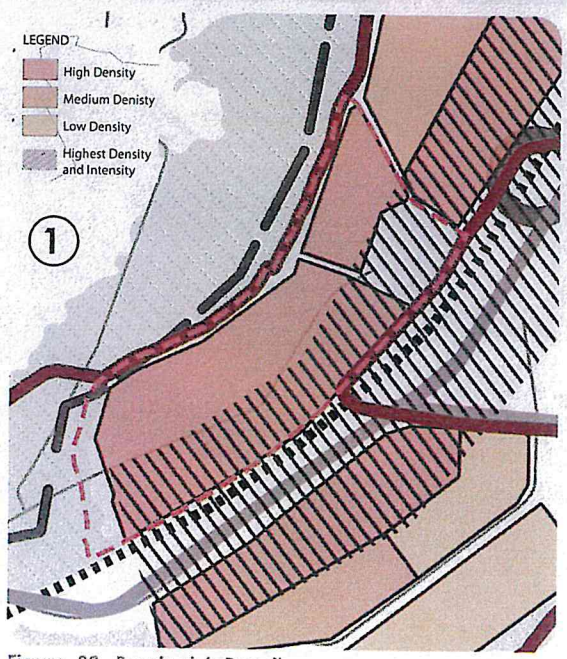
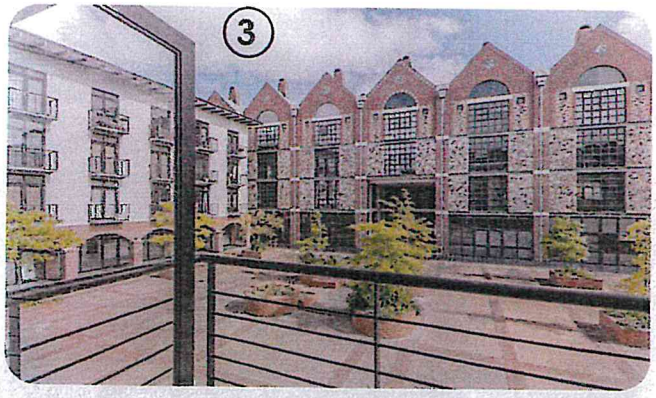


Figure 82. Precinct 6: Density







10. Allow for a gradation between public and private space, by designing semi private interfaces through the use of raised terraces, colonnades and landscaping where appropriate;
11. Activate the ground floor with front doors, commercial, retail, food and beverage uses.
12. Connect building activities with the street by designing sidewalks and openings in building fronts to accommodate spill-out from retail and restaurants;
13. Scale buildings to people with canopies and balconies where buildings are on street front and low walls where buildings are setback from the street;
14. Buildings fronting onto the river should include overlooking features providing surveillance over the pathway and river itself. Vehicular access to river fronting properties should be taken from the rear or from internal courtyard.
15. The density and size of the precinct indicates there may be a need to include basement or semi-basement parking under the courtyards of buildings. Parking in the semi-basement should not directly abut the street. On activity streets the ground floor must be active and can include a double volume space to accommodate the parking behind. On more lower order, residential streets a level change can be applied to create a transition between public and private as well as negotiating the level change created by the semi-basement parking.

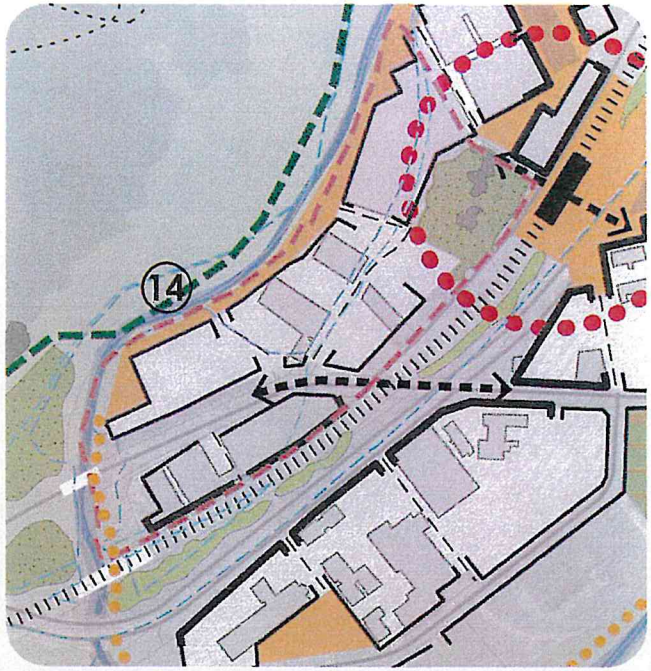
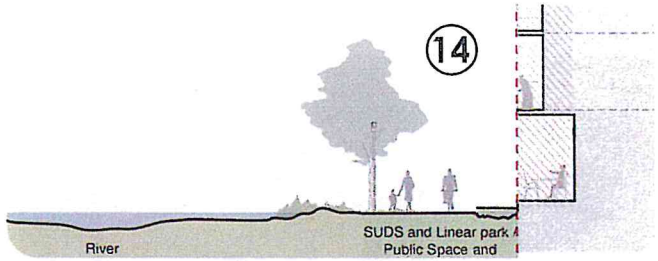


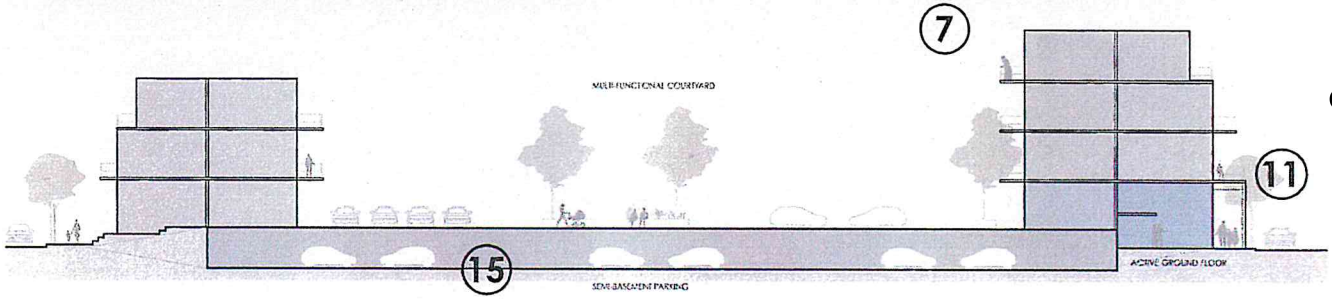
Figure 83. Precinct 6: Framework











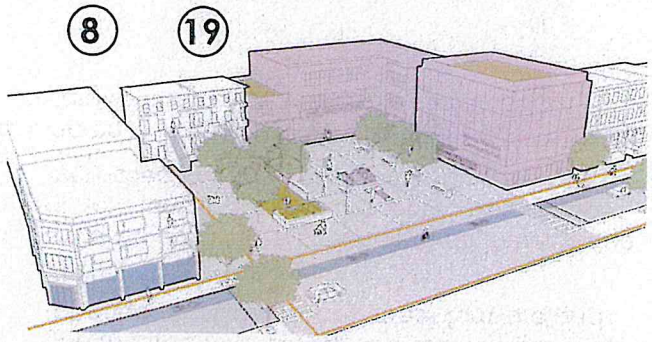
3.6.3.3. *Precinct Specific Guidelines*

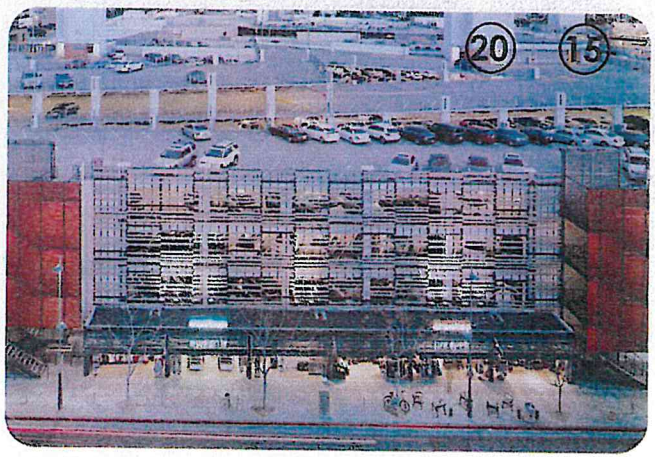
16. Protect and minimise public accessibility to the rail reserve by locating private erven abutting the reserve.
17. Create safe pedestrian bridge across the rail reserve associated with public space and or adjacent building. The design of the bridge should be contextually appropriate, elegant, using robust materials and accommodating NMT users. See Section 2.3. for bridging guidelines.
18. Public facilities should be associated with the railway station and surrounding public space;
19. Main pedestrian access points to public facilities should be directly off the public square. Vehicular access should be taken from the rear of the properties.
20. The size and high density of the Precinct indicates there may be a need for a structured parking building. See 2.2.5. Approach to Parking for applicable guidelines.

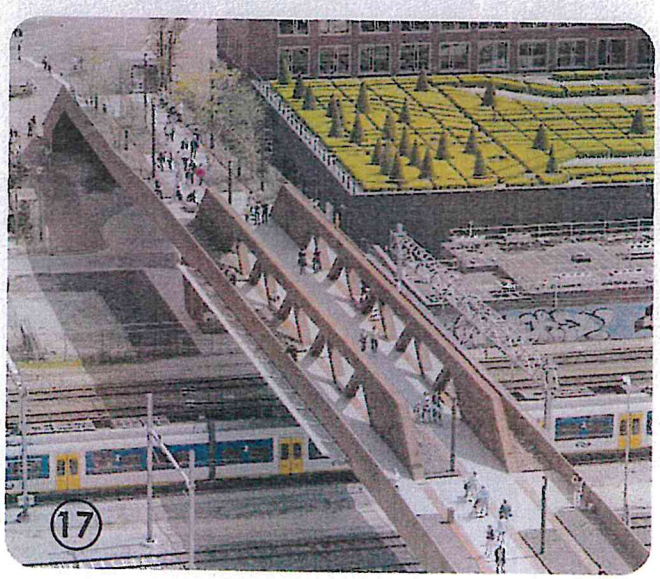


Figure 84. Aerial of private housing facing onto rail reserve









3.7. Precinct 7

Intended Character and Function

A mixed use medium to high density precinct including residential and commercial/retail activity with sensitive incorporation and adaptive re-use of historic structures. Envisaged as a centre of the ATC and location for vehicular/NMT bridging between the ATC and existing development to the east.

From a heritage perspective, it is identified as Character Area 7, with its distinguishing heritage features relating to **wine cellar and brandy production** (mid to late 20th century, specifically Bergkelder), and **movement infrastructure** (including the station area).

3.7.1. Heritage Guidelines

1. High degree of resilience and ability of accommodate change. However, not to be treated as a green field site.
2. Retention of the overall grain and texture of the site, i.e. figure ground relationships, to reflect the industrial evolution of the site.
3. Retention of the mid-20th century building grouping for adaptive reuse in a mixed-use environment; could be substantially altered to accommodate new uses yet retaining industrial built form character.
4. Retention of the visual grid, tree lined avenues and stone walled edge conditions as a structuring device, particularly the visual axes towards the Papegaaiberg.
5. Opportunities for inclusion into a high to medium mixed- use development corridor to build on the strategic location of the site.
6. Conceptualise as part of a linear linking system associated with the Bosmans Crossing through the Oude Molen Precinct to the station.

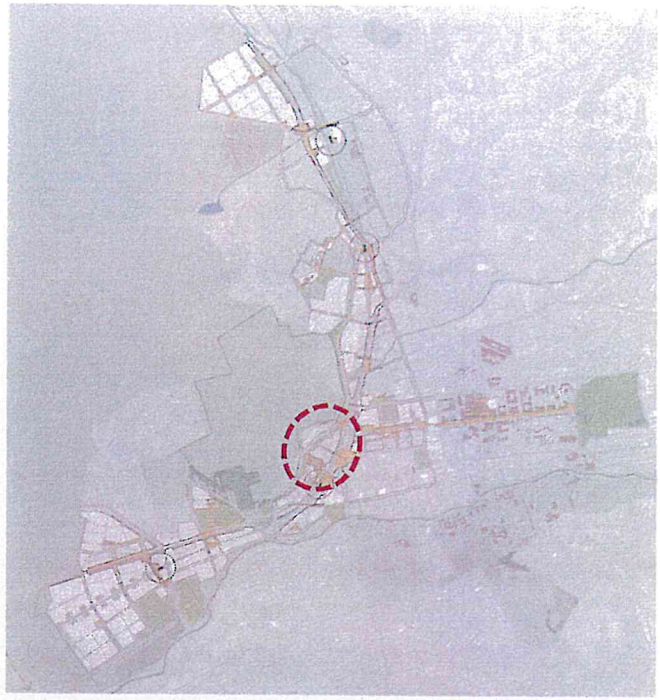
3.7.2. Landscape and Public Realm Guidelines

Guidelines:

1. Retain & enhance the views of Papegaaiberg.
2. Enhance the spatial relationship of the Plankenbrug River and slopes of the Papegaaiberg through the Bergkelder precinct through hard landscaping.
3. Retain the tree lined avenues and stone walled edge conditions, particularly the visual axes towards the Papegaaiberg.
4. Retain and enhance the distinctive landmark qualities of the Cape Revival station building and its forecourt, through the use of materiality (change of road surface), street furniture and planting.
5. Increase public interaction through the inclusion of hard landscaped public recreational spaces (proposed Railway Park) and trading spaces.
6. Increase interaction with the river edge through hard landscaping and public social space.



Figure 85. Precinct 7; View towards Bergkelder entrance (Google Earth Street View Image (2021)



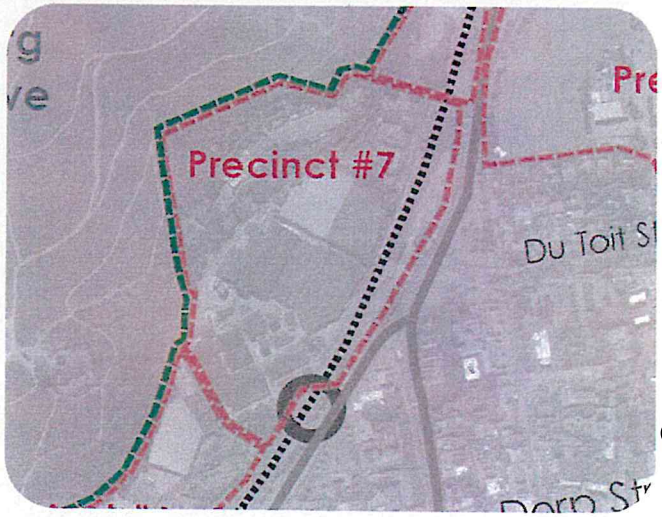


Figure 86. Precinct 7 location within the ATC and precinct boundary

3.7.3. Built Environment and Development Guidelines

The built form guidelines for Precinct 7 apply to development typologies, height, density, land use mix, interface, frontage and any special elements found within the precinct. These are unpacked below.

3.7.3.1. *Development Form and Character*

1. The precinct is predominantly mixed use including an urban school site.
2. The development typologies should include multi storey apartment blocks and mixed use commercial/retail buildings taking on a courtyard or perimeter block form.
3. Building heights in Precinct 7 should range from 4 to 6 storeys.
4. The density in Precinct 7 ranges from medium to high (120 - 150+du/ha) with the highest density location along the railway line and Adam Tas Road.
5. Buildings should include private or semi-private, internal, landscaped courtyards accommodating parking (see 2.2.5. Approach to Parking guidelines);
6. Existing buildings to be adapted to accommodate new uses.

3.7.3.2. *Interface Qualities*

7. Building interface should contribute to the sense of enclose, activity and surveillance of a street or space;
8. Wherever possible multi-storey buildings should include balconies to create overlooking features and increase safety through surveillance;
9. Perimeter buildings have a maximum ground floor setback of 2m from the street edge. Above ground, buildings can overhang to the property boundary;

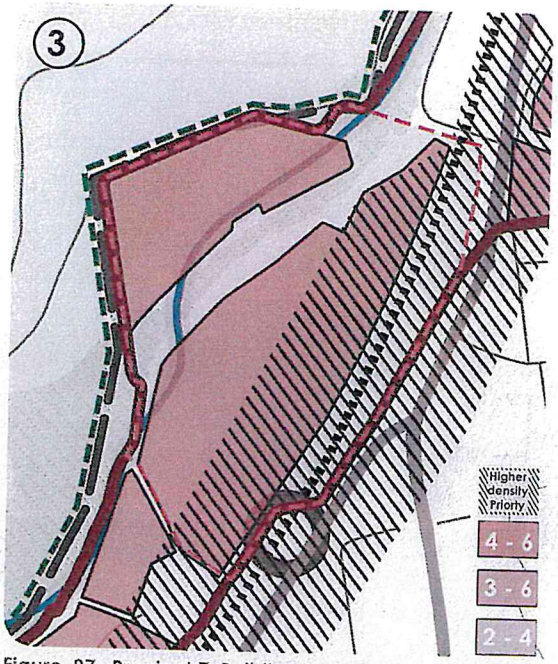


Figure 87. Precinct 7: Building Heights

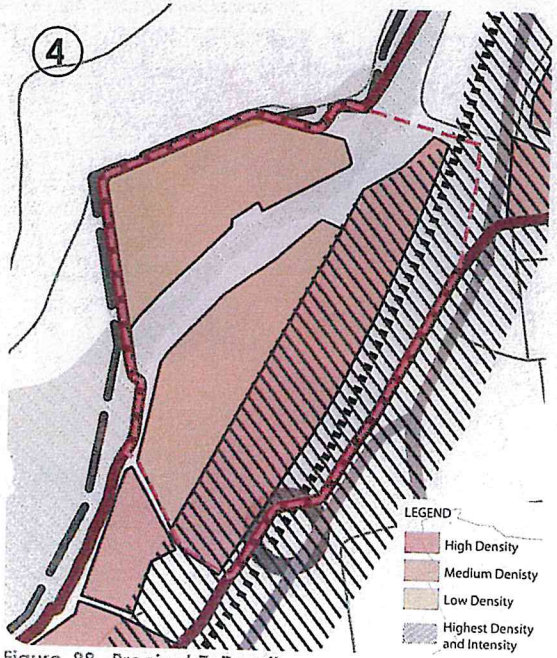


Figure 88. Precinct 7: Density







10. Ensure public open space is surveilled and safe by including overlooking features, residential front doors and a public street enclosing the space. Backs of properties should not abut public space.
11. Allow for a gradation between public and private space, by designing semi private interfaces through the use of raised terraces, colonnades and landscaping where appropriate;
12. Activate the ground floor with front doors, commercial, retail, food and beverage uses.
13. Connect building activities with the street by designing sidewalks and openings in building fronts to accommodate spill-out from retail and restaurants;
14. Scale buildings to people with canopies and balconies where buildings are on street front and low walls where buildings are setback from the street;
15. Buildings fronting onto the river should include overlooking features providing surveillance over the pathway and river itself. Vehicular access to river fronting properties should be taken from the rear or from internal courtyard.
16. The density and size of the precinct indicates there may be a need to include basement or semi-basement parking under the courtyards of buildings. Parking in the semi-basement should not directly abut the street. On activity streets the ground floor must be active and can include a double volume space to accommodate the parking behind. On more lower order, residential streets a level change can be applied to create a transition between public and private as well as negotiating the level change created by the semi-basement parking.
17. On the western side of the railway line a street separates development from the railway line. Buildings located along this street should

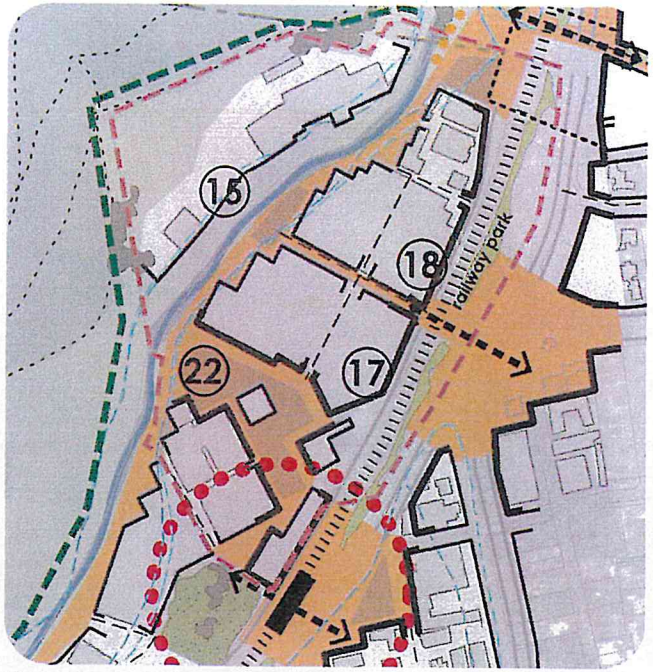
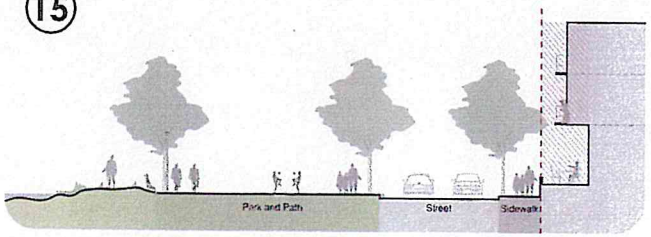
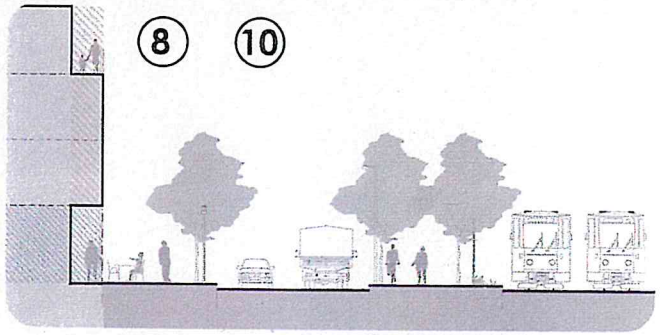


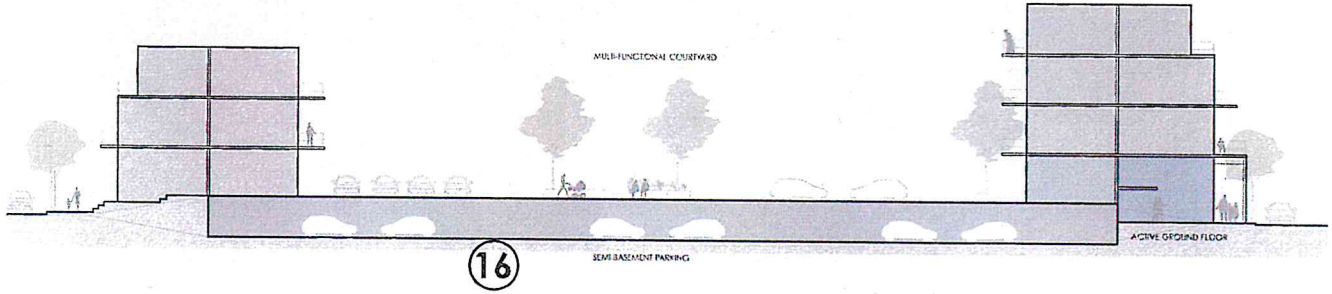
Figure 89. Precinct 7: Framework







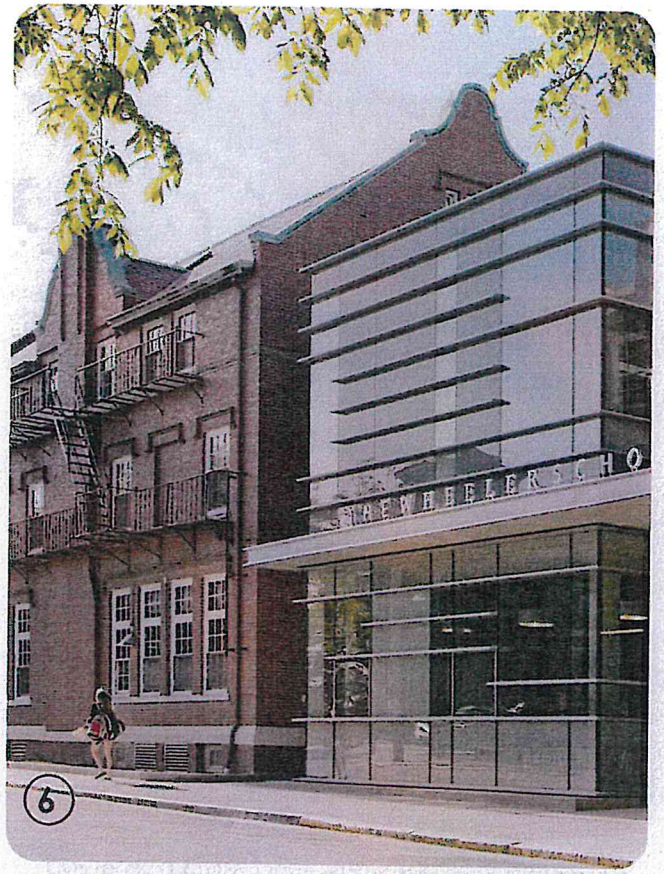


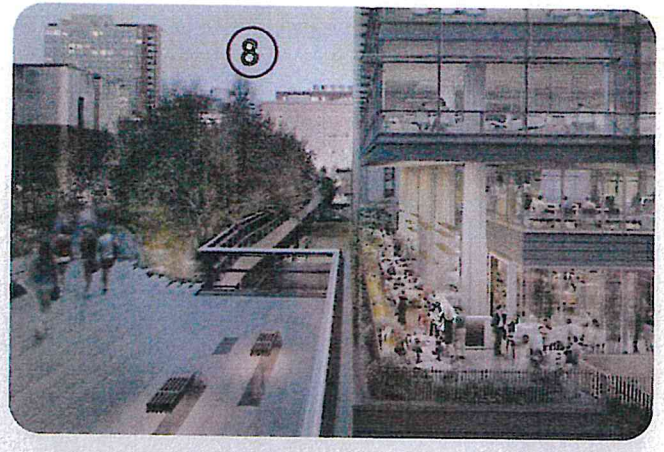


have a positive interface onto the street with overlooking features to activate the space and ensure safety of the rail reserve.

3.7.3.3. *Precinct Specific Guidelines*

18. Create safe pedestrian bridge or underpass crossings of the rail reserve associated with public space and or adjacent buildings. The design of the bridges should be contextually appropriate, elegant using robust materials, accommodating NMT users. See Section 2.3. for bridging guidelines.
19. Public facilities should be associated with the railway station and surrounding public space providing defined and active edges;
20. Main pedestrian access points to public facilities should be directly off the public square. Vehicular access should be taken from the rear of the properties.
21. The size and high density of the Precinct indicates there may be a need for a structured parking building. See 2.2.5. Approach to Parking for applicable guidelines.
22. The south western area of the Precinct has been ear-marked for a school. The school should take on a mixed-use, urban form with positive street frontage. See Section 2.2.4. Public Facilities for application guidelines.











3.8. Precinct 8

Intended Character and Function

A mixed use medium to high density precinct including rationalised sports uses and residential and commercial/retail activity with sensitive incorporation and adaptive re-use of historic structures. Incorporation of a new public transport interchange (possibly along Merriman Road).

From a heritage perspective, it is identified as Character Area 8, with its distinguishing heritage features relating to its **Interface zone** with the **historic town core** including the Van der Stel entry to the area.

3.8.1. Heritage Guidelines

1. Medium degree of resilience to accommodate new development recognizing townscape and landscape opportunities and constraints being located immediately adjacent to the historic core with strong visual spatial linkage with the Papegaaiberg and at a cross route condition with a high degree of accessibility.
2. Avoid the simple "filling in" of open space. Respond positively to the juxtaposition of fine-grained residential fabric (south) and coarse grained industrial fabric (west) as well as the gateway conditions and strategic location of the precinct at the entrance to the historic core and in relation to Bergkelder and George Blake precincts as core components of the growth corridor.
3. Redevelopment of the site must retain a strong green linkage element and contribute to the public open space network of the town.

3.8.2. Landscape and Public Realm Guidelines

Guidelines:

1. Major entry (Gateway) point into the historic core via Merriman Avenue and Bird Streets to be celebrated through landscape design.
2. Physical crossing of Adam Tas Road to be emphasized.
3. Visual axis to Papegaaiberg to be emphasized through planting and pedestrian road materiality.
4. Green open space, or possible Pocket Park, in close proximity to the Papegaaiberg (pinch point) at a cross route to link the integrated green spaces and pedestrian linkages.
5. Sports Club to form part of green recreational system.
6. SUDS principles (Section 2.4.3) to be incorporated where possible.

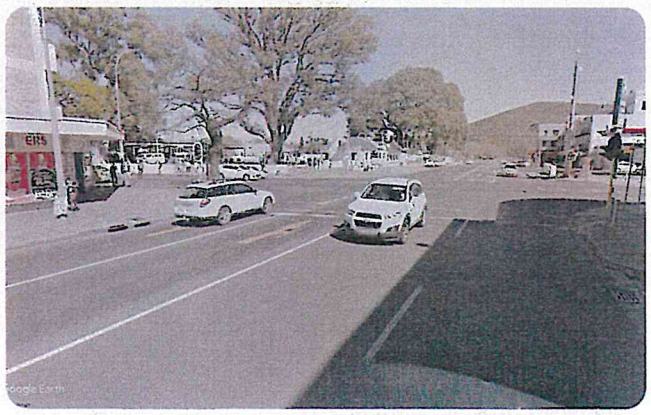
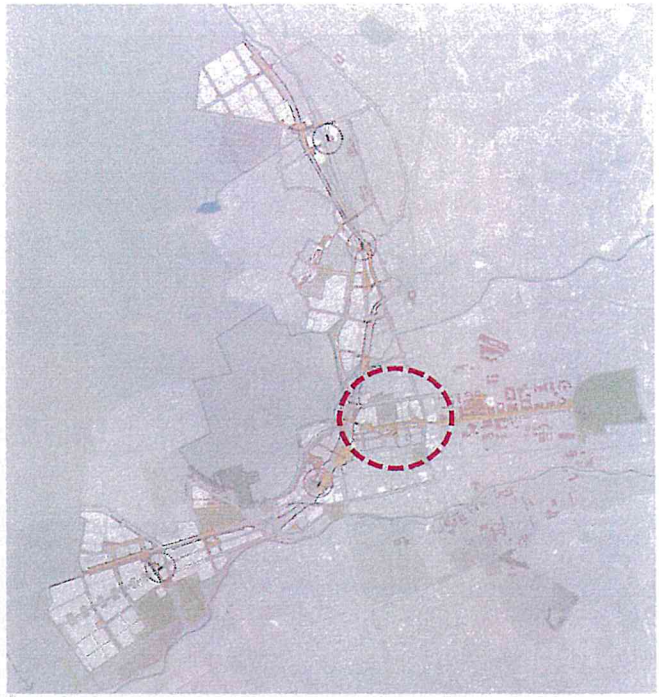


Figure 90. Precinct 8: Gateway to the historic core of Stellenbosch (Google Earth Street View Image (2021)



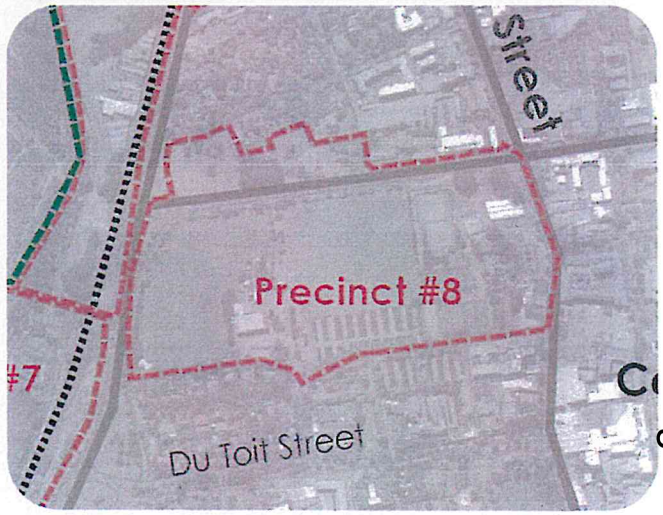


Figure 91. Precinct 8 location within the ATC and precinct boundary

3.8.3. Built Environment and Development Guidelines

The built form guidelines for Precinct 8 apply to development typologies, height, density, land use mix, interface, frontage and any special elements found within the precinct. These are unpacked below.

3.8.3.1. Development Form and Character

1. The precinct is predominantly mixed use with a large public space element and sports facilities.
2. The development typologies should include multi-storey apartment blocks and mixed use commercial/retail buildings taking on a courtyard or perimeter block form.
3. Building heights in Precinct 8 should range from 4 to 6 storeys.
4. The density in Precinct 8 ranges from medium to high (120 - 150+du/ha) with the highest density location along Adam Tas Road and extensions of University Avenue.
5. Buildings should include private or semi-private, internal, landscaped courtyards accommodating parking (see 2.2.5. Approach to Parking guidelines);

3.8.3.2. Interface Qualities

6. Building interface should contribute to the sense of enclose, activity and surveillance of a street or space;
7. Wherever possible multi-storey buildings should include balconies to create overlooking features and increase safety through surveillance;
8. Perimeter buildings have a maximum ground floor setback of 2m from the street edge. Above ground, buildings can overhang to the property boundary;
9. Ensure public open space is surveilled and safe by including overlooking features, residential front doors and a public street enclosing the

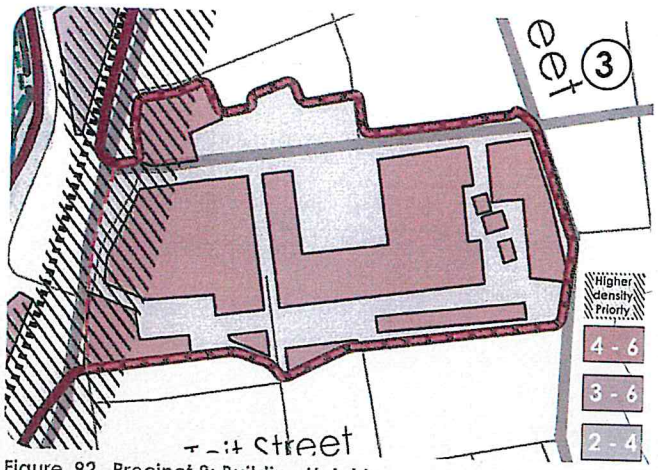


Figure 92. Precinct 8: Building Heights

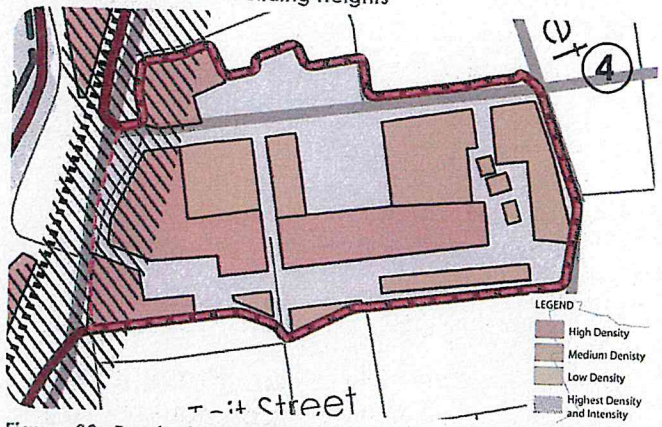


Figure 93. Precinct 8: Density









space. Backs of properties should not abut public space.

10. Allow for a gradation between public and private space, by designing semi private interfaces through the use of raised terraces, colonnades and landscaping where appropriate;
11. Activate the ground floor with front doors, commercial, retail, food and beverage uses.
12. Connect building activities with the street by designing sidewalks and openings in building fronts to accommodate spill-out from retail and restaurants;
13. Scale buildings to people with canopies and balconies where buildings are on street front and low walls where buildings are setback from the street;
14. Buildings fronting onto sports field should include overlooking features providing surveillance. Vehicular access to these properties should be taken from the rear or from internal courtyard.
15. The density and size of the precinct indicates there may be a need to include basement or semi-basement parking under the courtyards of buildings. Parking in the semi-basement should not directly abut the street. On activity streets the ground floor must be active and can include a double volume space to accommodate the parking behind. On more lower order, residential streets a level change can be applied to create a transition between public and private as well as negotiating the level change created by the semi-basement parking.
16. The extension of University Avenue is an important NMT route where spill-out, ground floor activity should be prioritised and a 0m setback line encourage.

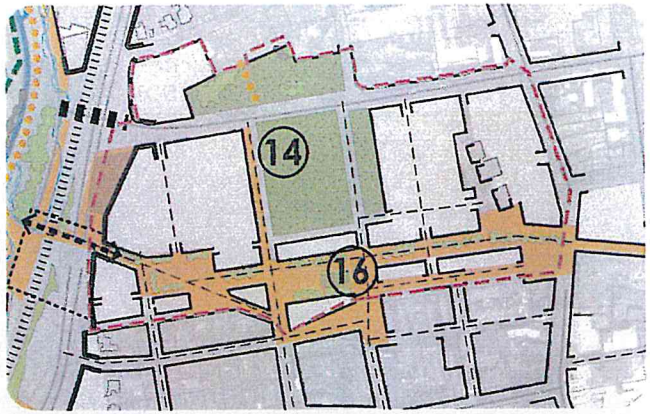
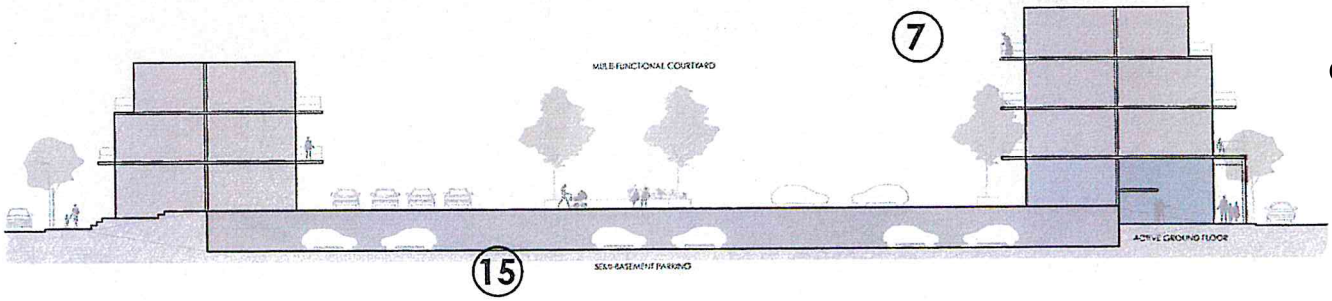




Figure 94. Precinct 8: Framework





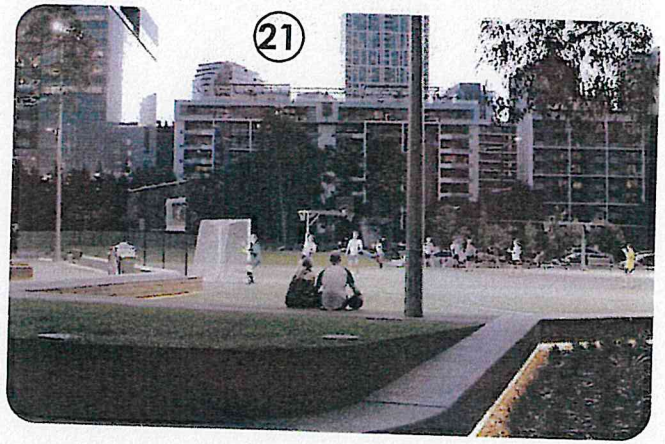


3.8.3.3. *Precinct Specific Guidelines*

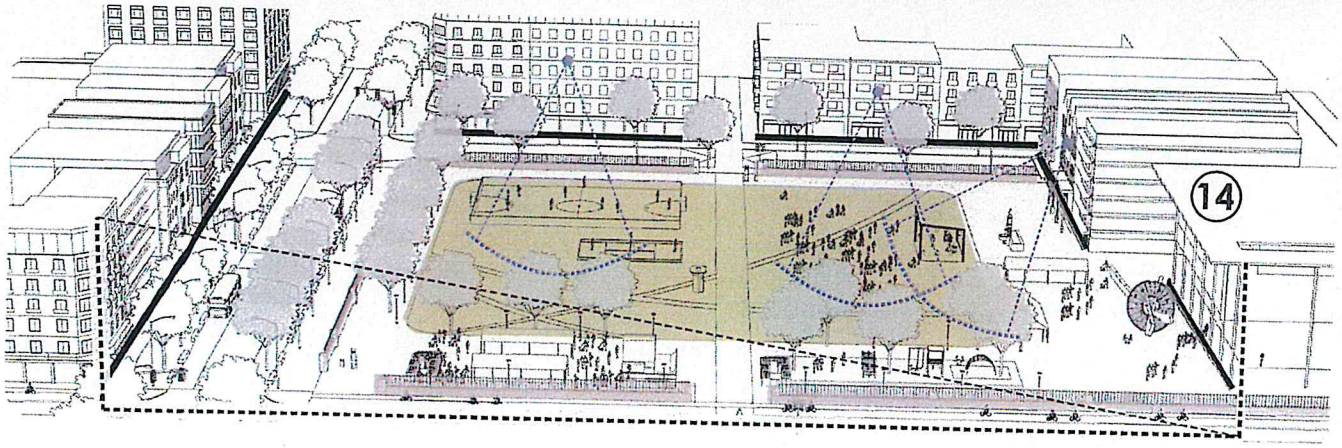
17. Create safe pedestrian bridge crossing of Adam Tas Road and the rail reserve. The bridge should be associated with public space and or integrated with adjacent buildings. The design of the bridges should be contextually appropriate and elegant using robust materials and accommodating NMT users. See Section 2.3. for bridging guidelines.
18. Public facilities should be associated and clustered with supporting facilities and public open space.
19. Main pedestrian access points to public facilities should be directly off the public square. Vehicular access should be taken from the rear of the properties.
20. The size and high density of the Precinct indicates there may be a need for a structured parking building. See 2.2.5. Approach to Parking for applicable guidelines.
21. Sports facilities should be surrounded by mixed use development ensuring 24 hour surveillance;
22. Supporting uses such as public bathrooms, food and beverage options, smaller scale sporting facilities such as public table tennis tables etc. should be associated with the sports fields ensuring extended activity periods.













3.9. Precinct 9

Intended Character and Function

A mixed use area incorporating new development and adaptive reuse through redevelopment of individual and consolidated properties currently in multiple ownership. Strong presence of small workshops and industrial spaces.

From a heritage perspective, it is identified as Character Area 9, with its distinguishing heritage features relating to **industrial expansion** (late 20th century to the north), including **historical settlement and displacement** (the Bird Street point of entry to Stellenbosch).

3.9.1. Heritage Guidelines

1. Considerable capacity to absorb a more intensive pattern of development.
2. Plankenbrug riverine corridor and the opportunities for a continuous landscaped pedestrian walkway with cross linkages into Kayamandi to be incorporated into a precinct plan. Similarly, the orthogonal street pattern should be maintained and visual /spatial linkages to the Papegaaiberg enhanced in terms of a grid of views.
3. Web of green and visual connectivity between the Papegaaiberg and the Plankenburg riverine corridor.
4. Maintain the avenue of oak trees flanking Bird Street, a major point of entry into Stellenbosch from the north.
5. Develop a tree management programme to ensure the long-term protection of the trees.
6. Explore opportunities for the memorialization of the forced removals related to Group Areas in collaboration with the affected community.

3.9.2. Landscape and Public Realm Guidelines

Guidelines:

1. Emphasize the Plankenbrug river walkway through a formal walkway (that links all the precincts) along George Blake road.
2. Improve connections along the walkway through the creation of pocket parks.
3. Maintain the avenue of oak trees flanking Bird Street, due to historical & visual significance as an early access route from Paarl dating from the late 17th century. It is also a major point / gateway of entry into Stellenbosch from the north.
4. Maintain the station building forecourt which are the last remaining physical elements of Du Toitsville.
5. Include memorialization elements, together with the affected community, to represent the forced removals related to Group Areas.
6. Develop a tree management programme to ensure the long-term protection of the trees.



Figure 95. Precinct 9: View down tree lined Bird Street from gateway point (Google Earth Street View Image (2021)



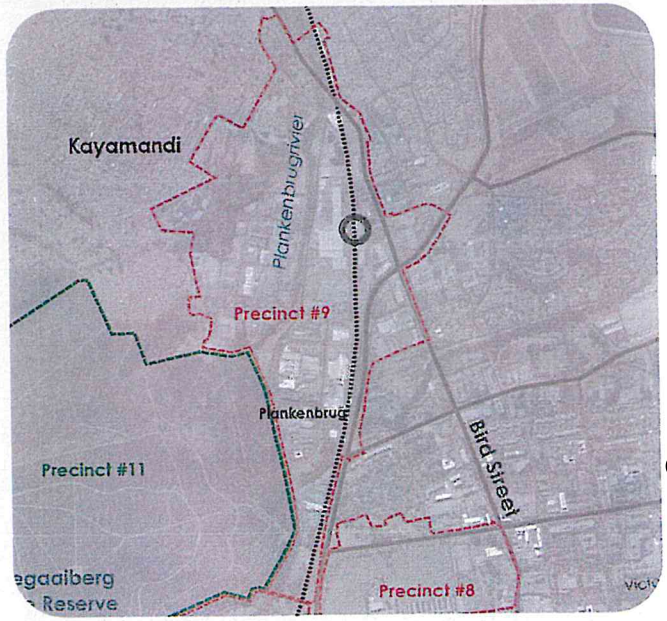


Figure 96. Precinct 9 location within the ATC and precinct boundary

3.9.3. Built Environment and Development Guidelines

The built form guidelines for Precinct 9 apply to development typologies, height, density, land use mix, interface, frontage and any special elements found within the precinct. These are unpacked below.

3.9.3.1. *Development Form and Character*

1. The precinct is predominantly mixed use including adaptive reuse of existing buildings;
2. The development typologies should include multi storey apartment blocks and mixed use commercial/retail buildings taking on a courtyard or perimeter block form.
3. Building heights in Precinct 9 should range from 3 to 6 storeys.
4. The density in Precinct 9 ranges from low to high (100 - 150+du/ha) with the highest density located along the railway line and Adam Tas Road. Lowest density is located along the Pappegaaiberg Reserve edge.
5. Buildings should include private or semi-private, internal, landscaped courtyards accommodating parking (see 2.2.5. Approach to Parking guidelines);

3.9.3.2. *Interface Qualities*

6. Building interface should contribute to the sense of enclose, activity and surveillance of a street or space;
7. Wherever possible multi-storey buildings should include balconies to create overlooking features and increase safety through surveillance;
8. Perimeter buildings have a maximum ground floor setback of 2m from the street edge. Above ground, buildings can overhang to the property boundary;

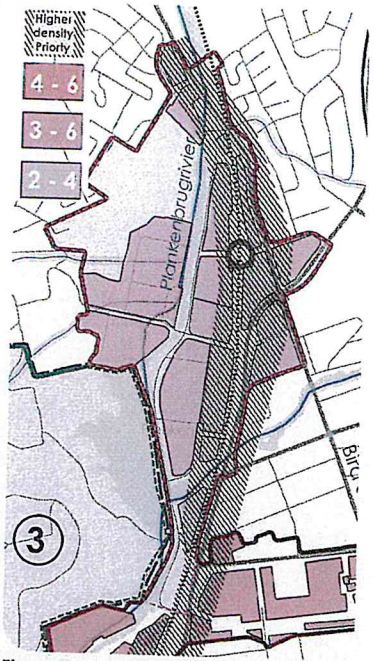


Figure 97. Precinct 9: Building Heights

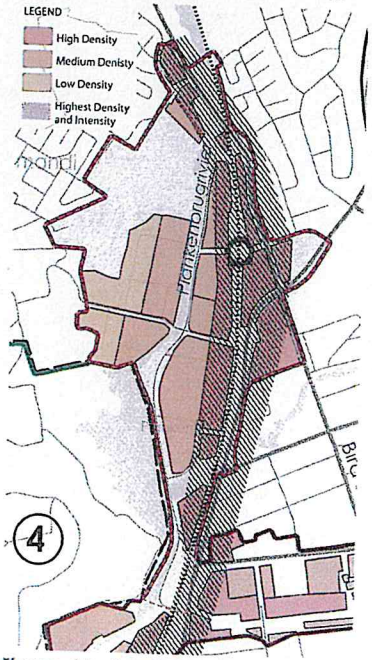


Figure 98. Precinct 9: Density







9. Ensure public open space is surveilled and safe by including overlooking features, residential front doors and a public street enclosing the space. Backs of properties should not abut public space.
10. Allow for a gradation between public and private space, by designing semi private interfaces through the use of raised terraces, colonnades and landscaping where appropriate;
11. Activate the ground floor with front doors, commercial, retail, food and beverage uses.
12. Connect building activities with the street by designing sidewalks and openings in building fronts to accommodate spill-out from retail and restaurants;
13. Scale buildings to people with canopies and balconies where buildings are on street front and low walls where buildings are setback from the street;
14. Buildings fronting onto the river should include overlooking features providing surveillance over the pathway and river itself. Vehicular access to river fronting properties should be taken from the rear or from internal courtyard.

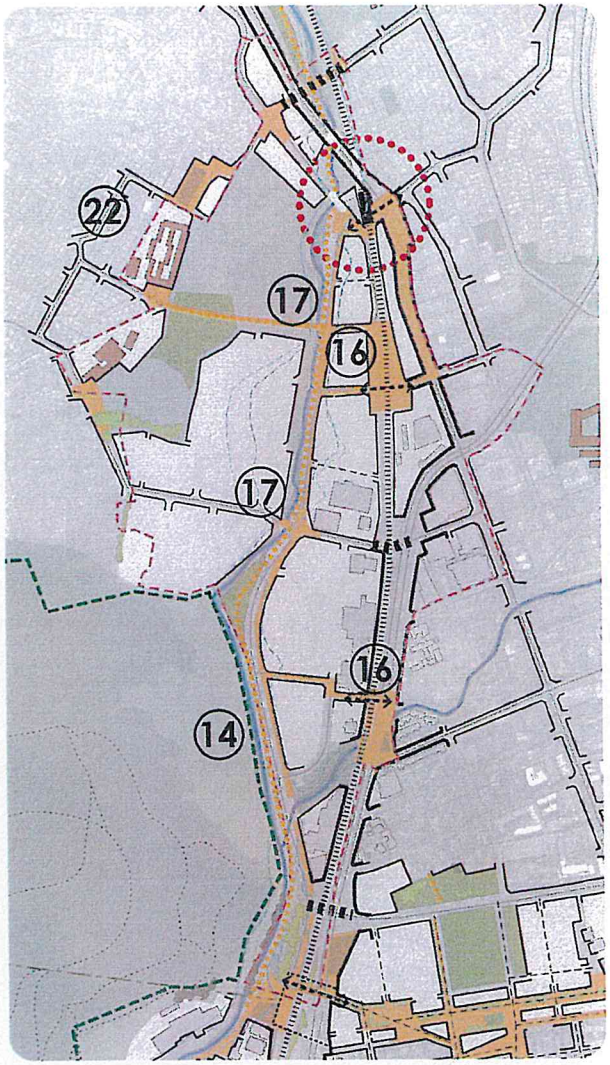
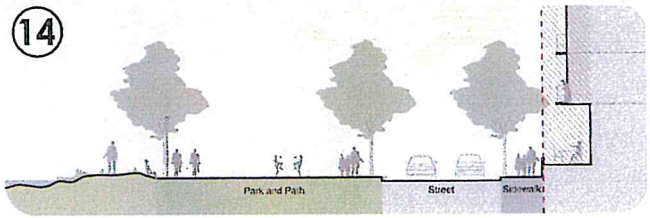
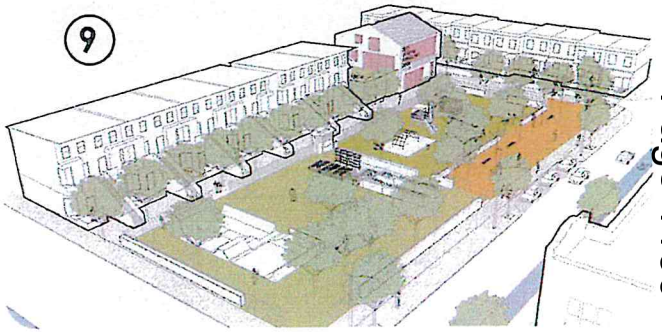


Figure 99. Precinct 9: Framework





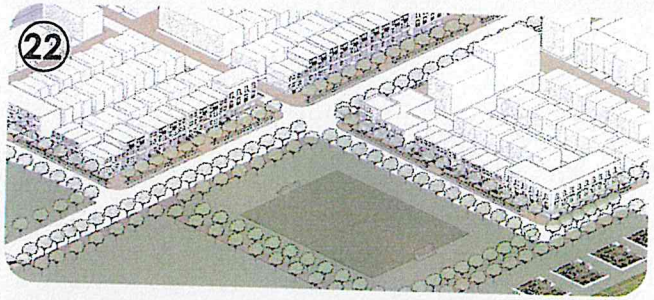




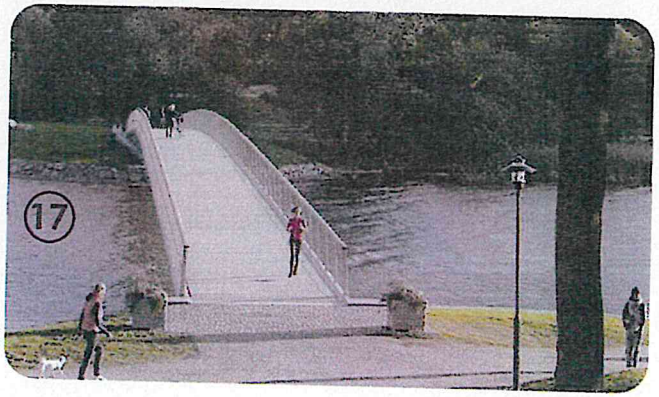
3.9.3.3. *Precinct Specific Guidelines*

15. Protect and minimise public accessibility to the rail reserve by locating private erven abutting the reserve.
16. Create safe pedestrian bridge or underpass crossings of the rail reserve associated with public space and or adjacent buildings. The design of the bridges should be contextually appropriate, elegant using robust materials, accommodating NMT users. See Section 2.3. for bridging guidelines.
17. Create safe NMT crossing of the Plankenbrugrivier to promote integration between existing development to the west and the Adam Tas Corridor. These bridges must be integrated with the NMT network of the Precinct.
18. See Section 2.3.8 for guidelines applicable to vehicle bridges. Ensure that the areas created underneath bridges are well lit, wide and where possible activated;
19. Public facilities should be associated with the railway station and surrounding public space providing defined and active edges;
20. Main pedestrian access point to public facilities should be directly off the public square. Vehicular access should be taken from the rear of the properties.
21. More local public facilities should be clustered with public space and integrated with more residential areas of the precinct.
22. Upgrading of the existing schools is promoted including the sharing of new facilities and sports fields in order to maximise funding and distribute cost of maintenance.











3.10. Precinct 10

Intended Character and Function

A gateway precinct at the northern entrance to Stellenbosch and the ATC. In general, together with the Droë Dyke Precinct, to contain a higher proportion of housing than other precincts, as well as mixed use retail and commercial activities. Some blocks to contain mostly housing. A focus of formal and informal recreational and sport activities.

From a heritage perspective, it is identified as Character Area 10, with its distinguishing heritage features relating to its function as a **urban-rural transition** and **gateway** (northern area).

3.10.1. Heritage Guidelines

1. Some degree of resilience with the need to balance the urban expansion of the town while responding to the landscape context and thus avoiding peripheral sprawl.
2. Development should comprise a clear settlement structure including a legible public structure and green structure.
3. Avoid the sameness in settlement pattern or continuous swathes of development with the creation of environmental rooms, thresholds or markers in the landscape to punctuate development pockets.
4. Provide a density gradient in response to topographical conditions and movement routes with higher densities on the valley floor and lower slopes and lower densities on the upper more visually prominent slopes.
5. Provide a variation in built form typologies including the use of taller or landmark buildings at key points in the settlement structure.
6. Positive response to the patterns of access off the R304 in terms of geometry, cross route conditions and axial alignments.
7. Careful consideration edge treatments e.g. use of tree planting to reinforce gateway qualities, visually permeable boundaries.
8. Explore the principle of a local 'high street' parallel to the R304 and linking Kyamandi with its surroundings.

3.10.2. Landscape and Public Realm Guidelines

Guidelines:

1. Urban–Rural agricultural landscape gateway opportunities.
2. Use of vineyards and fruit trees in street planting of new developments.
3. Development should comprise a clear settlement structure including a legible public structure and green structure.
4. Creation of environmental spaces / corridors connecting to existing hills, rivers & mountains, between development pockets.

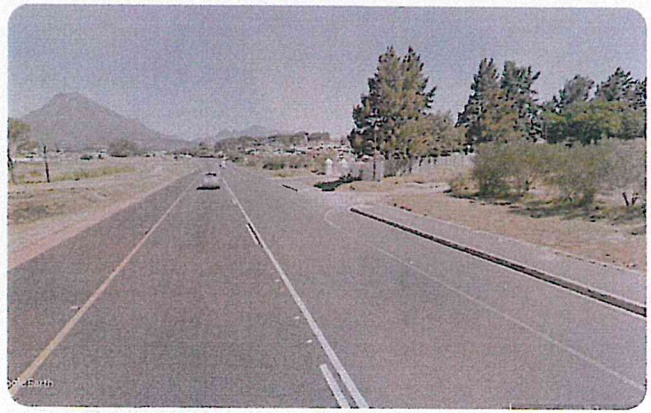


Figure 100. Precinct 10: Gateway between agricultural land & urban (Google Earth Street View Image (2021)

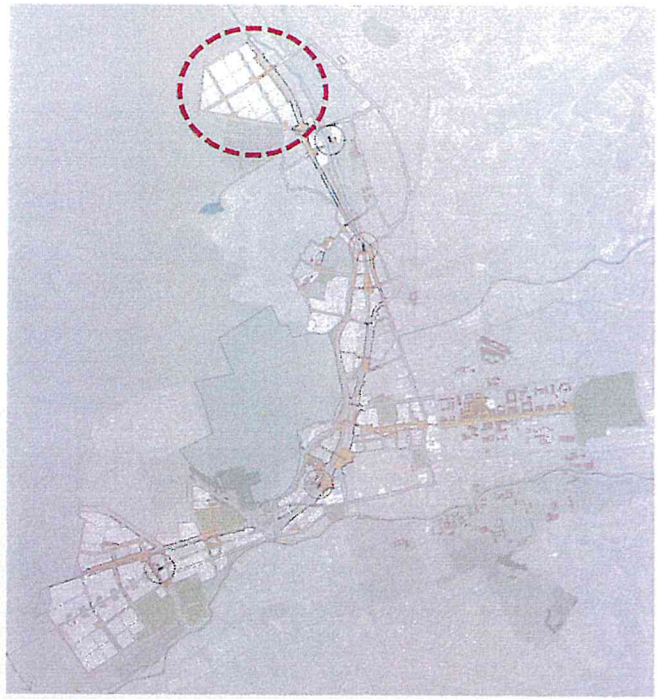




Figure 101. Precinct 10 location within the ATC and precinct boundary

3.10.3. Built Environment and Development Guidelines

The built form guidelines for Precinct 1 apply to development typologies, height, density, land use mix, interface, frontage and any special elements found within the precinct. These are unpacked below.

3.10.3.1. Development Form and Character

1. The precinct is predominantly residential (including supporting facilities) with mixed use commercial and retail development located along the Adam Tas Road.
2. A range of development typologies should be incorporated into the precinct and should include semi-detached units, row houses and multi storey apartment blocks.
3. Buildings must be located along the street edge of the block taking on a courtyard or perimeter block form no matter the typology.
4. Apartment blocks should include private, internal, landscaped courtyards accommodating parking if necessary (see 2.2.5. Approach to Parking guidelines);
5. Building heights in Precinct 10 should range from 2 to 4 storeys. with the greatest height along the R304.
6. The density ranges from low to medium(100 - 120+du/ha)

3.10.3.2. Interface Qualities

7. Building interface should contribute to the sense of enclose, activity and surveillance of a street or space;
8. Wherever possible multi-storey buildings should include balconies to create overlooking features and increase safety through surveillance;
9. Perimeter buildings have a maximum ground floor setback of 2m from the street edge.

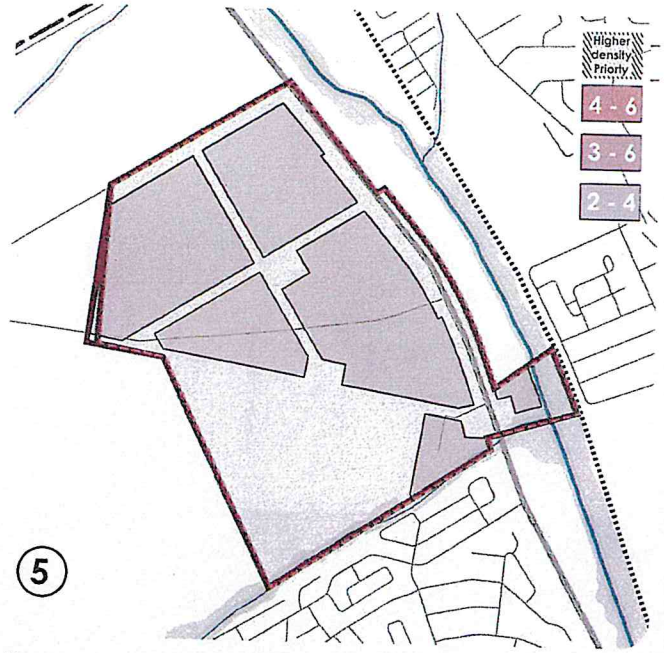


Figure 102. Precinct 10: Building Heights

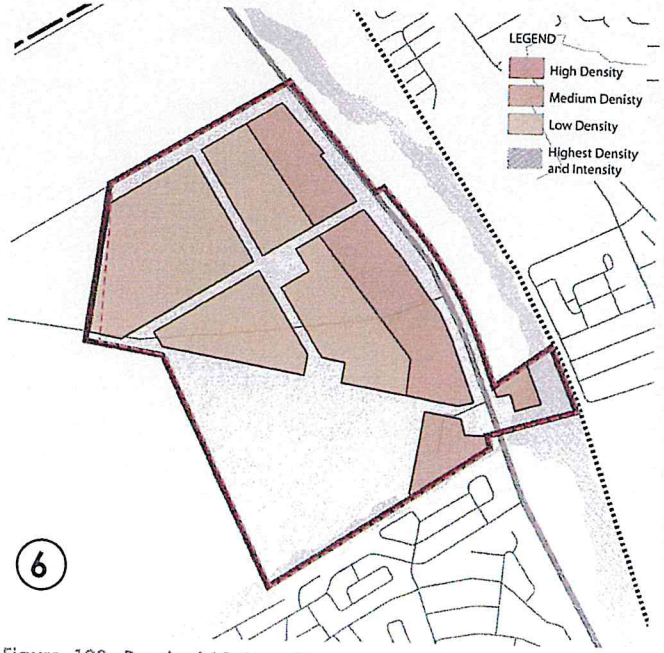


Figure 103. Precinct 10: Density







Above ground, buildings can overhang to the property boundary;

10. Semi-detached and row houses can be set back a maximum of 5m from the street edge to accommodate parking in front of the building and change of use over time.
11. Ideally the residential setback should be no more than 2m from the street edge;
12. Ensure public open space is surveilled and safe by including overlooking features, residential front doors and a public street enclosing the space. Backs of properties should not abut public space.
13. Allow for a gradation between public and private space, by designing semi private interfaces through the use of raised terraces, colonnades and landscaping where appropriate;
14. Activate the ground floor with front doors, commercial, retail, food and beverage uses.
15. Buildings fronting onto the R304 must include an active ground floor opening onto the sidewalk which includes landscape elements and tree planting. Some street parking may be included within the street section

3.10.4. Precinct Specific Guidelines

16. Public facilities supporting residents of the Precinct should be clustered with public space. Facilities requiring the highest accessibility should be located along higher order routes;
17. Development abutting the electrical servitude should be set back and screened with the use of landscaping. An adjacent street including NMT amenities is encouraged to allow access to the servitude and residential units.
18. See Section 2.3. for guidelines applicable to vehicle bridges. Ensure that the areas underneath bridges are well lit, wide and where possible activated.

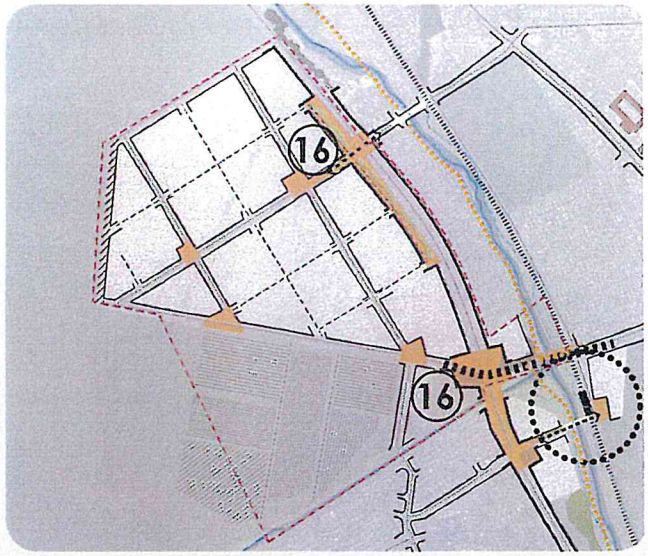
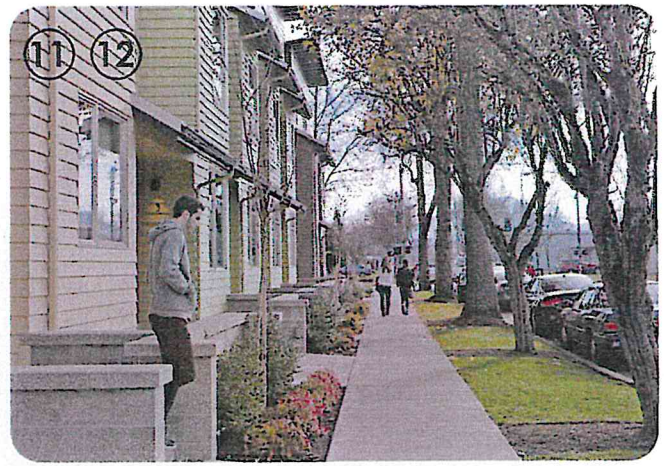
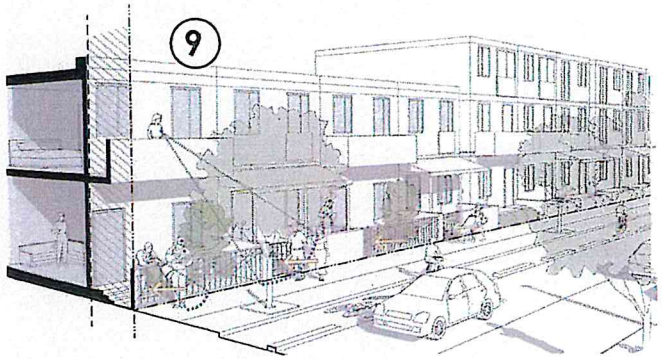
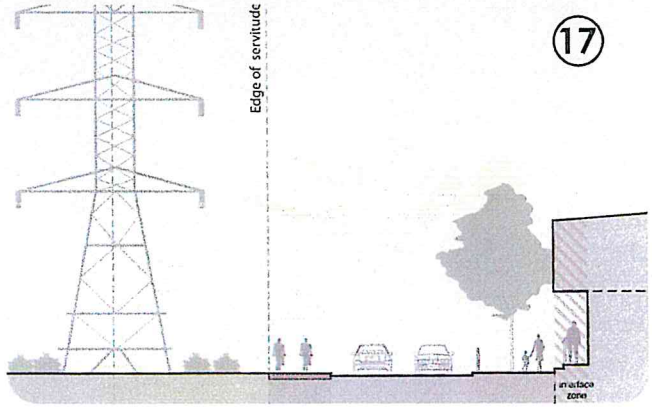


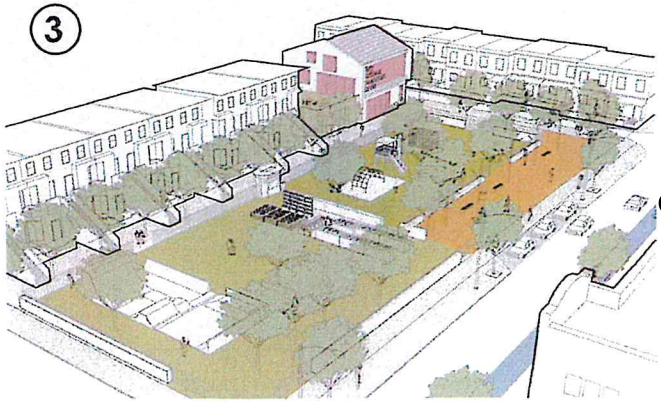
Figure 104. Precinct 10: Framework











3.11. Precinct 11

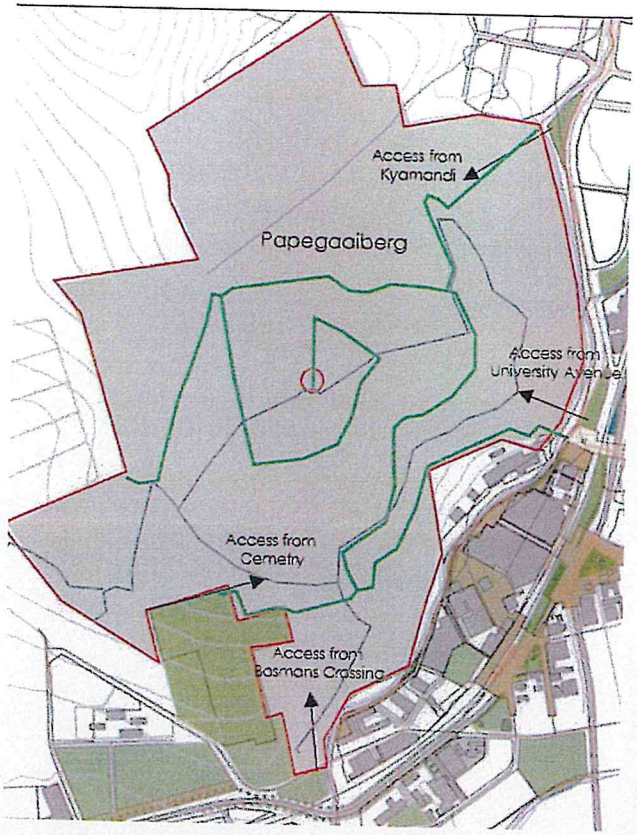
Intended Character and Function

A protected nature area sensitively developed as a central recreational park to contain active conservation, walking and cycling routes and improved amenities, linked to surrounding areas and the broader Stellenbosch NMT network. To enhance safety through greater public use.

From a heritage perspective, it is identified as Character Area 11, with its distinguishing heritage features relating to **Passive recreation** and **retreat** (Papegaaiberg)

3.11.1. Heritage Guidelines

1. Maintain the existing natural unbuilt quality.
2. Enhance the integration with the public realm and open space system of the town to ensure a continuity of green; a continuous network of public open space integrated with the water network, including rivers, canals and the leiwater system.
3. Enhance access opportunities, particularly from the cemeteries at the point of entry into Stellenbosch and Kayamandi.
4. Develop a use management plan specifying use intensity zones (passive and active recreation), permissible and prohibited activities.
5. Explore memorialization opportunities. To include a public participation programme to elicit the range of meanings associated with the place.
6. Ensure that any built form interventions, including paved surfaces, benches, shaded areas and possible memorial opportunities are integrated into the landform, utilize appropriate materials and have minimal visual impact.



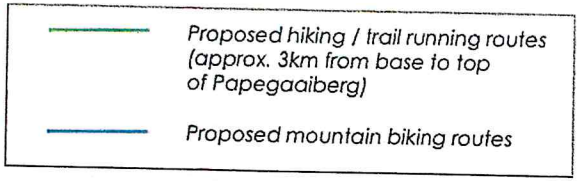


Figure 105. Proposed entrances, running and mountain biking paths on Papegaaiberg

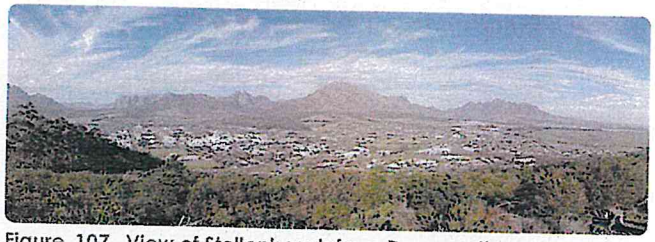


Figure 107. View of Stellenbosch from Papegaaiberg

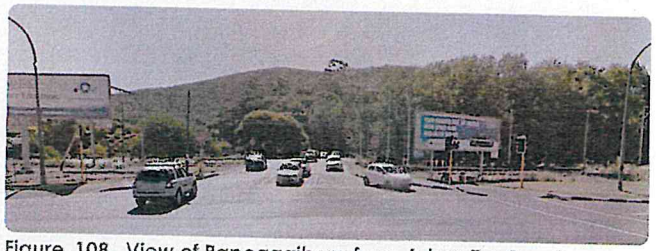


Figure 108. View of Papegaaiberg from Adam Tas Road

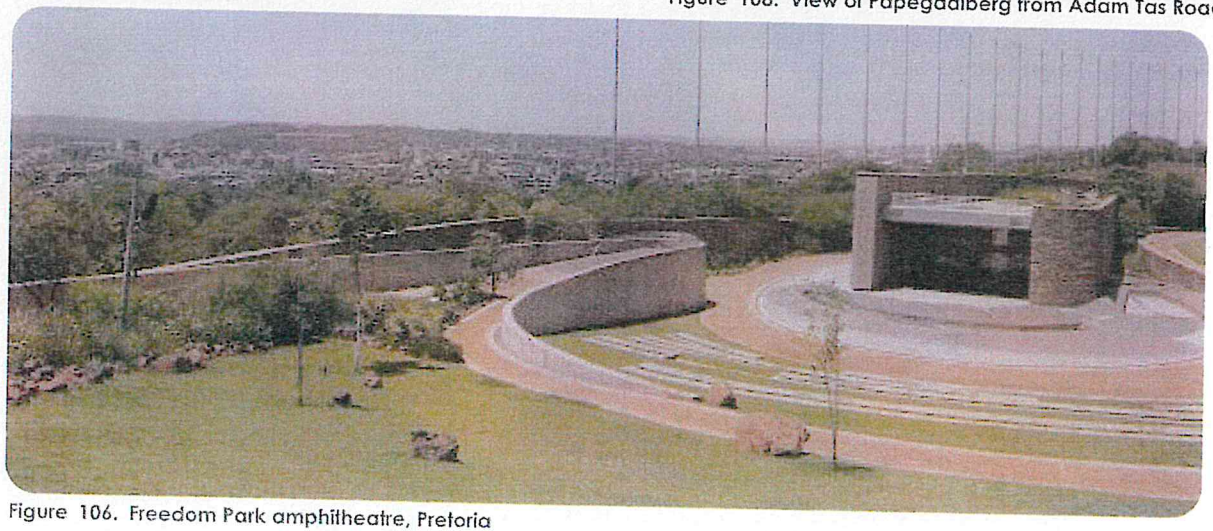


Figure 106. Freedom Park amphitheatre, Pretoria

3.11.2. Landscape and Public Realm Guidelines

Papegaaiberg, 250m above sea level, is bordered in the west by the Onder-Papegaaiberg residential area and the farm Middelvlei. Kayamandi forms the northern boundary while the industrial areas of Plankenbrug and Papegaaiberg, Distell cellars, the Bergkelder, Bosman's Crossing and Oudemolen collectively form the eastern boundary of the nature reserve. The Stellenbosch cemetery and Oude Libertas form the southern boundary.

Papegaaiberg Nature Reserve forms part of a system of de jure and de facto protected nature areas that collectively form the core and buffer areas of the Cape Winelands Biosphere Reserve 3. This system is based upon the principle that a system of protected areas is a strategy to maintain biodiversity and ecosystem functions on a larger regional scale. It is imperative that such a system be designed and managed to represent and protect the diversity of ecological processes, communities, species.

Rivers are of great importance as part of the system of protected nature areas. This is largely due to their function as ecological corridors that link the various core conservation areas. The Plankenbrug River forms the eastern boundary of Papegaaiberg.

Papegaaiberg, comprising some 140,5ha, is a public conservation area (declared as a Section 23 Nature Reserve in terms of the National Environmental Management: Protected Areas Act).

There is an opportunity for Papegaaiberg to become a core recreation space where biodiversity is celebrated, accessible to and via the ATC and the rest of Stellenbosch.

There are critically endangered renosterveld remnants occurring on Papegaaiberg, which should be protected and restored.

For Papegaaiberg to fulfill a role as a core amenity within the ATC and Stellenbosch, it will require a plan and associated budget and management arrangements.

Guidelines:

7. Restoring and maintaining the ecological and visual integrity of Papegaaiberg.
8. Endangered renosterveld to be restored using same genetic material, through seed collection and propagation.
9. Endangered vegetation type to be highlighted and protected through education.
10. Papegaaiberg and the Plankenbrug River to be restored together as a functioning ecological entity as part of the larger ecological corridor system.
11. Public access routes to the mountain to be made more accessible:
    - Access via new bridges crossing the river (See 2.4.1). Entrances to be emphasized and activated through design.
    - Access via the Cemetery / Memorial Park
    - Access via the open green space near Kyamandi and flanking the industrial area. The green space to become a pocket park / recreational space.
12. Use existing pathways to create trail running and mountain biking routes. The running and biking routes should be kept separate as much as possible.
13. Tracks must be mapped and inspected to determine stability, alignment, erosion potential and rider safety
14. Mountain biking routes will require regular maintenance.
15. Creation of tourist-related infrastructure on Papegaaiberg including toilets.
16. Provide security to create a safe recreational space.

Planting Guidelines

Papegaaiberg falls into the endangered Swartland Shale Renosterveld vegetation type. This vegetation type must be conserved and where necessary restored to the site. See tables on following page for planting guiddlines.

17. All alien vegetation is to be removed. These could be trees, grasses and other weeds.
18. To remove alien vegetation, the application of herbicide is the most effective option. The herbicide must be carefully selected, as it should be specific to the plants targeted, and it should destroy the seeds of the target species.
19. Application of the herbicide must be carefully timed. Spraying should occur just before seed germination, when they are most metabolically active and take up the herbicide.
20. For Papegaaiberg, the best time for this will be autumn, before the start of the first winter rains. It is advisable to repeat the herbicide application after one month, to allow for seasonal and annual variation in germination periods.
21. Once the alien vegetation has been removed, seeds of indigenous species must be brought onto the area to be restored, as this might or cannot happen naturally, especially if the restoration site is isolated from natural vegetation.
22. To maintain the genetic plant material of Papegaaiberg, seeds and cuttings could also be collected by a botanist (or similarly qualified) with experience of restoration planting. The seeds / cuttings will need to be propagated until they are large enough to be planted back on site.
23. Seeds collected nearby can also be dispersed on the site.

SHRUBS	
Botanical Name	**Common Name**
Anthospermum aethiopicum	Jakkalsstert
Athanasia crithmifolia	Draadblaar-klaaslouwbos
Athanasia trifurcata	Klaaslouwbos
Carex clavata	Studded sedge
Elytropappus rhinocerotis	Renostebos
Eriocephalus africanus	Wild Rosemary
Euclea racemosa	Dune gwarrie
Euryops thunbergii	
Helichrysum patulum	Kooigoed
Helichrysum revolutum	Curry bush
Leucodendron lanigerum var lanigerum	Common Shale Conebush (Endangered)
Metalsia dregeana	
Plechostachys serpillifolia	Vaaltee
Rhus disecta	
Salvia africana	Blue Sage
Salvia aurea	Bruinsalie
Stoebe plumosa	

TREES	
Botanical Name	**Common Name**
Olea europea ssp africana	Wild Olive

TREES	
Botanical Name	**Common Name**
Aristea africana	
Lachenalia spp	
Ornithogalum thysoides	
Watsonia marginata	

GRASSES AND GROUNDCOVERS	
Botanical Name	**Common Name**
Harpochloa falx	Caterpillar Grass
Hypharrenia hirta	Thatch grass
Knowltonia vesicatoria	Brandblaar
Stachys aethiopica	Katbossie
Themeda triandra	Rooigras

3.12. Development Application Checklist

A Development Checklist has been completed to support the assessment process for all development applications received within the ATC.

In the review of development applications, the following set of questions can be referred to, which relate to the ATC development guidelines outlined previously. These questions are applicable to both new development and for changes/ adaptive reuse of existing buildings and infrastructure.

1. Does the proposed development **align with and support the identified character and function of the Precinct** in which it is located?

Possible considerations relate to the following:

- Appropriate landuse mix
- Retention and adaptive reuse of existing structures
- Positive relation between new and old buildings with consideration of appropriate height and transition, architectural language as well as the form and massing of new structures
- A suitable landscaping response with the inclusion of appropriate tree planting and other planted elements within the development

2. Does the proposed development **contribute to the protection and or enhance the performance of natural systems** within the ATC and the Precinct in which it is located?

Possible considerations relate to the following:

- Inclusion of appropriate building setbacks and interface conditions onto river and floodplain spaces
- Inclusion of sustainable urban drainage systems to manage stormwater

3. Does the proposed development promote **spatial integration** and connection with its surrounds?

Possible considerations relate to the following:

- Alignment of the Development with the proposed structure and primary access routes identified in the ATC LASDF
- The subdivision of new development is structured to align with and maintain links with key surrounding access routes and promote continuous public access (vehicular & NMT) along these routes
- Secure/ Gated Developments are scaled to not inhibit easy and direct NMT access between ATC precincts
- Inclusion of NMT links within the Development design that facilitate connection with the surrounds

4. Does the development promote the **efficient and just use of land** within the ATC and the Precinct in which it is located?

Possible considerations relate to the following:

- Inclusion of mixed use, high density forms of development
- Prioritising the design of multifunctional spaces and buildings
- Inclusion of affordable housing within the landuse mix
- Contribution to sustainable livelihood generation in the landuse mix

5. Does the proposed development **add value to the character, quality and performance of the public environment** within the ATC and the Precinct in which it is located?

Possible considerations relate to the following:

- Inclusion of publicly accessible public spaces (urban and natural) within the development
- Inclusion of public amenity and facilities within the development
- Promoting public access to key natural and open spaces within the ATC including river frontage and mountain routes

6. Does the proposed development contribute to the making of **safe, active and vibrant streets and public spaces** within the ATC and the Precinct in which it is located?

Possible considerations relate to the following:

- Buildings are orientated towards the street and or public spaces with minimal setbacks
- Ground floors of buildings facing onto key NMT streets and structuring routes are active and/ or have positive facades
- Building design promotes passive surveillance of the street with the incorporation of verandahs/ stoeps on the ground floor and or balconies on upper stories
- Appropriate landuse mix that supports the making of live, work, play and learn environments
- Inclusion of accessible public spaces (hard and soft) with street furniture within the development design
- Use of visually permeable fencing on the property boundary perimeter

7. Does the development proritise **NMT forms of access** within the ATC and the Precinct in which it is located?

Possible considerations relate to the following:

- Minimum parking is provided in the development which can be converted to habitable use at a later stage
- The layout of developments are designed to promote direct and convenient NMT access with appropriate block sizes and grid structure
- Buildings are designed to promote easy and convenient NMT access including the incorporation of sheltered edges on buildings with street edges as well as the inclusion of tree planting and street lighting on sidewalks
- Primary entrances to buildings are located on street edges of buildings
- Appropriate development responses are provided around public transport stops and interchanges

☐ 1. *Alignment of the Development with the identified character and function of the Precinct*

☐ 2. *Contribution of the Development to the protection and or enhancement of natural systems*

☐ 3. *Contribution by the Development to promoting spatial integration and improved connectivity between Precincts within the ATC*

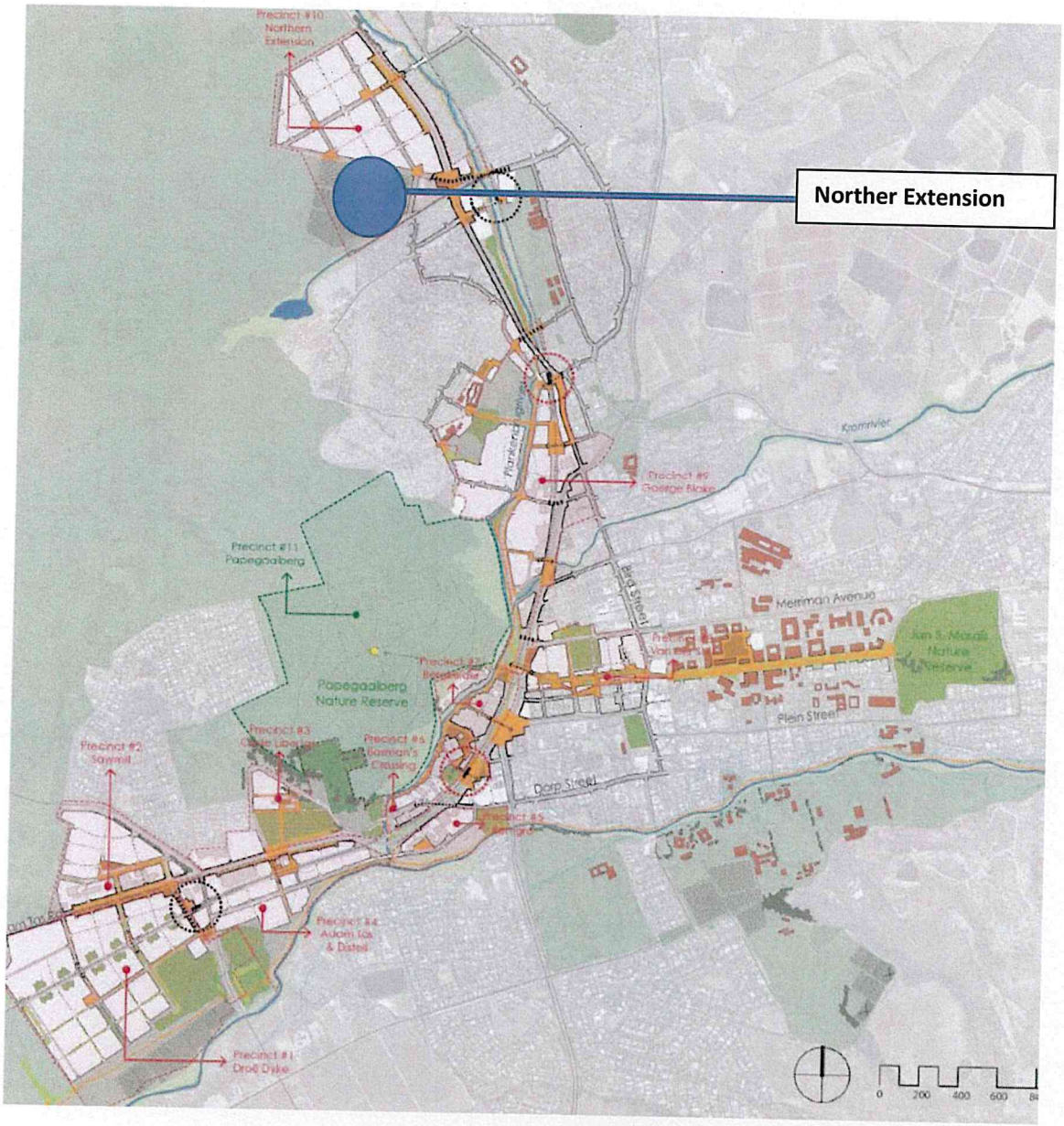
☐ 4. *Contribution of the Development to the efficient and just use of land within the ATC*

☐ 5. *Contribution of the Development to the positive character,quality and performance of the public environment*

☐ 6. *Contribution of the Development to the making of safe, active and vibrant streets and public spaces*

☐ 7. *Prioritisation of NMT forms of access within the Development*

APPENDIX 5


Precinct #10
Northern
Extension
Norther Extension
Kamrivier
Precinct #9
Precinct #11
Papegaaiberg
Papegaaiberg
Nature Reserve
Merriman Avenue
Plein Street
Berg Street
Dorp Street
Precinct #2
Sawmill
Precinct #3
Precinct #4
Aloin Ice
& Distel
Precinct #1
Droë Dyke
0
200
400
600

APPENDIX 6

Comments / Suggestions

Name & Surname:

DAWID BOTHA.

Email Address:

dawidbotha.za@gmail.com

Contact number:

082 412 4543

Comment / Suggestions:

Voetgangers en fietsryers móét veilig van een kant (Drvë Dyk) na ander kant Precinct #1 na #10 kant kan beweeg met skakels na dorp. Spoedperk van 30 km/h deur hele ontwikkeling. Motorvoertuie moet ontmoedig, beperk, gekryp word.

Comments / Suggestions

Name & Surname:

Johan van der Merwe / Henk Smit

Email Address:

Contact number:

Comment / Suggestions:

⑥ Gentrification aspek & die regtegniese aspekte / meganisme

① Leemte - plaaswerker afsetting en die akkomodering daarvan in precinct / moet ondersoek word.

③ Geaffekteerde plaaswerkers & boere + prokureurs — sessie riël grondeienaars

② Skakel met Johru oor emergency housing.

④ Voorlegging aan Raad vir die akkomodering van 'n strategie oor die akkommodering /

✱ ✱ Inligting deel oor die regsaspekte

⑤ Spesifieke akkommodering van plaaswerkerakkommodering/estaks
Re/283

since 1991 tv3 ARCHITECTS TOWN PLANNERS URBAN DESIGNERS

FIRST FLOOR
LA GRATITUDE
OFFICE BUILDING
97 DORP STREET
STELLENBOSCH 7600
TEL 021 861 3800

To: Mr BJG De la Bat
Directorate of Planning and Development
Stellenbosch Municipality

Email: Spatial.Planning@stellenbosch.gov.za
Tel: (021) 808 8652

6 July 2022

RE: Adam Tas Corridor Public Participation – Feedback from TV3 Architects and Town Planners (Pty) Ltd

Thank you for the opportunity to participate in the review of the draft ATC document. Herewith follows our comments and queries.

The draft ATC report states, that it is possible to achieve a development of some 3 000 000m² bulk, including 13 500 housing opportunities and that bulk infrastructure required to service the development can be provided. However, no impact assessments or correspondence from government departments are provided to support these claims. For this reason, the following questions are asked:

1. Has a macro Transport Impact Assessment (TIA) been undertaken for the ATC project (which is supported by the Provincial Roads Engineer)? Is there any indication of which roads will be upgraded and what are the expected timelines? Similarly, given the congestion currently experienced along the Adam Tas Corridor, its traffic intersections and main feeder routes – will additional access points and links be created? This will impact the planning of future developments.

2. The proposed bulk as outlined in the draft ATC will require extensive parking allocations if developed in line with existing zoning scheme regulations. The spatial implication of these parking requirements contradicts the spatial principles of the ATC proposal. During the online public participation meeting, it was indicated that this will be dealt with by instating special overlay zones. How will this be dealt with in the interim since the requirement for increased bulk will be applied before the creation of the new overlay zones? Will private developers receive additional parking concessions if they built additional NMT infrastructure?

3. Has the Passenger Rail Agency of South Africa (PRASA) commented on the ATC project? Do they support the ATC project, and does it align with their planning for the rail system in Stellenbosch?
   Is there an opportunity for alternative rail/ transport services to be contracted to private vendors, and has this idea been tested with PRASA? Will other stakeholders be permitted to construct rail crossings to promote NMT accessibility?

4. In their master planning, did the Stellenbosch Municipality's engineering department make provision to provide additional bulk infrastructure (roads, water, sewerage and electricity) for the proposed 3 000 000m² bulk? Is there a plan for what upgrades are anticipated and the related phasing of these projects? Is there a stormwater master plan that identifies the potential for larger attenuation areas (as opposed to relying on site-by-site solutions only)?

5. Has an extensive Heritage Impact Assessment (HIA) been undertaken (which is supported by Heritage Western Cape) as the ATC project will have a major impact on the Stellenbosch historic core? Likewise, is there a visual impact study to determine key design parameters for the proposed developments?

6. What are the ATC's plans for developable land located on the ATC, but excluded from the ATC, such as:
   - Du Toit Street area (south of Precinct 8);
   - Kayamandi town centre (south of Precinct 10); and
   - Municipal Farms No. 183, 183/5 and 183/23, Stellenbosch (west of Precinct 10).
   - PRASA properties

7. May the ATC report enforce the provision of inclusionary and affordable housing in new developments? If so, then what are the requirements?

8. May officials use the draft ATC report's recommendations as a formal municipal policy?

9. With regards to the proposed bulk requirements as per the draft ATC document, will land owners be obliged to take up the maximum bulk allocated to each site? Will bulk contributions be calculated on the maximum bulk allowance, regardless of whether this bulk is developed?

10. What would constitute public open space and how does this impact the distribution of bulk per precinct as allocated in the draft ATC?

11. Is there an opportunity for public-private partnerships for the design and implementation of new NMT routes?

12. Scenario Question:
    What happens when the ATC LSDF requires a minimum commercial bulk or number and type of residential units for a specific site but owing to actual constraints (e.g. topography, heritage considerations, geotechnical issues, etc.) the proposed development cannot comply with the ATC LSDF's requirements?

For example, at the Newinbosch development, the ATC LSDF required a minimum number of residential units for the affordable housing market. A 3-storey apartment building with surface parking is an affordable building that can provide affordable housing opportunities, but to comply with the ATC LSDF's requirements the developer needs to construct a 5-storey high apartment building with basement parking and a lift. Suddenly –to comply – the affordable housing apartment building has become too expensive and the project's economic viability has been undermined.

So, what happens when a proposed development cannot comply with the ATC LSDF's development requirements? Does the ATC LSDF make provision for such a case scenario or must the ATC LSDF's development requirements be adhered to at all costs?

Thank you for your consideration. We welcome your feedback.

Kind regards,
TV3 Architects and Town Planners (Pty) Ltd.

Stellenbosse Belastingbetalersvereniging
Stellenbosch Ratepayers' Association

✉ *399 Stellenbosch 7599 • info@stellenboschratepayers.org*

6 July 2022

Mr Bernabé De La Bat
Manager; Spatial Planning, Heritage & Environment
Directorate of Planning and Economic Development
Stellenbosch Municipality Bernabe.DeLaBat@stellenbosch.gov.za

Dear Mr De La Bat,

COMMENT ON THE DRAFT SEPT 2021 ADAM TAS CORRIDOR (ATC) SPATIAL DEVELOPMENT FRAMEWORK (SDF)

1. The Stellenbosch Ratepayers' Association (SRA) refers to the call for comment on the above-mentioned draft document on or before 6 July 2022.

2. As a point of departure, the SRA commends the release of the document by the Municipality for comment by Interested and Affected Parties (IAPs). The document once approved will constitute one of the most important and far-reaching planning policy documents yet produced by the Municipality. According to certain IAPs, the Spatial Planning Division of the Municipality also plans to workshop the document with Interest Groups. The SRA welcomes this initiative or intention and looks forward to further information in this regard.

3. Because of the voluminous nature of the document workshopping it with interest groups would hopefully add value to the end-product., by providing an opportunity to reconcile different or conflicting guidelines and proposals. In this respect the consultant group comprising, Claire Abrahamse, Mike Scurr and Peter Buttgens, made valuable input, a decade ago concerning the location and design of additional residential accommodation for 2000 students on the University Campus. This was done by identifying key historical open spaces and designating certain of them as "no go" areas. It may accordingly be useful to obtain input from one or more of these consultants to identify or confirm key "Genius Loci" within the study area. Questions concerning whether, if at all, to utilize land currently occupied by the Van der Stel Sports Complex, for example, for other purposes could accordingly be evaluated objectively in relation to what might be considered as "no go" areas. From the perspective of the SRA the possible loss of open space within the Van der Stel Complex should not be supported as once lost it will not be regained.

4. While the SRA supports the proposed development or re-development of the ATC, it needs to be accepted that the success of the venture or project will, to a great extent, depend on more detailed planning together with an assessment of the financial viability of its components and the project as a whole. In this respect it may be useful if Mr David Jack, who was engaged in the development of the Victoria and Alfred Waterfront Project in Cape Town, were to address or chair a public meeting once the draft document has been further workshopped and revised. Once agreement on the draft document has been achieved, it will also be necessary to appoint a manager, to oversee the implementation of the project.

5. As in the case of the Waterfront Re-development, many if not most of the proposals will have to be revisited and reworked several times to assess the potential viability of such proposal. As the saying goes, "The devil is in the detail." A clear shift away from the way in which development applications have been evaluated and processed by the Municipality during the past decade will also have to be re-visited. Development involving urban sprawl will have to be drastically curtailed if the initiative to develop the ATC is to succeed. A clear, concise, and realistic assessment as to the capacity and the way in which the various modes of transport will be catered for within the ATC will also be of fundamental importance in assessing the viability of the project. Because of issues, such as the rail network not being operational and the need to provide additional capacity for secondary school education, a number of fundamental questions need to be posed and answered as a matter of urgency.

6. To promote and enhance the implementation of smart city concepts, sustainable urban design, planning and development, Council must "stick" to the development guideline/rules contained in the 2019 MSDF and now incorporated in the proposed ATC SDF. Inter alia protecting a strict urban edge, preservation of all agricultural land, open spaces and character of Stellenbosch. Should the trend of Urban Sprawl continue, the changes of successful implementation of a well-planned ATC will be very low.

7. Urban design and architectural guidelines must reflect and enhance the character of Stellenbosch.

8. An ATC overlay zone must be finalized to protect the commons. Should the developers (as often happen) apply for encroachments of development and planning parameters/guidelines/rules, the developers much contribute/pay for social development projects (open spaces, schools, etc – detail to be finalized).

9. As always the devil is in the detail and proper management and facilitation will be a pre-requisite for successful and sustainable implementation.

Kind regards,

Kriel

Ashley Kriel (Secretary of the SRA)

Cc Mr Anthony Barnes, Director of Planning and Economic Development, Stellenbosch Municipality Anthony.Barnes@stellenbosch.gov.za

Belangegroep Stellenbosch Interest Group

2022-07-06

The Manager: Spatial Planning
Stellenbosch Municipality
Spatial.Planning@stellenbosch.gov.za

Dear Sir

COMMENT ON THE DRAFT ADAM TAS CORRIDOR LOCAL SPATIAL DEVELOPMENT FRAMEWORK (ATC LSDF) AND DEVELOPMENT GUIDELINES

The Stellenbosch Interest Group (SIG) appreciates the fact that the Adam Tas Corridor (ATC) spatial development framework (SDF) has paid considerable attention to the heritage aspects of the proposed ATC. The SDF now will be in a better position to guide the spatial plans of the various precinct unlike prior the drafting of the SDF where submissions for developments were made in an *ad hoc* and piecemeal basis which were/are unsustainable. The complete destruction (wiping out) of the historical Dennesig suburb has taken place and more destruction is to follow soon with the planned demolition of the residential area abutting the Van der Stel sport complex - the same space being touted for development in the ATC SDF (p. 98). Naturally the justification and arguments thereof is that it is in line with the ATC development, but these two areas were earmarked as piecemeal developments.

The SIG does have a few concerns about the ATC SDF:

- There is confusion in the document about the actual date - on the front page it is dated as Sep 2021 but in the footer in the rest of the document it says July 2021. Which is what?

- In terms of the proposed ATC SDF, the SIG are concerned about the spatial mismatch/misalignment of the intended development in relation to the spatial linkage with the rest of Stellenbosch, especially the central Stellenbosch area. As an intended transit orientated development (TOD) the planning logic is that the ATC will be stitched together by a dedicated transport route. The flaw in the concept lies in the fact that this transport route, which is the busiest road thoroughfare in the city, will split the ATC development area and the rest of the urban core, instead of stitching these two together. It is fine to argue that the various precincts must be stitched together but the most important stitch, namely with the central core area will not happen, so what essentially is being planned for will result in two strong urban mixed use nodes with no attempt of a dedicated public transport system that would link the two. Although mention is made of the municipality's transport plan does this not inform spatial movements or the spatiality of the ATC and the rest of the town? The only scenario would be for the Adam Tas Road R310 to be an

✉ 2217, Dennesig 7601 **021 886 4741** info@stellenboschinterestgroup.org

underground tunnel from the point where it meets Dorp street up to Bird Street, opening up opportunity for the creation of a proper quality of life urban design of public open space, a green boulevard with pockets of small piazza-like sections. In this way the TOD will serve a purpose.

- The planned development of the western portion of the Van der Stel Sport complex should be prevented at all cost. Quality open green space is a rarity in any city. Once this is built up this quality green space will be lost for ever. The municipality should not be short-sighted of the fact and aim for financial gain in the short term by developing this portion because it will have negative environmental impacts on quality of life in the long run - there are thousands of examples across the world to confirm this.

- The extent of traffic that will be added to the road network is not appropriately considered given the fact that over 22 000 new residential units are planned for (roughly translating into 33 000 more cars on the road - 1.5 cars per unit) the ATC. The proposed seamless integration (p.89) of the surrounding areas and the suggested plan for it, namely "incorporation of bridging proposals in municipal transport/mobility plans" is merely mentioned in passing. A final NMT, transport and mobility plan for Stellenbosch has to be in place simultaneously with adoption of the ATC. Otherwise, it will be like having a spine but without any bone marrow, i.e. again just piecemeal planning which will have ripple effects with disastrous consequences for the spatial flow and functioning of the city road network.

- The plight of the urban poor and those in the GAP housing market is half-heartedly 'addressed" in the ACT SDF (p 57) where it is passing the buck to what the landowners will say. Careful consideration should also be given to how gradual downgrading of housing stock will be introduced. Student housing should be restricted/limited as this may reach a platform in the near future and then those purpose built flats will not cater for a much needed market - young professional working persons wanting to start out in the property market (a market completely overlooked in Stellenbosch).

- On page 66 the heritage significance of the vineyard at the entry point of the street is acknowledged, yet the municipality recently approved the removal of the oak trees and slicing a strip of the vineyard to make way for road expansion.

Kind regards

Patricia Botha
(Chairperson)

Tammy-Lee Cloete

From: Tania de Waal <Tania.DeWaal@westerncape.gov.za>
Sent: Wednesday, 06 July 2022 09:40
To: Spatial Planning; Bernabe De La Bat
Subject: [EX] Comment on ATC LSDF

Dear Bernabe

Below is a link to the Adam Tas Corridor LSDF Final Draft. I have made comments directly on the document itself.

210927_AdamTasCorridor_LSDF_final_extract.tdw.pdf

Apologies that my comments are not more substantive, but for a framework document I think this LSDF is very thorough.

Kind regards
Tania

Tania de Waal
A/1876/2014
Chief Town and Regional Planner:Region 2
Directorate Spatial Planning
Department of Environmental Affairs and Development Planning
Western Cape Government

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Western Cape Government

FOR YOU

Be 110% Green. Read from the screen.

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Tammy-Lee Cloete

From: David Gouws <davidgouws@outlook.com>
Sent: Wednesday, 06 July 2022 23:51
To: Spatial Planning
Subject: [EX] Adam Tas Development Corridor Project Rail Restructuring

Dear Sir or Madam,
I attended the 1998 IDP workshops held in the Stellenbosch Twon Hall over many weeks and have worked on the idea that the transportation element of the development plan is quite essential to making this project work. My proposal that the railway line be lifted instead of being made into a subway has been communicated to the Western Cape government through the office of the premier.
I believe that my plan will work, and it consists of several stages. The first of these stages is to accept that the railway line will either be lifted or subducted.
The most important first step of connectivity and integration is to construct a traffic circle at the West end of Merriman Avenue that connects to the Adam Tas Corridor, as the train line is now dead.
It is important that the Town Council should be aware that there are at least these two options of rail structure innovation available. I am of the opinion that a elevated railway line is more feasible than a subterranean one. The current surface line is the dreaded "wrong side of the railway line" scenario...
Sincerely yours,
David Gouws

Tammy-Lee Cloete

From: Deon Carstens <deon@annabasson.co.za>
Sent: Wednesday, 06 July 2022 22:39
To: Spatial Planning
Subject: [EX] Fwd: ATC SDF

The below is late remarks/inputs and do not replace the official letter from the Chairperson - Lauren Buchanan. Al replies be send to the Chairperson

Sent from my iPhone

Begin forwarded message:

From: Deon Carstens <deon@annabasson.co.za>
Date: 06 July 2022 at 16:44:00 SAST
To: Naude & Bouma <bouma@mweb.co.za>, Lauren Buchanan <chairperson@stellenboschheritage.co.za>, Chris Aucamp <feelathomestb@gmail.com>, Lauren Buchanan <lau.buchanan@gmail.com>, Jolanda De Villiers Morkel <jolanda.morkel@gmail.com>, Amanda du Plooy <amanda@dmp.co.za>, Ronel Fourie <ronelwiese@gmail.com>, Jeanneke Malan <jeannekemalan@gmail.com>, Eduan Naude <eduan@naudeonline.co.za>, Antoinette Nel <antoin1271@gmail.com>, Janine Sieberhagen <janine@j9architects.co.za>, Hannes van Zyl <hannesvzee@gmail.com>
Cc: carstenspg@gmail.com, Bernabe De La Bat <Bernabe.DeLaBat@stellenbosch.gov.za>
Subject: ATC SDF

Dear Lauren and members,

Following up on our whatsapp communication - It is late in the day😊!

I believe we must submit something today – it can be short and brief but at least we have a foot in the door and will be a registered IAP.

i) A important point - the Stellenbosch image is lacking (Raymond)
ii) The name ATC (although probably a development name) Lauren
iii) To promote and enhance the implementation of smart city concepts, sustainable urban design, planning and development, Council must "stick" to the development guideline/rules contained in the 2019 MSDF and now incorporated in the proposed ATC SDF. Inter alia protecting a strict urban edge, preservation of all agricultural land, open spaces and character of Stellenbosch. Should the trend of Urban Sprawl continue, the changes of successful implementation of a well-planned ATC will be very low.
iv) Urban design and architectural guidelines must reflect and enhance the character of Stellenbosch.

v) An ATC overlay zone should be finalized to protect the commons, character and design. (Should the developers (as often happen) apply for encroachments of development and planning parameters/guidelines/rules, the developers must contribute/pay for social development projects (open spaces, schools, etc – detail to be finalized).

vi) As always the devil is in the detail and proper management and facilitation will be a pre-requisite for successful and sustainable implementation.

vii) The history of many sites that fall within the proposed ATC

The above is very broad and should be changed, corrected, put in better context/language.
It is my opinion that the proposed ATC SDF will impact on the character and image of Stellenbosch and we should not limit our comments to historic aspects only.

Lauren any change of putting something together and send to Council/Bernaby (Bernabe De La Bat
Regards
D

ERFENIS STIGTING
STELLENBOSCH
HERITAGE FOUNDATION

Stellenbosch Heritage Foundation
PO Box 3003
Matieland
7602
chairperson@stellenboschheritage.co.za

Via email: Spatial.Planning@stellenbosch.gov.za
Date: 6th July 2022
Dear Sir / Madam

Re: Notice of public participation for the draft Adam Tas Corridor Local Spatial Development Framework (ATC LSDF) and Development Guidelines.

Thank you for inviting our organization to comment on the draft regulations pertaining to the Adam Tas Corridor Local Spatial Development Framework (ATC LSDF) and Development Guidelines.

The Stellenbosch Heritage Foundation (SHF) has reviewed the documentation released by Stellenbosch Municipality and made available at:

https://stellenbosch.gov.za/download/adam-tas-corridor-local-spatial-development-framework/?wpdmdl=17739&refresh=627a553a8d2791652184378
and

https://stellenbosch.gov.za/download/adam-tas-corridor-atc-development-guidelines/

respectively:

1. 210927_AdamTasCorridor_LSDF_final_extract
2. ATC_Development-Guidelines

ERFENIS STIGTING
STELLENBOSCH
HERITAGE FOUNDATION

The comments in this submission by SHF are concerned mainly with the general principles of the draft ATC LSDF. Therefore, we do not respond to the specific precinct or property-based proposals. **As a general, overarching observation and input into the process, the SHF wishes to record its support and endorsement of the Vision, Concept and Development Framework contained in the ATC LSDF.**

The LSDF comprises:

- A Development Framework (broad spatial plan) describing the preferred mix and distribution of activities, built form, movement system and associated infrastructure implications for the area.
- An indication of how to phase development and infrastructure.
- The anticipated economic impact of the development over time.
- How the development rights implied by the LSDF, and associated landowner obligations will get legal substance.

The Municipality will seek approval to incorporate the ATC as a Local Area Overlay Zone in the Stellenbosch Zoning Scheme By-Law 2018. This land use management mechanism will be the legal basis to facilitate the development rights implied by the LSDF and the associated landowner obligations for each property located within the ATC Corridor. The draft Local Area Overlay Zone recognises that the ATC will develop over an extended period, marked by changes in both market conditions and societal needs. This mechanism will provide security in respect of development rights and obligations, as well as inherent flexibility to respond to changes over time.

The SHF endorses and supports the approval and use of an ATC Local Area Overlay Zone mechanism to facilitate the ATC's development and land use management as briefly summarized below:

- **Inclusionary Housing Policy** (pp 25-26): The SHF supports the adoption of an Inclusionary Housing Policy for Stellenbosch. The Corridor should accommodate the implementation of this intended policy.

- **Spatial Restructuring and Urban Integration** (pp 34-35): The report notes the urban concepts of "spatial restructuring" and "urban integration" are a priority in urban management policies. The Corridor will be critical for spatial restructuring and urban integration in Stellenbosch, and the LSDF, Development Guidelines and Local Area Overlay Zone are the crucial management tools for this.
- **Synthesis** (pp 42-44): The Synthesis section in the report summarises development challenges and opportunities in Stellenbosch and the Corridor. SHF supports the urgent intention to implement the Corridor project.
- **Vision, Concept and Development Framework** (pp 46-83): SHF supports and endorses the Vision, Strategic Outcomes and the Concept for the ATC and the LSDF. Each of the development precincts and Papegaaiberg are unique, and all are critical to the project. Van der Stel especially so, to provide a link between the Corridor and central Stellenbosch.

And in addition:

- The institutional arrangements must provide security of the development rights and obligations of landowners/developers, together with a clear understanding of how the exercising of the development rights relates to the provision of infrastructure and public contributions.
- The Municipality and all stakeholders must support the development of the Eerste, Plankenbrug and Krom Rivers as public amenities.
- Papegaaiberg could become a core recreation space to support biodiversity and recreation activities for the greater Stellenbosch.

Comments on the Implementation Framework (pp 87-117)

This aspect is vital to reaching the stated aims of the project. It guides how the stakeholders will implement the LSDF, how to manage the ATC roll-out, and will establish a governance framework and institutional arrangements to build a public-private partnership for the implementation of the Corridor.

ERFENIS STIGTING
STELLENBOSCH
HERITAGE FOUNDATION

The SHF supports the **six key points** of the **"ATC Policy Framework"** as summarised in Tables 19-22 on pp 92-95, as follows:

1. A vibrant, compact, efficient urban district, respectful of the environment and history.
2. Increased access to livelihood opportunities for ordinary citizens.
3. Seamless integration with surrounding areas.
4. Financial sustainability.
5. Active partnership between stakeholders.
6. A development process with speedy decision-making. The SHF also supports the principle of agreeing on several **"Lead Projects".** Also, the recommendations on pp102-106 facilitate rapid Environmental and Heritage authorisations.

The SHF, therefore, generally endorses and supports the proposals in the "Implementation Framework" section of the draft LSDF. As the **Development Guidelines,** referred to as **Appendix D** of the report, are not available for public review and comment, we trust that these will be available for comment soon. We hope that the principles are adhered to as these will directly impact Stellenbosch, specifically regarding architectural and urban guidelines. We would like to request an emphasis on the image of Stellenbosch, as the current name of ATC lacks this.

In closing, we thank you for the opportunity to comment on the Draft ATC LSDF, its Development Guidelines and the proposed Local Area Overlay Zone. As these documents show sustainable principles, if implemented well, this will be a critical development for the future of Stellenbosch.

Yours sincerely,

L J Buchanan

Lauren Buchanan
On behalf of the Stellenbosch Heritage Foundation

Tammy-Lee Cloete

From: Japie de Vos <japie@jdevos.co.za>
Sent: Thursday, 07 July 2022 11:19
To: Spatial Planning
Subject: [EX] ATK PROR

Aan wie dit mag aangaan

Ek is 'n ontwikkelaar wat sedert 1993 verskeie ontwikkelinge in Stellenbosch gedoen het.

Met verwysing na bogenoemde Ruimtelike Onwikkelings-raamwerk, wil ek graag hiermee my ondersteuning van die raamwerk bevestig. Die beplanningsriglyne en voorstelle vir grondgebruike maak sin, en behoort grootliks daartoe by te dra dat uitvoering gegee word aan die Munisipaliteit se ontwikkelings-visie vir die ATK area.

Ek sou hierdie epos gister gestuur het maar weens beurtkrag, en die negatiewe impak daarvan op my epos stelsel, kon ek nie. Ek vertrou dus dat dit steeds as kommentaar aanvaar sal word.

Groete

Japie de Vos

Western Cape Government

Department of Community Safety
Head of Department
Hod.Comsafe@westerncape.gov.za | Tel: 021 483 9354/3929

Reference: 9/8/3
Enquiries: Mr F Davis

THE HEAD: PLANNING AND ECONOMIC DEVELOPMENT
SPATIAL PLANNING UNIT
STELLENBOSCH MUNICIPALITY

Spatial.Planning@stellenbosch.gov.za

Dear Anthony Barnes

DRAFT ADAM TAS CORRIDOR LOCAL SPATIAL DEVELOPMENT FRAMEWORK (ATC LSDF) AND DEVELOPMENT GUIDELINES

1. Reference is made to the e-mail communique dated received from Stellenbosch Municipality, Directorate: Planning and Economic Development, Spatial Planning Unit on 10 May 2022 regarding the above-mentioned subject matter.

2. Please note that the Department of Community Safety have no comment on the Draft ATC LSDF.

Yours sincerely,

Provencer
MS L GOVENDER
CHIEF DIRECTOR: MANAGEMENT SUPPORT
DATE: 6/6/22

FRIENDS OF STELLENBOSCH MOUNTAIN

Chairperson: H Koekemoer
hanneskoekemoer@proton.me

Secretary: HC Eggers
076-785-3514 heggers@pm.me

P.O. Box 3218, 7602 Matieland
11 Grandiceps Rd, 7600 Stellenbosch

Public Benefit Organisation No. 930049434
fsmountain.org

Comments on the Local Spatial Development Framework and Development Guidelines of the proposed Adam Tas Corridor development (Sept 2021)

6 June 2022

1 Commendation

1.1. The ATC and its associated Local Spatial Development Framework (LSDF) is a milestone in the history of Stellenbosch town planning. If implemented consistently and faithfully (and that is a big if, given past history), the ATC will go a long way towards alleviating injustices of the past and creating a second town core which addresses the imperatives and opportunities of the 21st century within the Stellenbosch municipal area.

1.2. The ATC proposal is also highly commended for its core motivation of bringing together communities and for acting as core and seed for sustainable development, and thereby changing the discourse from the usual self-serving and narrow focuses of individual land owner development proposals to the big picture of common welfare and sustainability. Of all the private plans submitted in the past two decades, this ATC proposal comes closest to fulfilling the intentions and thrust of spatial legislation and the principles which Stellenbosch Spatial Development Frameworks have often espoused, but seldom satisfied.

1.3. To temper our enthusiasm with some realism, it is clear enough that the ATC proposal will not be popular with various sectors of society whose aim is quick self-enrichment and short-sighted goals. The ATC will have to be protected from various attempts to undermine it. This could happen either by direct changes to its core development parameters and principles, or by parallel development proposals and approvals which weaken or even annul the central role of the new town centre in favour of the usual uncontrolled urban sprawl patterns.

1.4. While FSM cannot comment in depth on the ATC Development Guidelines, a quick perusal shows impressive attention to detail and to integration.

1.5. We are glad to see that even in its earliest implementation phase, the LSDF proposes such short-term measures as will in the long run aid, rather than hinder or sabotage, the strategic goals. A good example is the proposed alignment of the signalled crossings along the R44 between the Dorp Street and the Merriman Rd intersections as well as the elimination of the level crossing of Plankenbrug Road (see LSDF Table 25). These are obvious and relatively quick interventions which cannot be implemented soon enough. More on that below.

2 Context: the 30-year planning horizon

2.1. ATC planning has clearly already been done in much detail, and so the question is what, if any, role any public comments can still play at this late stage. Some detailed comments do appear below. It is nevertheless worthwhile to explicitly highlight the background and context within which the ATC is being designed and the strategic goals to which it should contribute.

2.2. The time frame for the ATC and its consequences, as much as for the MSDF and CITP, is that of decades, not just the few years to the next election or job appointment. Short-term considerations will play their role, but they must be subordinated to the near-certainties which await Stellenbosch and the world in the coming three decades.

2.3. Here are some near-certainties which must determine development in general and the ATC in particular, given its seminal role:

(a) **Climate change and ecosystem collapse**: for Stellenbosch, these imply more frequent and intense droughts, water shortages and resulting over-utilisation of ground water (also by City of Cape Town), rising temperatures, lower agricultural yields, high and rising risk of uncontrolled fires;

(b) **economic stagnation or recession**, coupled with inflationary pressures especially on food and energy, along with underspending on critical **protection of nature areas**;

(c) a fast and irreversible **rise in fossil fuel costs** and thereby a crisis of the current fossil-fuel-based mobility model (roads and private vehicles);

(d) disproportionately high **impacts on the poorer communities** and resulting **social instability** due to the above plus low skills levels and employment;

(e) the inevitable and highly desirable large-scale transition from centralised fossil-fuel and nuclear electric power distribution (Eskom) to local and even household **electric co-generation**;

(f) limited upside scope for alleviation and improvements based on **technology**: new machines, information, data and clever management can alleviate physical problems and large-scale secular trends only to a limited degree.

2.4. Inevitable consequences include:

(a) Sustainable mobility and public transport will and must be at the centre of long-term planning, along with land use, energy and nature conservation.

(b) Private vehicle use and road construction will be downscaled, voluntarily or involuntarily, in favour of infrastructure which reflects the above realities.

(c) Water will become scarcer; its cost will rise, and water resources will have to be subjected to centralised control.

(d) Compact urban forms rather than urban sprawl are not just desirable but inevitable.

3 Adam Tas Corridor, master plans, and other developments

3.1. As the largest and most significant development in Stellenbosch for decades, the ATC will have a large impact on town planning and infrastructure in general throughout WC24. This means that, starting in 2022/23, all master plans have to be re-written so as to take the central role of the ATC and its principles into account.

3.2. Specifically, the Stellenbosch Integrated Development Plan, its Municipal Spatial Development Plan and the new Comprehensive Integrated Transport Plan will all have to be rewritten in such a way that its central character of the ATC in terms of mobility and housing is taken as the starting point for planning and ranking of projects elsewhere in the municipal area.

3.3. **The Adam Tas Corridor development as a seminal restructuring can only work if the same principles of sustainability are applied and enforced on all future developments, not just on the ATC precincts.** The ATC development and its principles will only work if the entire current municipal planning and land use patterns and decisions change course in parallel.

3.4. It is well known that Stellenbosch Municipality is inundated by rural land owners and investment capital seeking gated estates, specialty and lifestyle developments etc. which do not comply with SPLUMA, housing and transport legislation and strategies. Examples include the recent Capitec parking garage, various land units owned by Blaauwklippen Agricultural Estates, the remainder of Brandwacht Farm, Libertas and Fleurbaix, Longlands, African Valley etc. Approval of the ATC should simultaneously imply rejection of such proposals. Under no circumstances can ATC approval be cast as a new era of free-for-all uncontrolled development.

3.5. Likewise, application of the correct principles to mobility within the ATC mean that those same principles must be applied to proposed nonsustainable roadbuilding proposals. Specifically, once the important and legitimate upgrading of the central road system (mainly Adam Tas Road, R44, George Blake Road and the northern part of the R304) has been accomplished, thereby the alternative bypass plans through Devon Valley and Brandwacht should also be scrapped, along with similar unnecessary infrastructure spending.

3.6. A new CITP should be compiled which starts from the central mobility backbone about to be established within the ATC initiative. In the course of doing so, the Roads Master Plan should be consigned to the dustbin, i.e. deproclaimed by Council, and any remaining viable roadbuilding proposals considered and motivated from within the CITP and ATC core strategy itself.

3.7. In addition, the Section 78(3) Report on provision of bulk parking as approved by Council on 28 February 2020 needs to be scrapped since it is incompatible with the mobility hierarchy about to be established by the ATC LSDF. Instead, the new CITP needs to reconsider parking based on the future existence of a light rail system along the ATC and allocate appropriate park-and-ride precincts in close proximity to the existing and future rail stations.

3.8. The CITP needs to follow the direction set Table 35 of the LSDF whereby *A lesser parking requirement can lower development costs and also contributes to other project aims such as promoting NMT* (Page 114). Likewise, parking in the current Central Business and university districts should be throttled in favour of a high-frequency service from the CBD and Bergzicht to the Bergkelder main modal interchange.

4 Incomplete information

4.1. The LSDF as made available on the municipal website omitted the Appendices, which appear only in the Table of Contents. The contents of Appendices E, F and H would be of particular interest within the focus of these FSM comments. There may also well be detail plans which were not included at all. It is impossible to determine if the present comments duplicate or contradict any of these existing documents.

4.2. We request that the missing appendices be made available, preferably in PDF format, along with high-resolution versions of the maps. Thank you.

4.3. Also the present PDF versions of the 2021 LSDF are formatted as images and cannot be searched. That should be rectified by re-saving the entire document not as a set of images but as proper PDF.

5 The Core

5.1. Collectively, the ATC Precincts 6 and 7 (Bosman's Crossing and Bergkelder) will become the cornerstone or simply **The Core**, not just of the central area, but of the entire municipality's mobility and spatial strategy. This cornerstone must be designed and built with a view to its municipality-wide core function, not just local considerations or to suit local landowners. We laud the prioritisation of this area as set out in Table 12 of the LSDF and elsewhere. It is all the more important that detailed planning for this area be completed before the first lead project is even begun.

5.2. **Space is very limited.** Precincts 6 and 7 are permanently hemmed in on their western side by the Papegaaiberg Nature Reserve (see Section ??) and the railways and R44/Adam Tas on the south and east. The Core must simultaneously serve multiple crucial functions all within a small footprint, and therefore requires very careful design as well as a priori integration of future elements which may not be built in Phase 1 but later.

5.3. The current **Stellenbosch railway station** is dysfunctional, the station building at best of historical interest, and its siting is unsuitable in relation to the Link to the central CBD (see *The Link* below). A new central railway station should be constructed in the northern part of Precinct 7 or in the southern tip of Precinct 9, opposite the current van der Stel sports grounds, immediately to the west of the R44/Merriman T-junction. Whatever the exact location of the new central station, we suggest that it is crucial to incorporate the southern tip of Precinct 9 into Precinct 7 to align the goals within this tip with those of the Core.

5.4. From the start, the station should be integrated with the other **modal interchange and traffic functions** all coming together in the Core, including

(a) the station itself,
(b) a public transport node (buses, taxis, later tram or light rail) to connect to Bergzicht via Merriman and to northern and southern destinations along the R44 and R304,
(c) the NMT link via du Toit Street to Victoria Street,
(d) a new single-lane arterial road directly linking Adam Tas to George Blake west of the railway line, possibly underground in parts,
(e) appropriate commercial retail space around these functions, easily accessible to rail and public transport commuters, and
(f) the transition zone between high-density urban development and the Plankenbrug River and Papegaaiberg Nature Reserve immediately to the west.
(g) Note that parking is not a primary function of this core; park-and-ride sites on the periphery fulfil that role.

5.5. No effort and cost should be spared to modernise and align the road network in Precincts 6 and 7 so as to achieve the above integrated core functions while accommodating the continuing need for road traffic:

(a) **Central bypass:** Rather than wasting billions on new bypass roads through Devon Valley and Brandwacht, a new *Central Bypass* road between the railway line and Papegaaiberg should directly link Adam Tas Rd to George Blake Rd with none or maximally one interchange (to Merriman, see below). This new road section would be less than 2km long and could be taken underground if necessary. The costs of this 2km section will certainly be far lower than the proposed Western Bypass and it would site the benefits where they would be felt most, the space of highest congestion.
(b) The existing trajectories of Adam Tas and R44 along this same 2 kilometre section east of the railways would be kept, but converted to a **local distributor** to serve the central

station and eastward access into the current Stellenbosch CBD. It would of course have to fit into the overall concept of the new central modal interchange at or near the new railway station, including a bus terminal, shopping, housing, education needs etc.

(c) Within this concept, the designation of the R44/Merriman T-junction as a *Vehicle Orientated Crossing* (see Figure 20) is supported only if and to the degree that this intersection is subordinated to, and completely integrated with, the core rail and modal interchange functions of the new railway station and modal interchange. The preferred solution would be to extend one lane of Merriman in each direction over or under the railway lines to link into the new Central Bypass on the western side. If that is impossible, it may be necessary to use the north-west corner of van der Stel to divert Merriman road traffic away from the station and modal interchange. See also Item ??.?? below.

(d) It speaks for itself that pedestrian and NMT needs must be fully satisfied by various mechanisms such as overpasses and the style elements already set out in the Development Guidelines. It must be easy to cross the entire Core area from west to east on foot or by bicycle, from Bosman's Crossing to van der Stel, from Kayamandi to Cloetesville etc. For this reason, the proposed NMT corridor should also be extended westwards towards Oude Libertas.

(e) In terms of infrastructure spending, the municipal budget and all grants obtained should be re-aligned to spend at least 50 percent of available funds on the modal interchanges and NMT and pedestrian infrastructure. The current imbalance of 90 to 99 percent spending going towards road projects must come to a rapid end.

5.6. Considering the multiple crucial functions to be fulfilled by Precincts 6 and 7, in terms of transport and modal interchanges, we do not support the establishment of a secondary school on the Bergkelder premises as suggested in Table 25 of the LSDF (Page 98). As set out above, land in the Core is scarce, and Core mobility functions must have priority. It would also definitely be a more relaxing environment for scholars and schooling to not be hemmed in by the envisaged multiple rail, road, public transport and shopping neighbours with all their noise and pollution, as would inevitably be the case if the school were sited on Precinct 7. Hence we strongly suggest that the suggested school be established within Precinct 8 (van der Stel) on the eastern side of the Core rather than on the Bergkelder terrain. The necessary land swap between Distell and the Municipality seems relatively uncomplicated and would yield permanent benefits for all.

6 The Link

6.1. Precinct 8 (van der Stel) is **The Link** between Precincts 6 and 7 (the Core) and the existing Stellenbosch CBD and Bergzicht modal interchange. Its Character/Identity as per Page 51 of the LSDF is therefore supported in general, but with three modifications:

(a) As already stated, we would recommend siting a secondary school within van der Stel rather than at Bergkelder, to be made accessible via generous pedestrian and NMT links across the Core as described.

(b) If required to complete a successful design of the Core, a small part of the van der Stel area may have to be re-allocated to support that design, eg by road realignments.

(c) It will be important to reserve land along a narrow strip parallel to the existing Merriman carriageway for the long-term purpose of stronger public transport links between the Core and the current CBD.

6.2. NMT backbone: the central east-west backbone for NMT traffic from the R44 via du Toit Street through to Victoria Street (eg shown in Figure 3 and 14) is well conceived and strongly supported.

6.3. In parallel to this NMT axis, there needs to be a parallel public transport east-west axis (not immediately, but in a later phase) along Merriman Ave linking the new central railway station and future ATC and van der Stel developments to the existing Bergzicht terrain. This public transport link is crucial in that it would form part of the strategy to reduce private vehicle traffic into the CBD and university: motorists from outside Stellenbosch would park on the western periphery near the sawmills and ride all the way in to Bergzicht and further eastwards.

7 Relationship to global spatial functions

7.1. Due to the central importance and limited land availability of the Core, the triangular area bordered by the R44, Adam Tas and western Dorp Street should be incorporated into the ATC. If, as planned, western Dorp Street is to be dualled between the R44 and Adam Tas, those road links and intersections should be pre-designed to integrate with the above north-south road upgrades around van der Stel and Merriman.

7.2. The establishment of two additional railway stations at Droë Dyke and Kayamandi, and the upgrading of the existing Du Toit station, are strongly supported. They have crucial functions as feeders to the core in Precincts 6 and 7 and as natural sites for park-and-ride schemes keeping motor vehicles out of the town centre.

7.3. In particular, Precinct 2 between Onderpapegaaiberg and the R210 (Adam Tas Road) will fulfil important support functions on the western periphery to ensure the long-term success of the Core. Land needs to be allocated or at least reserved for park-and-ride schemes close to the new station around Droë Dyke. Perhaps the optimal way would be to site parking for an existing or new shopping centre in Precincts 1 or 2 as close as possible to the new Droë Dyke railway station and to dual-use this parking for a park-and-ride scheme into the Core.

7.4. While much focus may currently fall on the improvement of the road network in and around the Core, we must never lose sight of the fact that current road usage patterns are unsustainable, that Stellenbosch will have to make major progress towards Travel Demand Management, including raising the private vehicle occupancy ratio by non-engineering measures. Current road traffic congestion is not and may not be the yardstick by which ATC and the central hub should be planned and built.

8 Fixing development parameters for the long term

Given the cornerstone character of the ATC, its LSDF should be used to set and fix development and land use parameters also for the long term and in the wider context.

8.1. **Reservation of land:**

(a) reserving a 10-kilometre land strip immediately adjacent to the present railway line with a view to a possible second rail track, as envisaged in Section 6.5.4 of the LSDF,

(b) Land for a dedicated public transport link between Stellenbosch Station and the Bergzicht modal interchange. This could come in the form of strips of land parallel to the existing Merriman Road and immediately east along Adam Tas Road between the Adam Tas/R44 and the Merriman/R44 crossings. Such strips could initially be used for dedicated bus/taxi lanes but later evolve into a light rail system extension.

8.2. The mechanisms for long-term change in land use patterns towards scenario-compliant ones include

(a) purchase of parcels where this can be afforded, or possible land swap deals,

(b) creation of specific zones (as introduced by the Integrated Zoning Scheme) on strategic land units within the MSDF and associated Zoning Maps which contain strong restrictions/disincentives for incorrect land use and correspondingly strong incentives for sustainable land use which aligns with the long-term vision. Appropriate zonings include *Transport Facilities Zone* (Chapter 12 of the Zoning Scheme By-Law of 2019), *Public Road and Parking* (Chapter 17), and, where no other mechanism will effect the desired changes, new and bespoke Overlay Zones within Chapters 23, 27 to accommodate, for example, overlays between primary transport functions and commercial activities at and around modal interchanges.

(c) These new zonings may imply changes in existing zonings eg the westernmost parts of URCO01. We note that the missing LSDF Appendix F could be thinking along these lines, but its contents are currently unavailable.

8.3. Regarding **institutional arrangements**, we are satisfied and supportive of the general thrust of having ATC governing structures established and empowered. In addition to those, however, it is crucial that a **local transport regulatory authority** must be established, empowered and integrated from the start. Such transport authority would focus not only on the ATC Core and its modal interchanges, but on implementation of both infrastructural and behavioural components of the municipality-wide CITP. This *Stellenbosch Local Transport Authority* would also take control of and regulate the minibus taxi industry and the liaise with regional and national transport authorities.

9 Papegaaiberg Nature Reserve

9.1. The Papegaaiberg Nature Reserve is a *Protected Area* declared in terms of the Protected Areas Act. It is qualitatively different from all 10 other precincts in almost all respects. It is good and helpful to include this nature reserve in planning, but in many ways it cannot and should not be integrated into the overall ATC concept. Unless the differences set out below are incorporated and clearly set out in a revised LSDF, the Papegaaiberg Nature Reserve should not even be referred to as a "Precinct". It is factually not part of the Adam Tas Corridor but rather abuts it.

9.2. Nature and natural processes function by different laws than human ones. It would be irresponsible and dangerous to apply normal human needs and urban development criteria to it. On the contrary, there has to be a conscious awareness that it is not the business of ATC to take over planning and management of the Papegaaiberg Nature Reserve. Of course co-operation and co-ordination is highly desirable, but not control or excessive influence. The appropriate authorities are Cape Nature and the Stellenbosch Municipality nature conservation section.

9.3. In addition to its Protected Area status, most of the Papegaaiberg Nature Reserve has been declared a *Critical Biodiversity Area* in terms of the NEMA Biodiversity Act. This legal term has as basis a botanical assessment of the ecosystem, in this case mostly renosterveld, which as an ecosystem is critically endangered as just a few percent of the original footprint are still in their natural state.

9.4. Chapter 4 of the Protected Areas Act sets out in detail the management of such areas, including management authorities, supervision, access, activity restrictions etc. These and the associated regulations are statutory requirements and not optional. Likewise, areas declared in terms of the Biodiversity Act are subject to a range of laws and regulations.

9.5. **The purpose of Papegaaiberg Nature Reserve is *rehabilitation and conservation of a critically endangered ecosystem*** (Section 17 of the Protected Areas Act). This implies that **the description of Precinct 11 on Page 51 of the LSDF should be rewritten.**

The primary function of the nature reserve is neither "recreational", nor it is a "park", and its primary purpose is not to link into existing or future walking or cycling routes. References on Page 51 to "park", "sensitively developed" etc may be well-intentioned, but they would open the door to redefinition – in terms of human ideas and processes – of what is essentially a conservation area. They should be deleted.

9.6. The description on Page 74 of the LSDF is also quite inappropriate. The nature reserve is not, as currently described, an "open space system". Of course the nature area is an important heritage, but not in the same way as old buildings or historical sites. The essence of its heritage value lies in its unique flora, extremely high biodiversity, and endangered status.

Page 74 should remove the current management goals and comments in Column 3 (*Heritage Indicators*) altogether, and instead make explicit reference to the existing and future obligatory Environmental Management Plan for the area as well as the over-arching legislation and the Stellenbosch Environmental Management Framework (SEMF). **Papegaaiberg is not a recreational park or a proto-arboretum or nascent cultural venue or theme park.** It is a nature area and it has its own management plans.

9.7. Likewise, Paragraphs 3 and 4 of Section 6.4.11 on Page 75 of the LSDF are misguided, factually incorrect, misleading and in contravention to existing legislation, the SEMF and the Papegaaiberg Environmental Management Plan being prepared.

9.8. The points we make here are supported by the existing zoning of the area. Papegaaiberg is not zoned as *Public Open Space*, the zoning applying to ordinary urban parks (*cf* Chapter 18 of the Integrated Zoning Scheme By-law) but as a *Natural Environment Zone* (Chapter 21 of the IZS). The ATC must take the provisions of Chapter 21 of the IZS into account if and when any planning involves the Papegaaiberg Nature Area. Figure 27 on Page 103 of the LSDF correctly distinguishes between Open Space and Protected Areas.

9.9. The recommendation on Page 102 that **Environmental Authorisations** within the ATC should lump both the Papegaaiberg nature area with other such environmental authorisation applications is not supported and is probably unlawful anyway. Again, the point is that the nature area may not be considered merely an extension of the ATC but is subject to quite different physical and legal processes and constraints.

9.10. To rectify what is obviously a common misconception as to the nature of nature, a great deal of thought and effort must go not so much into *integration* but rather into *synergetic co-existence* of the nature area from the immediately adjacent high-density developments about to take place without having to fence or wall the nature area. On the contrary, the ATC should make an effort towards finding a scheme where the established and required goals and processes of the environmental legislation and the local Environmental Management Plan are supported and subsidised both financially and institutionally.

9.11. It speaks for itself that the **Plankenbrug River** forms a critical component of the Papegaaiberg Nature Reserve and its natural processes. The problems associated with the river are well known and will have to be addressed (Page 75 of the LSDF). Nonetheless, the *core function* of the Plankenbrug River is also not one of recreation or horticulture, but of basic natural processes.

9.12. **Ecological corridors** are, of course, supported by FSM. It seems unrealistic, however, to try to establish true ecological corridors along the planned Core-du-Toit-Street-Victoria-Street axis as it traverses the CBD. A more promising corridor would run east-west along the Eerste River as well as the Kromrivier.

vinlab

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07 June 2022

DEVELOPMENT CONCERNS

To Whom It May Concern:

I would like to take this opportunity to thank all parties concerned for arranging the informative exhibition of the proposed development which encompasses Bosmans Crossing and adjoining areas. The Municipal representative was well informed and went to great lengths to allay many of our concerns regarding the proposed development and how it could potentially affect the current established businesses, especially those located in Bosmans Crossing.

Despite the fact that some of our fears have been allayed, there are still some very real concerns due to the vague information made available for comment. In principle the development is praiseworthy and indicates much thought, planning and consideration for current landlords by the municipal team - which we as landlords appreciate, but I for one would like to submit the concerns which I have in writing, as I am sure other potentially affected business owners will be sure to do.

Herewith the points of concern for me as a business owner and landlord:

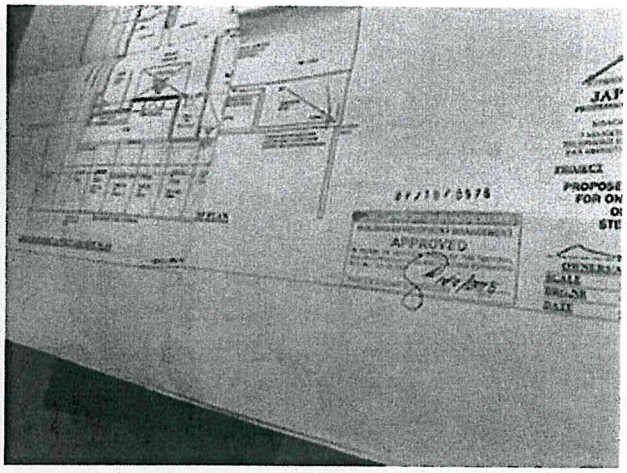
- The available road plans indicate detailed planning except for the section from the access bridge to Oude Molen - what is the reason for this omission?
- Will we as landlords be afforded public participation at a future date regarding the planning of this section of the road?
- The vague planning of this section of the road does not allow meaningful comment on our part.
- According to the plans and information available it seems that this road will be one of the first projects to be done - is this what the proposed planning is?
- If the above supposition is correct, why is there not more detail for us as landlords to comment on?
- If the focus in the area from the bridge is going to be on pedestrian and cycle traffic, how will this affect motor-vehicular traffic (access and parking) to the current businesses?

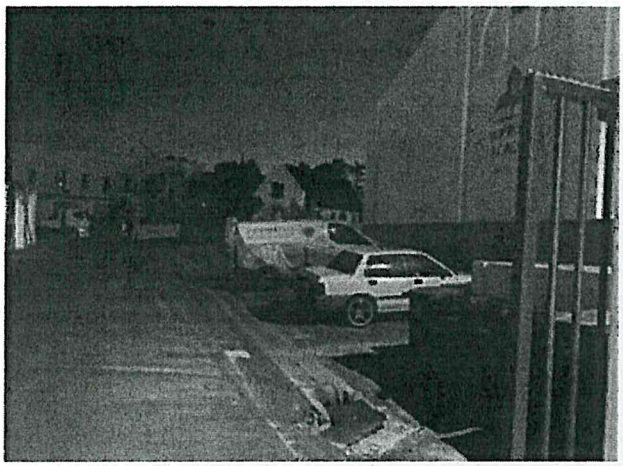
- Not all the current buildings and boundaries of such buildings are clearly defined, making the identification of potential problem areas very difficult.
- My building was approved with 6 parking bays as specifically required by the municipality at that time for approval of my building plans - will I still retain these bays in total, or will I be offered a viable alternative to enable access to my property?
- My current access and parking bays are available at no cost to me - *will this still be the case in the event that I am offered an alternative arrangement?*
- I understand that a "blanket rezoning " will be available - *will this in any way affect or force me to change my current zoning of "light Industrial"?*
- *My business demands that clients and staff have easy access to my facility - will this in any way be negatively impacted by the proposed development?*
- If the development in any way has a negative impact on my business dealings what would be my recourse?
- According to the vague drawings available it appears that the sidewalk will be utilized as part of the road - why could the road not be widened to the opposite side where there is some space available to do so?
- If the sidewalk is utilized for road space as it seems is indicated, then Label Mountain and JF Hillebrand would have traffic flowing against the front door - obviously this is not viable.
- Should the road space be utilized as it seems to be indicated on the current vague drawings then access to my facility will also be severely impeded.
- The paving and lighting in front of the Business Park make the sidewalk difficult to utilize but surely the road expansion would logically be in that direction where there is space?
- Access to sewage and fibre services are on the sidewalk in front of Vinlab - does this not play a role in the road planning at all?
- The plans of the old store - indicated and circled in attached photos - show a triangular wing which encroaches on the road reserve forcing the road in the direction of Vinlab once again - yet no such projection is in place - see photos - why is this?
- No 90-degree parking is apparently allowed in the new development, but this was not clearly indicated in the material we were presented with - why was this not done?
- Are speed bumps not a viable way to limit traffic speed - there does not seem to be any provision made for this?

I am adamant that the development should take the current businesses and their rights into consideration - no development should take place at the cost of the current landlords.

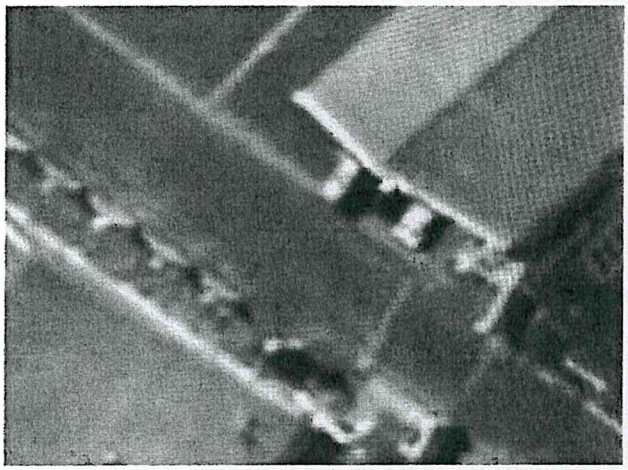
Below are a few photographs illustrating some of the concerns listed above.

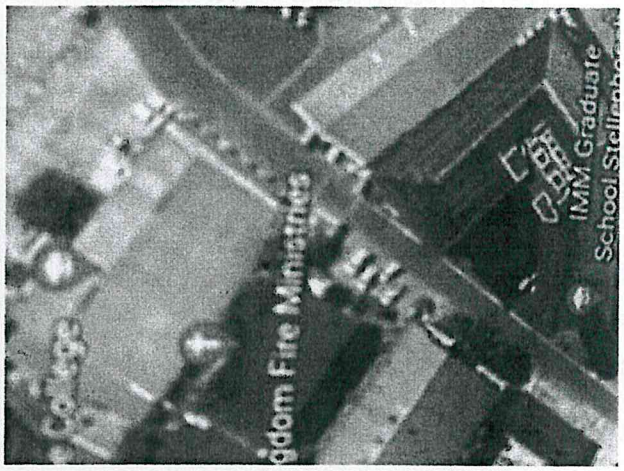


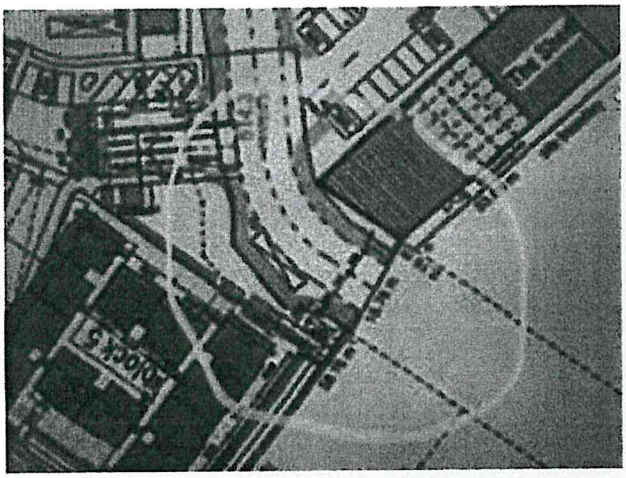


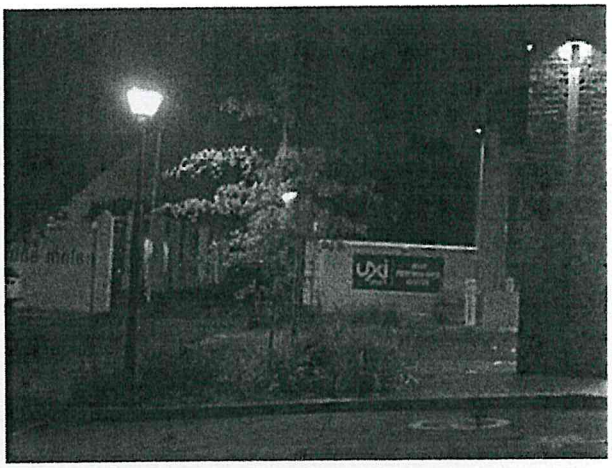












I believe, and I am sure the other landlords in Bosmans Crossing would agree, that this proposed development can benefit everybody concerned and Stellenbosch as a whole, but all parties affected should enjoy equal consideration when plans are tabled. Just because the small players such as Vinlab do not have a loud voice, all of the small players combined should surely be afforded the same consideration as the any of the major stakeholders.

I would like to thank all concerned once more for the opportunity to voice my concerns and look forward to your response and acknowledgement of receipt of this communication.

Regards,

Hanneli Smit

Managing Director

Tammy-Lee Cloete

From: Spatial Planning
Sent: Thursday, 21 July 2022 09:32
To: Tammy-Lee Cloete
Cc: Viola Anthony
Subject: FW: Bosmans Crossing Spatial Developement Concerns

Hi Tammy

Kan jy asb vir ons 2 copies van onderstaande e-pos print?

Baie dankie.

Groete
B-A

From: Peter Harris <pudding@iafrica.com>
Sent: Friday, 10 June 2022 08:26
To: Spatial Planning <Spatial.Planning@stellenbosch.gov.za>
Cc: Hanneli Smit <hanneli@vinlab.com>; Dirk Harris <dirk@tamasawines.com>; Barry de Vries <barry@tamasawines.com>
Subject: [EX] Bosmans Crossing Spatial Developement Concerns

To Whom It May Concern:

I hereby submit my points of concern as a landlord regarding the developement of Bosmans Crossing. Many of the issues listed are common to an adjacent landlord with whom these points were discussed (Vinlab) and as such this document will overlap on the common issues.

I would like to take this opportunity to thank all parties concerned for arranging the informative exhibition of the proposed development which encompasses Bosmans Crossing and adjoining areas. The Municipal representative was well informed and went to great lengths to allay many of our concerns regarding the proposed development and how it could potentially affect the current established businesses, especially those located in Bosmans Crossing.

Herewith the points of concern for me as a business owner and landlord:

- The available road plans indicate detailed planning except for the section from the access bridge to Oude Molen - what is the reason for this omission?
- Will we as landlords be afforded public participation at a future date regarding the planning of this section of the road?
- The vague planning of this section of the road does not allow meaningful comment on our part.
- According to the plans and information available it seems that this road will be one of the first projects to be done - is this what the proposed planning is?
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- If the focus in the area from the bridge is going to be on pedestrian and cycle traffic , how will this affect motor-vehicular traffic access to the current businesses?
- Not all the current buildings and boundaries of such buildings are clearly defined , making the identification of potential problem areas very difficult.
- I understand that a "blanket rezoning " will be available - will this in any way affect or force me to change my current zoning of "light Industrial"?
- My business demands that clients and staff have easy access to my facility - will this in any way be negatively impacted by the proposed development ?
- If the development in any way has a negative impact on my business dealings what would be my recourse?
- According to the vague drawings available it appears that the sidewalk will be utilized as part of the road - why could the road not be widened to the opposite side where there is some space available to do so?
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- Should the road space be utilized as it seems to be indicated on the current vague drawings then access to my facility will also be severely impeded.

I would like to thank all concerned once more for the opportunity to voice my concerns and look forward to your response and acknowledgement of receipt of this communication.

Kind regards,
Dr Peter Harris

for:
Label Mountain/Tamasa Wines/Michaelangelo



Tammy-Lee Cloete

From: Spatial Planning
Sent: Thursday, 21 July 2022 09:31
To: Tammy-Lee Cloete
Cc: Viola Anthony
Subject: FW: ATC LSDF public participation (5 May 2022)

Hi Tammy

Kan jy asb vir ons 2 copies van onderstaande e-pos ook uitprint?

Baie dankie.

Groete
B-A

From: Clifford Heys <Clifford@tv3.co.za>
Sent: Thursday, 23 June 2022 11:20
To: Chantel Hauptfleisch <Chantel.Hauptfleisch@stellenbosch.gov.za>; Spatial Planning <Spatial.Planning@stellenbosch.gov.za>
Subject: [EX] ATC LSDF public participation (5 May 2022)

Hi Chantel

See my comments below on the draft ATC LSDF report.

The draft ATC report states that it is possible to achieve a development of some 3 000 000m² bulk, including 13 500 housing opportunities and that bulk infrastructure required to service the development can be provided. However, no impact assessments or correspondence from government departments are provided to support these claims. For this reason, the following questions are asked:

1. ***Has a macro Transport Impact Assessment (TIA) been undertaken for the ATC project (which is supported by the Provincial Roads Engineer)?***
2. ***Has the Passenger Rail Agency of South Africa (PRASA) commented on the ATC project? Do they support the ATC project, and does it align with their planning for the rail system in Stellenbosch?***

3. ***In their master planning, did the Stellenbosch Municipality's engineering department make provision to provide additional bulk infrastructure (roads, water, sewerage and electricity) for the proposed 3 000 000m² bulk?***
4. ***Has an extensive Heritage Impact Assessment (HIA) been undertaken (which is supported by Heritage Western Cape) as the ATC project will have a major impact on the Stellenbosch historic core and historic properties?***
5. ***Droeë Dyke (Precinct 1) is state land (national government). Does the national government support the AIT project ans its proposals for Droeë Dyke or do the have a different development plan for Droeë Dyke?***
6. ***What are the ATC's plans for developable land located on the ATC, but which are excluded from the ATC, such as:***
   - ***Du Toit Street area (south of Precinct 8);***
   - ***Kayamandi town centre (south of Precinct 10);***
   - ***Nothern Extension Municipal Farms No. 183, 183/5 and 183/23, Stellenbosch (west of Precinct 10); and***
   - ***Municipal Farm 81/2, Stellenbosch (south of Precinct 10).***
7. ***May the ATC report enforce the provision of inclusionary and affordable housing on new developments? If so, then what are the terms and conditions?***
8. ***May officials use and impose the <u>draft</u> ATC report's recommendations as a formal municipal policy?***

Your response will be appreciated.

Kind regards

Clifford Heys
Pr Pln (TRP SA), B Econ, M (T&RP), MSAPI
DIRECTOR · TOWN PLANNING
Cell: +27 (0)83 309 9770
Directions

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From: Henk Smith <henksmith1@outlook.com>
Sent: Thursday, 30 June 2022 10:28
To: Bernabe De La Bat <Bernabe.DeLaBat@stellenbosch.gov.za>; Chantel Hauptfleisch <Chantel.Hauptfleisch@stellenbosch.gov.za>; Johru Robyn <Johru.Robyn@stellenbosch.gov.za>; Andrea Lawrence (IHS Admin Officer) <IHS.Temp@stellenbosch.gov.za>
Cc: johan@jdvdm.co.za; hannesvzee@gmail.com
Subject: [EX] RE: Carinus / van Niekerk 515/2020 Stellenbosch - meaningful engagement - state land for secure tenure option

Beste Chantel en Bernabe
Jammer dat ek nie alreeds twee weke gelede na julle toe teruggekom het nie. Soos ek onhou het ons die volgende voorgestel en het julle nie kapsie daarteen gehad nie.

1 die ATC dLSDF kan gewysig word om spesifiek en in terme voorsiening te maak vir gesubsideerde plaaswerker behuising in Droe Dyke;
   a. met 'n scoping van die behoefte nav insette van Johru se noodbehuising dept asook die dept human settlement
   b. die beleids raamwerk en instrumente
2 daar kan gefokusde konsultering wees met plaaswerkers en plaas inwoners van Devon Valley en, waarskynlik afsonderlik, plaas eienaars van die omgewing;
3 ons kliente en onsself kan die Raad toespreek oor die voorstel voordat die ATC LSDF aan die Raad voorgele word vir goedkeuring met die julle en Johru se departemente se ondersteuning;
4 Johru kan verslag doen aan die magistraat dat voorsiening vir plaaswerker behuising ernstige aandag kry in die ATC LSDF en dat 'n projekkie in Droe Dyke op die DALRRD se grond agter die kwarantyn stasie nie 'n slegte idee is nie.

Uittreksels uit die relevante dokumente hieronder meen ons kan as volg ge-akkomodeer kan word in die dLSDF:

3. Policy and Planning Context

3.9 3.9. The Stellenbosch Municipal Spatial Development Framework (MSDF), 2019

Policy framework
1 Maintain and grow the assets of SM's natural environment. 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).
6 Develop all settlements as balanced, inclusive, appropriately serviced, communities, negotiable through NMT and exhibiting a positive relationship with surrounding nature and agricultural land. To assist the municipality in housing provision, support initiatives to house farm workers on farms (in a manner which secures tenure).

3.15 and 3.16 Stellenbosch commonage land and landowners' plans
Large parts of the land adjacent to the ATC within and outside the new urban edge proposed by the ATC dLSDF comprise:

a) National State Land: ie registered in the name of the RSA care of Public Works and in fact used by DALRRD eg
   a. Vreedenburg 283
      i. /8 - 13ha

ii. /0 – 13 and 36ha

b. 281 – 32ha

i.

b) Municipal land, part of the commonage rented out to commercial farmers on long term leases at subsidised rates in exchange for the tenants applying for Theewaterskloof Dam water rights and valid for Fifty Years starting on the eve of democracy in 1994 eg

a. Grootvlei 183

~~i. /17 – 10.3ha~~

ii. /35 – 2.3ha

iii. /0 – 123ha

iv.

This challenge for the ATC to kick off and thrive must be addressed head on with a thorough examination of the status of the relevant ownership deeds and leases. The ATC development and in particular cross subsidised social housing overrides the sectoral rights and interests of the leaseholders.

3.17 policy instruments relevant to supported housing for farm dwellers under ESTA

3.17.1 2019 11 11 SLM SDF Stellenbosch Municipality Spatial Development Framework

Policy framework 1 Maintain and grow the assets of SM's natural environment. 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). 6 Develop all settlements as balanced, inclusive, appropriately serviced, communities, negotiable through NMT and exhibiting a positive relationship with surrounding nature and agricultural land. To assist the municipality in housing provision, support initiatives to house farm workers on farms (in a manner which secures tenure).
Farm worker housing The provision of farm worker housing is a key issue. A number of proposed farm worker housing initiatives are under preparation, including proposals at Meerlust, Koelenhof, and De Novo. The Municipality supports initiatives to provide farm worker housing/agri-villages. A key issue is whether or not this form of housing should be delineated by an urban edge. The Municipality is of the view that farm worker housing does not necessarily require inclusion within urban edges. It can occur within the rural landscape. This discussion – whether or not to include farm worker housing within urban edges – should not impede the provision of farm worker housing in any way.

3.17.3 2019 03 WC EADP Western Cape Land Use Planning Guidelines – Rural Areas

CHAPTER 9: LAND REFORM Tenure security: Providing opportunities for the settlement (housing) of rural dwellers in a sustainable manner that are compatible with unique Western Cape circumstances. Non-viable and uncontrolled settlement formation/urbanisation in rural areas are not supported. Commonages, as a public land resource, offer opportunities for the accommodation of new entrants to the farming sector. Existing

commonages should not be alienated or cadastrally fragmented. The subdivision of agricultural land in the rural landscape for individual title to provide security of tenure to agri workers and rural dwellers are not supported. New residential nodes in the rural landscape must be prevented due to municipal efficiency and opportunity costs to deliver services to scattered small nodes versus providing the same services in a central urban area. As an alternative to agri workers settling in existing settlements, in certain cases the agri-village option may be applicable. An agrivillage is a privately established and managed settlement, situated on private land within a farming area and exclusively accommodates the local agri worker community In a farming area where there is a concentration of agri workers due to the type of agricultural activities and that has a substantial demand for "off-the-farm" settlement.
CHAPTER 10: RURAL ACCOMMODATION 10.2 AGRI WORKER HOUSING The settlement of agri workers must contribute to sustainable community, rural and agricultural development. Units may not be alienated, whether by individual erven, sectional title, share block or by any other means. The number of units must reasonably be connected to the bona fide primary farming and agricultural activities on the land unit. Apply employee ratio norms (average number of employees per hectare per produce) as recommended by the various organised commodity groups (e.g. Hortgro, Redmeat, Vinpro), whilst also recognising the difference between permanent and seasonal agri workers.

3.17.4 2013 10 WCDHS Municipal Guideline for responding to farm residents housing needs in the Western Cape

Farm occupier: A person residing on land which belongs to another person, and who has on 4 February 1997 or thereafter had consent or another right in law to do so, and includes long-term occupiers as defined in ESTA, and other workers in the agricultural sector such as domestic and farm security personnel (Part 3 of National Housing Code, 2009). Sustainable Rural Settlements: In accordance with the definition in the Integrated Sustainable Rural Development sustainable economies and universal access to social amenities, able to attract and retain skilled and knowledgeable people, who [are] equipped to contribute to growth and development" (Part 3 of National Housing Code, 2009).
Farm residents need to be registered on the municipal housing demand databases. Raising awareness at IDP indabas about mainstreaming housing opportunities for farm residents into municipal planning • Partnership development (between farmer, farmer resident and local government) must be enhanced and; • Municipalities, farm residents and farmers should be informed about the various housing options and eligibility criteria.
The WCDOA estimates that there are 175 000 farm workers in the

province... 55% of households living on farms earn less than R3 200 per month... There are 241 781 entries on the housing demand databases of municipalities. Of the number of records listed, only 9 398 of addresses for registered entries contain the word "farm". middle aged and older farm residents who are evicted from farms are not all excluded from selection because their registration dates are too recent. Middle aged and elderly farm residents still staying on farms should also be given opportunities to receive a subsidy in a town project if they wish to.

The SC takes the form of a check list, which includes the following:
• Clear indication of human settlement need - housing demand [HDDIP, Census, own research);
• Availability of land;
• Evidence of sufficient funding for bulk services;
• Existence of sufficient existing bulk infrastructure capacity to accommodate additional demand from project, or approved plans in place to upgrade;
• Critical environmental risk;
• Proximity to nearest centre of economic and social opportunities
Municipalities should consider all of the above factors when making decisions and planning for new housing developments, including those which may be directly related to farm residents housing. In general, municipalities should be guided by the need to achieve the greatest impact, particularly in light of demand being much greater than supply.

It is important that farmers understand the profile and housing needs of their workers and farm residents, particularly in terms of the income levels, tenure status and other factors which relate to the general criteria for qualifying for government housing subsidies

3.17.5 2019 WCDM Cape Winelands District Spatial Development Framework 3.4 AGRI PARKS DISTRICT LEVEL IMPLEMENTATION: SPACE ECONOMY LINKAGES

proposes the following 'Policy Objective' to protect, manage and enhance critical regionalism specifically 'sense of place'
Respond to and enhance an economically, socially and spatially meaningful settlement hierarchy that considers the role, character and location of settlements in relation to one another while preserving the structural hierarchy of towns, villages, hamlets and farmsteads in relation to historical settlement patterns.

3.17.6 2000 WC Policy for the Settlement of Farm Workers

to promote the vision that all farm workers "must be able to be settled permanently" and to create "on the farm" and "off the farm" settlement options for "the Western Cape farm worker community" – permanent, periodical, domestic, contract and seasonal workers and their dependents which it estimated at +/- 200 000 households

It envisaged "the option of subdividing the farm unit which will facilitate settlement with the accompanying right of ownership".
The policy also introduced minimum standards for on-farm worker housing. These include:
houses being compliant with municipal building regulations including the mandatory provision of drinking water and toilet

5.2. Area, Land Ownership and Use Rights

5.2.1. Key Attributes and Opportunities of specific land parcels Droe Dyke:

This section needs to be unpacked with reference to the status and the future of the DALRRD quarantine admin offices, the quarantine camp and the cluster of quarantine workers' housing https://acrobat.adobe.com/link/track?uri=urn:aaid:scds:US:bdc9f3ef-9e58-354e-a6a7-4307565d418b and the The LSDF housing proposal for Precinct 1

ie 3.1. Table 11. Minimum and maximum bulk and number of residential units per precinct

Precinct 1: 3 997 minimum density units; 5 181 maximum density units

5.4. The Socio-Economic Context7

5.4.1 . Poverty

5.4.1.1. Key Attributes

The need for farm resident housing off farm needs to be stated and motivated for with data from human settlement and emergency housing dept

6.4. Development Framework

The overall character/identity of each precinct is described in the table below. Table 6. Precinct Character/ Identity Elements

Precinct #1 Droe Dyke	A gateway precinct at the south-western entrance to Stellenbosch and the ATC. In general, together with the Northern Precinct, to contain a higher proportion of housing than other precincts, as well as mixed use retail and commercial activities. Some blocks to contain mostly housing. A major focus of formal and informal recreational and sport activities (some of which may serve the ATC and areas beyond) along the river corridor.	Add special recognition for the needs of former farm dwellers and retirees from farms in the Devon Valley and surrounds
Precinct #10 Northern Extension	A gateway precinct at the northern entrance to Stellenbosch and the ATC. In general, together with the Droe Dyke Precinct, to contain a higher proportion of housing than other precincts, as well as mixed use retail and commercial activities. Some blocks to contain mostly housing. A focus of formal and informal recreational and sport activities.	Add special recognition for the needs of the former farm dwellers and retirees from farms in the Koelenhof area

1	Adam Tas Local Spatial Development Framework Open day 8 June 2022
2	DALRRD land - ADAM TAS CORRIDOR LSDF PRECINCT 1 Droë Dyke
3	Adam Tas Corridor Local Spatial Development Framework Stellenbosch Municipality September 2021

4	Respondents 1- 4 and 6 : WRITTEN SUBMISSION FOR MEANINGFUL ENGAGEMENT
5	Respondents 1- 4 and 6 : WRITTEN SUBMISSION FOR MEANINGFUL ENGAGEMENT Addendum: properties owned and leased by the applicants or their entities in Devon Valley

From: Henk Smith
Sent: Wednesday, 08 June 2022 12:20
To: Bernabe De La Bat <Bernabe.DeLaBat@stellenbosch.gov.za>; chantel.hauptfleisch@stellenbosch.gov.za
Cc: johan@jdvdm.co.za
Subject: FW: Carinus / van Niekerk 515/2020 Stellenbosch - meaningful engagement - state land for secure tenure option

From: Lionel Beerwinkel <Lionel.Beerwinkel@dalrrd.gov.za>
Sent: Wednesday, 01 June 2022 12:34
To: Henk Smith <henksmith1@outlook.com>; Lazarus Joseph <LJoseph@dalrrd.gov.za>; Jeffrey Swart <Jeffrey.Swart@Dalrrd.gov.za>
Cc: Johru Robyn <Johru.Robyn@stellenbosch.gov.za>; Andrea Lawrence (IHS Admin Officer) <IHS.Temp@stellenbosch.gov.za>; Maria Smith <hendrinasmith1@outlook.com>
Subject: RE: Carinus / van Niekerk 515/2020 Stellenbosch - meaningful engagement - state land for secure tenure option

Hi Henk,

We could not deliberate on this aspect due to the fact that we were under pressure subsequent to the meeting to finalise submissions (other stuff) to National Office.

I suggest that we do a visit to the properties in question as to familiarise ourselves with the devil in our midst. Please propose dates.

Regards

Lionel Beerwinkel

From: Henk Smith <henksmith1@outlook.com>
Sent: Wednesday, 01 June 2022 12:15
To: Lionel Beerwinkel <Lionel.Beerwinkel@dalrrd.gov.za>; Lazarus Joseph <LJoseph@dalrrd.gov.za>
Cc: Johru Robyn <Johru.Robyn@stellenbosch.gov.za>; Andrea Lawrence (IHS Admin Officer) <IHS.Temp@stellenbosch.gov.za>; Maria Smith <hendrinasmith1@outlook.com>
Subject: RE: Carinus / van Niekerk 515/2020 Stellenbosch - meaningful engagement - state land for secure tenure option

EXTERNAL EMAIL: This email originated outside of "DALRRD Environment". CAUTION: Do not click on links or open attachments unless you recognize the sender and know the content is safe.

I'm using Adobe Acrobat.
You can view "DALRRD land and ADC Precinct1 plus.pdf" at:
https://acrobat.adobe.com/link/track?uri=urn:aaid:scds:US:13b922cd-4b21-4546-86f6-74c6f5c552c4

Dear Lionel

Further to our conversation on Monday, please let us know about your investigations regarding the DALRRD taking steps to make its land available for land reform purposes and specifically under the ESTA to provide for a farmworker ESTATE on DALRRD land in Precinct 1 in the Adam Tas Corridor and the ADT dLSDF. Regards Henk

From: Henk Smith
Sent: Friday, 20 May 2022 11:29
To: Lionel Beerwinkel <Lionel.Beerwinkel@dalrrd.gov.za>
Cc: Johru Robyn <Johru.Robyn@stellenbosch.gov.za>; Andrea Lawrence (IHS Admin Officer) <IHS.Temp@stellenbosch.gov.za>; Maria Smith <hendrinasmith1@outlook.com>
Subject: FW: Carinus / van Niekerk 515/2020 Stellenbosch - meaningful engagement - state land for secure tenure option
Importance: High

Dear Johru and Lionel
Further to our conversation yesterday:

1 They municipality will prepare a first report for the court by 11 July 2022.
2 Yesterday afternoon we got the court to postpone to 21 July 2022.
3 Our view is that the ATC LSDF of the municipality provides ideal opportunities for a DALRRD ESTA Estate and private estates for farmworker housing for the Stellenbosch district on state land in Precinct 1.
4 We have prepared a preliminary note – attached and linked https://acrobat.adobe.com/link/track?uri=urn:aaid:scds:US:0693e8d2-d2cc-3365-8c40-3cc5b6bc62ef
5 Lionel, can I call you this afternoon about our note and the ESTATES submissions to the municipality and your national delegation visiting Worcester and Stellenbosch the end of the month. Regards Henk

From: Henk Smith
Sent: Monday, 16 May 2022 15:33
To: Johru Robyn <Johru.Robyn@stellenbosch.gov.za>; Vian Bester <vian@bestersattorneys.co.za>; Lionel Beerwinkel <Lionel.Beerwinkel@dalrrd.gov.za>
Cc: lwazincapayi1@outlook.com; Maria Smith <hendrinasmith1@outlook.com>; Mervin Williams <Mervin.Williams@stellenbosch.gov.za>; Craig Alexander <Craig.Alexander@stellenbosch.gov.za>
Subject: RE: Carinus / van Niekerk 515/2020 Stellenbosch - meaningful engagement - applicants' municipal leasehold land for secure tenure consideration

Dear Johru, Vian, Lionel and colleagues

1 Our instructions are to respond to your correspondence as follows with regard to the meaningful engagement process.

2 Principally the purpose of meaningful engagement is to contribute to the information gathering exercise to provide the court with all relevant facts so as to decide, with reference to general requirements of fairness, upon:
   a. whether to grant an eviction order or not [s11]
   b. to determine two dates ... one by which the Respondent should have left and then a date on which an eviction order may be carried out [s12]

3 The longstanding judgment of the Land Claims Court provides guidance.

Diedericks v Univeg Operations South Africa (Pty) Ltd t/a Heldervue Estates (LCC18/2011) [2011] ZALCC 11 (23 August 2011)

i. In the preamble to the Act it is recorded that: " ... that the law should promote the achievement of longterm security of tenure for occupiers of land, where possible through the joint efforts of occupiers, landowners and government bodies ii. 16 ... "First, proof of unlawful occupation alone is not a sufficient basis on which to grant evictions, although it is a pre-requisite. Secondly, the statutory factors relevant to granting eviction orders must be interpreted and applied bearing in mind underlying constitutional values, and are not a closed list. Finally, the court has a broad discretion both as to procedure and substance, when considering eviction cases." ... evidence of meaningful engagement is required by the Court in eviction application cases so as to ensure the Court is able to properly consider "all relevant circumstances". iii. 19 ... It matters not whether the owner of the land, the potential evictee or the local authority initiates the engagement but engage they must... iv. Order: 6. the Applicant and the Respondent are ordered to engage with one another and jointly or separately to engage with the local authority meaningfully and as soon as it is possible for them to do so, in an effort to resolve the differences and difficulties aired in this application in the light of the values of the Constitution, the constitutional and statutory duties of the municipality and the rights and duties of the parties to this application.

4 We are of the view that the engagement process has not as yet reached the point where the 5th respondent's report can be finalised.

a. The applicants hold long term leases at cheap rental on the 5th respondent's commonage. At the meeting two weeks ago both the farm dweller family respondents and DALRRD requested that the 5th respondent accurately indicate on a map or sketch map where [in relation to the applicants' ownership farms [36/66] and the SDF urban edge] these leaseholds are situated. It is a reasonable request and the court can be apprised of the relevant fact and factor.
b. With reference to the 4 statements in your correspondence below, our clients raised questions and made comments. The tenor of the questions and comments indicate that these could be addressed in further urgent discussion or correspondence, and the 5th respondent is encouraged to volunteer all possibilities and proposals for an equitable outcome for the farm dweller family respondents in the current proceedings and others in similar circumstances. Of note is that a Devon Valley agri village for farm worker retirees and other farm dwellers does not necessarily have to form part of and existing township or situated inside the SDF defined urban edge. Neither do these possibilities necessarily be inside the Devon Valley but could be nearby... and even as far as Ravensby.

	1. No urban development for now or in the foreseeable future is planned for the Devon Valley area.	1.1 What are the development plans, including provision of services, for 1.1.1 the clusters of farmworker housing settlements at Waterkloof [at 66/66], Dwars in den Weg, Middelvlei and Uitskot indicated on the map at 37/66; 1.1.2 the 'public places' on the edges of the township land Papegaaiberg at 37/66; 1.1.3 the undeveloped parts of the commonage land Grootvlei at 43/66 once the leases expire or are terminated in the public interest or for a public purpose?
	2. The agri-village concept has not been included in the Stellenbosch MSDF for the Devon Valley area.	2.1 Has agri-villages been considered anywhere else in the MSDF? If not, why not? When will it be considered? 2.2 When will it be considered for the Devon Valley area 2.3 Does the rehabilitation plans for the refuse dumps at 44/66 and at 40/66 marked W include a housing component? If not, can it be considered?

	3. The farm portions indicated by you fall outside the urban edge.	3.1 Our clients are not convinced that the public place at 40/66 falls outside the urban edge. Neither does the leasehold land marked A at 40/66. 3.2 The leasehold 183G at 11/38 appears to be inside the urban edge. It also appears to be uncultivated and undeveloped.
	4. The nearest urban development of the Devon Valley are is the portion of the long term Adam Tas development that intersects with this area.	4.1 Does the Adam Tas development include a housing component. If not, can it be considered and included? 4.2 Please let us have a copy of the Adam Tas precinct plan or equivalent.
	other alternative accommodation for the respondents must be sought and/or discussed.	Agreed, as well as the above and practical application of the FLISP programme and s4 assistance by the DALRRD.

5 Please again take note of our insistence that any municipal report, final or interim, should append the submissions filed to date by the applicants and the respondents.

6 We propose that the DALRRD should file an updated probation report. We again confirm that any rental or contribution that the respondent farm dweller family may pay, or the temporary, contract or seasonal employment with the applicants, do not prejudice the applicants' rights under the current proceedings.

7 We propose to inform the court at the next hearing on 19 May 2022 of progress herein, and file a bundle with the following documents:

1	Respondents' submission	2021 10 13	https://acrobat.adobe.com/link/track?uri=urn:aaid:scds:US:a4d1ca3e-335c-30c4-90c6-a4672657d39b	66
2	5th respondent's minutes	2021 11 25	https://acrobat.adobe.com/link/track?uri=urn:aaid:scds:US:49938dfd-7b2c-3d5f-b6f7-fa5b2d80bd09	9
3	Applicants' submission	2022 02 22	https://acrobat.adobe.com/link/track?uri=urn:aaid:scds:US:434fdca0-0172-37b5-b31b-5bb57ddb7e53	3
4	Respondents' addendum	2022 05 05	https://acrobat.adobe.com/link/track?uri=urn:aaid:scds:US:43b83804-44a8-38a0-a189-180d2de2dd66	38
5	This correspondence	2022 05 16	https://acrobat.adobe.com/link/track?uri=urn:aaid:scds:US:60c6d815-e604-3e33-809e-f98377466291	17
6	Meaningful engagement bundle	2022 05 16	https://acrobat.adobe.com/link/track?uri=urn:aaid:scds:US:b2c79c77-c689-331f-a77d-96150b4f0780	133

8 Please let us know when next we can discuss this further in bi lateral and other discussions. Regards Henk

From: Johru Robyn <Johru.Robyn@stellenbosch.gov.za>
Sent: Tuesday, 10 May 2022 14:49
To: 'Henk Smith' <henksmith1@outlook.com>
Cc: lwazincapayi1@outlook.com; Maria Smith <hendrinasmith1@outlook.com>; Vian Bester <vian@bestersattorneys.co.za>; Lionel Beerwinkel <Lionel.Beerwinkel@dalrrd.gov.za>; Mervin Williams <Mervin.Williams@stellenbosch.gov.za>; Craig Alexander <Craig.Alexander@stellenbosch.gov.za>
Subject: RE: Carinus / van Niekerk 515/2020 Stellenbosch - meaningful engagement - applicants' municipal leasehold land for secure tenure consideration

Dear Mr. Smith
With reference to your e-mail(s) hereunder, as well as your request for feedback from the Senior Manager: Spatial Planning (included) regarding urban development options in the Devon Valley area.
As promised, I had a discussion regarding urban development in the Devon Valley area.

1. No urban development for now or in the foreseeable future is planned for the Devon Valley area.
2. The agri-village concept has not been included in the Stellenbosch MSDF for the Devon Valley area.
3. The farm portions indicated by you fall outside the urban edge.
4. The nearest urban development of the Devon Valley are is the portion of the long term Adam Tas development that intersects with this area.

Therefore, other alternative accommodation for the respondents must be sought and/or discussed.

Kind regards,
Johru Robyn
Manager: Informal Settlements
Human Settlements & Property Management

T: +27 21 808 8460 | C: +27 21 887 6167
Plein Street, Stellenbosch, 7600
33°56'12.28"S, 18°51'44.74"E
www.stellenbosch.gov.za

Disclaimer and confidentiality note: The legal status of this communication is governed by the terms and conditions published at the following link: http://www.stellenbosch.gov.za/main_pages/disclaimerpage.htm

About Stellenbosch Municipality
Our mission is to deliver cost-effective services that will provide the most enabling environment for civil and corporate citizens.
Our head office is at Town House Complex, Plein Street, Stellenbosch, 7600, South Africa.
For more information about Stellenbosch Municipality, please call +2721-808-8111, or visit www.stellenbosch.gov.za

Disclaimer:
The information contained in this communication from johru.robyn@stellenbosch.gov.za sent at 2022-05-10 14:49:08 is confidential and may be legally privileged. It is intended solely for use by henksmith1@outlook.com and others authorized to receive it. If you are not henksmith1@outlook.com you are hereby notified that any disclosure, copying, distribution or taking action in reliance of the contents of this information is strictly prohibited and may be unlawful. Powered by IOCO

From: Henk Smith <henksmith1@outlook.com>
Sent: Friday, 06 May 2022 19:14
To: Johru Robyn <Johru.Robyn@stellenbosch.gov.za>; Lionel Beerwinkel <Lionel.Beerwinkel@dalrrd.gov.za>

Cc: lwazincapayi1@outlook.com; Maria Smith <hendrinasmith1@outlook.com>
Subject: [EX] RE: Carinus / van Niekerk 515/2020 Stellenbosch - meaningful engagement - applicants' municipal leasehold land for secure tenure consideration

Dear Johru and Lionel

1 We have now summarised the municipal leases to the Carinus family and located the leased portions on the Grootvlei commonage deduction plan and the Elsenburg Farmmapper platform.
https://acrobat.adobe.com/link/track?uri=urn:aaid:scds:US:188bf78c-afbe-322c-9377-e6bed2e15c14

2 We believe that this will assist you in considering appropriate land for a secure tenure option for the van Niekerk family, for inclusion in the municipality's report and a supplement to the DALRRD probation report.

3 As discussed yesterday we shall contact you on Monday or early next week to discuss next steps, and a provisional report(s) to the magistrate on 19 May 2022. Please let us know at what time on Monday afternoon we can call you

4 Please let us know if our addendum to the respondents 1-4 and 5 engagement submission requires any clarification.

Regards Henk, Lwazi and Maria

Most relevant extracts from the attached agenda

7 ...

	ha		1993 11 24		1986 03 27	
			R annual	R p/ha	R annual	R p/ha
183D	24	Joretha Boerdery	9221.52	384.23	1920.00	80.00
183E	21.84	Devon Valley Boerdery			1747.00	80.00
183F	8.13	Devon Valley Boerdery	3123.79	384.23	650.00	80.00
183G	0.43	Devon Valley Boerdery	161.38	384.23	33.60	80.00
203/2A	4,36	Devon Valley Boerdery	1652.19		452.80	80.00

8 The five portions of the municipal commonage leased to the applicants are all situated to the south and southeast of the applicants' ownership farms. The binder of surveyed and sketch maps of the five portions is linked below and the maps are attached to this note. [1]

9 The fifty year leasehold land of the applicants is arguably suitable for the development of a farmdweller settlement and are not disqualified in term of the criteria listed in paragraph 12 of their written submission:

> 12. The Applicant instructs that is would not be willing to sell a piece of land to the DALRRD, for including but not limited to the following reasons:
> 12.1 Security aspect: The Applicant experiences weekly issues with break- ins and theft, including theft of electrical cables and infrastructure. Rural security remains a big concern and should a settlement be located in the middle of the property of the Applicant over which inhabitants the Applicant has no effective control, security cannot be guaranteed. At the moment the Applicant at least has some control over security by way of access control, etc.
> 12.2 Services: No indication has been provided how services will be rendered or brought to the relevant portion. Currently the Applicant supplies basic services to this portion and can obviously not be expected to continue to do so if the portion is sold. It is the Applicant's submission that it would be prohibitively expensive for either the Stellenbosch Municipality or the DALRRD to supply basic services (water, sewerage, refuse removal) to the relevant site.
> 12.3 Value of land: The relevant portion is in the middle of the Applicant's property. It contains several houses where building rights have been established. If the DALRRD wishes to purchase this portion and it is valued at current market related price for agricultural property in Stellenbosch together with the value of the houses and improvements on the relevant portions, it would entail a purchase price of several million rand, without taking into account the cost of services. It is submitted that it would be much cheaper for the DALRRD to merely purchase existing housing at an alternative site. The Applicant would be able to much better develop the relevant portion for its own purposes.

10 The municipal leasehold land of the applicants are not situated in the middle of applicants' ownership farms and the costs of services and the land do not apply to the municipal commonage portions which are situated adjacent to within the SDF defined urban edge.

11 Portion 183G is particularly appropriate for consideration for standalone development of a home for the extended Van Niekerk family and a small farm worker village. It appears not to be cultivated, it is inside the urban edge and immediately adjacent to the Onder Papegaaiberg township and residential area, and it is already surveyed.

12 The respondents 1-4 and 6 submit that the 5th respondent's report to the court and any addendum to the DALRRD probation report require to deal with and consider the feasibility and desirability of providing secure tenure to the farm dweller family in the Devon Valley where the members have spent their lifetimes on the applicants' land, and relocate to land leased by the applicants and owned by the 5th respondent.

13 The respondents 1-4 and 6 submit that the applicants will not be prejudiced by giving up part of their leasehold land which they have rented at low rental from the 5th respondent for many decades. Secure tenure options for the respondents 1-4 and 6 can be explored and secured on the applicants' leasehold land,

a. by the DALRRD in terms of section 4 of the act,
b. in collaboration with the 5th respondent
c. the financial and other assistance and support of the applicants, and
d. the respondents 1-4 and 6 also contributing by applying in terms of the FLISP of the Western Cape provincial government.

From: Henk Smith
Sent: Tuesday, 23 November 2021 13:01
To: Piet Smit <Piet.Smit@stellenbosch.gov.za>; Lionel Beerwinkel <Lionel.Beerwinkel@dalrrd.gov.za>; Andrea Lawrence (IHS Admin Officer) <IHS.Temp@stellenbosch.gov.za>; Bernabe De La Bat <Bernabe.DeLaBat@stellenbosch.gov.za>; Craig Alexander <Craig.Alexander@stellenbosch.gov.za>; Rotanda Swartbooi <Nona.Swartbooi@stellenbosch.gov.za>
Cc: Chantal Moses <Chantal.Moses@stellenbosch.gov.za>; Mervin Williams <Mervin.Williams@stellenbosch.gov.za>; Johru Robyn <Johru.Robyn@stellenbosch.gov.za>
Subject: RE: Carinus / van Niekerk 515/2020 Stellenbosch - meaningful engagement meeting scheduled for 25 Nov 2021 14h00

Jammer Piet en Andrea
MS Outlook het ongelukkig die aanhangsels geblok as onveilig. Ons sal 'n ander format moet probeer. Beste wense tot more en ons hoop dat ons nog van die ander dokumente ook sal kry voor die vergadering more. Henk

From: Piet Smit <Piet.Smit@stellenbosch.gov.za>
Sent: Monday, 22 November 2021 07:59
To: 'Henk Smith' <henksmith1@outlook.com>; Lionel Beerwinkel <Lionel.Beerwinkel@dalrrd.gov.za>; Andrea Lawrence (IHS Admin Officer) <IHS.Temp@stellenbosch.gov.za>; Bernabe De La Bat <Bernabe.DeLaBat@stellenbosch.gov.za>; Craig Alexander <Craig.Alexander@stellenbosch.gov.za>; Rotanda Swartbooi <Nona.Swartbooi@stellenbosch.gov.za>
Cc: Chantal Moses <Chantal.Moses@stellenbosch.gov.za>; Mervin Williams <Mervin.Williams@stellenbosch.gov.za>; Johru Robyn <Johru.Robyn@stellenbosch.gov.za>
Subject: RE: Carinus / van Niekerk 515/2020 Stellenbosch - meaningful engagement meeting scheduled for 25 Nov 2021

Henk,
I will have to request copies of the agreements from our Registry Section, as I am unable to find it on our Electronic Database. I attach a copy of Lease Farm 183D(Joretha Boerdery) ,which I was able to find.The other contract look the same .
Piet

From: Henk Smith <henksmith1@outlook.com>
Sent: Sunday, 21 November 2021 16:23
To: Piet Smit <Piet.Smit@stellenbosch.gov.za>; Lionel Beerwinkel <Lionel.Beerwinkel@dalrrd.gov.za>; Andrea Lawrence (IHS Admin Officer) <IHS.Temp@stellenbosch.gov.za>; Bernabe De La Bat <Bernabe.DeLaBat@stellenbosch.gov.za>; Craig Alexander <Craig.Alexander@stellenbosch.gov.za>; Rotanda Swartbooi <Nona.Swartbooi@stellenbosch.gov.za>
Cc: Chantal Moses <Chantal.Moses@stellenbosch.gov.za>; Mervin Williams <Mervin.Williams@stellenbosch.gov.za>; Johru Robyn <Johru.Robyn@stellenbosch.gov.za>
Subject: [EX] RE: Carinus / van Niekerk 515/2020 Stellenbosch - meaningful engagement meeting scheduled for 25 Nov 2021

Dear Stellenbosch Municipality

1 Thank very much for the link to the 5 leases.

a.

183D	Stellenbosch	24	Joretha Boerdery	01/04/1994 - 31/03/2044		
183E	Stellenbosch	21.84	Devon Valley Boerdery (Edms) Bpk	01/04/1994 - 31/03/2044		
~~183F~~	~~Stellenbosch~~	~~8.13~~	~~Devon Valley Boerdery (Edms) Bpk~~	~~01/04/1994 - 31/03/2044~~	-	-
183G	Stellenbosch	0.43	Devon Valley Boerdery (Edms) Bpk	01/04/1994 - 31/03/2044		
203/2A	Stellenbosch	4,36	Devon Valley Boerdery (Edms) Bpk	01/04/1994 - 31/03/2044		

b. We unfortunately did not download the documents in time, and the link expired.
c. Please resend us the link for the leases

2 Mr Bester, the attorney for the applicants, informed that he will let us have the next court date and that he is taking instructions about the documents that we requested from the applicants before the engagement meeting on Thursday this week, ie:

a.

2021 10 18	1	11.4.1.1 To ensure compliance: a) The business should have a detailed map of housing, also indicating numbers and status of occupiers (with and without consent). b) There should be a housing risk management plan	WIETA 108/129	
	2	11.5.1.1 To ensure compliance: a) A housing policy and housing agreement is available.	WIETA 110/129	
	3	a written maintenance plan and register available for asbestos used in housing and accommodation	WIETA HOUSING GUIDELINES 2016	
2021 11 25	4	Die langtermyn huurkontrakte op die munisipale meent Grootvlei i. 183E 21,84 ha, 7 ha water Devon Valley Boerdery (Edms) Bpk 01/04/1994- 31/03/2044 ii. 183F 8,13ha, 3 ha water Devon Valley Boerdery (Edms) Bpk 01/04/1994- 31/03/2044 iii. 183G 0,43 ha, No water Devon Valley Boerdery (Edms) Bpk 01/04/1994- 31/03/2044 iv. 203/2A 4,36 ha, 2 ha water Devon Valley Boerdery (Edms) Bpk 01/04/1994- 31/03/2044		
2021 11 01	5	The respondents produced five rental receipts of 2007, 2010 and 2014. They do not have any other receipts for any other years. These are the originals from a carbon copy standard receipt book. Please let us have the carbon copies of the receipts for all the relevant years and any other related documents.		
	6	housing agreements, housing policies and housing registers		

3 For purposes of preparing for the engagement meeting on 25 November 2021 we still require the following documents from the municipality.

a.

2021 10 29	1	final version adopted by council of the DRAFT POLICY FOR MANAGEMENT OF MUNICIPAL AGRICULTURAL LAND – 2015		
	2	a) relevant reports of the Strategic Advisory Committee and the Operational Committee since 2014 and more specifically b) the annual audits on optimal land use of the municipal properties leased from the municipality by the applicants' Devon Valley Boerdery		
	3	the municipality's Emergency Housing Assistance Policy (EHAP)		
	4	Die langtermyn huurkontrakte op die munisipale meent Grootvlei i. 183E 21,84 ha, 7 ha water Devon Valley Boerdery (Edms) Bpk 01/04/1994- 31/03/2044 ii. 183F 8,13ha, 3 ha water Devon Valley Boerdery (Edms) Bpk 01/04/1994- 31/03/2044 iii. 183G 0,43 ha, No water Devon Valley Boerdery (Edms) Bpk 01/04/1994- 31/03/2044 iv. 203/2A 4,36 ha, 2 ha water Devon Valley Boerdery (Edms) Bpk 01/04/1994- 31/03/2044		
	5	Lease Agreement 183F, requested from Registry		
	6	a list of the projects under construction and the construction timeline for future municipal housing projects		
2021 10 26	9	Housing demand database Database for LM Database of farm residents LM Database for Devon Valley farm residents	WCDHS 18/34 2015 guideline	
	10	Beneficiary Selection Policies And whether a quota of a fixed share of the housing opportunities in a housing project to be set aside for farm residents who are middle aged or elderly and have resided on farms for a significant period of time in the recent past	WCHDS6+ guidelines 2014 21/34	
	11	Stellenbosch Municipality, Rural Area Plan Status Quo, 2017 Stellenbosch Municipality, Rural Area Plan Synthesis, 2017	SM SDF 141/252	

b. We look forward to getting these policy instruments and other documents relevant to the dispute timeously, and we do not mind getting them piecemeal.
c. Please do not hesitate to call us if you need clarity on any of our requests, or if you need further motivation about the relevance of the documents requested.

Regards Henk Smith 083 266 1770

From: Piet Smit <Piet.Smit@stellenbosch.gov.za>
Sent: Tuesday, 02 November 2021 08:22
To: Lionel Beerwinkel <Lionel.Beerwinkel@dalrrd.gov.za>; Andrea Lawrence (IHS Admin Officer) <IHS.Temp@stellenbosch.gov.za>; Bernabe De La Bat <Bernabe.DeLaBat@stellenbosch.gov.za>; Craig Alexander <Craig.Alexander@stellenbosch.gov.za>; Henk Smith <henksmith1@outlook.com>; Rotanda Swartbooi <Nona.Swartbooi@stellenbosch.gov.za>
Cc: Chantal Moses <Chantal.Moses@stellenbosch.gov.za>; Mervin Williams <Mervin.Williams@stellenbosch.gov.za>; Johru Robyn <Johru.Robyn@stellenbosch.gov.za>
Subject: RE: Carinus / van Niekerk 515/2020 Stellenbosch - hofdatum 11 November 2021: meeting proposed for 25 Nov

I'm using Mimecast to share large files with you. Please see the attached instructions.

Please find attached copies of the following lease Agreements:

183D	Stellenbosch	24	Joretha Boerdery	01/04/1994 - 31/03/2044		
183E	Stellenbosch	21.84	Devon Valley Boerdery (Edms) Bpk	01/04/1994 - 31/03/2044		
183F	Stellenbosch	8.13	Devon Valley Boerdery (Edms) Bpk	01/04/1994 - 31/03/2044		
183G	Stellenbosch	0.43	Devon Valley Boerdery (Edms) Bpk	01/04/1994 - 31/03/2044		
203/2A	Stellenbosch	4,36	Devon Valley Boerdery (Edms) Bpk	01/04/1994 - 31/03/2044		

I was unable to get a copy of Lease Agreement 183F,but has requested a copy from our Registry.I will send it as soon as I get it from them.

Kind regards

Piet Smit

From: Henk Smith <henksmith1@outlook.com>
Sent: Friday, 29 October 2021 15:22
To: 'Lionel Beerwinkel' <Lionel.Beerwinkel@dalrrd.gov.za>; Andrea Lawrence (IHS Admin Officer) <IHS.Temp@stellenbosch.gov.za>; Rotanda Swartbooi <Nona.Swartbooi@stellenbosch.gov.za>; Craig Alexander <Craig.Alexander@stellenbosch.gov.za>; Bernabe De La Bat <Bernabe.DeLaBat@stellenbosch.gov.za>; Piet Smit <Piet.Smit@stellenbosch.gov.za>
Cc: Johru Robyn <Johru.Robyn@stellenbosch.gov.za>; Mervin Williams <Mervin.Williams@stellenbosch.gov.za>; Chantal Moses <Chantal.Moses@stellenbosch.gov.za>
Subject: [EX] RE: Carinus / van Niekerk 515/2020 Stellenbosch - hofdatum 11 November 2021: meeting proposed for 25 Nov
Importance: High

	Thurs 4 Nov	Thurs 18 Nov	Thurs 25 Nov	
Applicants	Yes	Yes – 14h00	Yes – 14h00 -	

Respondents 1-4&6	Yes – 14h00 or 15h00	no	Yes – 14h00 or 15h00	
DALRRD				
Municipality	yes	yes	Yes	

Dear Andrea

1 The first and last Thursdays of the month November suit us. We are working outside the province in the weeks of 8 and 15 November.

2 We prefer 25 November. The later date would allow the municipality and the applicants to let us have documents requested in the written submission.

a. Mr Robyn proposed that we also address our request for documents from the municipality to the other addressees above:

b. With regard to the leases we propose that they include the following leases referred to in the DRAFT POLICY FOR MANAGEMENT OF MUNICIPAL AGRICULTURAL LAND – 2015, and their diagrams or sketch plans thereof so that the can be identified.

i. 183E 21,84 ha, 7 ha water Devon Valley Boerdery (Edms) Bpk 01/04/1994- 31/03/2044
ii. 183F 8,13ha, 3 ha water Devon Valley Boerdery (Edms) Bpk 01/04/1994- 31/03/2044
iii. 183G 0,43 ha, No water Devon Valley Boerdery (Edms) Bpk 01/04/1994- 31/03/2044
iv. 203/2A 4,36 ha, 2 ha water Devon Valley Boerdery (Edms) Bpk 01/04/1994- 31/03/2044

c. Please also let us have the final version adopted by council of the DRAFT POLICY FOR MANAGEMENT OF MUNICIPAL AGRICULTURAL LAND – 2015

d. Copies of the relevant reports of the Strategic Advisory Committee and the Operational Committee since 2014 and more specifically the annual audits on optimal land use of the municipal properties leased from the municipality by the applicants' Devon Valley Boerdery.

e. It goes without saying that we also require copies of any other relevant information, policy and other instruments that may be referred to by 5th respondent in the meaning engagement or otherwise of relevance to the parties and related to the matter and the legal proceedings:

i. If there is a policy for management of municipal land other than agricultural land, we would like a copy thereof.
ii. We believe that the municipality's Emergency Housing Assistance Policy (EHAP) may be relevant and we also request a copy thereof.
iii. In this light we also require a list of the projects under construction and the construction timeline for future municipal housing projects.

f. It may take a bit of time to compile the documents requested timeously before 4 November and we therefor propose 25 November. We do not mind getting the documents piecemeal.

3 We shall request the applicants' Mr Bester to arrange for a postponement of the next court date 11 November to a suitable date that will allow the municipality to prepare its report and the parties to prepare a minute of meaningful engagement meeting.

4 Please let us know about your proposed venue for the meeting, which we submit can be held virtually or outdoor, perhaps even on the farm if there is a suitable outdoor venue.

5 We propose that the physical inspection be held immediately after the meeting, and that the inspection includes at least:

a. The Dwars in die Weg settlement
b. The Waterkloof settlement
c. The Uitskot settlement

d. The land leased by the applicants' Devon Valley Boerdery (Edms) Bpk.

6 If the meeting can be scheduled for the afternoon and is followed by the inspection, all the respondents 1-4&6 will also be at their home after work and school.

7 We look forward to hearing from you regarding our proposals.

Regards Henk 083 266 1770

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You can view "docs requested.pdf" at:
https://documentcloud.adobe.com/link/track?uri=urn:aaid:scds:US:e56357cd-8c89-425c-b193-7bf7455dfb9c

From: Vian Bester <vian@bestersattorneys.co.za>
Sent: Friday, 29 October 2021 13:49
To: 'Andrea Lawrence (IHS Admin Officer)' <IHS.Temp@stellenbosch.gov.za>; henksmith1@outlook.com
Cc: 'Johru Robyn' <Johru.Robyn@stellenbosch.gov.za>; 'Mervin Williams' <Mervin.Williams@stellenbosch.gov.za>; 'Lionel Beerwinkel' <Lionel.Beerwinkel@dalrrd.gov.za>; 'Chantal Moses' <Chantal.Moses@stellenbosch.gov.za>
Subject: RE: Carinus / van Niekerk 515/2020 Stellenbosch - hofdatum 11 November 2021

Dear Sir / Madam

1. Thank you for the e-mail below.

2. Please be advised that this matter is next in Court on 11 November 2021.

3. As such, we submit that it be best to have the meaningful engagement prior to this date.

4. **Writer is available on 4 November 2021 at any time from 14:00.**

5. Should the abovementioned date and time not be suitable to the other parties concerned, we wish to advise that writer is also available on 18 November 2021 (any time) and 25 November 2021 (any time from 14:00).

6. We look forward to responses from the Respondent's attorneys (Mr Smith) as well as DALRRD (Mr Beerwinkel).

Yours faithfully
Vian Bester
Ref: VB/JOH1/0001

From: Andrea Lawrence (IHS Admin Officer) [mailto:IHS.Temp@stellenbosch.gov.za]
Sent: 29 October, 2021 12:16 PM
To: 'henksmith1@outlook.com'
Cc: Johru Robyn; Mervin Williams; 'Lionel Beerwinkel'; Chantal Moses; 'vian@bestersattorneys.co.za'
Subject: RE: Carinus / van Niekerk 515/2020 Stellenbosch - hofdatum 11 November 2021

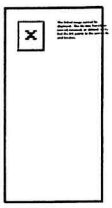
Dear Henk,

We refer to the above matter.

We would like to set up a meaningful engagement. Please let us know which date would suit you below:

1. Thursday, 4 November 2021;
2. Thursday, 18 November 2021; or

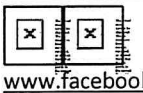
We trust that you will find the above in order and we look forward to your response.



Kind regards,

Andrea Lawrence
Admin Officer: Emergency Housing
Planning & Economic Development

T: +27 21 808 8765 | F: +27 21 887 6167
Email: IHS.Temp@stellenbosch.gov.za
3rd Floor, Absa Building 71, Plein Street,
Stellenbosch, 7600
www.stellenbosch.gov.za



www.facebook.com/stellenboschmunicipality
twitter.com/StellMun

From: Johru Robyn <Johru.Robyn@stellenbosch.gov.za>
Sent: Thursday, 28 October 2021 15:35
To: Andrea Lawrence (IHS Admin Officer) <IHS.Temp@stellenbosch.gov.za>
Subject: FW: Carinus / van Niekerk 515/2020 Stellenbosch - hofdatum 11 November 2021

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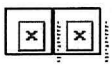
Please liaise with Henk regarding a meaningful engagement.



Kind regards,

Johru Robyn
Manager: Informal Settlements
Human Settlements & Property Management

T: +27 21 808 8460 | C: +27 21 887 6167
Plein Street, Stellenbosch, 7600
33°56'12.28"S, 18°51'44.74"E
www.stellenbosch.gov.za



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From: Henk Smith <henksmith1@outlook.com>
Sent: Monday, 25 October 2021 04:56
To: Chantal Moses <Chantal.Moses@stellenbosch.gov.za>; Johru Robyn <Johru.Robyn@stellenbosch.gov.za>; Mervin Williams <Mervin.Williams@stellenbosch.gov.za>; Christine Du Preez <Christine.DuPreez@stellenbosch.gov.za>
Cc: Vian Bester <vian@bestersattorneys.co.za>; Lionel Beerwinkel <Lionel.Beerwinkel@dalrrd.gov.za>
Subject: [EX] RE: Carinus / van Niekerk 515/2020 Stellenbosch - hofdatum 11 November 2021

6 Intussen, en sedert die skriftelike voorlegging opgestel is, het die respondente 1-4 en 6 die volgende onder ons aandag gebring:

a.

DRAFT POLICY FOR MANAGEMENT OF MUNICIPAL AGRICULTURAL LAND – 2015 https://documentcloud.adobe.com/link/track?uri=urn:aaid:scds:US:8d7e7260-4fb9-447f-979b-40dba9d8f46e		
6/26	2.2 The Purpose of the Policy is to: (d) Ensure that municipal agricultural land held by it, which is not envisaged for or already used for public purposes and/or in the public's interest, be dealt with in a manner that will ensure the greatest benefit to the Council and the community, rather than an individual. (g) Ensure speedy availability of land to residents.	
9/26	d) Provide access to agricultural land and security of tenure	
13/26	80% of the 2,000 ha municipal land has thus been taken up by established farmers whilst another 10% is being farmed by new entrants (small farmers) in various widely spread out locations.	
14/26		

[Grootvlei] 183E	21,84 ha, 7 ha water	Devon Valley Boerdery (Edms) Bpk	01/04/1994-31/03/2044
183F	8,13ha, 3 ha water	Devon Valley Boerdery (Edms) Bpk	01/04/1994-31/03/2044
183G	0,43 ha, No water	Devon Valley Boerdery (Edms) Bpk	01/04/1994-31/03/2044
203/2A	4,36 ha, 2 ha water	Devon Valley Boerdery (Edms) Bpk	01/04/1994-31/03/2044

19/26	Current long term lease agreements pertaining to agricultural land should be revisited, especially where land is not currently being optimally used, with the aim of achieving socio-economic development, providing access to land for eligible emerging farmers and in fulfilling council's strategic objectives. Local Economic Development should therefore on a continuous basis verify that land allocated on long term leaseholds to established farmers; industry and other bodies is used for the purpose for which it was allocated every 12 months from date of allocation.	
22/26	As the custodian to relatively large tracts of land, Stellenbosch can make a meaningful contribution to Government's efforts to correct disparities in land use as a result of policies of a previous dispensation.	

b. In the circumstances the respondents 1-4 and 6 also require
   i. Copies of the relevant reports of the Strategic Advisory Committee and the Operational Committee since 2014 and more specifically the annual audits on optimal land use of the municipal properties leased from the municipality by the applicants' Devon Valley Boerdery.
   ii. The current status of the policy.

7 Ons het ook intussen die belangrikste aanhangsels gedruk en 'n afskrif daarvan is ook aangeheg en sal by die munisipaliteit se kantore afgelewer word. Die applikante se regsverteenwoordiger het hieronder ook ander vrae aan die respondente 1-4 en 6 gestel, en ons sal dit afsonderlik aanspreek.

8 Ons sien daarna uit om van u te hoor betreffende gepaste datums vir die betekenisvolle skakeling vergadering asook die dokumente wat versoek is.

9 Ons wil reeds op hierdie stadium voorstel dat die partye 'n ter plaatse inspeksie doen te Devon Valley ten tyde van die betekenisvolle skakeling geleentheid.

10 Indien u opheldering nodig het is u welkom om vir ons te bel.

Beste wense Henk Smith 083 266 1770

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https://documentcloud.adobe.com/link/track?uri=urn:aaid:scds:US:5765cc84-c121-4d14-8f83-755652b267d7

From: Vian Bester <vian@bestersattorneys.co.za>
Sent: Monday, 18 October 2021 17:21
To: 'Henk Smith' <henksmith1@outlook.com>
Subject: RE: Carinus / van Niekerk 515/2020 Stellenbosch - hofdatum 11 November 2021

Meneer

1. U e-pos hieronder en aangehegte dokument verwys.
2. Ons sal die inhoud van die dokument met ons kliënt bespreek en instruksies neem. Skrywer het die dokument vlugtig nagegaan en wens net die ondergemelde aspekte ter opheldering aan te spreek.
3. Ingevolge paragrawe 8 en 9 van u dokument blyk dit dat u kliënte se verweer teen die aansoek grootliks daarop berus dat die 2de Respondent voorheen werksaam was by `n voormalige eienaar van die plaas en is haar werk weens mediese redes beëindig. Gevolglik voer u aan dat sy en haar familie beskerming ingevolge ESTA geniet. Paragraaf 8 van u dokument verwys na `n aanhangsel UI-19.
4. Ten einde ons in staat te stel om ons kliënt behoorlik te adviseer rakende bogemelde, versoek ons meer besonderhede rakende die aard van die 2de Respondent se beweerde siekte toestand en hoe dit aanleiding gegee het tot die beweerde beëindiging van haar werk. Die dokument UI-19 is `n ongedateerde en ongetekende dokument wat soos dit tans daarna uitsien niksseggend is – ons ontvang graag `n getekende en gedateerde weergawe daarvan asook `n mediese verslag wat ons vertrou nodig sou wees destyds ten einde die 2de Respondent se werk te beëindig en te kan kwalifiseer vir ongeskiktheidstoelaag.
5. Wat betref die dokumente wat u aanvra van ons kliënt, is ons onseker oor die relevansie daarvan vir die doeleindes van betekenisvolle skakeling – hoe is die status en nakoming van ons kliënt se WIETA akkreditasie relevant tot betekenisvolle skakeling? Ons sal u terugvoering rondom hierdie aspek waardeer, maar neem in elk geval instruksies by ons kliënt rondom hierdie aspek.
6. Die persone by die Stellenbosch Munisipaliteit wie voorheen betrokke by hierdie aangeleentheid was, is: Chantal Moses (Chantal.Moses@stellenbosch.gov.za), Johru Robyn (Johru.Robyn@stellenbosch.gov.za), Mervin Williams (Mervin.Williams@stellenbosch.gov.za), Christine du Preez (Christine.DuPreez@stellenbosch.gov.za).
7. Na ontvangs van instruksies sal ons vanselfsprekend ook formeel wil reageer op u dokument hieronder aangeheg vir doeleindes van betekenisvolle skakeling, maar sal ons intussen potensiële datums vir betekenisvolle skakeling vanaf die Stellenbosch Munisipaliteit versoek.

Die uwe
Vian Bester
Ref: VB/JOH1/0001

From: Henk Smith [mailto:henksmith1@outlook.com]
Sent: 18 October, 2021 9:37 AM
To: Vian Bester
Cc: 'Maria Smith'; Lionel Beerwinkel
Subject: RE: Carinus / van Niekerk 515/2020 Stellenbosch - hofdatum 11 November 2021

Beste Vian

1 Hierby aangeheg en geskakel is ons voorlopige skriftelike voorlegging vir die doeleindes van betekenisvolle skakeling met die Stellenboch Munisipaliteit en DALRRD. Ons maak verskoning dat:
   a. ons dit nie reeds laasweek aan u gestuur het soos wat ons voorgeneem het nie, en
   b. ons steeds die aanhangsels bymekaar moet maak en aanheg sodat ons die voorlegging kan onderteken en 'n volledige gedrukte harde afskrif aan die 5e respondent kan aflewer, sodra ons navorsings assistent terug is van verlof.

2 Stuur asb vir ons die e-pos adresse van die munisipale amptenary wat die aangeleentheid hanteer sodat die submissie ook intussen aan die munisipaliteit kan stuur.

3 Soos wat u sal merk van die laaste bladsy, versoek ons die 5e respondent en applikante om sekere gespesifiseerde dokumente aan ons te lewer vir die doeleindes van betekenisvolle skakeling.

4 In die omstandighede meen ons dat ons datums vir die skakeling vergadering(s) kan reel vir volgende week [week van die 25e] of die week daarop [week van die 1e November]. Ons is die res van hierdie week en vanaf 13 November tot 23 November uitstedig uit die provinsie... tensy dit 'n virtuele vergadering sal wees.

5 Ons is nog steeds besig om instruksies te kry oor die nodigheid om aansoek te doen vir die liasering van aanvullende eedsverklarings indien die verhoor sou voortgaan.

6 Moet asseblief nie huiwer om vir ons te skakel as iets in die voorlegging of die skrywe nie duidelik is nie en opheldering nodig is.

Beste wense Henk

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https://documentcloud.adobe.com/link/track?uri=urn:aaid:scds:US:14bde368-a18c-41c0-b552-f131efb191fe

From: Vian Bester <vian@bestersattorneys.co.za>
Sent: Friday, 08 October 2021 09:20
To: 'Henk Smith' <henksmith1@outlook.com>
Cc: 'Maria Smith' <mariasmith7412369@gmail.com>
Subject: RE: Carinus / van Niekerk 515/2020 Stellenbosch - hofdatum 11 November 2021

Meneer

1. U e-pos skrywes van 28 September 2021 en 7 Oktober 2021 verwys.
2. Vind hierby aangeheg, die skrywe vanaf P September gedateer 24 Oktober 2017. Die bewerings vervat in hierdie skrywe word natuurlik mee gehandel in ons repliserende stukke.
3. Ons bedank u ook vir die formele kennisgewing van toetrede en verneem of ons die Munisipaliteit kan kontak ten einde moontlike datums vir betekenisvolle skakeling aan ons te voorsien.
4. Ons verneem graag van u.

Die uwe

Vian Bester
Ref: VB/JOH1/0001

From: Henk Smith [mailto:henksmith1@outlook.com]
Sent: 7 October, 2021 9:56 AM
To: Vian Bester
Cc: 'Maria Smith'
Subject: RE: Carinus / van Niekerk 515/2020 Stellenbosch - hofdatum 11 November 2021

Beste Vian Bester

1 Die kennisgewing is aangeheg.

2 Om koste redes wil ons eers nie 'n korrespondent aanstel nie. En ons kan weer daaraan aandag gee na afloop van die betekenisvolle skakeling fase.

3 Ons vorder steeds met die opstel van die skriftelike voorstelle vir die vergadering met die munisipaliteit.

Beste wense.
Henk

I'm using Adobe Acrobat.

From: Henk Smith
Sent: Tuesday, 28 September 2021 13:32
To: Vian Bester <vian@bestersattorneys.co.za>
Cc: 'Maria Smith' <mariasmith7412369@gmail.com>
Subject: RE: Carinus / van Niekerk 515/2020 Stellenbosch - hofdatum 11 November 2021

Beste Vian Bester

1 Dankie vir die dokumente gister. Ons het nie 'n afskrif van die applikante se repliserende verklaring gehad nie.
2 Ons sal nou eersdaags vir u ons kennisgewing van toetrede aanstuur. Ons vertrou dat bediening elektronies kan geskied.
3 Die eerste aanhangsel tot die repliserende verklaring maak gewag van 'n skrywe van die vorige prokureurs van die respondente gedateer 24 Oktober 2017. Ons meen dat dit vir ons sal help om die brief te hê vir die doeleindes van instruksies met betrekking tot alternatiewe akkomodasie, en vertrou dat u dit aan ons kan aanstuur asook ander korrespondensie of voorstelle betreffende die alternatiewe akkomodasie aangeleentheid, insluitende notas of notules van die eerste betekenisvolle skakeling vergadering.
4 Ons kan ongelukkig nie hierdie week aandag gee aan instruksies en aangesig tot aangesig konsultasie betreffende voorleggings aan die munisipaliteit en 'n opvolg betekenisvolle skakeling byeenkoms nie. Ons wil teen volgende week vir u hieroor berig.
5 Wat betref die pleitstukke, mag die respondente instruksies gee dat, indien 'n verhoor nodig is, hul graag 'n aanvullende verklaring wil liasseer onder andere betreffende die koste van verbeterings en of instandhouding van hul woning. Maar ons sal u op hoogte hou daarvan.

Beste wense Henk Smith 083 266 1770

From: Vian Bester <vian@bestersattorneys.co.za>
Sent: Monday, 27 September 2021 12:08
To: 'Henk Smith' <henksmith1@outlook.com>
Cc: 'Maria Smith' <mariasmith7412369@gmail.com>
Subject: RE: Carinus / van Niekerk 515/2020 Stellenbosch

Meneer

1. U e-pos hieronder verwys.
2. Dit is inderdaad `n positiewe verwikkeling dat daar regsverteenwoordiging vir die Respondente toetree.
3. Ten einde u volledig te vergewis van die meriete van die aangeleentheid, heg ons vir u `n stel dokumente as volg aan:
   3.1 Kennisgewing van Mosie;
   3.2 Opponerende Verklaring;
   3.3 Repliserende Verklaring;
   3.4 Proefbeampte verslag
4. Ons bevestig verder dat daar een vergadering met die Stellenbosch Munisipaliteit plaasgevind het, waar skrywer sowel as die Respondente en hulle voormalige prokureur, Piet September, teenwoordig was. Die gevolg van die vergadering was dat die partye die moontlikheid van skikking sou ondersoek en terugvoering rondom daardie aspek aan die Munisipaliteit gee ten einde vas te stel hoe die Munisipaliteit moontlik van hulp kan wees met die verkryging van alternatiewe akkomodasie vir die Respondente.
5. Ons bevestig dat ons sekere skikkingsvoorstelle aan die teenkant gemaak het, maar het nooit `n antwoord daarop ontvang nie en het die Respondente se prokureur in elk geval daarna onttrek.
6. Dit bly ons kliënt se ferm posisie dat die Respondente sy perseel onwettig okkupeer en dat hy die behuising vir ander werkers benodig. Ons kliënt sit ongelukkig met geweldig baie onwettige okkupeerders op sy eiendom wat `n verwoestende finansiële impak op hom het, vanweë die basiese dienste wat hy moet verskaf. As sulks is

dit ons kliënt se posisie dat daar gepoog moet word om alternatiewe akkomodasie vir die respondente gevind te word, by gebreke waarvan die aangeleentheid geplaas moet word vir argumentering daarvan op die meriete.

7. Geliewe dan te bevestig of u formeel op rekord kom, en ontvang ons graag u kennisgewing van toetrede.
8. Ons sal graag die Munisipaliteit wil kontak ten einde so spoedig moontlik `n opvolg betekenisvolle skakeling te reël en vas te stel hoe die proses vir alternatiewe akkomodasie moontlik gefasiliteer kan word. Dit baat egter nie ons kontak die Munisipaliteit indien u nie formeel op rekord is nie.
9. Laastens bevestig ons dat die aangeleentheid uitgestel is na 11 November 2021.
10. Ons verneem dan so spoedig moontlik van u.

Die uwe

Vian Bester
Ref: VB/JOH1/0001

From: Henk Smith [mailto:henksmith1@outlook.com]
Sent: 22 September, 2021 4:28 PM
To: vian@bestersattorneys.co.za
Cc: Maria Smith
Subject: Carinus / van Niekerk 515/2020 Stellenbosch

beste Mnr Bester

Dankie vir die gesprek vanmiddag. Ons probeer om more met die respondente kontak te maak voordat ons die instruksies via die department formeel aanvaar. Ons verstaan dat die volgende hofdatum in November is. Hieronder is die skakels vir die pleitstukke wat ons het, en die res sal ons mettertyd van u aanvra. Dankie vir u bereidwilligheid in die verband.

Beste wense Henk Smith 083 266 1770

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You can view "Notice of Motion Neville & Roos Van Niekerk.pdf" at:
https://documentcloud.adobe.com/link/track?uri=urn:aaid:scds:US:4d816599-d6b4-495a-9c69-5caf353f3435
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catwalk investments 385 (pty) ltd

The Manager
Spatial Planning, Heritage and Environment Stellenbosch
Municipality
PO Box 17
Stellenbosch
7599

Email: Spatial.Planning@Stellenbosch.gov.za

05 July 2022

Attention: Mr. BJG de La Batt

Dear Sir

COMMENT STELLENBOSCH DRAFT ADAM TAS CORRIDOR LOCAL SPATIAL DEVELOPMENT FRAMEWORK (ATC LSDF) AND DEVELOPMENT GUIDELINES.

Your notice with reference to the Draft Adam Tas Corridor Local Spatial Development Framework (ATC LSDF) & Development Guidelines refers;

Catwalk Investments 385 (Pty) Ltd are the owners of erven Rem 6201 and 1460, 2.95ha in extent, situate in Bosmans Crossing Stellenbosch.

We thank you for the opportunity to comment on the ATC LSDF & Development Guidelines – we do not wish to comment on specific details, of which there are many, and will restrict our comment to the principle of the matter as we were advised to do at the Focus Group Meeting held on 06 June 2022.

We are in support of the vision for the precinct "to create an integrated urban development corridor that is liveable, safe, resource-efficient, socially integrated, economically inclusive and globally competitive in which all citizens can actively participate". We however question whether the approach adopted is the correct approach which will indeed succeed in fulfilling this vision.

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Fax: 021 510 6725
E-Mail: colin@zevdevco.co.za

Our concerns are based on the premise of the ATC LSDF itself and whether the proposed arrangement is a pragmatic approach, given the status quo and specific circumstances, which will achieve the desired outcomes.

"It is pragmatism more than idealism that makes the change possible"

(Manilla Declaration on People's Participation and Sustainable Development 1989: Philippines: ANGOC)

Premise

It is our understanding that the ATC concept/proposal is based on the premise of allocating enhanced property development rights and incentives in exchange for additional obligations from property owners/developers.

Due to the number of property owners involved the idea is to have some sort of "overseeing" agency that co-ordinates all activities and owners in a manner as if the "agency" was the developer of the ATC.

The above needs to be questioned.

Existing Rights

Development rights are allocated in terms of the Zoning Scheme which determines the use rights and development parameters of the property. The Planning By-law together with the Zoning Scheme already make provision for properties to be rezoned.

Rezoning of properties is a fundamental function of property development and is a material aspect of a property developers business model.

Before investing in the properties held by ourselves we undertook a due diligence analysis of the likelihood of a rezoning application being approved which analysis included meeting with the relevant planning officials and establishing the existing/future policy of the area. Only once we were satisfied that a rezoning application would be supported by the officials and approved did we invest in the properties.

It is therefore questioned what "enhanced/additional" rights refer to – are these rights over and above the general development parameters in the zoning scheme or do they merely refer to the change of zoning from one use zone to another which has always been provided for in the planning legislation?

Incentives

A number of incentives that "**could be considered in further deliberations**" are listed in the report including;

- Urban Development Zone
- Increased Development Rights
- Density Bonuses

- Parking Requirements
- Faster Plan Approval
- Bulk Service Contributions
- Bulk Service Agreements
- Bulk Service Infrastructure Holidays
- Bulk Services connection time
- Municipal rates
- Releasing public land for development without charge
- Lending rates
- Non monetary incentives.

Whilst the intention is admirable unfortunately none of these incentives can be considered until such time as they have been confirmed – what is the likelihood that these incentives will materialise?

The report states that " arguably the most significant incentives offered to landowners through the ATC process are the increased land development rights and associated streamlined development process";

- **increased land development rights** - as per our comment above it is unclear what increased land development rights refers to - are these rights over and above the general development parameters in the zoning scheme or do they merely refer to the change of zoning from one use zone to another which has always been provided for in the planning legislation?

- **Streamlined development process** – whilst if materialised this would indeed be an incentive - we are unfortunately concerned that the ATC process may well delay planning applications even further due to the dynamics involved – see below.

Pragmatism

The initiative is a bold initiative with an admirable intention however is it a pragmatic approach to achieve the vision?

- **V&A Waterfront & Century City Comparison**

  The ATC is often compared and referenced to the V&A Waterfront and Century City and it is proudly claimed – "in potential bulk of development, the ATC is some 5 times larger than the Victoria & Alfred Waterfront in Cape Town" and 3 times larger than Century City.

  The comparison with these development precincts is fundamently flawed and most unfortunate – both these developments involved ONE landowner which simplifies the process enormeosly.

  The ATC initiative is reliant on the co-operation and collabration of many different parties including a multitude of landowners of differet sizes - +- 375ha (3,75 million m^2) of land - with different mandates and timeframes together with government institutions and

parastatals – is this pragmatic? - in essence the Municipality in implementing the ATC will be acting as property developer.

If one considers the status quo it is highly unlikely that the required collabaration between the various departments themselves will be achieved.

- **Allocation of "rights"**

It is unclear how "rights" will be allocated to both precincts and properties themselves with the "Intended Character and Function" of the various precincts being very similar in accordance with the Development Guidelines.

It is stated that "planning should be flexible to accommodate change and provide upfront investor security. The proposed draft LAOZ gives security of development rights and flexibility" and that "it is envisaged that the bulk allocated to the ATC and its precincts remains "floating" across the area"

How will/are these rights and bulk allocated?

- On a "first come first serve" basis?
- According to influence – financial and other?

The basis of allocation could prove to be contentious placing the entire initiative in jeapardy.

- **Timeframes**

The approach promoted by the ATC committee at the outset as included in the ATC 2018 Prospectus was ;

- "to start by starting and learn by doing, using our first steps to inform the next, and so on", and
- "the key to fixing our broken patterns of urban development does not lie in grand plans or giant projects rather it lies in the collective wisdom and energy of people harnessing the power of many small ideas and actions to make a big difference. We call this making "Massive Small" change"

And it was stated that "stakeholders, including Stellenbosch Municipality, must aim to approve the master plan within **8 months**. Then the independent agency/company must oversee execution of the project" – unfortunately some **4 years** later this has yet to be achieved.

Notwithstanding the original intention of the initiative to have broad principles and a high level masterplan and to **"start by starting"** it now apparent that this is not the process that was followed and that there are likely to still be significant delays in the process – the report refers to many matters and processess that still need to be followed.

The claim that that the process will streamline the development process and result in faster plan approval – has not and is unlikely to be achieved.

It is concerning that the "Implementation Plan" included in the report has no time frames attached to the various processess – timeframes must be included and adhered to.

We have been concerned with the time frames since the inception of the ATC and have expressed our concerns on a number of occasions – we remain concerned.

Specific Queries

- **Rights in terms of the Overlay Zone**

  It is not clear as to whether rights are or are not conferred by the approval of the Overlay Zone – it would appear that the rights are conferred at SDP approval stage – if this is so the main motivating contention that "the proposed Local Area Overlay Zone gives security of development rights and flexibility to landowners" and the many references to "increased development rights" are incorrect as there are no increased development rights or security until approval of the SDP.

- **Consistency with the MSDF**

  It is our understanding that the MSDF is approved policy and that the ATC LSDF should be consistent with such policy.

  The MSDF specifically refers for the need for affordable student housing – *"expand housing opportunities 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."* - however the LSDF excludes affordable student housing as part of Inclusionary Housing – this is inconsistent with the MSDF.

Conclusion

We support the vision for the precinct "to create an integrated urban development corridor that is liveable, safe, resource-efficient, socially integrated, economically inclusive and globally competitive in which all citizens can actively participate".

However due to the multiple landowners together with government institutions and parastatals involved we question whether such an initiative is pragmatic.

We further question the purported "increased development rights" on the basis that planning legislation has always made provision for the rezoning of properties to enhance the development parameters.

Having already experienced significant time delays the time elapsed since the initiative was proposed in 2018 and timeframes – unknown – before the initiative can be implemented are of great concern to ourselves.

It is important to understand the risks that such an initiative may be counterproductive and have the opposite effect of the desired outcome due to the time delays and costs involved in the process. The effects of rent control are an example where legislation that intend reducing the rentals had the opposite effect and rentals were increased due to the reduction in rental stock as a result of legislation which was not attractive to investment.

Stellenbosch needs to adopt an investment centric approach in order to create jobs and expand the proverbial economic pie to the benefit of all citizens and specifically the economically marginalised residents.

Yours sincerely



CCP Stevenson
On behalf of Catwalk Investments 385 (Pty) Ltd

Tammy-Lee Cloete

From:	Pieter van Zyl <pietersvanzyl@gmail.com>
Sent:	Friday, 01 July 2022 13:40
To:	Spatial Planning
Cc:	Hannes VAN ZYL; Hein Carse; Pieter Kotzé; Nicolette van den Eijkel; Christoff Pauw; Lucas Verwey; Johannes Esterhuize; Geraldine Mettler; Anthony Barnes; Craig Alexander; Stiaan Carstens; Kobus Munro; Catherine STONE
Subject:	[EX] COMMENTS ON THE STELLENBOSCH MUNICIPALITY'S DRAFT ADAM TAS CORRIDOR LOCAL SPATIAL DEVELOPMENT FRAMEWORK AND DEVELOPMENT GUIDELINES
Attachments:	ATC Interim SteerCom_Submission to SM on Draft LSDF_FINAL (01072022).pdf

ATTENTION: Mr BJG de la Bat

[Spatial.Planning@stellenbosch.gov.za]

Dear Sir

The Stellenbosch Municipality Notice No 53/2022, published in the local newspapers on 12 May 2022, calling for comments on the Draft Adam Tas Corridor Local Spatial Development Framework (**"ATC LSDF"**), refers. We note that the closing date for submissions is Wednesday, 6 July 2022.

Attached please find a submission has been prepared by the ATC Interim Steering Committee in response to the abovementioned notice and is submitted to the Municipality in support of the Draft ATC LSDF, for the Municipal Council's consideration.

We thank you for the opportunity to comment on the Draft ATC LSDF, its Development Guidelines and the proposed Local Area Overlay Zone. We will hold ourselves available to discuss any aspects of this ATC SteerCom submission with your team of officials, should that be deemed necessary. We wish the Municipality well in its processing of the various public comments and inputs received during this public participation process, in order to obtain Council approval for the ATC LSDF and Development Guidelines at the earliest opportunity.

Yours sincerely

PIETER VAN ZYL

Professional City & Regional Planner (SA)
SACPLAN Reg No Pr. Pln A/268/1985

INTERIM CHAIRPERSON
ADAM TAS CORRIDOR INTERIM STEERING COMMITTEE

ADAM TAS CORRIDOR INTERIM STEERING COMMITTEE STELLENBOSCH

The Municipal Manager
Stellenbosch Municipality
Plein Street
STELLENBOSCH
7600

ATTENTION: Mr BJG de la Bat
[Spatial.Planning@stellenbosch.gov.za]

Dear Sir

COMMENTS ON THE STELLENBOSCH MUNICIPALITY'S DRAFT ADAM TAS CORRIDOR LOCAL SPATIAL DEVELOPMENT FRAMEWORK AND DEVELOPMENT GUIDELINES

The Stellenbosch Municipality's Notice No 53/2022, published in the local newspapers on 12 May 2022, calling for comments on the Draft Adam Tas Corridor Local Spatial Development Framework (**"ATC LSDF"**), refers.

This submission has been prepared by the ATC Interim Steering Committee in response to the abovementioned notice and is submitted to the Municipality in support of the Draft ATC LSDF, for the Municipal Council's consideration.

Brief Background on the Adam Tas Corridor Interim Steering Committee

During 2018-2019, before the onset of the COVID-19 pandemic, a number of Stellenbosch stakeholders developed the proposed Adam Tas Corridor (ATC) Project to a point where:

- There was significant support for the development vision and concept from the initial project partners, which included the Stellenbosch Municipality, Western Cape Government, Distell, Remgro, Stellenbosch University; and the Stellenbosch Institute for Advanced Study (STIAS). These project partners documented corporate decision-making processes and in 2019 established an **Interim ATC Steering Committee** (**"ATC SteerCom"**) to support the co-visioning, co-planning, co-development and integrated delivery of the ATC Project.
- The partners had developed a good understanding of the nature and extent of development that would be possible in the corridor, to meet national and local settlement development objectives and also an understanding of the nature and cost of infrastructure required to service the development.
- Formal policy support and Council approval was obtained for the project to be designated as a "catalytic project" and incorporated into the Stellenbosch Municipality's Integrated Development Plan (IDP) and Municipal Spatial Development Framework (MSDF) in November 2019.

- During the period 2019-2020 various private sector innovative approaches were triggered, that also stimulated aspects of urban redevelopment, including sustainable ways for the provision and maintenance of public facilities such as schools and sports and recreation opportunities.

Towards the end of 2020, Stellenbosch Municipality appointed the BEP Consortium to develop a Draft Local Spatial Development Framework (LSDF) and Development Guidelines for the ATC. The BEP Consortium was supported by a Municipal task team and the Western Cape Government to direct and manage the LSDF preparation.

On 11 August 2021 the BEP Consortium made a presentation in Stellenbosch on the Draft LSDF to a strategic thinktank engagement of the private sector and academia representatives of the ATC SteerCom. There was generally a positive response to the draft proposals. On 5 October 2021, during a virtual MS Teams engagement, the BEP Consortium also made a presentation on the Draft LSDF to the Western Cape Government's Departments of Environmental Affairs and Development Planning; Transport and Public Works; and Human Settlements. This engagement was also attended by representatives from the Stellenbosch Municipality. The WCG representatives noted their general support for the development vision, concept and development framework. It was noted that the three Departments would review the Draft LSDF when it is advertised for public comment in due course and respond to the Municipality.

Accordingly, the ATC SteerCom has been integrally involved in the processes that led to the work being undertaken by the BEP Consortium during 2021 in preparing the Draft LSDF and Development Guidelines. The ATC SteerCom welcomes the opportunity to now comment on this report published on the Municipality's website.

The Draft LSDF and Development Guidelines

The ATC SteerCom has reviewed the document entitled *"Adam Tas Corridor Local Spatial Development Framework"* (dated September 2021) (the **"ATC LSDF"**), as released by Stellenbosch Municipality on its website for this public participation process.

The comments in this submission by the ATC SteerCom are concerned mainly with the overall principles contained in the draft ATC LSDF and do not drill down or respond to specific precinct or property-based proposals as contained and discussed in the report. This approach is based on an agreement amongst the constituent members of the ATC SteerCom. Where appropriate or deemed necessary, individual property owners that are members of the ATC SteerCom will be submitting their separate submissions under their own name(s), for the Municipality's consideration.

As a general, overarching observation and input into the process, the ATC SteerCom wishes to record its support and endorsement for the Vision, Concept and Development Framework contained in the ATC LSDF.

It is noted that the ATC LSDF comprises:

- A Development Framework (broad spatial plan) describing the preferred mix and distribution of activities, built form, movement system and associated infrastructure implications for the area to meet project objectives.
- An indication of how to phase development and infrastructure.
- The anticipated economic impact of the development over time.
- How the development rights implied by the ATC LSDF – and associated landowner obligations – will be given legal substance and basis, including the processes to be followed to execute development rights.

It is further noted that, with the consideration of the ATC LSDF by the Council, approval will also be sought to incorporate the ATC as a **Local Area Overlay Zone** in the Stellenbosch Zoning Scheme By-Law 2018. This land use management mechanism will be the legal basis to facilitate the development rights implied by the ATC LSDF and the associated landowner obligations for each property located within the ATC Corridor. The draft Local Area Overlay Zone recognises that the ATC will develop over an extended period of time, marked by changes in both market conditions and societal needs – this mechanism will provide security in respect of development rights and obligations, as well as inherent flexibility to be able to respond to these anticipated changes over time.

The ATC SteerCom endorses and supports the approval and use of an ATC Local Area Overlay Zone mechanism to facilitate development and land use management in the ATC.

Comments on the *Status Quo* Analysis and Synthesis

The ATC SteerCom has the following comments on some key aspects of the *Status Quo* Analysis and Synthesis sections of the ATC LSDF:

- **Inclusionary Housing Policy** (pp 25-26): The ATC SteerCom is in agreement that Stellenbosch Municipality should finalise and adopt an Inclusionary Housing Policy for Stellenbosch, at the earliest opportunity. Moreover, the Adam Tas Corridor will be an ideal "test-bed" for implementing a Stellenbosch Inclusionary Housing Policy.
- **Spatial Restructuring and Urban Integration** (pp 34-35): The report correctly notes that in South Africa generally, but also in Stellenbosch specifically, the vital urban concepts of "spatial restructuring" and "urban integration" have in the past twenty years or more received much priority in urban management policies. In fact, in the amendment to the Stellenbosch IDP and MSDF adopted by the Council in November 2019, the ATC was designated as a "catalytic project" to facilitate spatial restructuring and urban integration in a practical manner in Stellenbosch. Accordingly, the ATC LSDF, Development Guidelines and Local Area Overlay Zone are the essential and critical land use management tools to pursue the realisation of these priority development objectives in a real and meaningful manner.
- **Synthesis of the *Status Quo* Assessment** (pp 42-44): The Synthesis section in the report contains a succinct summary of the current development challenges and opportunities in Stellenbosch generally and in the ATC specifically. The ATC SteerCom would specifically highlight the following aspects in support of the draft ATC LSDF (note that this is not an exhaustive list):

- The assessed development potential in the ATC of 3 million m² of "bulk"; a population of some 50 000 people; and more than 13 500 dwelling units is supported.
- The urgency in moving the ATC Project into the implementation stage is fully endorsed.
- The recognition that the ATC development process must anticipate and facilitate a long roll-out period, with shifting market and societal needs, should be understood and supported by the Municipality. Furthermore, upfront security of the development rights and obligations of landowners/developers must be provided, together with a clear understanding of how the exercising of the development rights relates to the provision of infrastructure and other public contributions.
- The role and key attributes of the three rivers that traverse the ATC site, viz, the Eerste, Plankenbrug and Krom Rivers, must be embraced by the Municipality and landowners, to contribute to the overall development of these corridors as public amenities of the highest quality. It will also require upstream pollution and flood attenuation measures.
- The opportunity for Papegaaiberg to become a core recreation space where biodiversity and recreation activities are celebrated and made more accessible to the ATC and the greater Stellenbosch population, must be capitalised on. For this to be realised will require a bold plan and the provision of associated resources.

- **Vision, Concept and Development Framework** (pp 46-83): The ATC SteerCom confirms that it supports and endorses the Vision, Strategic Outcomes and the Concept for the ATC and the LSDF. In terms of the draft Development Framework, the Concept of a linear district comprising of ten Development Precincts (plus the Papegaaiberg Precinct) is supported, as follows:

  - Precinct #1 Droë Dyke
  - Precinct #2 Sawmill
  - Precinct #3 Oude Libertas
  - Precinct #4 Adam Tas
  - Precinct #5 Remgro
  - Precinct #6 Bosman's Crossing
  - Precinct #7 Bergkelder
  - Precinct #8 Van der Stel
  - Precinct #9 Plankenbrug
  - Precinct #10 Northern Extension

  As noted earlier in this submission, the comments in this memorandum from the ATC SteerCom are concerned mainly with the overall principles contained in the draft ATC LSDF and do not drill down or respond to specific precinct or property-based proposals contained and discussed in the report.

Comments on the Implementation Framework (pp 87-117)

From the point of view of the ATC SteerCom, this section in the report is arguably the most important section in the document, for a number of reasons: it provides guidance on how the LSDF is proposed to be implemented; how the ATC roll-out is proposed to be managed; and will establish a governance framework and the institutional arrangements on which to build a public-private partnership for the implementation of the ATC.

At the August 2021 strategic thinktank engagement of the private sector and academia representatives at STIAS, leading local corporate organisations and landowners in the ATC listed **five key points** for the immediate next phase of the project. These items had also emerged earlier during bilateral discussions with the individual stakeholders and members of the ATC SteerCom, towards the end of 2019, as well as in the Municipality's MSDF and IDP processes during the same period.

Firstly, there is a need to invest in developing a compelling long-term and co-owned vision for the town's future. The draft ATC LSDF is an important first step in this process. An ongoing communication strategy must be developed, starting with a short concept note that explains the origins and motivation behind the ATC Project and contextualises the project in the longer-term plans for greater Stellenbosch. The core pitch should open out into a complementary set of documents, videos and an interactive website that makes it easy for residents and interest groups in education, social development, business, and the environment to understand and co-own the plan.

Secondly, there is a need for the ATC landowners to form a **"Landowner Collective"** that should govern the relationship between private landowners, provide a consolidated interface to build trust and ensure agile interaction with the Municipality, and support a shared stakeholder governance agreement. This "Landowner Collective" will also enable the formulation of joint proposals to the relevant authorities and promote timely collective decisions on matters of common interest.

Thirdly, there is a need to ensure that the Stellenbosch Municipality's position as a landowner is separate from its role as the planning and regulatory authority.

Fourthly, there is a need for a **"Stakeholder Governance Agreement"** or at least a Memorandum of Understanding to steer the interaction between public and private sector interests and to guide landowner rights and obligations regarding the shared public good. This "Stakeholder Governance Agreement", which should be funded jointly by the public and private stakeholders, should be led by a small number of carefully chosen, high-level **"ATC Patrons or Trustees"** and supported by a proposed **"ATC Process Coordinator"**, with the assistance of a small support team.

Fifthly, there is a need for an interim institutional arrangement to facilitate co-ordination between the public and private stakeholders, as well as a need to confirm the value of an independent party such as STIAS to facilitate access to research, innovation, and learning and to provide a space for co-creation when required.

It is pleasing to note that a number of these key ATC SteerCom points are contained and addressed in the draft ATC LSDF report, in the Implementation Framework section (pp 87-117).

Accordingly, the ATC SteerCom therefore supports the **six key points** of the **"ATC Policy Framework"** as summarised in Tables 19-22 on pp 92-95 of the report, as follows:

- A vibrant, compact and efficient urban district, respectful of the environment and history.
- Increased access to livelihood opportunity for ordinary citizens.
- Seamless integration with surrounding areas.
- Financial sustainability.
- Active partnership between stakeholders.
- A clear development process with speedy decision-making.

The ATC SteerCom also supports the principle of agreeing on a number of **"Lead Projects"** – the proposals noted in Table 25 on p98 present a useful starting point for discussion. This list should be further refined and agreed upon by the stakeholders, as also discussed in the next paragraph below. The recommendations made on pp102-106 to facilitate rapid Environmental and Heritage authorisations in the ATC are strongly supported.

The ATC SteerCom therefore generally endorses and supports the proposals in the "Implementation Framework" section of the draft ATC LSDF. It is also noted that a process is currently underway, led by the Western Cape Economic Development Partnership ("EDP") to assist key ATC stakeholders with the following matters:

1. **Design and facilitate a process to get stakeholder agreement on a Memorandum of Understanding ("MoU") for a governance framework and partnering arrangements for the ATC Project, including the vision, strategic objectives, core approach and shared obligations.**
2. **Recommend how the ATC LSDF public participation process can lead to further relationship building and stakeholder partnering arrangements.**
3. **Recommend interim partnering arrangements for lead projects and precincts.**

A plenary workshop of these stakeholders, including the Stellenbosch Municipality, has been arranged to take place on 14 July 2022, where hopefully substantive consensus will be reached on the envisaged stakeholder MoU.

The **Development Guidelines,** referred to as **Appendix D** of the report, have not been published on the Municipality's website and are therefore not available for public review and comment. However, as already noted previously, the ATC SteerCom comments in this submission are concerned mainly with the overall principles contained in the draft ATC LSDF and do not drill down or respond to specific precinct or property-based proposals that may be contained in Appendix D.

The section on **Development Incentives** (pp113-115) presents some innovative and fresh thinking on this subject and the Municipality is encouraged to review and refine this seriously for implementation purposes.

Closure

We thank you for the opportunity to comment on the Draft ATC LSDF, its Development Guidelines and the proposed Local Area Overlay Zone. We will hold ourselves available to discuss any aspects of this submission with your team of officials, should that be deemed necessary. We wish the Municipality well in its processing of the various public comments and inputs received during this public participation process, in order to obtain Council approval for the ATC LSDF and Development Guidelines at the earliest opportunity.

Yours sincerely

PIET VAN ZYL
INTERIM CHAIRPERSON
ADAM TAS CORRIDOR INTERIM STEERING COMMITTEE
DATE: *01 July 2022*

Ref: HM/BOLAND/STELLENBOSCH/ADAM TAS CORRIDOR
Enquiries: Jonathan. Windvogel
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Tel: 021 483 5959

ILifa leMveli leNtshona Koloni
Erfenis Wes-Kaap
Heritage Western Cape

Municipal Manager
Stellenbosch Municipality
129 Dorp Street
STELLENBOSCH
7600
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ADAM TAS CORRIDOR, LOCAL SPATIAL DEVELOPMENT FRAMEWORK AND DEVELOPMENT GUIDELINES.

Heritage Western Cape (HWC) received of your application for the subject matter. The subject matter was discussed at the HWC Inventories, Grading and Interpretation Committee (IGIC) meeting on 7 June 2022.

COMMENT

The Committee notes the Adam Tas Local Spatial Development Framework and Development Guidelines dated September 2021. Concerns were expressed regarding the multi-layered heritage significance of the precinct and that the plan of study for the entire scheme but in particular the heritage component of the Spatial Development Framework must be presented to Heritage Western Cape at the earliest stage.

Yours faithfully

.....
Colette Scheermeyer
Deputy Director

Cc: bernabe.delabat@stellenbosch.gov.za
katherine.robinson@stellenbosch.gov.za

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Tammy-Lee Cloete

From: Clayton Hendricks
Sent: Monday, 04 July 2022 11:42
To: Spatial Planning
Subject: DRAFT ADAM TAS CORRIDOR LOCAL SPATIAL DEVELOPMENT FRAMEWORK (ATC LSDF)
Attachments: 1001682-0000-DRG-CC-001-Overall Site Layout RevA.pdf

Dear Spatial planning

The Waste Management Department's comments of the Local Spatial Development Framework (LSDF) for the Adam Tas Corridor (ATC) precinct is as follows:

To accommodate the anticipated growth as result of the new LSDF, the Municipality must have sufficient capacity to handle the waste volumes. The capacity at the landfill site is limited and the Waste Management department will require that waste is minimized during the construction phase of all developments along the ATC. This will entail re-purposing of excavated soil on site and where buildings will be demolished, the builder's rubble must be crushed on site and the rubble must be used in the construction activities. During the operational phase, all developments within the ATC must minimize waste. All garden waste must be kept separate and taken to the green waste site at the landfill for further beneficiation.

The Municipality will be expanding its landfill site in Devon valley. This expansion will require that access to the landfill will be off Adam Tas Road. The Adams Tas road access will be used for municipal and public access to all waste management services. The facility will offer the following:

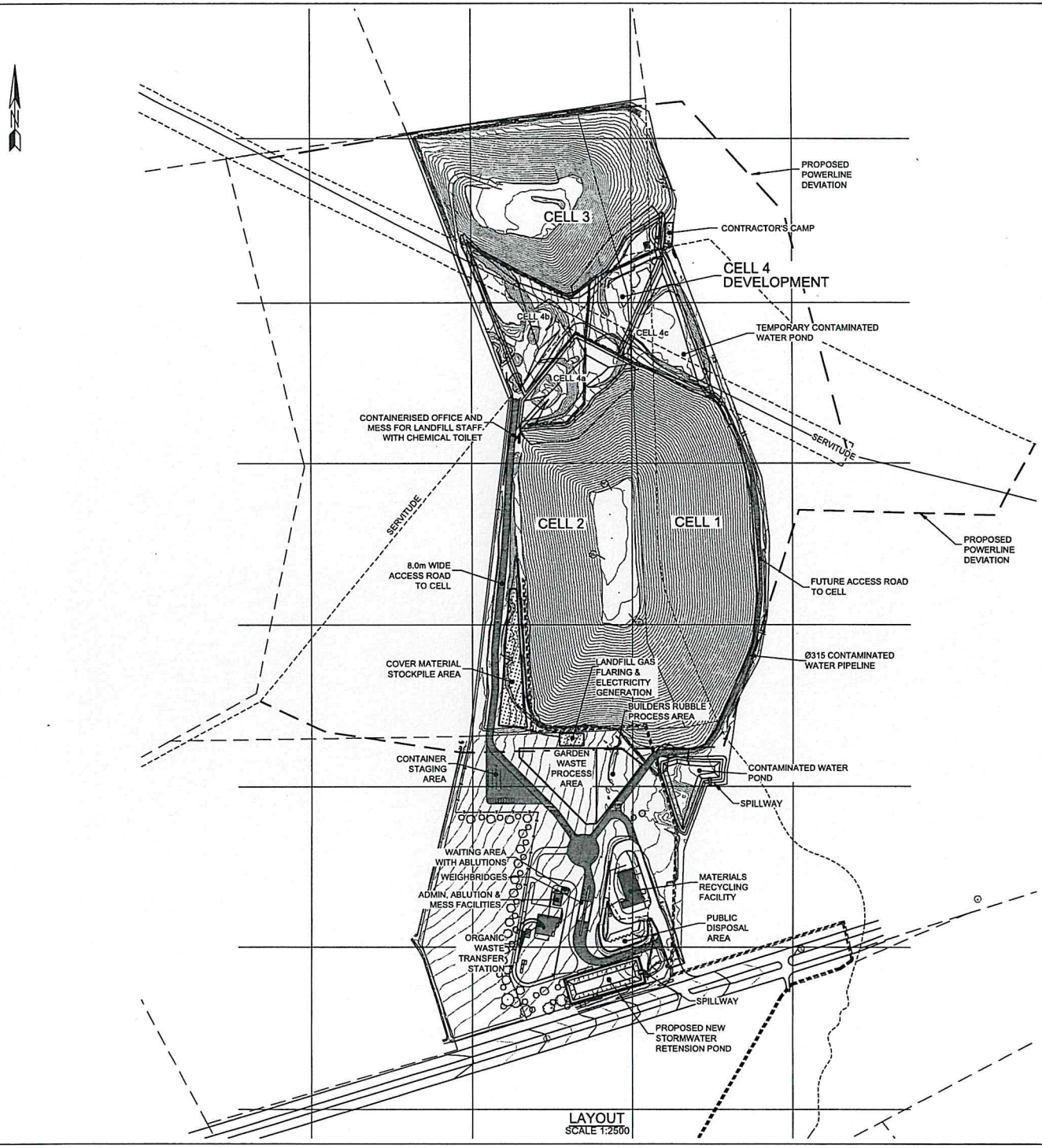
- Public drop off
- Builder's rubble drop off, crushing and beneficiation;
- Green Waste drop off, shredding/ chipping and beneficiation;
- Recyclable waste drop off, sorting, bailing and further processing, and
- Organic waste drop off and further processing.
- General waste disposal, and
- Household hazardous waste drop off.

The Waste Management facility is boarding the urban edge with some activities planned to take place outside of the urban edge. The LSDF must include moving the urban edge further westerly to allow that all waste management activities are within the urban edge.

Please find attached landfill site development plan.

Kind regards
Clayton Hendricks
Senior Manager: Waste Management
Infrastructure Services
Stellenbosch Municipality

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Plein Street, Stellenbosch 7600
www.stellenbosch.gov.za



LAYOUT
SCALE 1:2500

DISCLAIMER

IF CONSTRUCTION DRAWINGS ARE ISSUED UNSIGNED, THE MASTER WITH THE ORIGINAL SIGNATURE OF APPROVAL WILL BE HELD AT THE ZUTARI OFFICE OF THE APPROVER

GENERAL NOTES

ZUTARI
IMPACT. ENGINEERED.

CLIENT

REV	DATE	REVISION DETAILS	APPROVED
	03/12/2021	ISSUED FOR INFORMATION	C VAN DER WALT

SCALE	SIZE
1:2500	A1

FOR INFORMATION
NOT FOR CONSTRUCTION

DRAWN	APPROVED
R SMAL	DATE
DESIGNED	
REVIEWED	

PROJECT

STELLENBOSCH LANDFILL SITE DEVELOPMENT PLAN

TITLE

OVERALL SITE LAYOUT

DRAWING NUMBER

PROJECT No.	WBS	TYPE	DISC	NUMBER	REV
1001682-	0000 -	DRG -	CC -	001	- A

MEMO

To/Aan	:	**Manager: Spatial Planning – Bernabé de la Bat**
Cc		**Director: Community and Protection Services – Gary Boshoff** **Senior Manager: Community Services – Albert van der Merwe** **Manager: Environmental Management – Tammy Leibrandt**
From/Van	:	**Senior Environmental Planner – Schalk van der Merwe**
Date/Datum	:	**05 July 2022**
RE	:	**COMMUNITY SERVICES – COMMENT: ADAM TAS CORRIDOR LOCAL SPATIAL DEVELOPMENT FRAMEWORK**

With reference to the Adam Tas Corridor Local Spatial Development Framework, dated September 2021, this Department would like to submit the following input:

Papegaaiberg Nature Reserve

1) Portions of Papegaaiberg was declared a nature reserve (NR) in terms of the National Environmental Management: Protected Areas Act, 57 of 2003 (NEM:PA), during June 2016, as correctly indicated in the above document. The primary purpose of this declaration was the protection of remnants of the critically endangered Swartland Shale Renosterveld and Swartland Granite Renosterveld that occurs on the property. Any proposal associated with the Papegaaiberg NR must adhere to the requirements of NEM:PA, the relevant Protected Area Management Agreement and the Papegaaiberg NR Environmental Management Plan.

2) This Department supports any proposal, within the bounds of the above provisions, that seeks to make Papegaaiberg NR more accessible to the public, creating linkages to its immediate surroundings and town in general.

3) The encroachment of the informal settlement of Enkanini into Papegaaiberg NR, a matter that have intensified during the last 24 months, is a big concern in terms of protecting the boundary of the NR and the environmental attributes listed above. The redevelopment of the Adam Tas Corridor should make provision for housing opportunities and access to employment for lower income groups in an effort to assist in the alleviation of socio-economic issues that has caused instability along the northern boundary of Papegaaiberg NR.

Public movement

4) Public-, non-motorised transport and walkable routes along the Adam Tas Corridor should be provided. These movement options must be safe, efficient and cost-effective to provide access to employment opportunities within the Adam Tas Corridor, within Stellenbosch town, to the NR itself and alleviate some pedestrian (daily commute) movement through the NR.

River improvement

5) The Plankenbrug River is correctly identified as a potentially significant public amenity (*and linear park...connecting districts of the Adam Tas Corridor through non-motorised transport routes*) and should be prioritised as such in all planning and development proposals forming part of the Adam Tas Corridor.

6) The successful redevelopment of a Plankenbrug River corridor largely depends on addressing the current state of this river along the relevant section. For the above proposal to realise pollution from the informal residential area of Enkanini, Kayamandi and the industrial area of Plankenbrug must be addressed.

7) The feasibility of the formalisation of the Plankenbrug River from below the Kayamandi Sportsfield to the Eerste River confluence must be investigated. The establishment of landscaped ecological infrastructure along the most degraded sections of the river, to assist the river in performing its natural functions, should address some of the issues that has led to the current state of the river.

Landscaping and beautification

8) The Adam Tas Corridor Local Spatial Development Framework should make provision for standard landscaping plans, including general landscaping parameters, to form part of any development approval.

9) These parameters must include planting lists of suitable indigenous vegetation, applicable standards for soft- and hard landscaping in order to create high quality public spaces.

Western Cape Government

Transport and Public Works
Road Investment Planning

REVIEW COMMENTS

DOCUMENTS	:	Adam Tas Corridor Local Spatial Development Framework, September 2021 Adam Tas Corridor Development Guidelines, September 2021
FILE REF	:	ATC LSDF Review Comments July 2022
PURPOSE	:	To capture comments from the Chief Directorate: Road Planning
REVIEWER	:	Department of Transport and Public Works Chief Directorate: Road Planning
DATE	:	4 July 22022

1. General Comments

The Chief Directorate Road Planning of the Department of Transport and Public Works does not support the proposals reflected in the following documentation of the Stellenbosch Municipality in its current form:

- Adam Tas Corridor Local Spatial Development Framework, September 2021
- Adam Tas Corridor Development Guidelines, September 2021

2. Adam Tas Corridor Local Spatial Development Framework, September 2021

Clause *(Indicate clause/ regulation Number)*	**Comment** *(State why the clause/regulation or proposed amendment is not supported or what the problem is with the provision)*	**Suggestion** *(Suggested deletion/amendment/ addition)*
Executive Summary	"It is envisaged that the bulk allocated to an ATC and its precincts remains "floating" across the area, subject to landowners meeting agreed obligations related to expanding the commons and precinct planning. The transfer of rights happens at the Site Development Planning Stage. Managing the floating of rights and activities over time and space is a balancing act to maintain the overall development intent." Transport infrastructure will need to be determined at an early stage. Land use will need to be managed to ensure that the transport infrastructure provisions made can serve the developments while retaining the desired level of service for all road users.	The DTPW Roads Branch will need to be consulted as an affected party in connection with any impact, direct or indirect, on the Proclaimed Provincial Road Network assets.
1 .1 .2. The ATC LSDF Area	"The ATC covers an area of some 375ha, compared to the 120ha of the Victoria & Alfred Waterfront and 250ha of Century City in Cape Town (see Figure 2)."	It 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 Adam Tas Corridor (ATC) – the proposed developments can't rely solely on the ATC Provincial Road Network which already experiences congestion.
3.9. The Stellenbosch Municipal Spatial Development	"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."	Given the unreliable nature of rail services, this presents a technical risk. A sensitivity analysis should be undertaken to be determine the traffic impact if the rail line

Framework (MSDF), 2019		does not serve as the backbone as envisaged.
3.9. The Stellenbosch Municipal Spatial Development Framework (MSDF), 2019	"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." Is not clear from the document what appetite there is for accommodation in town and to what extent this is envisaged to reduce the commuting traveling public. It is also not clear how the anticipated additional parking demand associated with additional housing will be managed, given the attraction and aspirational nature of car ownership.	The envisaged reduction in commuting traffic is to be identified and included in the document. The management of parking demand is to be addressed in the document.
3.9. The Stellenbosch Municipal Spatial Development Framework (MSDF), 2019	"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" Is not clear from the document what appetite there is for accommodation in town and to what extent this is envisaged to reduce the commuting traveling public.	The envisaged reduction in commuting traffic is to be identified and included in the document.
3.13 Draft Stellenbosch Municipality Roads Master Plan (2018 Update)	The Adam Tas Corridor (ATC) covers an area of some 375ha and stretches along the R310 and R44 strategic road network linkages. The scale of the study area and proposed development indicated in the ATC Local Spatial Development Framework (LSDF) will have an impact on traffic volumes on the existing and future road network.	The impact of the proposed bulk m^2 (Section 6.4.6) on transport infrastructure requirements and phasing needs to be assessed, aligned and integrated with the Stellenbosch Municipality (SM) Roads Master Plan (2018). "Significant densification/ development is expected in Klapmuts, Droëduike, Adam Tas Corridor, Botmanskop and Jamestown. The extent to

		which these developments will be implemented and its impact on the road network will still need to be explored."
3.14 Parking Study, 2019	The scale of the study area impacted by the ATC LSDF and bulk associated with the proposed development will impact on parking demand in ATC and adjacent areas within Stellenbosch.	The impact of the ATC LSDF parking demand needs to be considered with the findings and proposed interventions of the SM Parking Study (2019).
3.16. Landowner Plans for the ATC and Adjacent Areas	"Table 4 and accompanying figures summarizes known development proposals for various parts of the ATC and adjacent areas." It is not clear from the document what traffic studies have been undertaken to support these development proposals.	The full extent of the impact of the consolidated ATC development proposal needs to be determined by means of a detailed traffic study. Further, this traffic assessment will need to undertake sensitivity analyses to determine the impact on the road network if the public transport and NMT transport share is not as significant as envisaged.
4.3 Approach to the ATC LSDF	Given the extent of the ATC area and anticipated lengthy development period, the ATC LSDF sets out to provide the minimum necessary guidance – in terms of infrastructure to enable meeting project objectives while ensuring applicable LUMS and landowner obligations associated with exercising development rights follow the LSDF process.	Several transport infrastructure improvements are proposed (section 6.6.3), as part of the ATC LSDF. The DTPW Roads Branch must be consulted as an affected party due to impacts and interventions on the Provincial Road Network.
5.2. Area, Land Ownership and Use Rights	"A relatively few large landowners could assist in reaching a speedy agreement on the future of the area. The need for new zoning enabling development provides the municipality with the opportunity to direct development to agreed policy objectives." It is important to ensure that development along the ATC corridor does not adversely affect the mobility function the Provincial Roads serve.	The DTPW Roads Branch needs to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.

5.2.1. Key Attributes and Opportunities of specific land parcels	"Sawmill: It is understood that Steinhoff has sold the Sawmill site. It appears that a previous proposal for a regional shopping mall/office on the site will not be pursued." This is vague language for a key area adjacent to the ATC.	It is vital that assumptions and understandings are eliminated as far as possible to ensure a sound base for the development prospoals.
5.2.2. Constraints and Actions Required	"There appears to be few title deed restrictions which will inhibit redevelopment, but a detailed review of title deeds is appropriate at later planning stages." This is a fundamental possible constraint and will need to be determined as soon as possible.	Land use directly affects transport infrastructure and will need to be determined as a matter of priority.
5.4. 1.3. Constraints and Actions Required	"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." It is not clear how this will tie in with the anticipated business case for the precincts and how the demand for private vehicle ownership and parking will be managed.	Further detail to be provided in this regard.
5.4.2.2. Opportunities	"Redevelopment of the area to provide the opportunity to provide new educational facilities accommodating learners from all-over Stellenbosch." No information is provided regarding the traffic impact of such a proposal – has the traffic impact of such a proposal been identified?	Further detail to be provided in this regard.
5.4.3.2. Opportunities	"Redevelopment of the area provide a significant opportunity to increase access to housing for lower income groups - specifically those qualifying for "affordable" housing - and students." It is not clear how this will be managed and controlled given the demand for accommodation in the area.	Further detail to be provided in this regard.

5.5.2.3 Built Environment Context – Constraints & Actions Required	Integrating the ATC with Stellenbosch town, and parts of the area with each other, is a key challenge to be overcome in realizing the area's full potential. To enable the Papegaaiberg-university avenue-Jan S Marais Park connection, bridging the rail and R44 is required in the vicinity of Alexander Road/Du Toit Street.	The DTPW Roads Branch needs to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.
5.5.3.1 Access & Movement – Key Attributes	Vehicular access to the area – and between parts of the area - is limited. The ATC LSDF indicates proposed developments require upgrades to the Bird Street intersection; the elimination of the rail crossing at Adam Tas / George Blake Road; the realignment of Merriman Avenue; upgrading the existing Stellenbosch Rail Station; upgrading the Adam Tas/Strand Street intersection; and a new pedestrian crossing adjacent to Stellenbosch Station. With the development of Droeë Dyke, Adam Tas, and Van der Stell, a new overhead railway station and road-over-rail bridges are envisaged. Development of George Blake and Kayamandi North will require various station, bridging and intersection improvements.	The DTPW Roads Branch needs to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.
5.5.3.3 Access & Movement – Constraints & Actions Required	Achieving overall project objectives will require a focus on walkability, NMT, and public transport.	The NMT and public transport requirements of the ATC LSDF, need to be supported by an updated Integrated Transport Master Plan for Stellenbosch. The reliance on walkability, NMT and public transport presents a technical risk to the proposals - what if the ridership is not achieved? What contingency plans and mitigations have been identified? This needs to be determined given the Mobility function served by the ATC.

5.6. 1.3. Constraints and Actions Required	"The ATC LSDF is obliged to follow transport planning informed by national/provincial settlement planning and management statute and policy. The provision of affordable housing in the ATC area is a prerequisite for meeting national/provincial/local spatial planning and management objectives and mandated by law. The LSDF should explore a reasonable proportion of affordable housing related to the land value added through the allocation of significantly enhanced development rights. The ATC should explore alternative standards for public facilities, especially schools.	Sound transport planning to established norms and standards is to be undertaken to ensure a balance between development and the mobility function the ATC also serves.
5.6.2.3 The Institutional Context – Constraints & Actions Required	Available municipal capital funding is required for backlogs and maintenance, i.e., there are virtually no funds to invest in support of new development and improvements to address existing problems with infrastructure. Ways must be found for the ATC to pay for itself.	Should the proposed capital improvement projects not be implemented, the ATC LSDF will exacerbate existing infrastructure problems. The DTPW Roads Branch needs to be consulted on infrastructure improvement appraisal, investment and phasing.
5.7 Synthesis – Spatial Integration	Integration of the ATC area with Stellenbosch town is possible with bridging at selected places. NMT network of the ATC should be integrated with and expand that of Stellenbosch Town.	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).
5.7 Synthesis – Engineering Services	It appears that some development can start without extensive bulk infrastructure improvements. Refer to Section 6.6.3 Transport improvements per phase, which indicate bulk infrastructure interventions as part of Phase 1.	The existing road network currently operates beyond its capacity (Stellenbosch Municipality Roads Master Plan (2018)). The impact of additional development on the road network needs to be investigated prior to approval.

5.7 Synthesis – Movement & Transport	"While the development should provide for vehicular connections and integration with the rest of Stellenbosch, the overall emphasis should be on enhanced public transport, NMT and walkability. " How realistic is this? What contingency/alternative plans are there in the event that uptake in Public Transport and NMT doesn't match projections?	Arterial / access management plans on selected roads which are part of the proclaimed provincial road network should be developed with approving road authority (DTPW Roads Branch) to manage growth & development. Sensitivity analyses to be undertaken to determine impact of alternative (reduced) Public Transport and NMT use.
5.7 Synthesis - Funding	Earlier work has indicated that the project can fund its own infrastructure servicing needs through the context of development contributions payable, with sizeable funds "spare" for allocation to remedial or new infrastructure work in adjacent areas.	The extents and scale of the ATC LSDF will impact on the proclaimed provincial road network. Infrastructure interventions to accommodate increased travel demand from the ATC LSDF need to be workshopped and agreed upon with the relevant road authority (DTPW Roads Branch).
6.3 Concept	Key design ideas underlie the proposed concept: 1. Separate but linked NMT and public transport, organized linearly along the rail line and supporting movement routes.	The proposed concept is dependent upon the support and commitment of external stakeholders, most notably PRASA. How will this be managed, and the desired commitment (infrastructure investment and operations) be sought?
6.3 Concept	Precincts are centered on current or future rail stations/transport interchanges (all part of the central movement corridor) with surrounding development within walking distance from such interchanges.	The proposed conceptual design is reliant upon a well-functioning and integrated transportation system within the ATC. How will this be

		planned, implemented, and managed, without a strategic transport masterplan for ATC?
6.3 Concept	"A good example is parking for private vehicles. It is anticipated that access to private vehicles - and the concomitant need for storage of vehicles - may change considerably over the development period of the ATC. One option accommodating present day needs for parking may be to centralise parking spaces and provide for parking in structures which could be readily adapted or redeveloped when needs change." A Technical assessment needs to consider if the take-up is not as envisaged.	Development controls need to be implemented if the demand for private vehicles exceeds the development provision.
6.4.2 Development Framework – Figure 14	ATC LSDF includes an extensive area of development as part of Precinct #10 (up to approximately 200 000 bulk m^2). The proposed concept indicates that this precinct will take access off the R310. The R310 functions as a mobility route on the provincial road network.	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.
6.4.4 Land Use	Given the location of the ATC as part of an already developed area, access to major transport systems and strategic objectives of maximizing existing land resources and establishing a vibrant, compact and efficient urban district enabling NMT. Land use across ATC is envisaged as mixed and relatively high density.	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 TIA's and alignment with a strategic transport master plan for ATC.
6.4.6 Bulk Table 9	Table 9. Land Use Bulk Summary for the ATC. The proposed mixed land use includes light industry, with maximum bulk of 670 000m^2.	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).
6.4.10 Landscape	Several conservation worthy heritage resources identified within the ATC LSDF.	Will hinder increasing transport infrastructure capacity.

and Historic Character		Heritage resources constraining widenings, upgrades and links.
6.5.2 Movement Network	The movement network associated with the ATC is illustrated in Figures 20 and 21. Several of the proposed movement network interventions impact either directly or indirectly on the provincial road network.	The DTPW Roads Branch will need to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.
6.5.2 Movement Network	"Adam Tas Road/ R44 maintaining its role as a "mobility" route." It is vital that this is not forgotten in the course of developing the project proposals.	The DTPW Roads Branch will need to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.
6.5.4. Parallel actions	"The movement network assumes that (key assumptions included below):" • PRASA will continue/ reinstate operations of the railway corridor service with new rolling stock and the implementation of additional rolling stock for increased demand. • Vehicle Operating Companies) by means of contracted services. This is a contentious process and, in many respects, based upon both legislative responses as well as the value proposition offered to the industry to transform. • The allocation of housing opportunity to people living, working and/ or studying in Stellenbosch, in that way assisting to removing commuters to and from Stellenbosch using private vehicles. The development proposals rely on fundamental assumptions – these need to be further developed and confirmed before planning progresses too much further.	Fundamental assumptions need be confirmed before the development proposals are taken too much further.
6.6.2 Bulk services framework - Phasing	Proposal indicates prioritizing Precincts 6,7 for development. Existing access to these precincts is constrained and exhibits traffic problems. The proposed bulk floor area phase 1 is 400 000m².	Any proposed intervention (development, access, or upgrade) along or adjacent to the Provincial Road Network

	How will the additional trips be accommodated if the existing traffic network and access arrangement is operating over capacity?	will require consultation with the DTPW Roads Branch and DTPW Roads Branch Approval.
6.6.3 Transport improvements per phase	Table 14. Transport infrastructure improvements per phase and precinct.	The impact of the proposed transport infrastructure improvements and phasing needs to be assessed, aligned and integrated with the that of the Stellenbosch Municipality (SM) Roads Master Plan (2018).
6.6.3 Proposed transport considerations	Figure 23. What is the status of the "proposed transport considerations"? Are these based on a transport study for ATC, the SM Roads Master Plan, or have these been developed as part of the ATC LSDF process.? Have the relevant road authorities provided input / comment on the proposed interventions?	The DTPW Roads Branch needs to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.
8.2.3 Legislation and regulations	The most appropriate option for incorporating the LSDFs envisaged rights and obligations in the LUMS appears to be establishing and ATC Local Area Overlay Zone.	The proposed overlay zone and associated development parameters for ATC, should be supported by an overarching strategic transport master plan.
8.2.3 Development agreements	In support of the ATC implementation, agreements are envisaged dealing with shared responsibility related to the provision of infrastructure services and the phasing of infrastructure, including the extent and use of development contributions.	The DTPW Roads Branch needs to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.
8.2.3 Steps for concluding a Services Agreement	Table 27. 3. Engineering Design – Submission of external bulk infrastructure designs for approval.	Any proposed improvements to the Provincial Road Network will require consultation with the DTPW Roads Branch.
8.5 Monitoring and Evaluation	Landowner and SM administrative agreement on: The Development Framework, the Local Area Overlay zone, and associated processes. The phasing and manner of infrastructure provision.	The DTPW Roads Branch needs to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.

3. Adam Tas Corridor Development Guidelines, September 2021

Clause *(Indicate clause/ regulation Number)*	**Comment** *(State why the clause/regulation or proposed amendment is not supported or what the problem is with the provision)*	**Suggestion** *(Suggested deletion/amendment/ addition)*
2.3.7 Approach to Non-Motorized Transport (NMT)	Pedestrian and cycle infrastructure that is physically separated from motor vehicle traffic and larger streets, paired with traffic calming or traffic control to facilitate safe crossings.	Any proposed intervention along or adjacent to the Provincial Road Network will require consultation with the DTPW Roads Branch and DTPW Roads Branch Approval.
2.3.8 Approach to Bridges and Grade Separation	Bridging elements within the ATC are important pieces of public investment. They ensure the accessibility between opportunities on either side of the railway line and busy, wide Adam Tas Road. These bridging elements are either NMT focused, or vehicle focused and can either be overhead or underpass.	Any proposed intervention along or adjacent to the Provincial Road Network (incl. road reserve) will require consultation with the DTPW Roads Branch and DTPW Roads Branch Approval.
3.2.3.2 Precinct 2 - Built environment development guidelines – interface qualities	Buildings fronting onto Adam Tas Road must include an active ground floor opening onto the sidewalk which includes landscape elements and tree planting to further define the street space. Some street parking may be included with the street section.	Any proposed intervention along or adjacent to the Provincial Road Network will require consultation with the DTPW Roads Branch and DTPW Roads Branch Approval.
3.8.2 Precinct 8 – Landscape & Public Realm Guidelines	Physical crossing of Adam Tas Road to be emphasized.	Any proposed intervention along or adjacent to the Provincial Road Network will require consultation with the DTPW Roads Branch and DTPW Roads Branch Approval.
3.9.3.3 Precinct 9 - Precinct Specific Guidelines	Create safe NMT crossing of the Plankenbrugrivier to promote integration between existing development to the west and the Adam Tas Corridor. These bridges must be integrated with the NMT network of the Precinct.	Any proposed intervention along or adjacent to the Provincial Road Network will require consultation with the DTPW Roads Branch and DTPW Roads Branch Approval.

4. General Comments

Topic	Comment/Consideration
Cultural landscape – sense of place	<u>Identification of scenic routes and/or rural areas:</u> As an affected stakeholder, the DTPW Roads Branch and any relevant Road Authority will need to be consulted in the development of any Scenic Drive/Routes (or similar) Policy and endorsement and/or approval will be required before any measures can be implemented. Note applicability of Scenic Route Overlay Zones.
	<u>Outdoor Advertising limitations:</u> As an affected stakeholder, the DTPW Roads Branch and any relevant Road Authority will need to be consulted in the development of Policy, especially as it relates to the road environment.
Corridor Development	As an affected stakeholder, the DTPW Roads Branch and any affected Road Authority will need to be consulted in connection with any impact (direct or indirect) on the Proclaimed Provincial Road Network assets.
Area development – provision of bulk utilities	The planning of key bulk infrastructure needs to be considered to ensure that appropriate space/provision Is made. During the process of providing the required infrastructure to support growth and development, the DTPW Roads Branch and any other affected road or utility authority will need to be consulted.
Land use – proclaimed road reserve	<u>Land use of Road Reserve considered.</u> Any proposal to expropriate sections of the proclaimed road reserve to accommodate development will require consultation and approval from the relevant Road Authority.
Public Transport – proposed projects and new links	The DTPW Roads Branch will need to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.
Planning and execution of Road Projects	As the relevant road authority, DTPW Roads Branch will require consultation in developing proposals along Provincial Road links. Consult with DTPW Roads Branch for additional information if required, as the information provided on transport infrastructure project pipeline in the SDF may not be up to date. It is important to note that implementation timing and funding of DTPW-led Projects to be determined by the DTPW Roads Branch.

Arterial/Access Management Plans (AMP)	Arterial Management Plans (AMP) are tools guiding the planning of major roads where pressure from adjacent development must be balanced with the mobility function of that road. DTPW Roads Branch approval of Arterial Management Plans is required where Proclaimed Provincial Road Network assets are directly or indirectly affected.

7.8.3	**ARCGIS FOR LOCAL AUTHORITY (TPAMS AND BPAMS) IMPLEMENTATION REPORT**

Collaborator No: **736052**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **19 October 2022**

1. SUBJECT: ARCGIS FOR LOCAL AUTHORITY (TPAMS AND BPAMS) IMPLEMENTATION REPORT

2. PURPOSE

To provide Council with the progress of the implementation of Town Planning Applications Management System ("TPAMS") and Building Plans Applications Management Systems ("BPAMS") that were implemented on 01 July 2022.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

Council to have an update on the status-quo regarding the implementation of TPAMS and BPAMS, the issues that occurred during the implementation and future systems enhancements.

5. RECOMMENDATIONS

(a) that Council takes note of the progress made with the implementation of Version 2 of TPAMS and BPAMS on 01 July 2022; and

(b) that Council takes of note of the improvements to TPAMS and BPAMS as noted in 8.4 of this report that is included in the funding for the 2022/2023 financial year.

6. DISCUSSION / CONTENTS

6.1 Background

The Directorate: Planning & Economic Development with the assistance from the Municipal ICT facilitated the successful implementation of ArcGIS for Local Authority (AFLA) Version 2 Portal that was designed and developed by Esri South Africa to assist local authorities diminish queues and promote faster turnaround times on land development applications and building development. The AFLA Portal is accessible by members of the public, enabling the online submission of town planning applications at municipalities using the ArcGIS for Local Authorities (AFLA) suite.

The AFLA initiative has enabled our organization to deploy high-quality, focused geospatial web applications to the public and our employees in a quick and cost-effective manner. On the 1st of July 2022 the municipality upgraded the AFLA version 1 with a much-improved version 2 to speed up the land development and building plans applications.

These systems enable applicants to submit applications electronically and facilitate the electronic processing of the applications, further provide applicant with capabilities of live online tracking of applications as well as continuous communication via email notifications to the applicant.

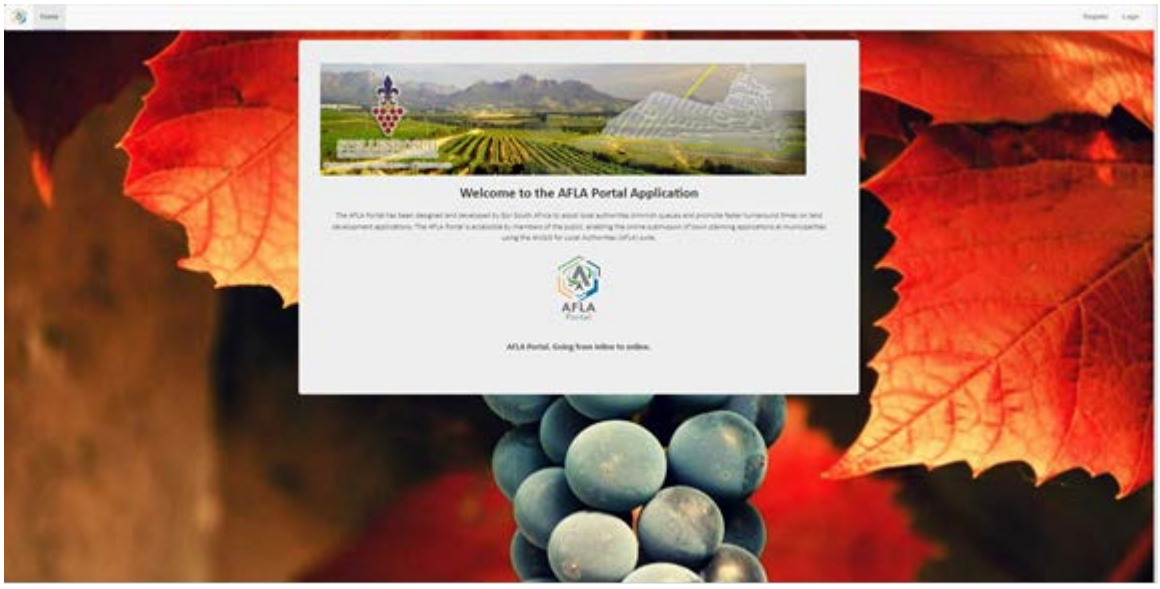


Figure 1: External AFLA Portal

The public use the external portal (figure 1) to register and submit the applications, the portal also allows the public to track and view the status of the applications.

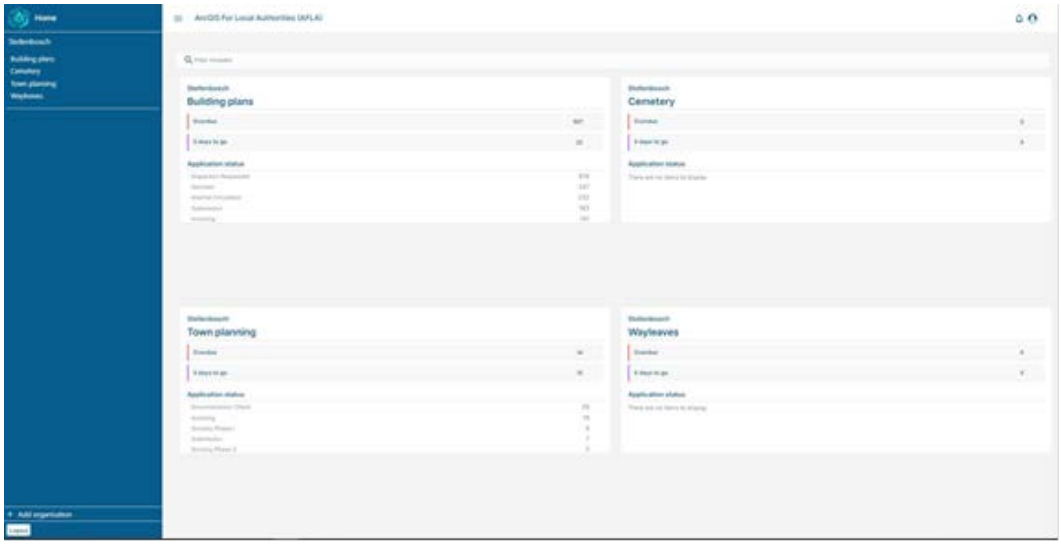


Figure 2: Internal AFLA Portal

TPAMS is built on a workflow which tracks step by step, the application process of a Land Use or Spatial Development application. The workflow enables SPLUMA compliancy and its adaptability to cater for each municipality's unique by-laws.

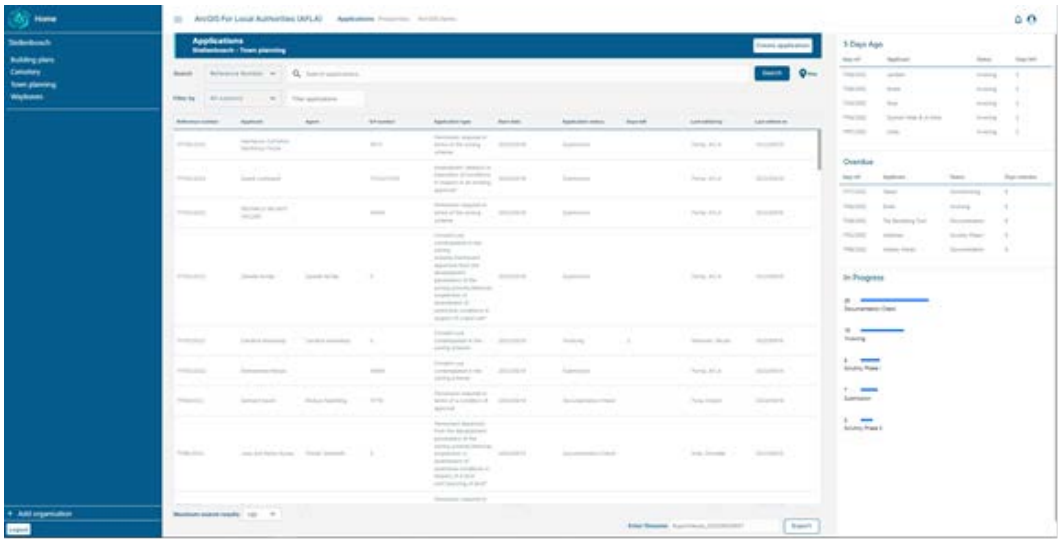


Figure 3: TPAMS Submitted Applications

All Land Use applications are displayed on an electronic on internal portal (figure 3). The applications can be viewed on the map to display the location of the property which the application has been lodged, and the status of the application. The users can determine from this, how far the application is from completion. The system also displays the following features on a map:

- Current status of application
- Who is responsible for the application (municipal staff member)
- The application location
- If there are any impeding deadlines or reminders regarding an application

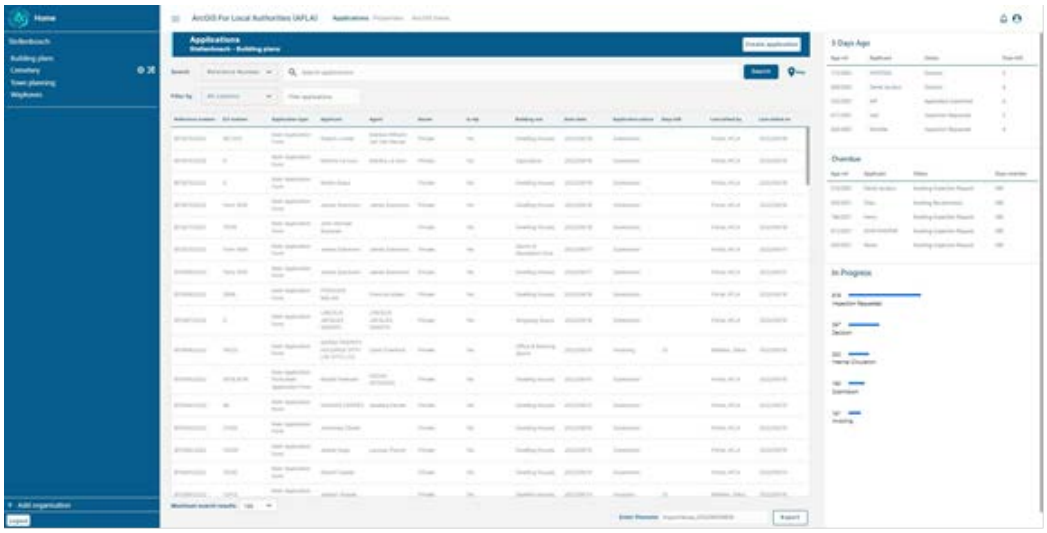


Figure 4: BPAMS Submitted Applications

All Building Plans applications are displayed on an electronic on internal portal (figure 4). The applications can be viewed on the map to display the location of the property which the application has been lodged, and the status of the application. The users can determine from this, how far the application is from completion. The system also displays the following features on a map:

- Current status of application
- Who is responsible for the application (municipal staff member)
- The application location

- If there are any impeding deadlines or reminders regarding an application

6.2 BPAMS Issues and Status

System Bugs

Throughout the testing and implementation process, the Esri teams and the municipal ICT were bound to encounter specific bugs that obstructed the implementation and testing process. Some of the bugs were resolved in the early stages, to avoid disrupting the workflow in the later stages, and fixing them becomes far more challenging and time-consuming.

Bug/Production issues	DevOps	Status
Location tab map does not always zoom to property location	7896	Resolved
"Invoice Date" on the generated invoice is incorrect. It is showing the same date as the "Payment Due Date".	8303	Resolved
On the invoice, only the "name" of the person responsible for payment is showing and not the surname as well.	8304	Resolved
"Send Invoice" step can't select applicants from the drop-down list. It just shows a blank drop-down list.	8292	Resolved
No email communication is received when comments are submitted using Survey123.	8320	Resolved
Quantity value when adding an invoice item does not allow for decimal values. However, this is a capability in AFLA V1.	8324	Resolved
"Not all attachments are coming through, specifically: - Form 1 - Form 2 (Sometimes) - Additional docs added at a later stage. All applications submitted from the 1st of July seem to have this issue	8317	Resolved
Error on newly added attachments for GenSendComms and GenReceiveComms steps. When uploading a new attachment, attachment details are wrong and error pops up when clicking download link.	8362	Resolved
Something went wrong adding email component for GenSendComms steps	8369	Resolved
Stellenbosch Staging: 'Created by' and 'Date & Time' not shown under survey123 tab	8815	Resolved
Municipality VAT number and branch code is not reflecting on the invoice.	8649	Resolved
Precision on VAT calculations for invoices	8179	Resolved

BPAMS Configurations

System configuration implements the user interface design and enables all the designed functionality. Some systems are easy to configure but may not be flexible enough to accommodate all design ideas. Some systems are very flexible but may not be easy to configure.

Configuration	DevOps	Status
When the "View Submitted" survey button is pressed for the "Internal Comments" survey a new tab pops up with the survey in survey 123 format. However, it says you do not have permission to view.		Resolved
Some single-line comment sections should be made into multiline for the "Internal Comments" survey. - Reason for Refusal - Conditions to be imposed This configuration may need to be done for the other surveys as well.		In-progress
Complete survey redesign		In-progress

BPAMS Enhancements

These are functionality requests that are not currently part of AFLA V2 and I will be included in AFLA (BPAMS) V2.1

Enhancements	DevOps	Status
Auto-populate certain details of the survey123 that have already been provided in previous steps on the internal AFLA system. (Application Type, User Details)		In-progress

Make the survey123 tab in the internal ALFA V2 system more user friendly: - Include the department name in survey block on the left - Include the ID or Erf no. in survey block on the left - Change survey block colour depending of on approval or refusal.	8028	In-progress
Want to select multiple people to send survey123 links to. (Batch email)	8082	Resolved
When Surveys are submitted the email notification needs to be only be sent to the admin staff that sent the initial survey link out. Currently all admin staff are receiving all survey submission emails.		In-progress
Add the ability to add documents to AFLA Portal from the municipal side. Will remove the need for staff to email documents to applicants.	8176	In-progress
Add address on the invoice - responsible party address and municipality	8178	In-progress
Add the ability to search for erf and farm no in afla portal	8210	In-progress
Extend timeout period for steps before a refresh is required		In-progress
Email notification to responsible person when new responsible person is assigned to an application		In-progress

6. 3 TPAMS Issues and Status

System Bugs

Throughout the testing and implementation process, the Esri teams and the municipal ICT were bound to encounter specific bugs that obstructed the implementation and testing process. Some of the bugs were resolved in the early stages, to avoid disrupting the workflow in the later stages, and fixing them becomes far more challenging and time-consuming.

Bug/Production Issues	DevOps	Status
Some staff AFLA UI is zoomed too far in cutting off some of the buttons that are supposed to be visible on the screen. This is even when the browser zoom is set to the default 100%. In order for them to see the buttons they then have to zoom out to 50%.		Resolved
Stellenbosch Production - Users have been experiencing problems when logging in	8459	Resolved

TPAMS Configurations

System configuration implements the user interface design and enables all the designed functionality. Some systems are easy to configure but may not be flexible enough to accommodate all design ideas. Some systems are very flexible but may not be easy to configure.

Configuration	DevOps	Status
At the "Upload Decision" step specify in description of this step what needs to be uploaded. If coming from MPT route "Upload Minutes", if coming from Authorized employee route "Upload signed report"		Resolved
Add the following decision options "Approved in whole, "Approved in part", and "Refused" option to the "Capture Decision" step in the Decision phase		Resolved

Control checklist Separate "External Departments: Department of Environmental Affairs & Development Planning (DEADP)" to 2 sperate check boxes		Resolved
Add an additional checkbox for the Control checklist "Internal circulation: Traffick engineer" must come after "Internal circulation: Engineering Services"		Resolved
Control checklist Separate "Spatial Planning, Heritage & Environment" to 3 sperate check boxes		Resolved
"Survey123 edit: For surveys that require comments add a checkbox/section in the survey form indicating if additional documents have been uploaded to the application through the internal system. This is to indicate if any other documents need to be referenced when reading the comments.		Resolved
Additional uses and technical approvals do not appear on the line item on TPAMS it only shows Temporary departure into the zoning scheme.		Resolved
Nicole Petersen and Nolusindiso Momoti added to drop down for invoicing step.		Resolved

TPAMS Workflow

Workflow	DevOps	Status
Addition of assign administrator step. It is at this stage that the Snr Admin / Bulelwa assigns the application to an Admin person. There was uncertainty if this step is included. It is preferred that all further correspondence is administered by the Admin official and not Bulelwa or the generic landuse email address. (Workflow change)		In-progress
Add new step after "Admin & Planner check if POE complete" (Placeholder) step. A POE Checklist sent by the Applicant must be manually signed by the Admin & Planner and uploaded again. (Workflow change) Needs to clarify what the requirement for this step is.		In-progress
"Stop: Assessment Period MPT" Step must be after "Must Report be assigned to MPT"		In-progress
Change "Capture the Registration Date" step to "Capture the appeal notification date"		In-progress
"Notify Admin to Draft and Sign Decision Letter" and "Notify Applicant and Objectors of Decision letter / Upload letter on Municipal Website" steps need to be removed from the "Assessment phase" and added to the "Decision" phase in place of the "Send decision to stakeholders" step		In-progress
Remove 'Upload Application Documents (Submits)' step from workflow		In-progress
Remove 'Notify Land Use Manager of the Application' step from workflow		In-progress
Remove "Notify Land Use Manager to Assign Town Planner" step. This follows the request for outstanding documents from applicant		In-progress

TPAMS Enhancements

These are functionality requests that are not currently part of AFLA V2 and will be included in AFLA (TPAMS) V2.1

Enhancements	DevOps	Status
Create functionality that creates a Control Checklist Report document that is populated with the information from the current "Control Checklist", and "Executive Summary" steps as well as the Applicant details. This functionality needs to be incorporated into a specific step where this document can be generated and be sent to a recipient with additional attachments (e.g. a Map). See provided "Control Checklist" document to be used as a reference. I will send through the example of current Checklist document that is currently used by the Town planning department		In-progress
When surveys are submitted the email notification needs to only be sent to the admin staff that sent the initial survey link email out. Currently, all admin staff are receiving all survey submission emails.		In-progress
Want functionality for the submitted surveys to be exported to pdf/word document format. This is so that the survey information can be easily attached to emails to the applicant for viewing.		In-progress
Wants a POE Checklist to be created similar to the Control Checklist document.		In-progress
Want email notification when additional documents are uploaded by the applicant on the AFLA portal	5217	In-progress

Request to add the Farm number in the case of a farm. Currently only Erf Number is displayed at the top banner of an application.	8210	In-progress
AFLA Portal: "Building Floor Area (m2)" on step 4 of application process should not be a required field. Can also just be removed.		In-progress
AFLA Portal: Step 4: Erf Size. Give option to provide m^2 or hectors		In-progress
AFLA Portal: Step 5: "Conveyance certificate", and "Power of attorney" documents should not be required document to be uploaded. However, still wanted them listed as options in the "Document Type" drop-down. Want a full list of all potential document types. Keep "additional" options.		Resolved
AFLA Portal: Applicant address and contact detail added to applicant's profile details. This is so that when submitting a new application these details are auto-populated.		In-progress

RECOMMENDATIONS FROM THE PLANNING COMMITTEE MEETING TO THE EXECUTIVE MAYOR: 2022-10-04: ITEM 7.1.2

(a) that Council takes note of the progress made with the implementation of Version 2 of TPAMS and BPAMS on 01 July 2022; and

(b) that Council takes note of the improvements to TPAMS and BPAMS as noted in 8.4 of this report that is included in the funding for the 2022 / 2023 financial year.

FOR FURTHER DETAILS CONTACT:

NAME	Mduduzi Nhleko
POSITION	GIS Technician
DIRECTORATE	Planning & Economic Development
CONTACT NUMBERS	021 808 8586
E-MAIL ADDRESS	Mduduzi.Nhleko@stellenbosch.gov.za
REPORT DATE	26 September 2022

7.9	**LOCAL ECONOMIC DEVELOPMENT AND TOURISM:(PC: CLLR R DE TOIT (MS)**

NONE

7.10	**RURAL MANAGEMENT: (PC: CLLR J WILLIAMS)**

7.10.1	**REQUEST TO LEASE FARM NO. 502BH, STELLENBOSCH DIVISION: STELLENBOSCH UNIVERSITY FOR A EUROPEAN UNION (EU) FUNDED RESEARCH ENDEAVOUR**

Collaborator No: **736786**
IDP KPA Ref No: **Valley of Opportunity**
Meeting Date: **19 October 2022**

1. SUBJECT: REQUEST TO LEASE FARM NO. 502BH, STELLENBOSCH DIVISION: STELLENBOSCH UNIVERSITY FOR A EUROPEAN UNION (EU) FUNDED RESEARCH ENDEAVOUR.

2. PURPOSE

a) To provide the Executive Mayor with all the pertinent factors in regard to the request from Stellenbosch University to lease Farm No. 502BH, Stellenbosch Division, for the purposes of an EU funded Research Endeavour in Partnership with Lynedoch Farmers.

b) To request the Executive Mayor to approve the request from Stellenbosch University.

3. DELEGATED AUTHORITY

In terms of Delegation EM85 the Executive Mayor, in consultation with the Executive Mayoral Committee, has the delegated authority to "Approve Lease Agreements on Council properties for a period shorter than 10 years and a contract value of less then R5M".

4. EXECUTIVE SUMMARY

The Stellenbosch University has applied for a short - term lease agreement (for a period of 3 years) for Farm No. 502BH, Stellenbosch Division where they are involved in a project assessing the potential value of seven technologies to enhance the productivity of emerging farmers.

The Policy on the Management of Council-owned properties allows for direct negotiations (private treaty) in specific circumstances, inter alia, for the purpose of agricultural purposes. The Asset Transfer Regulations provides that rights may be provided to any third party unless there is a public participation process indicating the municipality's intention and requesting any objections to the proposal. This is also contained in the Municipality's Property Management Policy. All land worth more than 10 Million Rand must first go through another public participation process publishing an information statement as provided for in the Asset Management Regulations.

5. RECOMMENDATIONS

(a) that Farm No. 502BH, Stellenbosch Division, be identified as land not needed for Municipal Services;

(b) that the importance of the study be noted as it will enhance the productivity of emerging farmers;

(c) that Council in-principle agrees to make the property available to the Stellenbosch University as they will deliver a function in Lynedoch for the benefit of the emerging farmers;

(d) that the intension of Council to lease the property to the Stellenbosch University for a period of (3) three years be advertised for public comment/input;

(e) that the item be returned to the Executive Mayor in consultation with the Mayoral Committee for a final decision, once the public participation process has been completed;

(f) that the Municipal Manager be mandated to determine a nominal monthly rental amount; and

(g) that Stellenbosch University enter into an agreement with the Municipality and be responsible for the payment of all services.

6. DISCUSSION / CONTENTS

6.1 Background and discussion

Stellenbosch University submitted a proposal to lease a portion of land where they intend to investigate the potential value of seven technologies to enhance the productivity of emerging farmers.

In short, the technologies will aim to do the following:

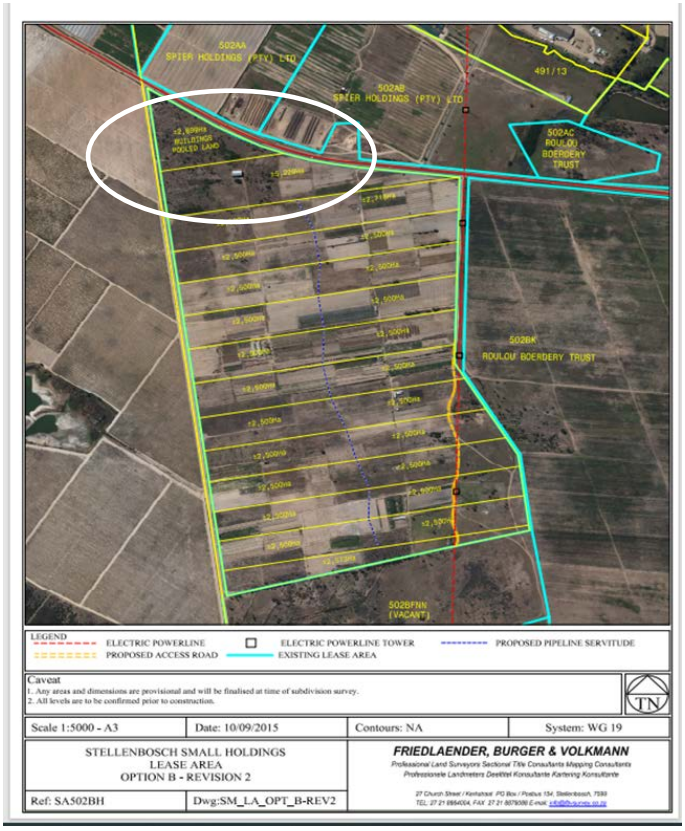
- **Produce clean water for irrigation from brackish water and wastewater** with a desalination greenhouse and artificial wetland.
- **Use waste materials to produce fertiliser and energy –** a biogas digester will turn wastes into gas for energy use and digestate for fertiliser; and a mobile kiln can be used for cooking while producing charcoal.
- **Improve farming techniques** with a highly efficient, clay – based drip irrigation system (SLECI) and ethnobotanical intercropping.
- **Add value to farming residues** with a mobile biofinery.

The initial phase will test the technologies as a pilot site at the Welgevallen Experimental Farm, and then towards the end 2022, the emerging Lynedoch Farmers will join the realm to co-design and adapt the technology.

The project budget has money allocated for the technology to be demonstrated on the farms, after piloting at the university.

Location and context
The property is situated on Farm No. 502BH, Stellenbosch Division.

Extent of site



6.2 Financial Implications

The extent of the entire Farm No. 502BH, Stellenbosch Division is 65 hectares and the land value as per the Municipal Valuation Roll is R11 600 000. Therefor the cost per hectare is R178 461.53.

The size of the portion of Farm No. 502BH which the University would utilize is 14 hectares, therefor the Municipal Valuation based per hectare will amount to R2 498 461.42.

Currently the market related long rental for farmland in Stellenbosch is approximately R202 per hectare / per month and the medium rental on municipal farmland, paid by emerging farmers is approximately R48.4 per hectare / per month.

6.3 Legal Implications

- The Legal Implications will be that of having a Lease Agreement in place between the Stellenbosch Municipality and Stellenbosch University.

- It must be understood that the infrastructure will be left on the farm at the end / or expiry of the lease term.

- The university will be liable to pay for rates and water usage in accordance with the Property Rates of the municipality.

- The Policy on the Management of Council-owned properties allows for direct negotiations (private treaty) in specific circumstances, inter alia, for the purpose of agricultural purposes. The Asset Transfer Regulations provides that rights may be provided to any third party unless there is a public participation process indicating the municipality's intention and requesting any objections to the

proposal. This is also contained in the Municipality's Property Management Policy. All land worth more than 10 Million Rand must first go through another public participation process publishing an information statement as provided for in the Asset Management Regulations.

6.4 Previous / Relevant Council Resolutions:

Not applicable

6.5 Staff implications

No additional staff implications.

6.6 Risk Implications

The risk implications is addressed through the content of the report.

6.7 Comments from Senior Management

No comments was requested

FOR FURTHER DETAILS CONTACT:

NAME	Lesley van Gensen
POSITION	Manager: Economic Development and Tourism
DIRECTORATE	Planning and Economic Development
CONTACT NUMBERS	021 808 8179
E-MAIL ADDRESS	Lesley.vangensen@stellenbosch.gov.za
REPORT DATE	11 October 2022

APPENDIX 1

Stellenbosch
UNIVERSITY
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Stellenbosch University Water Institute

15 August 2022
Mr. Anthony Barnes
Chief Director: Planning and Economic Development
Stellenbosch Municipality

Request for access to Municipally Owned Agricultural Land at Lynedoch for a EU-funded Research Endeavour in Partnership with Lynedoch Farmers

Dear Mr. Barnes

A team of Stellenbosch University (SU) researchers, with collaborators from four African and five European countries are involved in a project assessing the potential value of seven technologies to enhance the productivity of emerging farmers. The initial phase will test the technologies at a pilot site at the Welgevallen Experimental Farm, and then towards the end 2022, the emerging Lynedoch Farmers will join the team to co-design and adapt the technology. The project budget has money allocated for the technology to be demonstrated on the farms, after piloting at the university.

The impact of the project is expected to go beyond the transfer of technology and will also involve introducing the farmers to market opportunities and building management capacity through training and workshops. The attached project synopsis describes the anticipated outcomes of the project.

The SU team is aware that land was leased to 11 farmers at Lynedoch, one of whom is deceased. Permission is hereby requested to work with the farmers to use the deceased person's land, or any other appropriate land in Lynedoch, to test the most appropriate seven technologies, as revealed during the pilot phase. We seek permission to lease the land for a period of 3 years, starting in September 2022 and ending in July 2025, to demonstrate and optimize the technologies. We undertake to pay rent, if needed, as well as the related cost for water usage on the property for the duration of the assignment, and to hand it back in good faith after the project has come to a close. The assets installed on the property that are funded by the project will ultimately be transferred to the management co-operative of farmers at the Lynedoch site. As indicated, the farmers will co-develop and run the demonstration technologies with the university team. The farmers have a dormant co-operative, and are in the process of re-establishing it. The farmer community of practice has been in conversation with the DIVAGRI team since 2021.

Thanking you in advance for considering our request

Sincerely

Gideon Wolfaardt, Prof. Dept of Microbiology
ERWAT Chair in Water Research and Rand water Chair in Public Health
Director, Stellenbosch University Water Institute, Stellenbosch University
Private Bag X1, Matieland, 7602, South Africa
Tel. +27-21-808 3039; email: gmw@sun.ac.za

APPENDIX 2

DIVAGRI

Revenue DIVersification pathways in Africa through bio-based and circular AGRIcultural innovations

PROJECT DURATION: June 2021 – May 2025

PROJECT SUMMARY:

Over 20 international project partners will test and adapt simple technologies to local conditions that will turn farmers' waste materials into valuable products, thereby creating new business opportunities and reducing input costs. The project is being implemented in South Africa (Stellenbosch and Pretoria), Ghana, Namibia, Botswana and Mozambique.

In short, the technologies will aim to do the following:

1. **Produce clean water for irrigation from brackish water and wastewater** with a desalination greenhouse and artificial wetland
2. **Use waste materials to produce fertiliser and energy** – a biogas digester will turn wastes into gas for energy use and digestate for fertiliser; and a mobile kiln can be used for cooking while producing charcoal
3. **Improve farming techniques** with a highly efficient, clay-based drip irrigation system (SLECI) and ethnobotanical intercropping
4. **Add value to farming residues** with a mobile biorefinery

The aim is to use the waste outputs of one technology (and/or farmers' daily operations) as input for another technology, to thereby create circularity and save costs.

The technologies exist already, but will be adapted in a co-creation process with local small-scale farmers and broader industry stakeholders to make it economically beneficial to the small-scale farmers. In addition to installing and testing these technologies with a community, the international project team will work on creating new business opportunities and value chains for the farming communities participating in the project.

At Stellenbosch, the small farming community at **Lynedoch** was selected as the demonstration site.

The technologies are in the process of being set up at the University's experimental farm, Welgevallen. This will be completed by November 2022. From there, the community and a wide range of industry stakeholders will be involved in the piloting phase to adapt the technologies to local circumstances. By the end of 2023, the technologies will be installed on a piece of municipal land in Lynedoch, to be further adapted and used to the benefit of the participating farmers.

Revenue DIVersification pathways in Africa through bio-based and circular AGRIcultural innovations

Proposal acronym: **DIVAGRI** | Proposal Coordinator: Hochschule Wismar | Contact: Sebastien Clerc-Renaud

Table 1: List of participants

N°	Participant organisation name	Main roles in project	Type	Country
1	Hochschule Wismar (HSW)	Project coordination, SLECI, biorefineries	UNI	DE
2	Institut für Polymertechnologien e.V. (IPT)	SLECI, bioplastics	RTD	DE
3	alchemia-nova GmbH (ALCN)	Scientific lead, biorefineries, multifunctional wetlands, agroforestry, regenerative farming, circular bioeconomy	SME	AT
4	Stellenbosch University (SU)	WP5 lead, pilot & demo lead, comm. & diss. Africa lead	UNI	ZA
5	Agricultural Research Council (ARC)	End-user participatory research, WP1 lead, pilot & demo lead, South Africa country lead	RTD	ZA
6	Namibia University of Science and Technology (NUST)	WP2 lead, multifunctional wetlands, biochar, biogas, pilot lead, Namibia country lead	UNI	NA
7	University of Cape Coast (UCC)	WP4 lead, biochar, biogas, pilot lead, business models, Ghana country lead	UNI	GH
8	National Agricultural Research and Development Institute (NARDI)	WP3 lead, pilot & demo lead, Botswana country lead	RTD	BW
9	İstanbul Avrupa Araştırmaları Derneği (IAAD)	WP6 lead, Communication, Dissemination and Exploitation lead	CSO	TR
10	Council for Scientific and Industrial Research - Crops Research Institute (CSIR)	Public extension service provider, agronomy, pilot & demo lead	RTD	GH
11	Lake Agege Farm (LAF)	Farm, end-user, demo site	SME	GH
12	Botswana University of Agriculture and Natural Resources (BUAN)	Pilot & demo lead	UNI	BW
13	Instituto Superior Politecnico de Manica (ISPM)	Demo lead, Mozambique country lead	UNI	MZ
14	Center for Research and Technology Transfer to Communities (CITT)	Education and training, extension services, demo lead	RTD	MZ
15	Lisha Empowerment and Development (LISHA)	Education, training, community economic development, demo lead	CSO	NA
16	Namibia Rotomould CC (NMR)	Bioplastics, local supply chains, exploitation	SME	NA
17	G&G Extrusionstechnik GmbH (G&G)	Bioplastics, exploitation	SME	DE
18	FH Joanneum GmBH (FHJ)	Food & nutrition security, food processing	UNI	AT
19	Asociacion de la Industria Navarra (AIN)	SLECI, biorefineries, dissemination/cross-transfer	SME	ES
20	Institut Po Ovoshtarstvo-Plovdiv (FGI)	Transfer of know-how on SLECI field testing	RTD	BG
21	Ss. Cyril and Methodius University in Skopje (UKIM)	Rural development (emerging rural economies), training and transfer of Eastern European experience to Africa	UNI	MK

The DIVAGRI partnership also includes 39 indirect partners consisting of policy makers such ministries of agriculture or economy, policy advisors such as associations, industry farming companies, and international organisations. Twelve organisations are supporting the project as members of the Advisory Board.

7.11	**MUNICIPAL MANAGER**

NONE

8.	**REPORTS SUBMITTED BY THE EXECUTIVE MAYOR**

NONE

9.	**URGENT MATTERS**

10.	**MATTERS TO BE CONSIDERED IN-COMMITTEE**